



CITY of BRISBANE

Complete Streets Safety Committee Meeting Minutes

Monday, December 6, 2021 at 6:30 P.M. Virtual Meeting

CALL TO ORDER

Chairperson Tainter called the meeting to order at 6:32 p.m.

ROLL CALL

Members present: Bain, Cabrera, Christie, Dettmer, Tainter, Lau (7:15 pm)

Staff: Kinser (Deputy Director of Public Works), Ordona (Management Analyst)

ADOPTION OF THE AGENDA Agenda adopted.

ORAL COMMUNICATIONS None

APPROVAL OF THE MINUTES

November 1 meeting minutes were approved, with addition requested by Tainter.

OLD BUSINESS

A. Residential parking in Central Brisbane

Christie, previous lead, announced he would be stepping down from the lead role immediately and from the committee at the end of his term. Tainter, as Chair, will be the lead on the parking issue. Christie also suggested that the Committee be divided into teams, with 2-3 members each studying the recommendations from the Parking Subcommittee in-depth.

Tainter called attention to the 2021 Parking Survey Results Synopsis's finding that 80% of residents queried believe parking is a problem, and 70% believe the City should take action. 270 residents responded to this survey. Tainter also noted that 64% of residents supported a permit program and street sweeping, respectively. A slight majority of those surveyed opposed any initiatives to clean out garages. There was a near-even split amongst support for higher parking citation fees.

Tainter noted the Parking Subcommittee's 2021 three preliminary recommendations, and that the Committee is not bound to these three. The first recommendation is a City-wide PSA with a slogan "Be a STAR, get a CAR off the street." Christie pointed out that slogans such as the anti-litter "Don't mess with Texas" can be very effective. Incentives would be part of this campaign, with a parking survey/survey conducted after to gauge effectiveness. If such a program were not deemed effective, a street sweeping program with enforcement could be implemented, which would prompt vehicles to relocate on a more regular basis. If that program was not effective, then a full permit program could be put before the voters as a ballot proposition.

Kinser clarified that the Parking Subcommittee did not make a recommendation regarding the frequency of street sweeping (i.e., weekly, bi-weekly, or monthly), nor did they review costs. Tainter agreed that recommendations were the starting point for a larger discussion and not formal recommendations for the Committee to approve tonight.

Christie voiced that it would be useful to examine how other cities handle street sweeping programs (for best practices), and again reiterated that it would be effective if 2-3 committee members “study groups” dove deep on the research around this.

Regarding the PSA, Christie discussed that it was conceptualized as lasting six months, after which, if the parking issue were not resolved, a six-month street sweeping pilot program could be implemented. After each six-month period in this process, a survey/study to determine efficacy would be executed.

Tainter opened the floor for discussion of alternate ideas not listed on the subcommittee’s recommendation list. Kinser acknowledged the difficulty in realizing public transit options (i.e., a new bus route in town), but wondered about bikeshare or carshare options. Kinser then asked members about the contribution of multiple-vehicle ownership to the parking problem in Central Brisbane. Tainter acknowledged that the only source of information regarding that would be anecdotal (i.e., from neighbors), or the DMV (registered vehicles).

Tainter began the discussion around residents with garages not used for vehicle storage. Cabrera asked about identified “bad actors” and whether a carrot or stick approach should be taken. If the “stick” approach is used, potentially in the form of tickets or penalties, Cabrera acknowledged that neighbors willing to report on “bad actors” may feel more comfortable if such an action is part of a larger City-wide program that residents previously supported.

Christie stated that his careful study of the issue for a year and a half, and his review of qualitative and quantitative results from the subcommittee's studies, cause him to conclude that the root of the parking issue is Brisbane’s smaller than average lot size (2500 sq. ft.), being half the standard size. Thus, Brisbane has more houses per block than normal, and nothing can be done about this. Christie agreed that the parking issue is exacerbated by “bad actors,” as residents recognized many neighbors had too many cars. Christie expressed his strong belief that a street sweeping and/or parking permit program would make a positive impact. Christie again mentioned using teams to further study the Parking Subcommittee’s three recommendations in-depth. Dettmer agreed and stated much more work is needed before the Committee can make recommendations to Council. Bain concurred that refining the three recommendations makes sense, but that a parking permit program could be too difficult to advance, as it might be emotionally laden, and that the first two recommendations might help with parking densities.

Kinser requested clarification on the discussion of penalties for residents using their garages for storage, as she was not aware of any law prohibiting that. Tainter believes there is nothing illegal about it. Cabrera clarified that creatively parking in one’s own “space” (frontage) was ok in his opinion, and he feels that street sweeping, or other controls could be considered a

penalty. Bain expressed his opposition to any program involving “turning neighbors in” or penalties for residents using their garages for storage.

Committee members divided into teams of two to study each facet, including other cities as case samples, and report back.

Tainter brought up a news article that discussed that San Jose’s parking permit pilot was more expensive to operate than they initially anticipated. Dettmer brought up that Councilmember Mackin felt that a street sweeping program would be “punitive.” Kinser stated that residential neighborhoods could be divided in such a way that it would not have overly burdensome effects on any one area.

Dettmer and Bain volunteered for the citywide PSA study group. Cabrera and Christie volunteered for the street sweeping study group. Tainter and Lau (not present on video; but noted to be listening in) will be in the third group, studying parking permits. Tainter would like each study group to sketch out their approach to respective topics and report back at the next meeting.

Christie inquired about study group members reaching out to other cities’ city staff regarding these issues. Kinser offered to relay specific questions to staff contacts from other cities.

NEW BUSINESS

B. 2022 Work Plan

Tainter asked which items the Committee wanted to prioritize moving forward. Bain brought up the issue of emergency vehicle access through all City streets. Lau mentioned speeding in the Ridge in the chat. Dettmer requested a list of streets being considered for conversion to one-way streets.

Tainter brought up the recent passage of a state bill giving cities more latitude in setting local speed limits. Tainter noted that San Francisco has already reduced the speed limit on several residential streets. He suggested that this is worth exploring as a committee, to improve quality-of-life. Tainter feels that the way of setting speed limits is falling out of favor nationwide, as well as the attitude about speed limits, especially in residential areas. Dettmer concurred that she would also like to see this brought up on the 2022 Work Plan. Kinser quoted MTA’s press release that SF will lower speeds in key business districts, such as Haight, Polk and Valencia Streets. She clarified that the Vehicle Code sets a *prima facie* speed limit of 25 MPH for residential neighborhoods and business districts meeting the definitions, and the 85th percentile speed is measured for streets that do not fall into either of those categories.

Cabrera inquired about the authority to change street speed limits in the City. Kinser indicated that she had not read the new law, but the Vehicle Code has certain requirements, and the Public Works Director/City Engineer has significant final authority, per the municipal code.

Cabrera brought up bike lanes and initiatives encouraging commuter cycling as work plan items. Specifically, studying the City’s existing bike lanes and their safety, along with how Bayshore Blvd. can be improved for people commuting to work.

Kinser reminded the Committee that work plan items are brought before City Council for approval, and that a factor for the Committee to consider should be the question, “how much can be accomplished in a year?” Tainter expressed his preference for bringing a list of all potential work plan items to Council and allowing Council to direct which ones they would like the Committee to pursue. He noted that currently, direction from Council is only to study parking and one-way streets. Kinser noted that Councilmember Mackin brought up the further study of Sierra Point shuttles, to which Tainter agreed to add as a work plan draft item. Kinser stated this list would be included in a Staff Report she writes to Council. Tainter requested the Committee review the staff report before it is presented to Council.

STAFF UPDATES

Kinser requested maintenance staff install a temporary bench at 140 Valley Dr., a shuttle stop which is partially improved and is reviewing quotes to install a bus shelter. Timeline for installation is about 8-10 weeks. Tainter requested a final design for this shelter be brought to the Committee at the next meeting.

Kinser mentioned a grant from Cal Recycle to incorporate recycled tires in asphalt to resurfacing material on the part of Sierra Point Parkway that serves as the frontage to Hwy 101 adjacent to the lagoon. Staff is getting ready to put this out to bid this winter.

Kinser contacted South San Francisco staff about the improvements at Bayshore Blvd. and the 426A off ramp of Hwy 101. SSF noted that if Brisbane can provide pavement markings, SSF can provide signage. Kinser hoped action on this will take place in the coming month.

CHAIR AND COMMITTEE MEMBER MATTERS

Cabrera inquired about an update on the Hwy 101 Managed Lane Project, which creates an auxiliary lane on Highway 101. Kinser noted she can follow up on this further, but that it is still in the environmental review phase, and a few years out from any construction.

Lau inquired in the chat about an update regarding the work crews on Bayshore Blvd. Kinser stated that PG&E was doing permit work– maintenance on their lines on the east side of Bayshore.

NEXT MEETING DATE Committee agreed to hold the next regular meeting on Jan. 3, 2021 at 6:30 p.m.

ADJOURNMENT

Chairperson Tainter adjourned the meeting at 7:56 p.m.