

SAN FRANCISCO PEDESTRIAN SAFETY ADVISORY COMMITTEE

This report provides a summary of PSAC activities during the past year, along with relevant background information.

2018 Annual Report

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Committee Members

SEAT	NAME	CATEGORY
1	Howard Bloomberg	Pedestrian Safety Organizations
2	Becky Hogue (CHAIRPERSON)	Senior or Disability Organizations
3	Vacant	Senior or Disability Organizations
4	Vacant	Bike or non-motor transportation organization
5	Howard Strassner (SECRETARY)	Transit or Environmental Organizations
6	Vacant	BOS District 1
7	Andrew Jacobs	BOS District 2
8	Stuart Watts/Vacant* (VICE CHAIRPERSON)	BOS District 3
9	Martin Rawlings-Fein	BOS District 4
10	Meredith Osborne	BOS District 5
11	Bettina Cohen	BOS District 6
12	Vacant	BOS District 7
13	Evelyn Posamentier	BOS District 8
14	Kevin Stull* (VICE CHAIRPERSON)	BOS District 9
15	Thomas Rogers	BOS District 10
16	Jacqueline Chavez	BOS District 11
17	Jon Winston	Superintendent designated parent of SFUSD student

Asterisk (*) indicates that seat was partly vacant during 2018. A detailed member list and attendance report is available later in this report.

Acknowledgments

The Pedestrian Safety Advisory Committee would like to thank numerous individuals for sharing their time and for their participation at our meetings over the past year.

Simon Bertrand, Better Market Street
Steve Boland, San Francisco Municipal Transportation Agency
Liz Brisson, San Francisco Municipal Transportation Agency
Cathy DeLuca, Walk San Francisco
Johnson Cheng, San Francisco Municipal Transportation Agency
Victoria Chong, San Francisco Municipal Transportation Agency
Sergeant Ocean Embody, San Francisco Police Department
Susan Gygi, Rail Alignment and Benefits Study (RAB)
Jason Hyde, San Francisco Municipal Transportation Agency
Bill Lee, Civil Grand Jury
John Lowell, Pedestrian Advocate
Sergeant Luke Martin, San Francisco Police Department
Luis Montoya, San Francisco Municipal Transportation Agency
Catherine Orland, District 9 representative to the Bicycle Advisory Committee (BAC)
Winston Parsons, Richmond Senior Center
Bob Planthold, Disability and Pedestrian Advocate
Grahm Satterwhite, San Francisco Municipal Transportation Agency
Jeremy Shaw, Rail Alignment and Benefits Study (RAB)
Nick Smith, San Francisco Municipal Transportation Agency
Captain Raj Vaswani, Traffic Division, San Francisco Police Department

The committee understands its role as an advisory committee composed of engaged San Francisco citizens. As such, we appreciate the efforts of the various city agencies in striving to improve pedestrian safety in our City.

Introduction

Creation of the Pedestrian Safety Advisory Committee

In 2003, the San Francisco Board of Supervisors declared that it was in the public interest to officially recognize walking as an important component of our transportation system, and as a key component to creating livable and suitable communities.

As such, they established the Pedestrian Safety Advisory Committee (PSAC) by ordinance to be composed of concerned and informed residents charged with providing expertise on issues concerning pedestrian safety, convenience, ambiance, and planning. The committee meets monthly on the second Tuesday at 6:00 P.M. in City Hall Room 400.

Composition of the Pedestrian Safety Advisory Committee

According to the new ordinance, the PSAC shall consist of seventeen members: one from a pedestrian safety organization, two from senior or disability organizations, one from bicycle or other non-motorized wheeled personal transport organizations, one from transit or environmental organizations, and one Superintendent designated parent of SFUSD student. The district seats shall be Supervisor-appointed. The San Francisco Board of Supervisors' Rules Committee shall make appointment recommendations for the remainder, subject to review and action of the full Board.

Mission and Goals of the Report

The Pedestrian Safety Advisory Committee has been charged with the mission of providing expertise on issues concerning pedestrian safety, convenience, ambiance, and planning as well as advocating for pedestrian safety by engaging the public, Board of Supervisors and other relevant agencies. To better engage these entities, PSAC has documented their observations about the current state of pedestrian safety in San Francisco and their recommendations for improvements.

It is in the public interest to officially recognize walking as an important component of our transportation system, and as a key component to creating livable and suitable communities. The Pedestrian Safety Advisory Committee, composed of concerned and informed residents, was established to provide insight into issues concerning pedestrian safety, convenience, ambiance and planning.

Previous PSAC annual reports have provided more extensive analysis, as well as the establishment and review of unique committee goals. However, given the pending release of the comprehensive Vision Zero Action Strategy, the scope of this report is somewhat limited. The primary goal of this report is to provide a concise summary of committee activities during 2018. The committee will continue to develop ideas and refine policies based on the knowledge gathered in this and previous reports. The recommendations and resolutions from 2018 are included at the end of this report, as reference.

Web Resources

SFMTA PSAC page (official agendas, minutes, reports)

<https://www.sfmta.com/committees/pedestrian-safety-advisory-committee-psac>

PSAC Facebook page (relevant news articles, meeting reminders)

<https://www.facebook.com/SFPSAC>

PSAC Twitter page (relevant news articles, meeting reminders)

<https://twitter.com/sfpsac>

Vision Zero SF: Transformative Policies to End Traffic Deaths

<https://www.sfmta.com/blog/transformative-policies-end-traffic-deaths>

From the Chair and Vice Chair

On behalf of the members of the Pedestrian Safety Advisory Committee, we would like to thank you for spending your time and energy reading our report. Our committee is composed of committed volunteers attempting to make Pedestrian Safety a priority for our past, present, and future residents and visitors, as everyone is a pedestrian in part of every trip. Our year featured many achievements and hurdles in pedestrian safety.

Achievements included unanimous elections of our Chair: Hogue; Vice-Chair: Watts; Secretary: Strassner, our Resolution Requesting Converting Lower Stockton Street to a Pedestrian Mall, furthermore Vice-Chair Stuart Watts left the committee suddenly in July and was replaced immediately by Kevin Stull as Vice-Chair in August; whereas, hurdles included the Twenty-three (23) pedestrian deaths in 2018, which represents a 15% rise compared to the previous year; not maintaining quorum seven (7) times over the course of the year, including four (4) meetings where members attending were not able to proceed with action items and one (1) canceled meeting in October.

As we progress into 2019, we hope that PSAC will continue to build on the positive developments of recent years and represent every pedestrian in our fair city. Key to this is that committee membership is both enhanced and present at every meeting. Also, while much of our 2018 work was somewhat reactive (i.e., PSAC provided input on plans/projects already in progress), we hope that members feel empowered in 2019 to proactively work toward PSAC visibility and members facilitate projects that we can support before their implementation. We look forward to assisting the new 2019 officers in achieving these and related objectives and encourage members of the public to contact us with any questions or suggestions.

-Becky Hogue (Seat 2 - Senior or Disability Organizations & PSAC Chair) and

Kevin Stull (District 9 Representative and PSAC Vice Chair)

becky.hogue123@yahoo.com & kstull201281@yahoo.com

2018 PSAC Activities and Accomplishments

Meeting Summaries

The following section summarizes key topics of each meeting and relevant actions. Information Sharing/Gathering items are noted with “(I)”, and Planning items are noted with “(P)”. In addition to the listed items, all meetings featured reports from the SFPD and SFMTA. Detailed meeting minutes are available on the PSAC web site (<http://www.sfmta.com/cms/cpdsafe/19509.html>).

January

- PSAC Elections
Action:
Unanimous approvals of the following officers to serve from February 2018 through January 2019: Chair: Hogue; Vice Chair: Watts; Secretary: Strassner.

February

- Stockton Street Resolution (P)
Action:
PSAC voted 9-0-0 to support a Resolution Requesting Converting Lower Stockton Street to a Pedestrian Mall. (Resolution Attached)

March

- Vision Zero and Public Health (I)
- SFTMTA Report (I)
- No Quorum

April

- SFMTA Report, Sidewalk Parking Questions (I)
- Bike, scooter shares in SF (I)
- Uber Autonomous Vehicles (I)
- Walk to Work Day (I)
- Bike and Roll to School Week (I)

May

- Double Parking and 311 (I)
- Lower Great Highway Pedestrian Project (I)
- Vision Zero Phase 2 Ramps (I)
- 2019 Prop K Updates (I)
- No Quorum

June

- Geary Rapid Project (I)
- Paratransit (I)
- PSAC Bylaws /w revised Ordinance
Action:
Begin PSAC Bylaws Rewrite (P)

July

- Scooter Sharing Update (I)
- SFMTA Livable Streets (I)
- Lower Great Highway Pedestrian Improvement (I)

August

- PSAC Elections:
Action: PSAC Elected Kevin Stull (D9) to fill remaining term of Vice Chair for Stuart Watts.

September

- PSAC Bylaws: No Quorum (I)

October

- CANCELLED - Pedestrian Safety Advisory Committee (PSAC) Meeting - Oct 9, 2018 (I)

November

- PSAC Comments on SFPD Report: Sgt. Embody: It would be useful if you could give PSAC the incident list by email or rough notes to improve minutes. (I)
- No Quorum (I)

December

- PSAC Bylaws: No Quorum

Attendance

Member	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<u>Seat 1 - Pedestrian Safety Organizations</u>												
Howard Bloomberg	P	P	n/a	P	n/a	P	P	P	P	n/a	P	A
<u>Seat 2 - Senior or Disability Organizations</u>												
Becky Hogue	P	P	n/a	E	n/a	P	P	P	P	n/a	E	A
<u>Seat 3 - Senior or Disability Organizations</u>												
Vacant	-	-	n/a	-	n/a	-	-	-	-	n/a	-	-
<u>Seat 4 - Bike or non-motor transportation organization</u>												
Vacant	-	-	n/a	-	n/a	-	-	-	-	n/a	-	-
<u>Seat 5 - Transit or Environmental Organizations</u>												
Howard Strassner	P	P	n/a	P	n/a	P	E	P	P	n/a	P	A
<u>Seat 6 - BOS District 1</u>												
Kevin Clark	A	A	n/a	-	n/a	-	-	-	-	n/a	-	-
Vacant	-	-	n/a	-	n/a	-	-	-	-	n/a	-	-
<u>Seat 7 - BOS District 2</u>												
Dan Golub	A	A	n/a	-	n/a	-	-	-	-	n/a	-	-
Andrew Jacobs	-	-	n/a	P	n/a	P	P	E	E	n/a	P	P
<u>Seat 8 - BOS District 3</u>												
Stuart Watts	P	P	n/a	P	n/a	P	P	-	-	n/a	-	-
Vacant	-	-	n/a	-	n/a	-	-	-	-	n/a	-	-
<u>Seat 9 - BOS District 4</u>												
Martin Rawlings-Fein	P	E	n/a	P	n/a	P	P	E	E	n/a	A	P
<u>Seat 10 - BOS District 5</u>												
Meredith Osborn	A	P	n/a	A	n/a	P	E	P	P	n/a	A	A

Member	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<u>Seat 11 - BOS District 6</u>												
Kevin Stull	P	P	n/a	-	n/a	-	-	-	-	n/a	-	-
Bettina Cohen	-	-	n/a	P	n/a	P	P	P	P	n/a	P	P
<u>Seat 12 - BOS District 7</u>												
Vacant	-	-	n/a	-	n/a	-	-	-	-	n/a	-	-
<u>Seat 13 - BOS District 8</u>												
Evelyn Posamentier	P	P	n/a	A	n/a	A	P	P	P	n/a	P	A
<u>Seat 14 - BOS District 9</u>												
Vacant	-	-	n/a	-	n/a	-	-	-	-	n/a	-	-
Kevin Stull	-	-	n/a	A	n/a	P	E	P	P	n/a	P	P
<u>Seat 15 - BOS District 10</u>												
Thomas Rogers	P	P	n/a	P	n/a	P	E	P	P	n/a	P	P
<u>Seat 16 - BOS District 11</u>												
Jacqueline Chavez	A	A	n/a	A	n/a	P	E	A	A	n/a	A	A
<u>Seat 17 - Superintendent designated parent of SFUSD student</u>												
Jon Winston	P	P	n/a	P	n/a	P	P	P	P	n/a	P	P

P: Present
E: Excused
A: Absent

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Present	9	9	n/a	8	n/a	12	8	9	9	n/a	8	6
Excused	0	1	n/a	1	n/a	0	5	2	2	n/a	1	0
Absent	4	3	n/a	4	n/a	1	0	1	1	n/a	3	6
Total	13	13	n/a	13	n/a	13	13	12	12	n/a	12	12
Present %	69%	69%	n/a	62%	n/a	92%	62%	75%	75%	n/a	67%	50%

2018 PSAC Annual Report Goals and Objectives

Due to the membership/quorum fluctuations in 2018, PSAC was not able to establish new goals. However, the previous goals are still of relevance and are included here for reference. In addition, PSAC intends to establish an Annual Report subcommittee to consider new or revised goals for next year's report.

Goals and Objectives

- Make pedestrian safety recommendations to the Board of Supervisors and other City departments.
- Develop concepts and review policies and planning efforts for pedestrians, such as safety, traffic calming, and sidewalk and crosswalk treatments.
- Make recommendations on funding opportunities and priorities to the Board of Supervisors, the SFMTA, the Citizens' Advisory Committee and other departments, commissions, boards and agencies.
- Review and make recommendations to the Planning Commission on policies and programs related to pedestrians in the Master Plan of the City and County of San Francisco.
- Report to the Board of Supervisors on an annual basis, with quarterly appearances before the Board as needed.
- Support development of the Better Streets Plan, in conjunction with city agencies and community input.

2018 PSAC Annual Report Resolutions

PSAC Resolution Requesting Converting Lower Stockton Street to a Pedestrian Mall

WHEREAS construction for the Central Subway has required elimination of all traffic from Lower Stockton Street, formerly south bound only, with one lane for the Muni 30 Stockton route and two traffic lanes from Sutter to Market Street, for six years, with the exception of traffic to the Union Square Garage; and during this time the adjacent Union Square District, San Francisco's premiere shopping/theater/hotel area, and the Chinatown shopping district, north of the Stockton Street Tunnel have both continued to prosper, and

WHEREAS during the Central Subway construction period the '30' Stockton south bound bus has been detoured to Mason street adding many minutes and inconvenience to the route while south bound general traffic dispersed to cross Market, and the northbound 30 bus and most general traffic moved on Kearny Street to Sutter Street to the Tunnel, unaffected by construction, and

WHEREAS before Lower Stockton Street was closed down for subway construction these four intersections averaged about seven injury collisions per year and during the construction shut down injury collisions were reduced to about four per year and the difference was not due to no automobile traffic on Stockton but was due to turns on to Stockton, in addition the Muni bus had about three collisions per year before the shutdown, and

WHEREAS during the last five yearend holiday shopping periods subway construction on lower Stockton was essentially stopped to allow the conversion of most of the street level to Winter Walk, a festive traffic free green carpeted mall which was greatly appreciated by shoppers and children, and

WHEREAS the SFMTA has prepared a proposal for Lower Stockton, after subway construction is completed, which includes: a twenty two foot wide sidewalk on each side of the street, suitable for special events and pedestrian amenities; a twelve foot wide bus lane, which greatly segregates buses from moving traffic minimizing future Muni collisions and improves transit reliability; no turning traffic at intersections, which improves pedestrians safety; two five foot wide bicycle paths, which is necessary because nearby downtown streets currently have no bicycle lanes and also provides room for a bus to pass a disabled bus and ample yellow, white and blue parking zones around the corner from Stockton Street, for deliveries to stores, the drop off of passengers and access for the disabled, and

WHEREAS this proposal is supported by the Union Square business community because similar designs of traffic free malls combined with transit are working well and producing increased business activity in many American and foreign cities, and

WHEREAS an exhaustive traffic study shows that while returning lower Stockton Street to the former configuration, before the start of Central Subway construction, would add about a 1,000 cars an hour to south bound capacity, this traffic when added to the increase in downtown traffic, since the start of construction would result in no new net additional capacity to leave upper Stockton Street because the traffic would bog down soon after it crossed Market Street before it got to the freeway, now

THEREFORE, the Pedestrian Safety Advisory Committee (PSAC) Resolves to support the SFMTA Lower Stockton Street proposal and urges rapid implementation of the Proposal to improve: pedestrian and bicycle safety and amenities while improving transit and commercial prosperity.