

**Pedestrian Safety Advisory Committee**  
Action Minutes: July 26, 2004

Meeting started at 5:30 p.m.

**Present:**

**Members:** Cheryl Brinkman, Ed Franklin, Ken Kelton, Helen Kwan, Jeanne Lynch, Sharon Priest, Sue Vaughan

**Staff:** Frank Markowitz

1. **Announcements: Lynch:** Fiona Ma is promoting the Pedestrian Protection Act. Member Lynch has also communicated with Bond Yee that when new signals have been put in at intersections, she has noticed that the signs prohibiting bicycle riding and skateboard use on sidewalks have been removed. He says they will be put back up. **Markowitz:** noted that there are 800 to 1000 pedestrian crashes per year.
2. **Agenda changes:** members postponed the Safe Routes to School and the Pedestrian Safety Ordinance items from the agenda.
3. **Public Comment:** None.
4. **June Minutes:**  
Approved with the following correction and others:  
In announcements, the language was changed from “**Lynch:** Large increase in auto accidents at Geary and Arguello” to “**Lynch:** Noted several accidents at Geary and Arguello.”
5. **DPT Quarterly report:**  
**Key news:** funding request for sales tax extension (Proposition K). DPT asked for funding for four pedestrian projects. Two were approved. They are a) improvements to 80 median refuge islands, and b) curb bulb-outs on FHWA PedSafe corridors (Geary Boulevard, Mission Street south of I-280, and Market Street at Noe and Castro). Improvement projects are part of five-year spending plans on the part of DPW and other agencies that will be recipients of Proposition K money, such as Muni, and the Transportation Authority’s overall pedestrian master plan.
6. **Update of the Golden Gate Concourse Circulation Plan:** Members of the Pedestrian Safety Advisory Committee had already voted to recommend that the Golden Gate Concourse Authority adopt Plan 3 for the concourse, but the Concourse Authority discarded Options 3 and 4.
7. **Octavia Boulevard No Right Turn Resolution:** The initial plans for the rebuilt Central Freeway prohibited right turns from eastbound traffic on Market Street onto the Central Freeway. However, ISCOTT objected to prohibiting the right turns because of concerns about enforcement and concerns that bicyclists and pedestrians would be less wary of vehicles making illegal turns onto the freeway. The item will be heard in committee on August 9, 2004.
8. **Adjournment:** 7 p.m.