



# City of Brisbane

## Complete Streets Safety Committee

### Meeting Agenda

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Wednesday, April 1, 2026 at 6:30 PM • Hybrid Meeting • 50 Park Place, Brisbane, CA

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The public may observe/participate in Complete Streets Safety Committee (CSSC) meetings using remote public comment options or by 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 in the agenda.

#### To Address the Committee

##### In Person:

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

##### 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://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://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](mailto:tsantoyo@brisbaneca.org). Emails will not be monitored during the meeting.

Join Zoom Webinar: [zoom.us](https://zoom.us) (please use the latest version: [zoom.us/download](https://zoom.us/download))  
[brisbaneca.org/cssc-zoom](https://brisbaneca.org/cssc-zoom)

Webinar ID: 822 1307 7463

Call In Number: 1 (669) 900-9128

Note: Callers dial \*9 to "raise hand" and dial \*6 to mute/unmute.

##### 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**

**Oral Communications**

**Approval of the Minutes**

- B. Minutes of March 11, 2026

**Presentation**

- C. SamTrans 101 Corridor Connect Program Update Presentation

**Old Business**

**New Business**

- D. Five-Points Intersection Modifications Introduction and Discussion
- E. Election of CSSC Chair and Vice Chair

**Staff Updates**

**Chair and Committee Member Matters**

**Next Meeting**

May 6, 2026

**Adjournment**



# CITY *of* BRISBANE

## Complete Streets Safety Committee Meeting

Wednesday, March 11<sup>th</sup>, 2026, at 6:15 P.M. • City Hall Annex, 25A Park Place, Brisbane, CA

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### **CALL TO ORDER**

Chairperson Wirowek called the meeting to order at 6:18 p.m.

### **ROLL CALL**

Members present: Bouscal, Cabrera, Wirowek

Staff: Bozorginia (Director of Public Works), Santoyo (Assistant Engineer)

### **PUBLIC COMMENT**

### **APPROVAL OF THE MINUTES**

The February 12<sup>th</sup> meeting minutes have been approved.

### **OLD BUSINESS**

None

### **NEW BUSINESS**

The first item on the agenda for the committee is to review and finalize the Complete Streets Safety Committee (CSSC) Draft 2026 Work Plan. The current draft work plan was developed through preparation of a shortlist of possible work plan items by the CSSC, and further discussion and refinement with City staff and CSSC Council Liaisons. Wirowek reads through the list of six proposed work plan items.

The CSSC begins discussing the work plan items in greater detail. Bozorginia provides background information on the San Mateo County Office of Education School Travel Fellowship, as this item has been prioritized by participating City staff. The goal of this fellowship is to address safety issues for children travelling to school through quick-build improvements. The current cycle of the fellowship will focus on Brisbane Elementary School. Cabrera comments that more specifics could be provided for the workplan items by adding subpoints. Bozorginia responds that he will review the structure of other committee work plans to ensure consistency. He notes that while the work plan sent to council will be a general outline, a more detailed version may be used internally. He also mentions having the work plan be a running agenda item. Regarding the citywide audit item, Bouscal asks if this will be done by the City and Bozorginia responds that this will be committee driven with staff review. The CSSC concludes their discussion and agrees to send the draft work plan for City Council's review and approval at their April 2<sup>nd</sup> meeting.

The CSSC moves onto the next new business item: Review and Finalize the Visitacion Avenue Improvements Proposal to City Council. Bozorginia provides a brief overview of last meeting, noting that he feels the public meeting with residents was well received. He explains that the organization of

the report will allow for Council to review a wide range of improvements across the four categories as they see fit. Cabrera shares his thoughts from last meeting, noting that residents seemed eager for volunteer opportunities. He reiterates the public's desire for additional stop signs on Visitacion Avenue. Santoyo provides an update on the stop sign study, stating that a proposal was submitted by a traffic consultant for city review. Bozorginia provides additional information on how an All-Way Stop Sign study is conducted by the Manual on Uniform Traffic Control Devices published by the Federal Highway Administration. He highlights the liability involved if the City opted to install a stop sign without completing this study and an accident occurred. Bozorginia notes that future studies would be warranted if existing traffic volumes and future land development resulted in changed conditions. Cabera asks about the parking enforcement component discussed at the last meeting, stating that the indication was that residents were in favor of in-house parking enforcement. Citing costs and enforcement consistency mentioned by Commander Garcia at the public meeting, Bozorginia believes BPD prefers contracted enforcement.

The status of the report prepared by staff is discussed further. Bozorginia states that he does not expect significant push back on the low-cost items. The more costly items will certainly lead to additional questions from City Council, but staff are well-positioned to answer these questions. The most pressing question will undoubtedly be funding, and Santoyo responds that certain local grants are cyclical and are options to fund approved work.

Bozorginia asks the CSSC for any additional comments on the report. Wirowek suggests mentioning the stop sign study as a note in the report and ranking the potential improvements. Cabera suggests clarifying the price range in the fiscal impact section of the report. Staff agree to incorporate these comments and the CSSC approves the recommendation to be sent to City Council.

The final item on the agenda is the CSSC 2025 Accomplishments report. Santoyo shares the working draft of the report on-screen. He reads through the list of accomplishments for 2025, which is essentially the entire 2025 Work Plan and CSSC involvement in the Halloween Street Closure. Wirowek suggests adding specific dates to each meeting and any comment submissions. She also suggests adding CSSC endorsed Letters of Support for grants, and that the CSSC received a C/CAG & SMCTA Countywide Transportation Plan Presentation at the November 2025 CSSC meeting and provided comments.

#### **STAFF UPDATES**

Santoyo informs the CSSC that the Klamath Street paving project previously mentioned will begin Monday, March 23<sup>rd</sup>. Additionally, the previously mentioned Monterey Street design from a consultant is currently at 60%. The pedestrian walkway project between San Benito Road and Alvarado Street is now complete.

The City will be applying for a SafeTrec Complete Streets Safety Assessment opportunity.

Chair and Vice Chair elections will take place at the April meeting.

#### **CHAIR AND COMMITTEE MEMBER MATTER**

Cabrera requests tracking and updates on the status of shuttles in Brisbane. Bozorginia agrees to provide updates

**NEXT MEETING** April 1, 2026

#### **ADJOURNMENT**





# 101 Corridor Connect Program Update

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City of Brisbane  
Complete Streets Safety Committee  
April 1, 2026



# Overview

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- 101 Corridor Connect
  - 101 Multimodal Strategies
  - Active 101
- Local Priority Projects
- Mini-Grant Program



# San Mateo County Transportation Authority (SMCTA)

- **Plans, funds, and delivers** transportation programs and projects throughout San Mateo County
- **Manages funding** from voter-approved local sales tax (Measure A and Measure W)



Highways



Local Streets and Roads



Grade Separations



Transit



Pedestrian and Bicycle



Transportation Demand Management



# 101 CORRIDOR CONNECT

# WHAT IS 101 CORRIDOR CONNECT?

- A collaborative program to identify and prioritize **congestion management** projects along US 101 in San Mateo County.
- It looks **beyond just highway infrastructure** and considers the mobility needs of the corridor as a whole.
- **Program partners** include Caltrans, cities, transit agencies, San Mateo County, and C/CAG.

# Program Goals



## Safe

Enhance safety for users of the transportation network.



## Connected

Connect people to the places they need to go.



## Sustainable

Improve air quality and reduce emissions.



## Inclusive

Increase access for underserved communities.

# 101 Corridor Connect Outcomes

- Identifies regionally significant projects
  - Impactful projects that are community supported
- CMCP for 101 Corridor
  - Projects are eligible for Solutions for Congested Corridors Program funding
- Positions projects to be more competitive for funding, including SMCTA programs



# 101 Corridor Connect Working Groups

North County	Mid County	South County
<p><b>Local Jurisdiction Staff</b> Brisbane, South San Francisco, San Bruno, Millbrae, San Mateo County</p> <p><b>Transit Agency Partners</b> Caltrain, BART, SamTrans, San Francisco Bay Ferry</p> <p><b>Stakeholders</b> Commute.org, Caltrans, C/CAG, MTC, SFO</p>	<p><b>Local Jurisdiction Staff</b> Burlingame, San Mateo, Foster City, Redwood City, Belmont, San Carlos, San Mateo County</p> <p><b>Transit Agency Partners</b> Caltrain, SamTrans</p> <p><b>Stakeholders</b> Commute.org, Caltrans, C/CAG, MTC</p>	<p><b>Local Jurisdiction Staff</b> San Mateo County, Menlo Park, Redwood City, East Palo Alto, Atherton</p> <p><b>Transit Agency Partners</b> Caltrain, SamTrans</p> <p><b>Stakeholders</b> Commute.org, Caltrans, C/CAG, MTC, SFO</p>

# MULTIMODAL STRATEGIES

North County | Mid County | South County

# What is a Multimodal Strategy?

The Multimodal Strategies are planning documents that identify and prioritize needed projects in San Mateo County.

Multimodal Strategies were developed for the entire 101 corridor as the first initiative of 101 Corridor Connect.

Projects include highway, active transportation, transit, other types of improvements.

# 1 North County

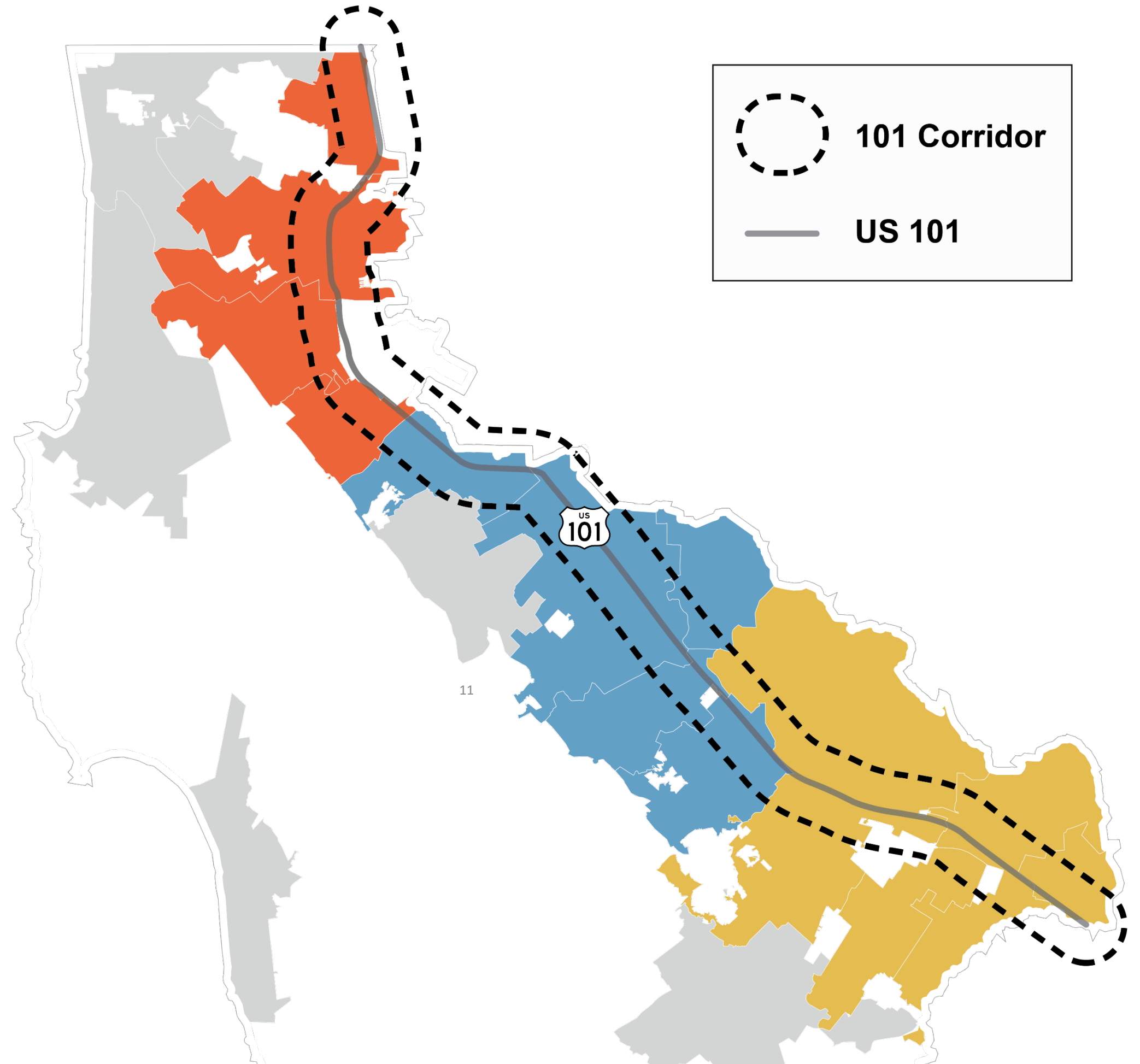
Brisbane, Millbrae, San Bruno,  
South San Francisco

# 2 Mid County

Belmont, Burlingame, Foster  
City, San Carlos, San Mateo,  
Redwood Shores

# 3 South County

Atherton, East Palo Alto,  
Menlo Park, Redwood City



# Community/ Stakeholder Engagement Components

- Project webpage
- Multilingual factsheet and Frequently Asked Questions document
- Press release
- Online survey
- Interactive recorded presentation
- Interactive mapping (available online and at in-person events)
- Pop-up activities at local events
- Small group meetings with community-based organizations
- Temporary signs at bus stops

# Community & Stakeholder Engagement Pop-Ups



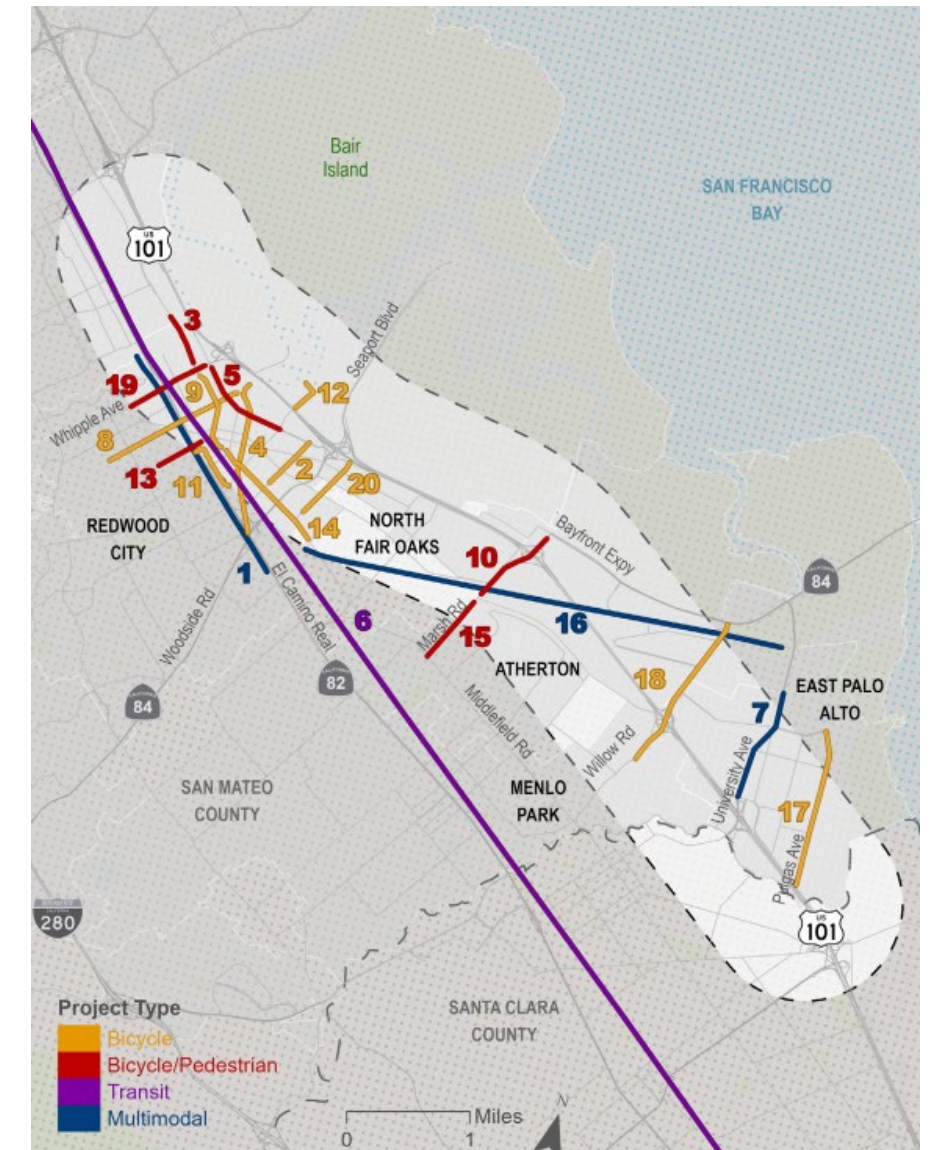
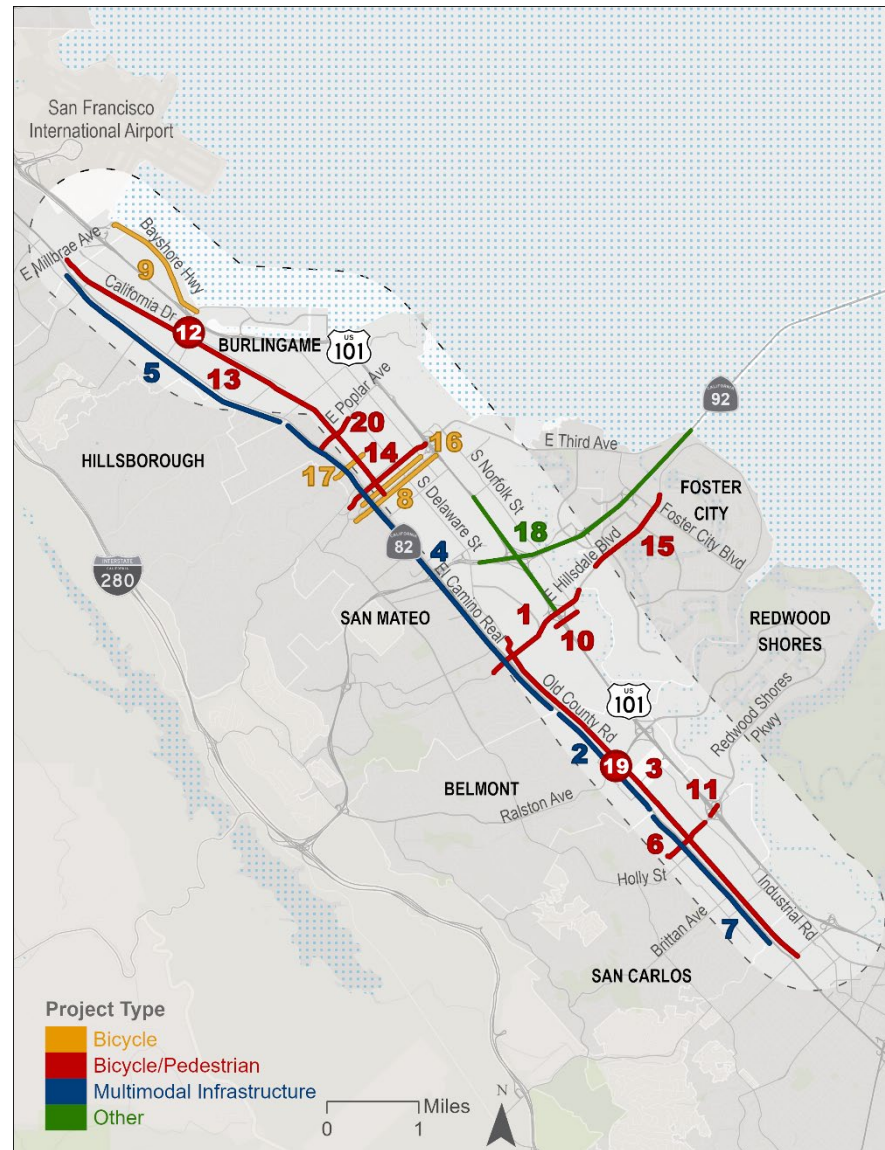
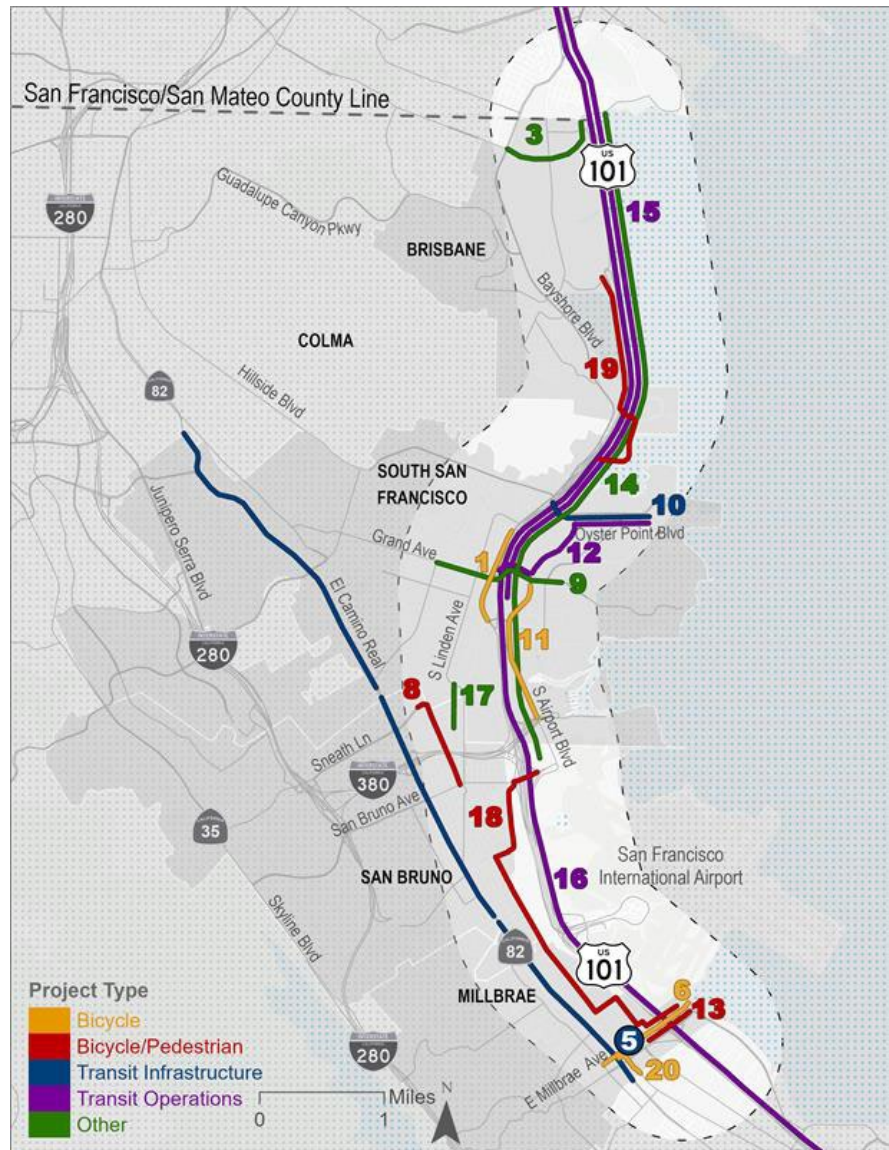


# Community & Stakeholder Engagement Meetings with CBOs



# Multimodal Strategies Engagement Statistics



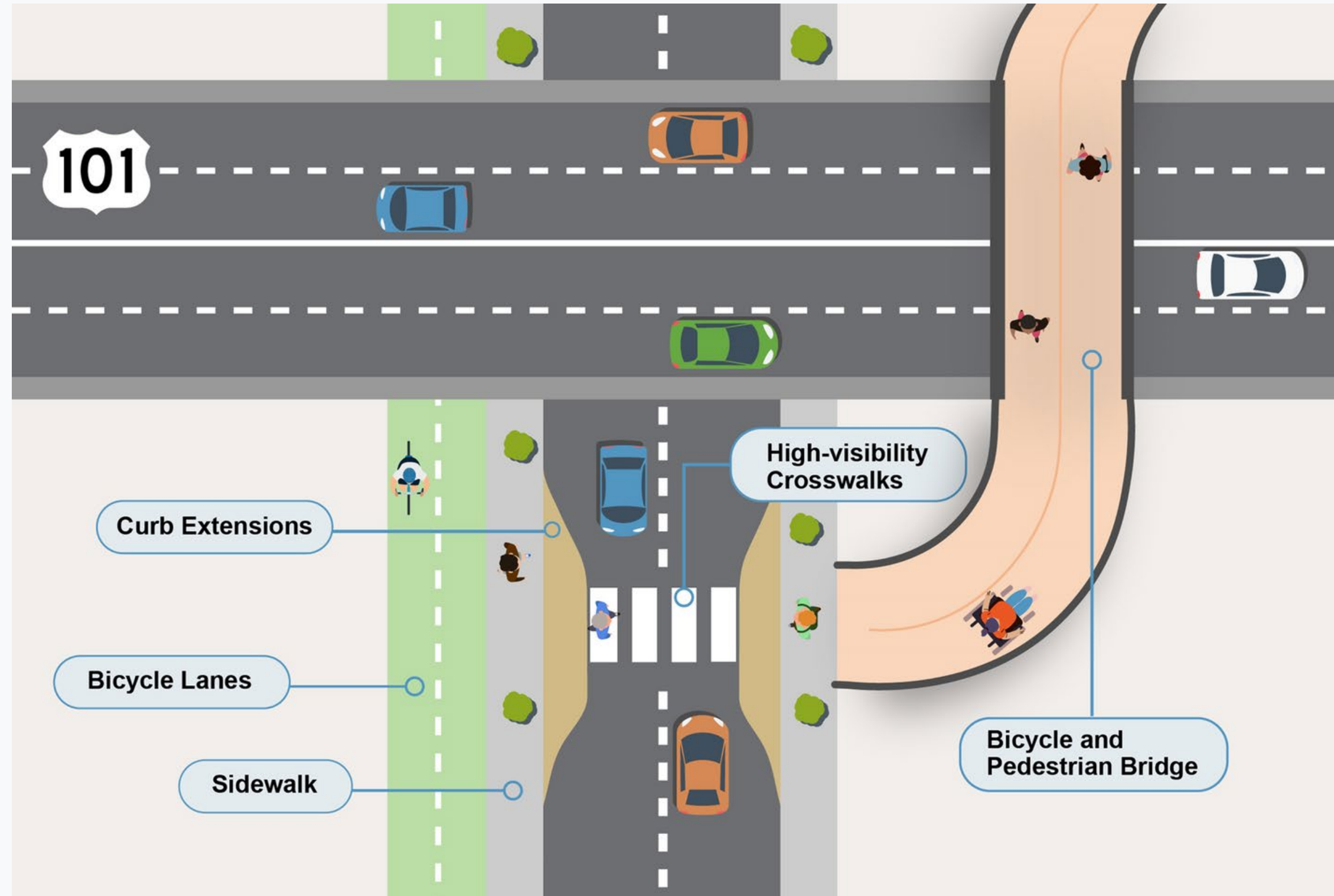


# Priority Projects

After the scoring and weighting, projects were ranked with the **top 20 highest scoring projects.**

# ACTIVE 101: US 101 SAN MATEO COUNTY CROSSINGS IMPROVEMENT PLAN

# WHAT IS ACTIVE 101?



# STUDY AREA



# FALL 2024 COMMUNITY ENGAGEMENT



6

Multilingual  
Pop Up Events



26

Presentations To  
Stakeholders

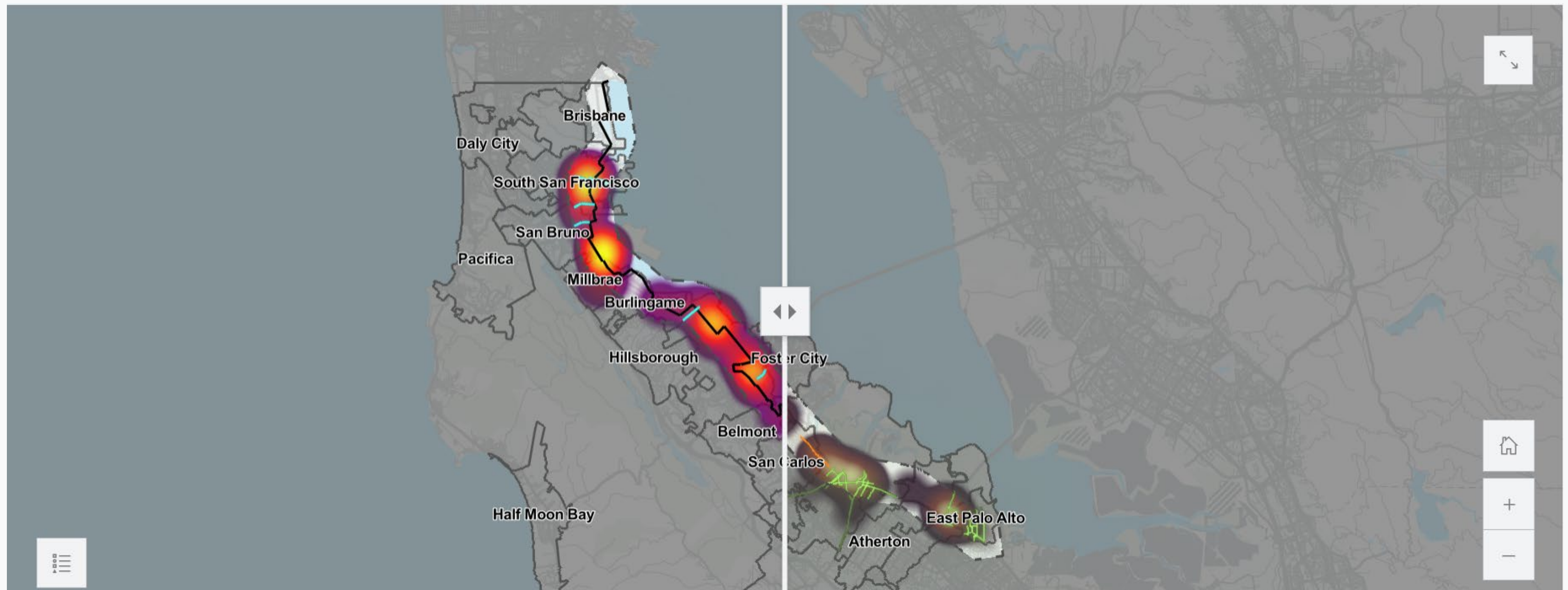


270+

Responses To The  
Online "Fund It"  
Activity

# CREATING THE CORRIDOR

The North-South Corridor Alignment was created by connecting City-identified projects with areas where the community identified concerns.



# Active 101 Priority Network: Key Benefits at Full Build Out

The Active 101 Priority Network consists of a system of existing and proposed bicycle and pedestrian projects along and across US 101 that create a contiguous north-south corridor and east-west crossings. Once fully connected, the Priority Network will include:

- Approximately **42 total miles** of access for people walking, biking, and rolling
  - Approximately **7.5 miles** of critical east-west connections
- Approximately **26.6 miles** of new or upgraded bicycle infrastructure

**Safety**  
Approximately **7.5 miles** of the **pedestrian** High Injury Network (HIN) and **6 miles** of the **bike** HIN are included in the Priority Network and will be improved through its implementation.

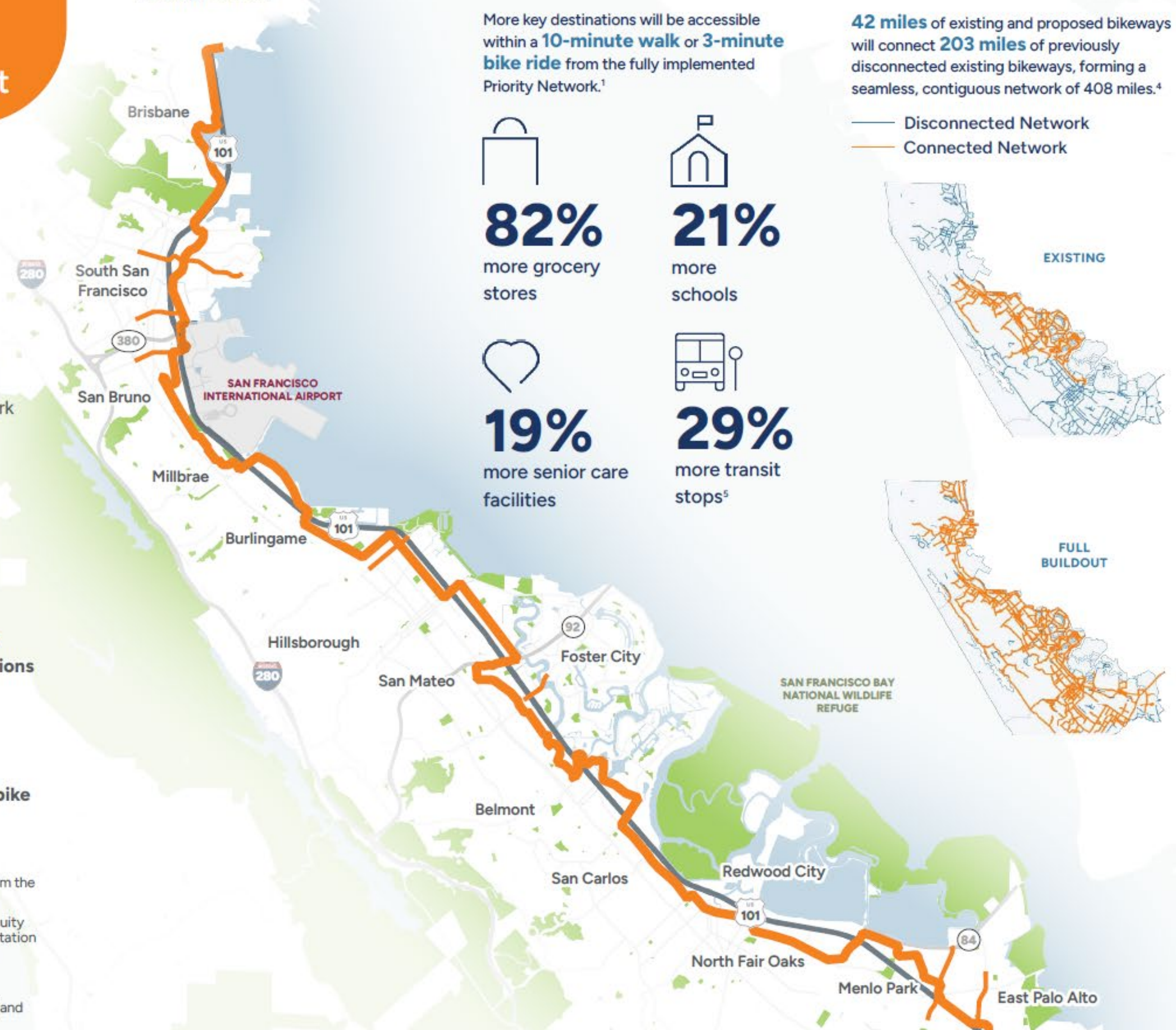
**Connectivity**  
**16** US 101 crossings will be improved or constructed for people walking, biking, and rolling.

**Sustainability**  
Vehicle miles traveled (VMT) is estimated to decrease by **12.7 million** miles over the project lifetime. **Greenhouse gas emissions** are estimated to reduce by **4,377** metric tons of CO<sub>2</sub>e.

**Inclusivity**  
**>138k** more people,<sup>1</sup> including **>50k** living in **disadvantaged communities**,<sup>2</sup> will be within a **10-minute walk** or a **3-minute bike ride** to a high-quality bike facility<sup>3</sup> along the Priority Network.

<sup>1</sup> Calculated using a 1/2-mile buffer (approximately a 10-minute walk or 3-minute bike ride) from the Priority Network. Increases are relative to existing conditions.  
<sup>2</sup> Disadvantaged communities include Equity Priority Communities (EPCs) and Caltrans Equity Index (EQI) communities. EPCs are census tracts identified by the Metropolitan Transportation Commission as areas that have a significant concentration of underserved populations. Caltrans Equity Index (EQI) communities are census tracts identified by Caltrans as experiencing transportation-based disadvantages.  
<sup>3</sup> For analysis purposes high-quality bicycle facilities are defined as Class I (shared-use paths) and Class IV (protected bike lanes).

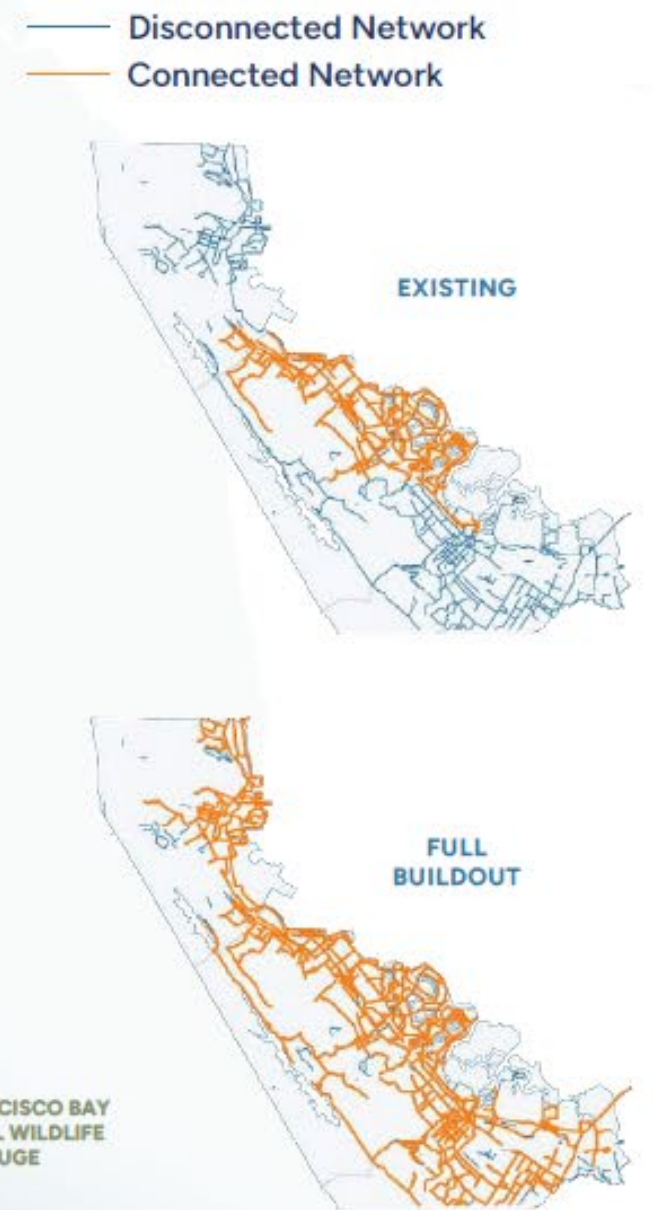
Active 101  
Priority Network



More key destinations will be accessible within a **10-minute walk** or **3-minute bike ride** from the fully implemented Priority Network.<sup>1</sup>

	
<b>82%</b> more grocery stores	<b>21%</b> more schools
	
<b>19%</b> more senior care facilities	<b>29%</b> more transit stops <sup>5</sup>

**42 miles** of existing and proposed bikeways will connect **203 miles** of previously disconnected existing bikeways, forming a seamless, contiguous network of 408 miles.<sup>4</sup>



# 101 Corridor Connect Program Next Steps

# Priority Multimodal Safety and Congestion Relief Projects Brisbane

- Multimodal Strategy
  - Geneva Avenue/Bayshore Boulevard Intersection to 101/Candlestick Point interchange
  - Sierra Point Parkway/Shoreline Court
- Active 101
  - Alana Way
  - Bay Trail
  - Lagoon Road



# Mini Grant Program



# 101 Corridor Connect Mini-Grants



## Funding for priority projects

Multimodal corridor study  
Conceptual design alternatives  
Community engagement



## Available Funding

\$750,000 per project  
Up to \$1M for multi-jurisdictional projects  
No local match required



## Streamlined Application

Letter of Interest including confirmation of staff availability or technical assistance request  
Site Walk (if selected, must include at least one City Council member)

# 101 Corridor Connect Mini-Grants



# Key Action Items

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Talk with staff and SMCTA about projects

Apply to mini-grant program

Participate in site walk if selected

Reach out to SMCTA with any questions

SMCTA CBO Bench for engagement



# Questions?

Sue-Ellen Atkinson

Manager, Planning and Fund Management

[atkinsons@samtrans.com](mailto:atkinsons@samtrans.com)



## 5 Points Intersection Discussion Introduction

Brisbane's 5-way intersection, known as "5-points", is a unique intersection that commuters utilize to access key locations in Brisbane. Visitacion Avenue is home to businesses; San Bruno Avenue is home to Brisbane Elementary School and connects to Bayshore Boulevard; Old County Road runs along the Community Park and also connects to Bayshore Boulevard; San Francisco Avenue is home to residents and runs parallel to the Community Park.

While the intersection has historic significance to the City of Brisbane, 5-way intersections are explicitly discouraged from a traffic engineering perspective in various professional publications (AASHTO Green Book, MUTCD, etc.). As modern design standards do not recommend intersections with more than 4 legs, 5-way intersections generally exist due to historic roadway alignments.

It is well-documented in traffic engineering studies that intersections exceeding 4-legs experience higher collisions rates. While specific causes may vary across cities, the most general explanation for higher crash rates is due to the confusion 5-way intersections create for drivers.

In Brisbane, drivers have historically cited near misses for "T-bone" collisions between drivers travelling east on Visitacion Avenue and drivers headed north on San Bruno Avenue. Given the existing layout and site lines, drivers specifically have difficulties seeing vehicles on San Bruno Avenue from Visitacion Avenue.

The question of how to make this intersection safer for commuters returned to the forefront of staff and council priorities in Summer 2024. Upon internal discussions, a straightforward solution was proposed to address site line issues. Extending the radius of the existing curb, gutter, and sidewalk at the corner of San Bruno Avenue and Visitacion Avenue and subsequently realigning the crosswalk and stop bar to align with this extension would require drivers to stop deeper in the intersection. This would make it easier for drivers on Visitacion Avenue to see traffic on San Bruno Avenue.

Staff agreed to move forward with this strategy with temporary infrastructure to observe the efficacy of the modification and allow for public feedback before proceeding with permanent implementation. The purpose of the delineators currently installed at the corner of San Bruno Avenue/San Francisco Avenue is to mimic the previously mentioned curb extension. The reason for the no right turn on San Bruno Avenue at this intersection is due to the reduced roadway length available for a driver to begin their turning movement. For a driver to turn onto San Francisco Avenue from San Bruno Avenue, they would need to make a very sharp "V" and would encroach into the traffic lane for vehicles travelling in the opposite direction on San Francisco Avenue.

In early 2026, a desire was expressed by City Council and staff to implement a permanent solution at this intersection, and the issue was referred to the CSSC and Public Works for further review.

