



CITY *of* BRISBANE

Complete Streets Safety Committee Meeting Agenda

Wednesday, July 2, 2025 at 6:30 P.M. • City Hall, 50 Park Place, Brisbane, CA

The public may observe/participate in Complete Street Safety Committee (CSSC) meetings using remote public comment options or attending in person. Committee Members shall attend in person unless remote participation is permitted by law. The CSSC may take action on any item listed on the agenda.

TO ADDRESS THE COMMITTEE

In Person:

Location: 50 Park Place, Brisbane, CA 94005, Community Meeting Room

Masks are no longer required but are highly recommended in accordance with California Department of Health Guidelines. To maintain public health and safety, please do not attend in person if you are experiencing symptoms associated with COVID-19 or respiratory illness.

Remote Participation:

Members of the public may observe/participate in the CSSC Meeting by logging onto the Zoom Webinar listed below. Please be advised that if there are technological difficulties, the meeting will nevertheless continue.

The agenda materials may be viewed online at [brisbaneca.org](https://www.brisbaneca.org) at least 24 hours prior to a Special Meeting, and at least 72 hours prior to a Regular Meeting. Archived videos can be replayed on the City's website, [brisbaneca.org/meetings](https://www.brisbaneca.org/meetings).

Remote Public Comments:

Remote meeting participants may address the Committee members via the Zoom Webinar or Call In Number. Meeting participants are encouraged to submit public comments in writing in advance of the meeting to tsantoyo@brisbaneca.org. Emails will not be monitored during the meeting.

Join Zoom Webinar:

www.brisbaneca.org/cssc-zoom

Webinar ID: 822 1307 7463

Call In Number: 1 (669) 900 9128

SPECIAL ASSISTANCE

If you need special assistance to participate in this meeting, please contact Tomas Santoyo at (415) 244-1981. Notification in advance of the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

COMMITTEE MEMBERS:

Paul Bouscal (Vice Chair), Cristian Cabrera, Raymond Liu, Emily Wirowek (Chair), Dariusz Wodziak

CALL TO ORDER

ROLL CALL

- A. Consider any request of a committee member to attend the meeting remotely under the "Emergency Circumstances" of AB 2449

ADOPTION OF THE AGENDA

PUBLIC COMMENT

APPROVAL OF THE MINUTES

- B. Minutes of June 4, 2025

OLD BUSINESS

- C. Baylands Draft EIR Review and Discussion
- D. Residential Parking Permit Program Survey Results - Discussion and Next Steps

NEW BUSINESS

- E. None

STAFF UPDATES

CHAIR AND COMMITTEE MEMBER MATTERS

NEXT MEETING: August 6, 2025

ADJOURNMENT

Executive Summary

General question, I do not see any parking meters, will there be parking meters or some type of parking enforcement that does not add work to the Police Department? Also, will the Police Department be adding staff, perhaps a dedicated parking monitor, once the construction is complete and there is additional revenue to the City of Brisbane?

Page ES-6 - Bayshore Mobility Plan - Why is the suggestion? What is the rationale? What will be the repercussions to other side streets? New streets? Where will the current traffic volume be predicted to go? Where will the new traffic volume that is anticipated from the build out be projected to go?

Page ES-8 ES.4.1 - What is the projection of Sierra Point Parkway width? Will that include the bike part for the Bay shoreline? Will that change the current shoreline of the lagoon? Same with lagoon Avenue.

Page ES.10 - ES.4.2 - What kind of soil will be moved with the electrical conveyor system? Is it contaminated?

Page ES-15 - MM LUP-2 - Maximum parking ratios. Where will people be parking? On the street? Off street? Are we creating the same problem somewhere else that is present in Brisbane?

Page ES-16 Impact POP-2 Who owns the land where golden state lumber is located? Baylands Development? Who is responsible for the potential adverse economic effects?

Page ES-17 Impact AES-1 - who's scenic viewpoints will be impacted?

Page ES-18 What is the loss in revenue to the city of Brisbane if the buildings are reduced from 20+ story to 12 stories for commercial and 8 stories for residential? What are the potential added benefits to the greater community with larger commercial space? What are the potential added benefits for more residential housing? Are we providing more housing for various socioeconomic families? Are we continuing to be a welcoming community or are we limiting ourselves with the reduction of potential housing and commercial space?

MM AES-1a - are there even buildings in the current proposed plan within 350 feet of the Bay shoreline?

Page ES-19 MM AES-2 - is the trail width of 36 inches wide enough for a family with a stroller and holding a child's hand? Can two bicyclists pass each other with ease at 36 inches width? Will the vegetation grow into the trails over time? Are the trails wide enough for a wheelchair?

Page ES-20 - regarding the public viewpoints at Geneva Avenue and Bayshore Boulevard, can you see the lagoon or the bay from this intersection at present? No? If the Baylands was

leveled, would you then be able to see the bay and the lagoon from that intersection? No? If not, why are we considering this as an impact?

Page ES-20 - regarding the visual screening infrastructure along the North side of Geneva Avenue, would the combination of berms, decorative walls and landscaping to screen views potentially obstruct pedestrian, bicyclist and motorist views around corners, around parked vehicles, in general?

Page ES-26 - Why is the suggestion to only Mark the mitigation areas around trails for only three years?

Page ES-33 MM BIO-1g - Will trail construction through butterfly host plant restoration areas have signage during construction? Once trails are designed and implemented, will there be educational signage?

Page ES-56 MM-TRA-2a - How is ADA compliant defined for the extensions/additions for the Bay Trail?

What will be the barrier between US Highway 101 and the Bay Trail?

Page ES-57 Impact TRA-3 - what about sidewalks on the rest of Bayshore Boulevard?

Page ES-58 - impact of TRA-3 - can we include cut outs for drop off and pick up at the school? How many car lengths would be designed? What about a separate space for school buses for pick up and drop off?

What about the queues on Sierra Point and Geneva?

Page - ES-60 MM TRA-3f - regarding the elimination or conversion of the Bayshore Boulevard and industrial way traffic signal, who will need access to this area once construction is complete? Without the traffic signal will there be any impediments for motorists, pedestrians and/or bicyclists?

Page - ES-61 MN TRA-3g - what about sidewalks? What about a pedestrian bridge for children over Bayshore Boulevard for the safety of the children and families possibly walking?

Page - ES-62 MM TRA-3j - regarding modifying the cross section for roundhouse circle to provide a 10 foot parking lane, is 10 feet enough? Why provide at least one marked pedestrian crossing? Why not mark them all?

Page - ES-63 - regarding roundabouts at intersections, love roundabouts but are the people of Brisbane and greater community ready for roundabouts? Will this create different traffic issues? Why roundabouts? Are they efficient in the US?

MM-TRA-31 - will Caltrans approve the roundabout of Sierra Point Parkway and Lagoon Road at US 101?

Page - ES-64 Regarding the intersections of Bayshore Boulevard at Geneva and Main Street, can they create pedestrian bridges? This does not feel safe for children as designed.

Regarding providing school crossing guards at the intersections, for how long during the day? How many days a week? For how many years? What about benefits? Who will the school crossing guard be an employee of? What's the long term expense of crossing guards versus a short term expense of pedestrian bridges? Where would children be walking to and from? The reality is where children walk must be considered not the route you want them to use. Is there coordination with Daly City officials?

Regarding designing the of the drop off and pick up areas, can this be designed efficiently and permanently so it is not a temporary impediment to normal traffic flow?

Page - ES-65 - Is Kinder Morgan staying with their tanks? What barricades are being designed to contain access if it is staying?

What barricades are being designed around CalTrain lines?

Page - ES-106 - what Transportation Demand Management program incentives for travel other than single use occupants?

Page - ES-108 - Impact NOI-4 - How are the residents of the Baylands going to be adequately protected from noise generated by rail operating within the Caltrain right of way?

Appendix F2

Page 5 - Regarding the vehicle volumes, there is an assumption that BCMP will be implemented and be effective. Currently it's a major thoroughfare. That behavior will not change over night. It is HIN. Bayshore is a main artery for traffic from San Francisco to the peninsula.

Page 6 - The Brisbane School District participated in caps activities for their report, but Bayshore School District did not participate in any activities. How do you we engage the Bayshore School District? Why did they not engage? How do we engage the school community? We should have all stakeholders involved. Was the Bayshore school district consulted post report?

Bayshore Elementary school has been identified as a priority public elementary school as well as a school with a history of high bike and pedestrian collisions. The report adds a bullet to prioritize infrastructure improvements for student drop off and pick up zones, high collision

intersections and mid-blocks. However it does not detail any suggestions for improvements, e.g. traffic calming measures, loading and unloading zones/carve outs, pedestrian bridges, etc.

Page 7 - Was the LRSP adopted by the County of San Mateo in 2024?

Geneva is on the HIN. How do we improve this roadway/change it? How do we engage Daly City's Vision Zero?

Page 9 - Brisbane General Plan Policy C.23 seek to retrofit existing roadways to create Complete Streets. Really? How? When? Is there a more detailed specific plan? For the whole city of Brisbane? If so, when was it last reviewed?

Page 10 - Policy C.34 and Policy C.35 - Did/are we doing this with new construction within current Brisbane city limits? See new home on Lake/San Bruno? Or new homes on Thomas?

Speeding is identified as one of the leading factors for severe injury or death around the project area. How will speed be managed with specificity?

Page 11 - Table 1 Has the City of Brisbane and the Bayshore School District adopted a STRS local policy? Have the communities been engaged for Vision Zero? Has a SRTS Task Force been created since this report? If not, when will it be created? Will Brisbane School District be included in the above?

Page 12 - Table 2 - How do you define high visibility crosswalks? Raised crosswalks? Blinking lights? A pedestrian bridge?

Install actuated Beacons and speed bumps - where specifically? What factors will be considered when placing these?

Page 13 - Lower School Zone Speed Limits - Why stop at 500 feet? Kids will still be walking/biking home beyond that. Are there laws/regulations regarding the 500 feet? Or can this be expanded to the whole route to/in residential neighborhoods?

Baylands Development will provide street tree and greening on all streets surrounding schools. Will this create long term visibility issues for pedestrians, bicyclists, motorists?