



BETTER STREETS PLAN – Community Advisory Committee

MINUTES

*February 4, 2008
1145 Market Street*

CAC Members present: Rene Bihan, Manish Champsee, Emily Drennen, Timothy Dunn, Marcie Kever, Jessie Lorenz, Jason Patton (chair), Pi Ra, Roger Rose, Nancy Strahan, Amy Tanner

CAC Members absent: John Bela, Alexandra Hernandez, Jane Martin, Amy Tran

City Staff present: Adam Varat (Planning), Rosie Jencks, Sarah Minnick (PUC), Kris Opbroek (DPW), Cristina Olea, Bridget Smith, Heath Maddox (MTA), Joanna Fraguli (MOD)

1. Announcements And Committee Matters

- No comments on December or January minutes
- The working group met after last month's CAC meeting and discussed sending a letter to Mayor Newsom regarding implementation of the Better Streets Plan.
- Adam Varat from Planning presented a project management update
- Committee members had the following comments and questions:
 - What will CAC role be after Draft plan and next round of outreach?
Need discrete timeline.

2. Pedestrian Policies: Pedestrian signals

- Cristina Olea presented information about pedestrian signals
- Committee members had the following comments and questions:

Pedestrian signal timing

- Crossing speeds should account for paving quality; takes longer to cross where paving quality is bad.
- Consider median width at long intersections where pedestrian is expected to have to wait at the median
- 1996 walking speed study should be updated, checked against population changes. *SF's standard is slower than most other places (allows more time to cross). MTA thinking about updating that study.*

- Does MTA have the ability to set timing on Caltrans streets? *Yes, but Caltrans requires pedestrian actuated signals, except with variance.*
- Federal policy will likely change from 4'/second to 3.5'/second, but this change is a couple years out
- Does timing formula apply to intersections without specific ped signals? *Yes.*
- Do intersection speeds differ based on different characteristics at intersections (e.g. presence of a senior center)? *No, are all set at 2.5'/sec pace.*
- Do crossing times conflict with level of service? *Sometimes, but still applies*
- Too much to expect that education to seniors to start at beginning of green cycle where there is no ped countdown will be sufficient.
- Need to consider additional crossing time due to cars remaining in intersection after red. *Usually give all red signal to account for this where it is a problem.*
- Need to consider position of pedestrian at start. Seniors sometimes start back from the curb, because they don't feel safe at the edge. Also, sometimes start into the road, because don't feel like they have enough time.
- How does MTA prioritize where to install pedestrian signals? *Get Prop K allocation, have prioritization criteria based on collision history, requests, land use, and other factors.*

Ped scrambles

- 16th and Mission is a good candidate for a scramble
- Consider transit benefits from easier transfer.

Ped actuated signals (push-buttons)

- On TPS corridors, can't transit use transit priority signals? Why does it also need pedestrian actuated signals? Makes it harder for riders to get to the transit stop. *Decision was made in order to speed up 3rd St service. Benefit to transit is shorter light cycle, shorter red.*
- SF should have policy to not have push buttons except in limited circumstances. *SF does have this policy; 80-90% of signals are fixed time, not ped actuated.*
- APS signals can be confusing; many pedestrians think it is a regular push-button. Sign is confusing. *MTA replacing signs with new signs.*
- Consider push buttons that extend the walk period.
- Don't see benefits of pedestrian-actuated signals
- Have considered other actuation techniques, such as video detection? *Yes, but they are not very reliable.*

- SF is taking the lead in this policy. Find a good way to explain pros and cons of push buttons. Can give pedestrians options.

3. Streetscape design guidelines: bicycle, transit, and traffic calming considerations

- Adam Varat presented information about bicycle, transit, and traffic calming considerations in streetscape design
- Committee members had the following comments and questions:
 - Traffic circles are not necessarily problematic for wayfinding for people with visual impairments. Tactile detection (detectable warnings) help a lot.
 - Draft Federal Public Rights-of-way Accessibility Guidelines will require APS at two-lane roundabouts.
 - What is relation of back-in angled parking to Better Streets Plan? *Angled parking allows for the creation of plaza spaces at either end. When doing angled parking, consider back-in for bicycle safety.*
 - What happened to traffic circles proposed on Page Street? *Were not popular with residents or Fire Department.*
 - Crosswalks should be perpendicular wherever possible, not skewed.

- From last month's meeting, supportive of not putting in mid-block crossing without signal.
 - Why is there auto head start at 6th and Market? *Has to do with letting cars and buses clear the intersection.*