



# CITY of BRISBANE

## Complete Streets Safety Committee Meeting Minutes

---

Wednesday, November 2, 2022, at 6:30 P.M. Virtual Meeting

---

### **CALL TO ORDER**

Chairperson Tainter called the meeting to order at 6:30 p.m.

### **ROLL CALL**

Members present: Strecker, Tainter, Wodziak

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

### **ADOPTION OF THE AGENDA**

Agenda adopted

### **ORAL COMMUNICATIONS**

None

### **APPROVAL OF THE MINUTES**

A. October 5, 2022 meeting minutes approved

### **OLD BUSINESS**

B. Tainter briefly summarizes the consensus reached last meeting. The committee agreed to recommend the issuing of two permits per household, with some possible flexibility. Tainter also mentions the consensus reached regarding additional dwelling units (ADUs), where the committee agreed to recommend one separate permit for each ADU.

The discussion shifts to the question of guest parking and how a parking permit program would incorporate visitors. All members agree that guest parking should be included in the program. Wodziak begins by asking what times the guest permit would be valid for, and how long could a guest go without a permit. Tainter adds that when considering this topic, potential loopholes that could be abused should be considered as well. Strecker adds that it seems like the main issue is overnight parking, as there is typically ample parking during the day. Wodziak asks Kinser for a recap on the core issue, and what exactly we want to address. Kinser mentions a past committee member who brought up the issue. The committee studied streets during the evening in Central Brisbane and found that they were 95%-100% full. The core issue is that residents have a tough time finding parking during post work-day hours.

The logistics involved with enforcing such a program are discussed. Wodziak suggests beginning enforcement at 10/11 o'clock PM, as it's been stated that overnight parking is the biggest issue. Kinser adds that the issue begins as early as 5/6 o'clock PM as residents come home from work. The discussion continues with different considerations regarding enforcement, and Kinser states that we would need to know when a contractor could even enforce, and the costs associated. It is agreed that staff must do some research for additional information. In the meantime, Tainter suggests selecting a preference for when enforcement would take place. Strecker states his

preference is beginning enforcement at around 5PM. Wodziak is less in favor of 5 PM, but also does not have a strong preference and is flexible on this matter. The enforcement discussion continues, and Tainter mentions if we say the program starts at 8 PM, and a guest has 2 hours before they need a pass, then we are effectively starting enforcement at 10 PM. Wodziak asks about the rest of the night. Kinser compares the situation to San Francisco enforcement, and while at times one might get away with leaving a car in place, the strategy for enforcement would be the same.

Tainter asks how the committee would feel limiting parking from 8/9 PM until the morning. Strecker thinks this is reasonable, and Wodziak is on-board for the most part. The committee agrees to table the discussion on enforcement until more details are known.

The committee brings the discussion back to guest parking. Strecker, Tainter, and Wodziak share personal experiences with guest parking in other cities. Tainter's experience involved letting enforcement know of guests to avoid ticketing. Tainter then suggests that if a parking officer has an electronic reader for license plates, any guests who would be visiting would register their license plate online or through some similar mechanism. Wodziak likes this idea. Kinser then asks how many guest permits residents should get a year. No final decision is reached, but a conservative number is agreed to be the best way forward.

Tainter moves the discussion to permit costs. All members seem to agree that the ultimate factor in determining the cost of the permit is the cost of enforcement. However, Tainter states that because change can be so difficult to get used to, the fee should be rather low to begin. Additionally, if there are any residents who meet low-income requirements, then there should be a reduced fee as well. A consensus is reached to initially offer a free/low-cost permit to allow residents to adapt. Staff agrees to find out the costs associated with enforcement to be able to complete the discussion.

Tainter shifts the discussion to Visitacion Ave. The concern is cars overflowing onto Visitacion Ave. Tainter is of the opinion that if we do have an overnight program, then Visitacion should be included. Strecker leans more towards excluding Visitacion, as some night life may open, and this may affect accessibility. Wodziak leans more towards including Visitacion, for the sake of simplicity, but also is open to other ideas. Kinser asks if we would begin enforcing the 2-hour limit on Visitacion if we are enforcing on residential streets. Wodziak replies that we could leave Visitacion as is in the day, and only gear our focus towards overnight enforcement.

Tainter summarizes the meeting, and mentions that with more information, the discussion can be wrapped up next meeting.

## **NEW BUSINESS**

None

## **STAFF UPDATES**

Santoyo informs the committee that the request for authorization for the Crocker Trail Project has been submitted.

Kinser informs the committee that staff will update City Council on the progress made with the residential parking permit program recommendation, and plan to present the recommendation in February 2023.

Kinser informs staff that in-person meetings may return by the March 2023 meeting.

#### **CHAIR AND COMMITTEE MEMBER MATTERS**

Wodziak informs the committee that the ad hoc subcommittee working on the Sierra Point Park Planning will meet with the Recreation Dept staff and the consultant on November 7.

Strecker informs the committee of his own concern about the alarming speeds of vehicles travelling down San Bruno Avenue and requests a stop sign at San Bruno Ave and Mariposa Street. Kinser responds that stop signs are not used for speed reduction but does suggest alternative solutions for speed reduction. The committee agrees to circle back when drafting the work items for the new year.

#### **NEXT MEETING DATE**

December 7, 2022, 6:30 PM

#### **ADJOURNMENT**

Chairperson Tainter adjourned the meeting at 7:55 PM.