

Pedestrian Safety Advisory Committee

Action Minutes October 9, 2007

Meeting started at 5:35 PM

Present: Members: Shirley Bierly; Andrew Bley; Dan Brook; John Erlich; Katy Liddell; John Lowell; Pi Ra; Billy Riggs; Richard Rothman; Raymon Smith and Howard Strassner. There are currently 12 appointed members.

Staff: Cristina Olea, DPT

1. Member Announcements: Howard: I spoke for PSAC on Channel 7 after last week's auto caused death of a pedestrian at Nineteenth and Sloat.

2. Minutes: PSAC approved the September minutes with corrections.

3. Public Comment: None

4. Role of Municipal Transportation Agency (MTA) in Pedestrian Safety and Better Streets Program (BSP) Update: Christina: MTA focuses on the third 'E', Engineering. SFPD does Enforcement and DPH mainly does Education. The MTA is governed by a Mayoral appointed and Supervisor approved Board of Directors. Nat Ford is the Executive Director. Pedestrian programs are in Planning, one of eight divisions. Pedestrian programs work with: other MTA divisions; SFPD; Planning Department; DPH; SFCTA; DPW for repairs and construction and PUC for street lighting. The program also provides accessible pedestrian signals and other pedestrian improvements based on demand and available funds. BSP deals with: sidewalks; crossings; street furniture and diverting storm water from the sewer system. BSP will establish policy guidelines. The draft recommendations will come to PSAC in November and then go out for public comment and then environmental review.

PSAC Comments and Discussion: PSAC was formed to deal with the Pedestrian Master Plan which is now part of BSP. Signal lights are set to match auto demands and street geometry. Drivers learn to take advantage of light timing. SOMA needs consideration for slow street crossers. SOMA has on going pedestrian safety initiatives. MTA will formulate their five year priorities for pedestrian safety funding from Prop 'K'. The City needs a change of attitude by pedestrians and drivers to improve safety, not just more money. US gives autos most rights but everyone has to take responsibility. Accident density map should be suitable for color blind persons. Too many sidewalks are blocked by shops and restaurant furniture. DPW handles permit system which regulates these encroachments. **Michael Radetsky, DPH:** Changing attitudes takes time, thoughtful programs and legal changes. Attitudes about smoking is an example of a successful change that took 30 years.

5. Nineteenth Avenue: Like Van Ness this is a State Highway. State is going out for bid for signal light improvements including countdown for the third time. Previous bids have been too high because the State insists that all work be done at night. SF will pay 50%. Other pedestrian safety improvement such as bus and corner bulbs and a striped line for parking to provide space for car to not park on the sidewalk are not included. SF

cannot afford to pay for all maintenance and improvement even if State would relinquish highway to SF.

6. By-Laws: PSAC members unanimously approved the revised By-Laws, as separately attached.

7. For Next Meetings: District representatives should update PSAC on status of pedestrian programs in their district.

8. Adjournment: At 7:05 PM. Next Meeting November 13.