

Pedestrian Safety Advisory Sub-Committee

Draft Action Minutes – July 27, 2009

Meeting started at 5:40 PM,

Present: Members: John Lowell, child advocate; Pi Ra, Public Service; David Pelfrey, D-4; Richard Rothman, Senior; Howard Strassner, Transit; D-8 and Raymon Smith, D-6.

1. Public Comment: None.

2. Safe Passage of Transit (SPOT) : Presentation: David Valle and Brian Uso, MTA, including printed power point. SPOT deals with construction imposed limits and minimum requirements to maintain pedestrian way and safety. Formerly this was enforced by the SFPD but they are no longer willing to enforce. Enforcement under SPOT will be by the MTA with the first three violations per year no longer considered misdemeanors but will be administration. The fourth violation will be misdemeanor. After a vigorous discussion including questions from **PSAC** and answers from MTA the sub committee decided to: **Recommend** that PSAC approve SPOT with the following suggestions for improvements:

- a) Use PCOs to report problems.
- b) Use existing staff, DPW and/or PCOs to enforce because we are concerned that the City not expand positions and classifications during a time of City worker layoffs.
- c) Record all violations and make the data available to all agencies, especially the DPW.
- d) Contractors should successfully complete a Blue Book class on minimum requirements before being granted a permit to impact sidewalks,
- e) Contractors should repeat the class after three violations in one year.
- f) Repeated violation should be considered in selecting City contractors.
- g) SPOT violations should supersede DPW violations to avoid double jeopardy.
- h) Initial citation fees should be high enough to cover all expected costs.
- i) There should be a sunset clause to review the program.

We are also concerned that the City might be liable if citations don't lead to quick correction because of decriminalization.

3. Adjournment: At 7:10 PM.

Items not considered as part of SPOT and not fully discussed include:

Removal of requirement the all decisions of the Traffic Engineer be posted on the MTA website.

Concern that the SFPD discontinued their enforcement of SPOT before a new system of enforcement was established.