

Pedestrian Safety Advisory Committee
City and County of San Francisco
Minutes for Tuesday, July 13, 2010
5:30 – 7:00 p.m.
1 Dr. Carlton Goodlett Place (Polk Street), Room 408
Start Time: 5:30 p.m

Present Members:

- Liddell
- Hunter
- Strassner
- Lowell (VICE CHAIR)
- Lopez (SECRETARY)
- Lee
- Supawanich
- Clark
- Ehrlich
- Rhoads
- Smith
- Nardella
- Pelfrey

Excused Absence:

- Ra
 - Rothman
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- Item 1: June 2010 Minutes approved, pending changes: Add Mr. Pelfrey to roll call.
 - Item 2: July 2010 Agenda approved
 - Item 3: Pedestrian safety using SB83
 - Speaker: Ben Stupka (SFCTA) – Short overview about SB83 (see handout)
 - Highlights:
 - \$10 registered driver fee proposed. 25% of the fee would go to pedestrian safety infrastructure programs: 5 million dollars per year total, but this does not guarantee pedestrian safety funding each year as all of the funding could be allocated to any of the other two categories; Expenditure plan is for 30 years. The total amount of money devoted to pedestrian safety over 30 years is \$37.5 million. SFCTA would conduct a strategic prioritization plan every 5 years and involve stakeholders in this plan.

- Competing proposal on the November ballot (State): Stop Hitting Taxes – Any fees would require a super majority vote; repercussion is that if it passes, it could negate SB83.
- Questions/Comments by PSAC Members:
 - Question: Is there a follow up evaluation required?
 - SFCTA Answer: We look at performance measures in terms of project delivery.
 - Question: If this additional funding stream does come into play, will it be applied to the projects that have already been prioritized?
 - SFCTA: We are still thinking about it.
 - Question: Is this a different strategic plan than what currently exists for Prop K funding as far as feedback from the public?
 - SFCTA: Yes, it would be a separate process.
 - Question: Is there a relationship you would like to have with the PSAC to help?
 - SFCTA: The process would likely be for us to present the plans to the PSAC and to get your feedback
 - John Lowell proposes to receive the documents that are related to SB83 and its plans in order to become more educated about the issue.
 - Question: Are there any provisions to limiting any borrowed funds?
 - SFCTA: Funds from SB83 can be bonded against, but projects would have to meet the criteria. There is also a clause in both prop K and SB83 not to swap funds.
 - Question: Can any of the funding go to education, health, encouragement?
 - SFCTA: All the funds for SB83 are for capital projects.
 - Question:
 - What does it mean to “minimize conflicts with other modes”?
 - SFCTA: Make sure the project is streamlined with what will go on the roadway—that you are not benefiting pedestrians over bicyclists, when you could be benefiting both.
 - Question: What type of plan of action do you have to make sure there is interagency coordination?
 - SFCTA: The 5 year plan will involve working with all of the agencies to make sure we are all working together?

- Question: How will you select what falls within each of the three categories?
 - SFCTA: There are basic criteria already drafted but more specific criteria would be developed depending on what decisions are made for implementation of projects.
 - Question: Proposes that PSAC endorses SB83 on the ballot.
 - **MOTION PASSED: To meet for a special public PSAC meeting if the SFCTA places SB83 on the November ballot with the purpose of endorsing the bill.**
- Item 4: SFMTA Report
 - Available to the public at www.sfmta.com/walk
 - July 15th – Valencia St, Ribbon Cutting
 - Pedestrian Counting Project
 - Working with SFCTA to develop an exposure model
 - One pedestrian counter was stolen
 - 5 counters currently out in the field
 - Continental crosswalk conversions funded through Prop K – multiple locations identified and the crosswalks were installed
 - Red zones are also being implemented to increase visibility of pedestrians stepping off the curb and into the crosswalk
 - School Crosswalks—(funded through prop K) finishing 30 crosswalks identified
 - Pedestrian Program reorganization within SFMTA; organizational chart demonstrated
 - Questions:
 - What are shark’s teeth?
 - Answer: Yield lines that are made of a series of triangles.
 - When will the Better Streets Plan be considered for adoption by the Board of Supervisors?
 - Answer: Perhaps in the Fall.
- Taskforce Reports
 - Report is still in progress.
 - **MOTION PASSED: To complete the PSAC’s State of Pedestrian Safety Report by September 14, 2010.**