



CITY *of* BRISBANE

Complete Streets Safety Committee Meeting Agenda

Thursday, February 12, 2026 at 5:30 P.M. • Brisbane Library, 163 Visitacion Avenue, 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: 163 Visitacion Avenue, Brisbane, CA 94005, Brisbane Library 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) 259-1107. 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 January 7, 2026

OLD BUSINESS

- C. Discuss Proposed Visitacion Avenue Survey Improvements

NEW BUSINESS

- D. 2026 SMC School Travel Fellowship Information and Next Steps

STAFF UPDATES

CHAIR AND COMMITTEE MEMBER MATTERS

NEXT MEETING: March 4, 2026

ADJOURNMENT

VISITACION AVENUE POTENTIAL IMPROVEMENTS							
PROPOSED IMPROVEMENT	COST ESTIMATE	WORK DONE BY	TIME TO IMPLEMENT	DESCRIPTION OF POTENTIAL IMPROVEMENT	CATEGORY	SUPPORTING DATA	REMARKS
RAISED CROSSWALK (For all four crosswalks in one intersection)	\$15,000 - \$20,000 per location	Outside Contractor	3-4 months from approval	Elevated crosswalks increase pedestrian visibility within the driver's field of vision	Pedestrian Safety	"Rasied crosswalks can reduce pedestrian crashed by 45%" FHWA 2018	Cost varies based on crosswalk width, street grade, and extent of professional surveying required
LOADING ZONE ON MENDOCINO STREET AND MARIPOSA STREET	\$2,500 - \$3,000 per location	Brisbane Staff and/or Contractor	2-4 weeks from approval	Designated loading zones for delivery drivers help reduce double parking, traffic congestion, and improve the overall flow of traffic, per Visitation Avenue business survey hours could be 6AM-7AM, 12PM-1PM	Traffic Flow	"Loading zones are flexible spaces that increase turnover and reduce double parking up to 70 percent." NYC DOT 2024	Cost varies based on extent of striping/signage desired
TNC/DELIVERY DRIVER PICK UP	\$600 per location	Brisbane Staff and/or Contractor	2-3 months from approval	Designated loading zones for delivery drivers help reduce double parking, traffic congestion, and improve the overall flow of traffic during lunch and dinners hours (12PM-1PM, 6PM-7PM)	Traffic Flow	"Incidents of double parking and illegal U-turns decreased by an estimated 64% in immediate proximity to the curbflow pick up/drop off zones." "On-demand delivery (e.g. online food delivery services), freight and parcel deliveries lasted an average of 7-11 minutes, while rideshare and taxi pick up/drop off activity lasted less than two and a half minutes on average." DDOT (2019)	Cost is based on previous quotes for installation of new signs and metal poles. Locations to be determined pending feedback from businesses and TNC's
BRISBANE FORMER TEEN CENTER CONVERSION TO PARKING LOT	\$25,000	Outside Contractor	3-4 months from approval	Additional public parking, 12 parking spots	Parking	N/A	Conversion of the Brisbane Teen Center to a parking lot is dependent on previously discussed housing development at this location. General site clean-up can be completed in the interim by City staff when time allows.
MPS SAFETY STICKS	No Cost	Outside Contractor	TBD	Automated enforcement of parking restrictions	Enforcement	"Cities see up to 90% drop in illegal parking" (MPS 2025)	Use of MPS Safety Sticks pending approval. Implementation of this new technology should be done with clear guardrails: defined locations tied to documented safety issues, transparent policy on usage, regular oversight, etc.
INCREASE FINES FOR DOUBLE PARKING VIOLATIONS	No Cost	Brisbane Staff	3-6 months from approval	Reduce the number of parking violations by increasing penalties for violations	Enforcement	"A study across several Swiss cities that doubled fines for traffic and parking violations found illegal parking violations decreased (up to ~32% reduction) when enforcement activity was held constant, suggesting that severity of the penalty can influence compliance – though the authors caution that causal inference is limited due to study design" Goldenfeld (2017) https://www.researchgate.net/publication/322790828_Increasing_traffic_fines	Current penalty is \$100 for first violation. Increase amount is TBD, pending Police and Legal review
RED CURBS	\$510 per location (20 LF)	Brisbane Staff and/or Contractor	2-3 months from approval	Increased compliance with AB413 "daylighting" law	Enforcement/Pedestrian Safety	No formal data, although anecdotally residents have expressed that red curbs are the most clear indicators of parking restrictions	Cost is based on a previous quote for red curb painting, in house or contracted work TBD
CURB EXTENSIONS (BULB OUTS) WHERE THE SIDEWALK MEETS THE INTERSECTION	\$60,000 per intersection	Outside Contractor	3-6 months from approval	Extend the sidewalk at all intersections to reduce the distance a pedestrian has to walk and slow the turning vehicles. Could extend to the end of the park car. Increase pedestrian visibility and shorten the distance a pedestrian has to cross a street	Pedestrian Safety	Multiple FHWA-referenced studies show pedestrian crash reductions in the range of ~20-40% at intersections with curb extensions, depending on context.	
PEDESTRIAN ACTIVATED FLASHING BEACONS (RRFB)	\$40,000	Outside Contractor	6-9 months from approval	Rectangular flashing LED lights in the street to signal to a driver a pedestrian is crossing. Increase pedestrian visibility and shorten the distance a pedestrian has to cross a street	Pedestrian Safety/Traffic Flow	FHWA-cited studies (including multi-city evaluations) findings: (1) yielding rates increasing from ~20-30% to 70-90%+ after RRFB installation, (2) biggest gains occur at mid-block and uncontrolled crossings	
LADDER MARKING INSTEAD OF TWO WHITE LINES FOR CROSSWALKS	\$2,000	Outside Contractor	2-3 months from approval	Increase pedestrian visibility and shorten the distance a pedestrian has to cross a street	Pedestrian Safety	Crosswalk visibility enhancements, such as lighting and enhanced signage and markings, help drivers detect pedestrians and reduce pedestrian crashes 23 to 48 percent. FHWA (2019)	This does create increased maintenance cost over time given the increase in thermoplastic paint
PEDESTRIAN HYBRID BEACON	\$150,000-\$250,000	Outside Contractor	9-12 months from approval	A stop-light style sign that stops traffic as pedestrians are crossing	Pedestrian Safety/Traffic Flow	FHWA evaluations of PHBs: (1) Pedestrian crash reductions of approximately 55% at treated locations, (2) Substantial reductions in severe and fatal pedestrian crashes, (3) higher driver compliance compared to RRFBs	
IMPROVED SIGNAGE	\$500	Brisbane Staff and/or Contractor	Varies depending on scope & scale	In-street signing, such as "STOP Here for Pedestrians" or "YIELD Here to Pedestrians" may be appropriate since the speed limits are less than 30 miles per hour.	Pedestrian Safety/Traffic Flow	25% of travel occurs at night, but nighttime crashes account for 50% of crashed. Improved signage can significantly improve night time visibility. NHTSA Fatal Accident Reporting System (2010)	