



TRAFFIC SAFETY AND PARKING COMMITTEE MINUTES

Wednesday, January 9, 2013 - 7:00 pm

San Bruno City Hall
567 El Camino Real
San Bruno, CA 94066

MINUTES

1. ADMINISTRATIVE ACTIONS -

A. ROLL CALL

<u>TSPC Members:</u>	<u>Present</u>	<u>Absent</u>
Jessica Barnes-Lopez (Chair)		X
Mark Howard (Vice-Chair)	X	
Eric Wood		X
Tom Hamilton	X	
Tim Ross	X	

Staff in Attendance:

Klara Fabry, Public Services Department
Tina Tseng, Public Services Department
Timothy Mahon, Police Department

Public in Attendance Total: 0

City Liaison in Attendance:

Councilmember Irene O'Connell introduced herself as the TSPC liaison for the year.

2. REVIEW OF AGENDA

Approved as submitted.

3. APPROVAL OF MINUTES

Approval of the December 5, 2012 meeting minutes made by Mark Howard, second by Tom Hamilton.
(M/Howard, S/Hamilton: 3-0-0) Approved.

4. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

None

5. REGULAR BUSINESS

A. Establishment of Guidelines for Crosswalk Installation

Tina Tseng stated that over the past few meetings there have been discussions about the installation of crosswalks to promote pedestrian safety. The City Municipal Code currently states the City Council has the authority to approve mid-block crossing or crossing at a congruent intersection by resolution. But, there is not an internal policy or guideline for a more comprehensive way to streamline crosswalk requests. Over the next few TSPC meetings, the goal is to review the different options that would enhance crossing safety and then create an internal policy flow chart to utilize for future requests.

Tina Tseng reviewed Attachment 1, which displays basic proposed pedestrian treatment options in crosswalks for signalized, stop controlled and non-stop controlled locations.

Mark Howard asked if accessible curb ramps are required at all crosswalks? Tina Tseng responded that if there is extensive work being performed then curb ramps are required as an upgrade to meet current ADA standards. If the work is maintenance related, such as striping, curb ramps are not required to be installed or upgraded. Klara Fabry confirmed that when there is any new construction taking place, the installation of accessible curb ramps is required.

Mark Howard asked about red signal light clearance requirements. He does not think a 2 second red clearance is feasible because it slows down the cycling of all the lights unless it is done specifically for a pedestrian issue, but he would like to see more red clearance built into the pedestrian signal timing. The intersection of Sneath Lane and El Camino Real needs this.

Mark Howard asked about including the signs that state “stop in red and yield to the pedestrian on the right”, which is similar to the “no right on red” signs, in this outline. Tina Tseng stated she will research these signs for inclusion in the crosswalk guidelines packet.

Tim Ross asked about the difference between an advanced limit line on page 1 and an advanced yield limit line “sharks teeth” on page 2. Tina Tseng responded that the “shark’s teeth” create visual awareness versus the advanced stop bar, which is a way of telling motorists where to stop. Tim Ross asked if you could have a solid white line like an advanced stop line at a non-stop controlled intersection. Tina Tseng responded it is a supplement to a stop sign.

Tim Ross stated he drives on Geneva Street in San Francisco and there are a number of uncontrolled crosswalks with shark’s teeth and at the intersection they have pedestrian crossing warning signs in the median. The driver’s focus is more on the pedestrian activity then on the street markings. Bolder or flashing pavement markings could help make the markings more noticeable.

Mark Howard stated there are flashing pavement markers at the crosswalk in front of the Rolling Pin Donut Shop. They have pedestrian sensors that make the lights flash. They are very expensive to install. Tina Tseng stated these could be included in the guidelines created. Caltrans is researching and installing new technology for pedestrian crossing facilities.

Mark Howard stated one difficult area is on El Camino Real where it intersects with Millbrae because the east side of street is San Bruno and the west side is Millbrae. There are some uncontrolled intersections that really need to be addressed by Caltrans. Klara Fabry stated Caltrans has a plan to improve pedestrian crossing at the intersection of Santa Lucia and El Camino Real.

Klara Fabry stated lighted crosswalks would be good to include in our guidelines as a possible option. Tina Tseng responded that she will include them in the uncontrolled and stop controlled intersection options, but not the signal controlled intersection.

Tom Hamilton asked if the Committee should choose one preferred style for a high visibility crosswalk. Tina Tseng stated that would be a preference.

Mark Howard stated the lateral style crosswalk was the preferred style selected by the Committee in the past.

Tom Hamilton stated the sample shown of the shark's tooth markings is a right uncontrolled turn, which is not accurate for San Bruno. Tina Tseng stated she will replace it with an accurate photo.

Mark Howard stated Acacia Avenue gives the illusion of being a through street and gives the false sense of not having to yield to traffic at the t-intersection with Angus Avenue. Both parties think they have the right of way because of the angles. The shark's teeth markings may be helpful at that location.

Tina Tseng stated the colored crosswalk sample shown on page 4 could be considered for high pedestrian areas like downtown San Bruno.

Mark Howard said raised crosswalks could also be included in the guidelines, particularly for installation near schools. They seem like they would be effective for the money in low speed areas.

Tina Tseng asked if there are other areas in addition to schools that the Committee would like to see raised crosswalks as feasible improvements in the guidelines. Tom Hamilton responded that uncontrolled mid-block low speed locations would be effective, especially near schools and parks.

Irene O'Connell stated City Park would be one location.

Tina Tseng asked if the raised sidewalk should be combined with the preferred lateral style crosswalk design or if the Committee would rather have it listed as a separate item. Tom Hamilton responded that it should be listed as a separate item.

Tina Tseng asked if the Committee had any other input on developing the guidelines. Mark Howard responded that it could be developed along the style of the traffic calming tool kit, but titled "Pedestrian Safety Tool Kit". He recommended getting the Bicycle and Pedestrian Committee's feedback.

Tom Hamilton suggested using the table format with columns similar to Attachment 1, but add a column on where the measure can be used effectively within the City, as well as a column on where it can't be used.

Mark Howard stated a synopsis could be listed of where the measure has been used effectively.

Tim Ross asked if the City has a database of accident records that are mapped and available for the TSPC members to review. Tim Mahon responded that accident statistics are not mapped, but if you make an official request the City can provide the data required. Private data is not released, only accident data.

Irene O'Connell asked how a Committee member would request this. Tim Mahon responded that they could email a request to his attention at the Police Department or to Tina Tseng.

Klara Fabry stated some City agencies have maps with the accident history of various locations. Tim Mahon stated the Police Department is currently researching software that will map accidents in the City, so it is something for the future.

Tim Ross stated that an accident map would be helpful. Tim Mahon stated the high accident locations are usually the same every year, such as Sneath and El Camino, San Bruno Avenue and El Camino, San Bruno Avenue at 280. It is pretty consistent.

Klara Fabry stated the City is also consistently working with Caltrans to address safety improvements at the required locations. Tina Tseng has had success getting improvements completed.

6. REPORT OF COMMISSIONS, BOARDS AND COMMITTEES

Tina Tseng stated she will share the recommended crosswalk guidelines with the Bicycle and Pedestrian Committee.

7. COMMENTS FROM COMMITTEE MEMBERS

Mark Howard asked for an update on the recommended improvements at Parkside School that were made at the last meeting. Tina Tseng stated portions of the work will be started soon.

Mark Howard asked about the recommended installation of the red curbing adjacent to the crosswalks at Parkside to keep parents from blocking or parking in the crosswalk. Klara Fabry responded the red curbing can be painted right away.

8. COMMENTS FROM STAFF

None

9. ADJOURNMENT

Motion: To adjourn the Traffic Safety and Parking Committee (TSPC) meeting until it's next regular scheduled meeting on February 6, 2013 at 7 p.m.

(M/Hamilton, S/Howard): 4-0-0 - Approved. Meeting Adjourned, 8:30 pm.