



CITY *of* BRISBANE

Complete Streets Safety Committee Meeting

Wednesday, June 4th, 2025 at 6:30 P.M. • City Hall, 50 Park Place, Brisbane, CA

CALL TO ORDER

Chairperson Wirowek called the meeting to order at 6:30 p.m.

ROLL CALL

Members present: Bouscal, Cabrera, Liu, Wirowek, Wodziak

Staff: Breault (Director of Public Works), Kinser (Deputy Director of Public Works), Garcia (Brisbane Police Commander), Santoyo (Assistant Engineer)

PUBLIC COMMENT

Santoyo reads an email sent to the CSSC by Chris Florkowski. In this email, Chris expresses concern over the recent vehicle collisions in Brisbane resulting in injuries or death. She recommends that Brisbane PD make quarterly updates to the CSSC for any collisions that result in injuries or death.

APPROVAL OF THE MINUTES

The May 7th meeting minutes have been approved.

PRESENTATION

Stacey Hartwig of Municipal Parking Services is attending to give a presentation on the Safety Stick product previously mentioned during CSSC meetings by Commander Garcia. This device assists with enforcing and regulating parking, which could help to address some of the parking issues that have been mentioned on Visitation Ave. by residents and businesses.

Hartwig begins her presentation by describing how the Safety Stick works, ideal locations to install, and the MPS pricing and collection model. She notes that there is no cost to the city, including in the event of vandalism or malfunctions, and that MPS runs on a performance-based use model. The committee asks clarifying questions throughout, including a question from Cabrera asking if the Safety Stick captures double parking, as this was a concern expressed during public outreach. Hartwig responds that the technology is currently limited to parking enforcement.

Hartwig then discusses the online parking platform that could be used by City Staff called SentryLink. This platform manages all the data collected by the Safety Stick like arrival times, departure times, license plates, etc. She notes that MPS, the City, or a third-party could manage the mailing of tickets. Hartwig briefly discusses the capabilities of their parking lot enforcement technology. Hartwig concludes her presentation and fields questions from the committee members relating to the business model and how the costs compare to conventional enforcement, and resident feedback received.

OLD BUSINESS

None

NEW BUSINESS

The committee discusses possible recommendations for improvements to Visitacion Ave. Staff has organized options to recommend into a document to present to the committee and discuss.

Breault summarizes the issues voiced by residents and businesses in the survey: lack of parking, double parking, and safety/speeding concerns. He begins presenting the document prepared by staff. The first location discussed is the Visitacion Ave./Mendocino St. intersection. An option to address speeding issues at this location is a raised intersection. The steep downhill grade on Visitacion Ave. at this location results in drivers traveling at high speeds at a popular pedestrian location. A raised intersection at this location could slow drivers down as is seen with speed humps.

Potential loading zones are discussed next. Delivery trucks at Midtown are regularly parked in the roadway on Visitacion Ave., restricting public parking and obstructing visibility. A possible solution is to create a loading zone on Mendocino St. WB approaching Visitacion Ave. during designated hours for delivery driver use. A second zone at Mariposa St. WB approaching Inyo St. next to the Brisbane Inn is also discussed, though concerns for large trucks turning onto Inyo St. have been expressed by residents. A loading zone here would require restricting parking on the southside of Mariposa St. to allow delivery trucks to make the turn.

Designating 5–10-minute curbside pick-up parking spaces at Visitacion Ave./Mariposa St. and Visitacion Ave./Monterey St. is discussed as a potential option to address transportation network company (TNC) drivers double parking when completing deliveries. These spots could utilize the Safety Stick discussed earlier. Finally, recommending converting the Brisbane Teen Center Lot into public parking as a possible solution to the lack of parking is discussed.

The committee asks several clarifying questions relating to costs, enforcement, and public outreach to staff. Relating to the budget, Breault clarifies that the most expensive options are the raised intersection and parking lot conversion. The committee then begins discussing which of the potential solutions they would be interested in recommending. They ultimately decide that they are undecided on the raised intersection pending more information, in favor of recommending the loading zone at Midtown Market, in favor of the loading zone next to the Brisbane Inn, in favor of the TNC parking spots, in favor of converting the Brisbane Teen Center into a parking lot, not in favor of recommending additional ADA parking spots on Visitacion Ave., in favor of recommending using MPS Safety Sticks, and in favor of increasing fines for double parking only.

STAFF UPDATES

Santoyo informs the CSSC that the Commuter Shuttle Stop Project is near completion, and the Notice to proceed for the Pedestrian Walkway – Alvarado St. to San Benito Rd. was issued for June 11th. He also states that he will be putting together the annual maintenance sign replacement project for faded signs.

CHAIR AND COMMITTEE MEMBER MATTER

Bouscal inquires about signing and striping improvements to Valley Dr. approaching Bayshore. Kinser responds that these sorts of requests are best submitted through the My Brisbane app.

NEXT MEETING July 2nd, 2025

ADJOURNMENT