



CITY *of* BRISBANE

Complete Streets Safety Committee Meeting Agenda

Wednesday, January 7, 2026 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 Matthew Ordoña at (415) 420-5465. 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)

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 December 3, 2025

OLD BUSINESS

- C. Discuss Proposed Visitation Avenue Survey Improvements

NEW BUSINESS

- D. 2026 Work Plan Discussion

STAFF UPDATES

CHAIR AND COMMITTEE MEMBER MATTERS

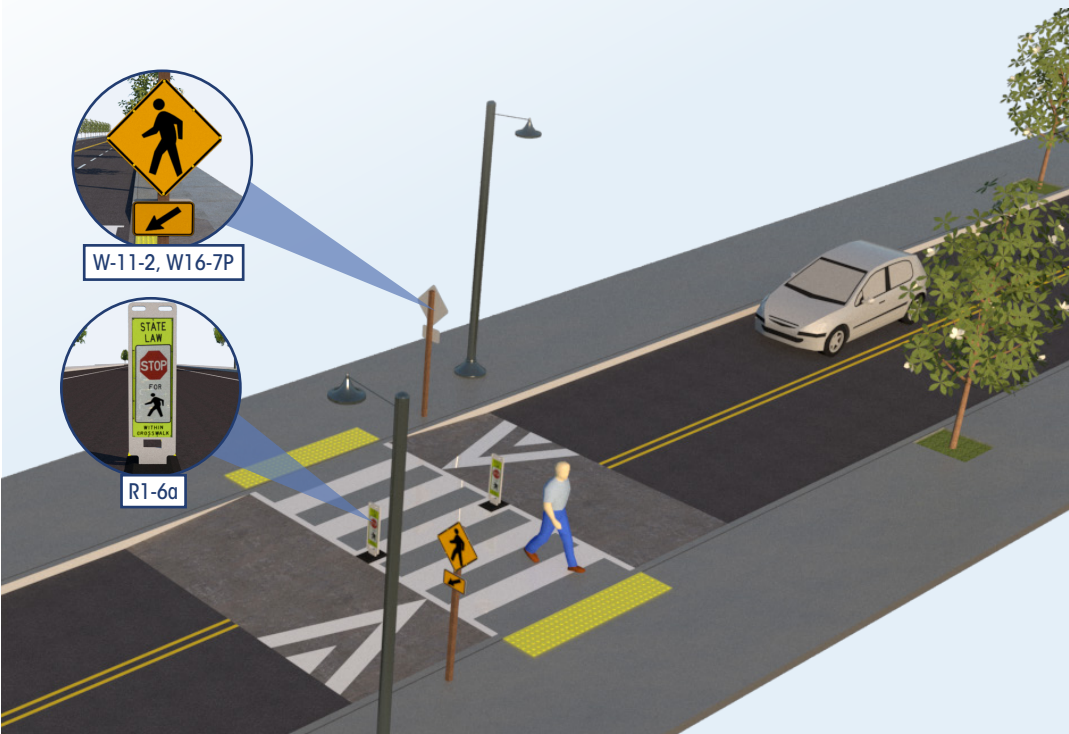
NEXT MEETING: February 4, 2026

ADJOURNMENT

Raised Crosswalk

**SAFE TRANSPORTATION
FOR EVERY PEDESTRIAN**


COUNTERMEASURE TECH SHEET




Raised crosswalks are ramped speed tables spanning the entire width of the roadway, often placed at midblock crossing locations. The crosswalk is demarcated with paint and/or special paving materials. These crosswalks act as traffic-calming measures that allow the pedestrian to cross at grade with the sidewalk.

In addition to their use on local and collector streets, raised crosswalks can be installed in campus settings, shopping centers, and pick-up/drop-off zones (e.g., airports, schools, transit centers).

Raised crosswalks are flush with the height of the sidewalk. The crosswalk table is typically at least 10 feet wide and designed to allow the front and rear wheels of a passenger vehicle to be on top of the table at the same time. Detectable warnings (truncated domes) and curb ramps are installed at the street edge for pedestrians with impaired vision.

 Local and collector roads with high speeds pose a significant challenge for pedestrians crossing the roadway.

 A raised crosswalk can reduce vehicle speeds and enhance the pedestrian crossing environment.

Raised crosswalks can reduce pedestrian crashes by

45%



FEATURES:

- Elevated crossing makes the pedestrian more prominent in the driver's field of vision, and allows pedestrians to cross at grade with the sidewalk
- Approach ramps may reduce vehicle speeds and improve motorist yielding

OFTEN USED WITH:

- Crosswalk visibility enhancements

Raised Crosswalk

EDC-4 STEP: https://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/step.cfm



Boston, MA. Photo: Peter Furth / nacto.org

CONSIDERATIONS

Raised crosswalks are typically installed on 2-lane or 3-lane roads with speed limits of 30 mph or less and annual average daily traffic (AADT) below about 9,000. Raised crossings should generally be avoided on truck routes, emergency routes, and arterial streets.

Drainage can be an issue. Raised crosswalks may be installed with curb extensions where parking exists. They may also be used at intersections, particularly at the entrance of the minor street.

Since this countermeasure can cause discomfort and noise (especially with larger vehicles), it may be appropriate to get public buy-in. Raised crosswalks may not be appropriate for bus transit routes or primary emergency vehicle routes. For States that experience regular snowfall, snowplowing can be a concern.

COST

The cost associated with a raised crosswalk ranges from \$7,110 to \$30,880 each, with the average cost estimated at \$8,170.

References

Federal Highway Administration. (2013). "Raised Pedestrian Crossings" in PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System. Available: http://www.pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=7

Thomas, L., Thirsk, N. J., & Zegeer, C. (2016). NCHRP Synthesis 498: Application of Pedestrian Crossing Treatments for Streets and Highways. Transportation Research Board, Washington D.C.

Bushell, M., Poole, B., Zegeer, C., & Rodriguez, D. (2013). Costs for Pedestrian and Bicyclist Infrastructure Improvements: A Resource for Researchers, Engineers, Planners, and the General Public. Pedestrian and Bicycle Information Center.

Elvik, R., Christensen, P., and Amundsen, A. (2004). "Speed and Road Accidents An Evaluation of the Power Model." Transportøkonomisk Institutt, Oslo, Norway.

Proposed new loading zone – Mendocino at Visitacion – 65', hours enforced TBD



Extended existing loading zone – Mariposa at Visitacion – 80', hours enforced TBD



May need to restrict some parking here during loading hours enforcement to allow truck turning movement.

Requires two truck restriction signs Visitacion at Mariposa:

SE Corner: Trucks Over 30' No Left Turn

NW Corner: Trucks Over 30' No Right Turn

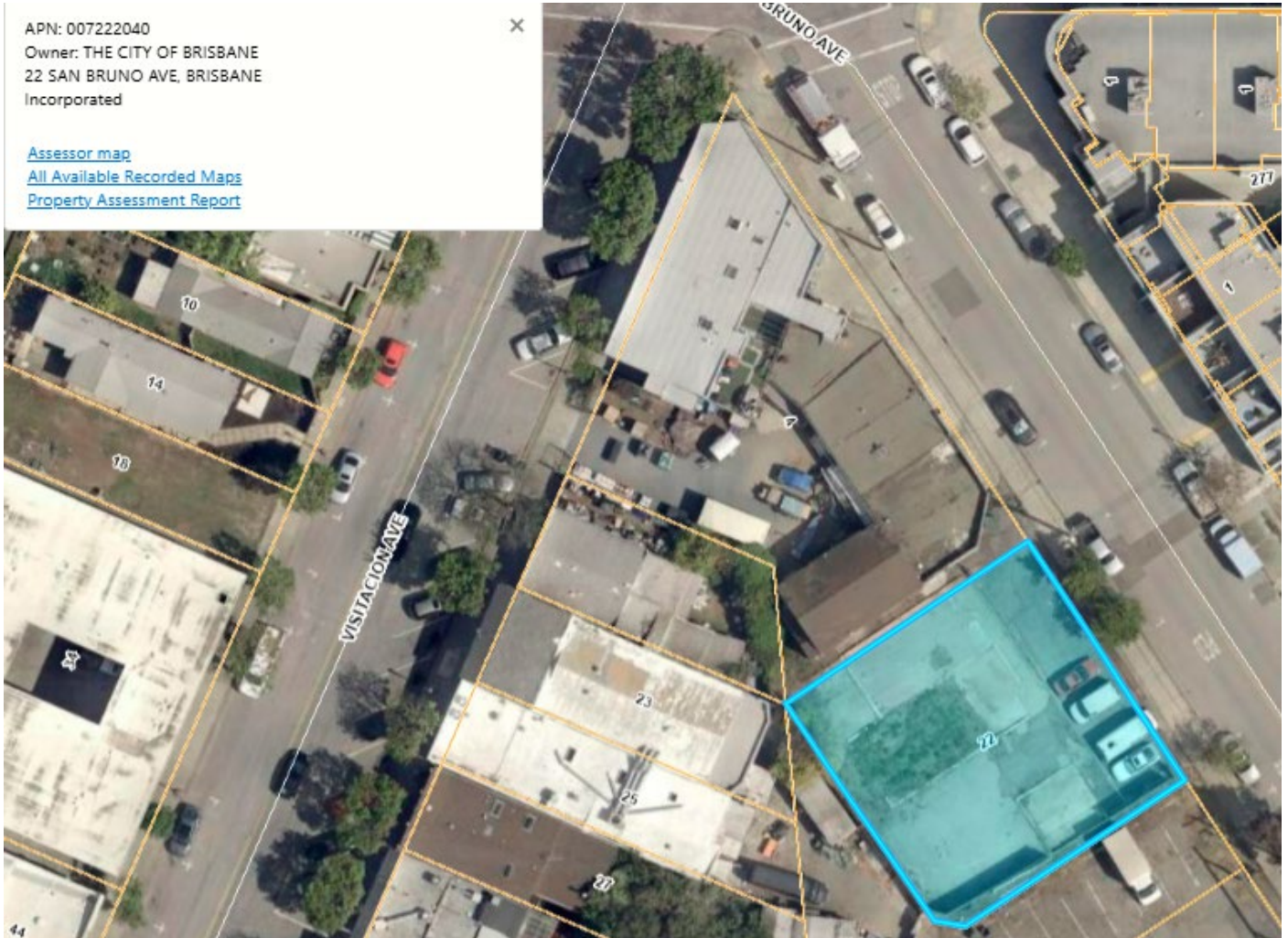
TNC 5/10 Minute Curbside Pickup - 2 spaces at Mariposa, 2 spaces at Monterey, hours enforced TBD



Consider converting former Teen Center site on San Bruno Avenue to Parking:

APN: 007222040
Owner: THE CITY OF BRISBANE
22 SAN BRUNO AVE, BRISBANE
Incorporated

[Assessor map](#)
[All Available Recorded Maps](#)
[Property Assessment Report](#)



Complete Streets Safety Committee

2025 Work Plan

1. Finalize investigation of potential for one-way streets - Mariposa and Monterey between Visitacion and Solano. (referred by Director of Public Works)
2. Review and recommend improvements to address speeding and overall traffic safety issues on Visitacion Ave. incorporating community feedback (due 90 days from 4/2/25 committee meeting)
3. Receive and comment on Baylands transportation circulation plans or other proposals referred by Director of Public Works or City Manager
4. Speeding, traffic calming measures, and general traffic issues on San Bruno Ave. in response to prior community concerns
5. Review feedback on Pilot Parking Program on Thomas Ave. before staff brings to Council