

Pedestrian Safety Advisory Committee (PSAC)
November 13, 2012
Approved Minutes

Present: Robin Brasso, Child Advocate Org; Chris Coghlan, D-7; John Ehrlich, D-2; John Lowell, Senior/Disability Org; Zachary Marks, At Large; R. Gary McCoy, D-11; Pi Ra, Ped Safety Org; James Rhoads, D-5; Thomas Rogers, D-10; Richard Rothman, Senior/Disability Org.

Excused: Kevin Clark, D-1; Abigail Evans, Public Health; Paul Supawanich, Bike/Non-Motorized Org.; Raymon Smith, D-6

Absent: Howard Strassner, Transit Advocate

Item 1 – Approval of November Agenda - Passed

Item 2 – Approval of October 9, 2012 Minutes – Passed, with Robin Brasso notes on a couple of her remarks

Item 3 – Public Comment

Bicycle Advisory Committee Chair – Problem at Market and 12th Street
Chair Thomas Rogers reminded the Committee that this is not a discussion item.

It will be difficult to police this area 24/7. Law enforcement is necessary along with a redesign of the intersection. He recommends forming a Committee over the next month or so to develop a solution. Chair Thomas Rogers again reminded the Committee that this is not a discussion item.

Item 4 – SFPD Traffic Company Update

Appearing in place of Captain O’Leary, SFPD, Sergeant E. Mahoney does not have any updated statistics. The MTA is working with Walk SF as far as pedestrian violations. The purpose of this would be traffic court for these types of violations. This provides an educational type remedy instead of paying a fine. MTA and the Courts are actively looking at how this can play out. Richard Rothman questioned how the program was being set up and mentioned Supervisor David Chiu. “We’ll have to talk some more about it.” Committee members questioned Sergeant Mahoney about a number of various pedestrian-related accidents. Robin Brasso brought up the idea of new safety features on buses like parking sensors or back up cameras. Thomas Rogers stated that Rebecca Prozan offered to come back to visit PSAC.

Item 5 – Traffic Calming

Ms. Miriam Sorrell, SFMTA – Local Streets Division – SFMTA is looking at how they have done traffic calming over the past ten years. SFMTA has

limited resources for traffic calming... 2.5 million dollars. Currently, the SFMTA is attempting to balance priorities, process efficiency, and focus the current approach. Generally, several applications are viewed at one time to form a traffic-calming project. Area-wide projects have an open-ended community process. Speed humps are the relatively cheapest and most effective form of traffic calming. Traffic calming is using physical measures to reduce speeds. This approach results in a project that includes more work than originally proposed. Silver Terrace had speed humps implemented ten years after the first application was filed. Only receive fifty applications per year and around 20 are accepted. An average of 26 devices are installed per year. There is a 9 million dollar backlog of proposed devices. The proposal is an annual process on an annual cycle. An application would get evaluated and then be put on a ranked list of priorities. The SFMTA wants to condense the process and end the open-ended process. Mr. John Lowell asked about the timeline surrounding the Mayor's pedestrian safety plan. The savings could be applied to schools and arterial streets. Mr. Zack Marks mentioned that reducing funding from 2.5 million to half a million is a bad idea and that it is a completely subjective plan. There is a 9 million dollar backlog, which has not been addressed and the annual plan would not expedite the process.

Item 6 - SFMTA Staff Report

Ms. Miriam Sorrell of the SFMTA stood in for Darcie. Ms. Sorrell discussed the JFK bicycle track. Pedestrian signals have been added at a few intersections. The SFMTA has a Polk Street meeting on December 1st at 1300 Polk (First Congregational Church) and the 2nd Street Improvement project meeting will be held at CBS interactive. Chair Thomas Rogers mentioned that PSAC wants to be involved in the JFK track plan. Robin Brasso brought up concerns about the flow of traffic on 2nd Street to the Bay Bridge. Chair Thomas Rogers relayed his opinion that PSAC is not a traffic-helping committee.

Item 7 – Green Connections

Ms. Lily Langois from the Planning Department provided an update. A Green Connection is a special street that resembles the active transportation route along the Hudson River in NYC. She provided an example of urban ecology. This is a two-year planning project. The first year was focused citywide and now it has a neighborhood focus. This is a public health project that has four key project deliverables. This is a project of many city agencies including the SFMTA, Parks Department, and the Port. Walk SF is also involved. Building on existing plans and policies, extensive outreach was conducted along with office hours. There also was an Oct. 3rd Open House. The public was asked what people

envision when they hear the term Green Connection. In addition, there was an online survey with 450 participants. The highlights include that people visit Golden Gate Park and want to visit it more often. The goal of the DRAFT network is to improve connections to open space. The Planning Dept. proposes over 140 miles of 25 new routes. The DRAFT network is a unique special set of streets. This provides opportunities for greening and landscaping. There has been testing conducted to ensure that project goals are being met. This is an ambitious plan that would be implemented over a 20-year period. There is a range of interventions depending on the characteristics of each part of the network. There would be a community-based planning process once the projects are set into motion. Regarding next steps, the Planning Department is getting feedback on the DRAFT network. The plan is to revise the DRAFT documents in May 2013. One Committee member mentioned that there has been too much focus on bicycles. The Hudson River photo does not have many kids because there are way too many people on bicycles. Bicycles are vehicles that shouldn't mix with pedestrians and strollers. One Committee member finds that the Green Connection plan should be more safety-centric. We would like to find a better and safer way to move forward.

Item 8 - San Francisco Transportation Plan (SFTP) – SFCTA

There is projected growth presenting a transportation challenge. The growth through 2040 points to 191,000 new workers in San Francisco and 412,000 more daily car trips. There are huge infrastructure needs and challenges in project development and delivery. The SFCTA analysis shows a huge growth in the SOMA area. The SFCTA urges that a 20% reduction in automobile traffic is necessary to accommodate the flow of traffic. San Francisco can reduce auto traffic by 20% through better use of the grid, managing demand, and rationalizing regional access. What would it take to achieve the goal of a 20% reduction? San Francisco must provide world-class infrastructure and services and strengthen the city's regional competitiveness (no change in commute time to San Francisco). There have been two calls for projects resulting in 300 submittals from both agencies and the public. Members of the public brought up pedestrian safety and traffic calming. \$64 billion will be spent between now and 2040 on transportation funds. \$35 billion on transit operations. \$3.14 billion is uncommitted. \$11 billion on transit maintenance. \$5.1 billion for street maintenance. \$9.43 billion for projects already underway. \$4 billion is needed to maintain today's state of repair. In addition, \$3 billion is needed to alleviate traffic congestion. Baseline projects consist of \$9.43 billion. There is not much money left over in terms of uncommitted revenue, and the question is how to prioritize how this money is spent. Investments could be made in programmatic activity or capital projects. A potential new revenue stream is an increase in vehicle license fees. The

SFCTA is also looking at cost-saving strategies used by other cities like Los Angeles. There has been significant outreach across San Francisco, and one of the main goals of the outreach is to reach out to the public for their opinions. There is an SFTP adoption timeline. www.movesmartsf.com. A Committee member brought up the concern that the plan is for 2040 instead of 2020. A Committee member questioned the projected numbers in the report and says that the numbers don't add up. The streets are already fairly congested and perhaps we should have garages outside of the city that will transport people downtown. Ms. Robin Brasso said that San Francisco is a peninsula and it is small. She introduced the example of New York transit lanes and mentioned the need for better and safer public transportation. Ms. Brasso wants to look at the overall plan rather than just the small projects. We need a "huge vision" because we can't reconfigure the houses. The SFTP is an important opportunity for San Francisco to set our priorities as we move forward. There was no public comment on this item.

Item 9 – Chair's Report

Chair Thomas Rogers is still working on the annual report. He also wants to follow up with John Alex Lowell about the bylaw issue. Chair Thomas Rogers will be out of town for the next two weeks.

Meeting Adjourned at 7:30pm