



# DRAFT MINUTES

## VISION ZERO COMMITTEE

Wednesday, October 31, 2018

### 1. Roll Call

Chair Yee called the meeting to order at 2:33 p.m.

**Present at Roll Call:** Commissioners Stefani and Yee (2)

**Absent at Roll Call:** Commissioner Peskin

**Chair Yee moved to excuse Commissioner Peskin, seconded by Commissioner Stefani. Commissioner Peskin was excused without objection.**

### 2. Approve the Minutes of the July 31, 2018 Meeting – ACTION

There was no public comment.

Commissioner Stefani moved to approve the item, seconded by Chair Yee.

The item was approved without objection by the following vote:

Ayes: Commissioners Stefani and Yee (2)

Absent: Commissioner Peskin (1)

### 3. Progress Update – INFORMATION

Chava Kronenberg, Pedestrian Safety Program Manager at the San Francisco Municipal Transportation Agency (SFMTA) and Tom Bellino, Transportation Planner at the SFMTA presented the item.

Chair Yee asked if anyone was tracking the engineering metrics such as vehicle speed at recently improved streets like Masonic.

Ms. Kronenberg responded that data such as speed, turn speed and number of cyclists was being collected thanks to funding from the Transportation Authority. She said that the data on Masonic was still being collected and would be incorporated in a January 2020 project evaluation report.

Chair Yee stated that this type of data can provide a strong argument for future street improvements.

Chair Yee asked what the state legislature was thinking when it approved a 25 mile per hour speed for electric kick scooters. Chair Yee noted that his two main concerns were the allowable speed and allowing these riders to not use helmets.

Jadie Wasilco, Senior Government Affairs Analyst at the SFMTA, said that Assembly Bill (AB) 2989 was the scooter bill. Ms. Wasilco responded that the state legislation repealed the helmet mandate for people age 18 and older. She said that San Francisco's local permit program had limited ability to override any of the state actions. Ms. Wasilco expressed that if it was possible to require a helmet as part of the City's pilot, it would likely be included.

Chair Yee asked if there was data on scooter crashes.

Ms. Kronenberg responded that San Francisco General Hospital was collecting data on level 1 traumas. She said that hospital intake forms now included various types of emerging mobilities as a crash cause. She expanded that the Police Department similarly noted the crash cause on site.

Commissioner Stefani asked if anyone was tracking data on people hit by scooters. She noted that she had met two such people recently.

Ms. Kronenberg said that she thought this was being observed as well but would need to check with the Department of Public Health to be sure.

Chair Yee observed that not everyone involved in scooter crashes will go to the hospital.

Ms. Kronenberg responded that since the goal of Vision Zero was eliminating crashes that result in serious and fatal injuries, collecting data on level 1 traumas was a good start.

Chair Yee said that minor injuries were outside of Vision Zero's scope, but they still mattered and should be given attention.

There was no public comment.

4. **Resolution of Support Committing the Transportation Authority and Encouraging the Board of Supervisors and the Media to Pledge to Use “Crash” and “Collision” and not “Accident” in Recognition of World Day of Remembrance 2018 – ACTION**

Alvin Lester and Amanda Lamb, members of San Francisco Bay Area Families for Safe Streets, presented the item.

Chair Yee stated that language was critical in shaping behavior and impressions. He said that he would support this resolution and asked what type of language media was currently using.

Cathy DeLuca, Walk SF Policy and Program Director, said that most TV stations regularly used “accident.” She stated that television news generally framed crashes as a delay and inconvenience to drivers. She noted that print publications had been doing better and said Hoodline and SF Weekly were particularly good about not using “accident” and had both signed the pledge to avoid that word. She commented that the Examiner was getting close to making that pledge and Walk SF was working to get the Chronicle to sign on.

Chair Yee praised Channel 7's 5 o'clock news for using “collision.” He said that he would acknowledge the positive work done by outlets that used this language and encourage others to do better. He thanked Families for Safe Streets for pushing forward this item and asked to sign the pledge. He said that he would be in attendance for the World Day of Remembrance.

Commissioner Stefani asked to sign the pledge as well.

There was no public comment.

Commissioner Stefani moved to approve the item, seconded by Chair Yee.

The item was approved without objection by the following vote:

Ayes: Commissioners Stefani and Yee (2)

Absent: Commissioner Peskin (1)

5. **Mayor's Guidance on Vision Zero – INFORMATION**

Tom Maguire, Director of Sustainable Streets at the SFMTA, presented the item.

Chair Yee asked for an example of a street that was improved after a collision.

Mr. Maguire said the SFMTA installed measures on Cortland Avenue in Bernal Heights.

Chair Yee stated that each district had Neighborhood Transportation Improvement Program from the Prop K program and Community Response Team funds that could go toward safer streets. He said that he set aside \$250,000 of his budget for District 7 pedestrian safety improvements and encouraged citizens to talk to their Supervisors about where improvements were needed.

There was no public comment.

## **6. General Update on the Action Strategy Development – INFORMATION**

Chava Kronenberg, Pedestrian Safety Program Manager at the SFMTA, presented the item.

Chair Yee asked how the two-year plans tied into the six-year end goal of Vision Zero.

Ms. Kronenberg responded that staff focused on what it could achieve given the amount of resources available, but also strove to be aspirational.

Chair Yee asked what additional resources would be needed to focus on the more aspirational actions.

Ms. Kronenberg said that individual conversations with Commissioners could help shape this.

Chair Yee asked what bold ideas staff were considering and requested a report.

Ms. Kronenberg responded that the top bold actions that staff identified were pricing and automated enforcement. Ms. Kronenberg said that in addition to the constraint of limited resources, other restrictions came from the state and federal levels of government.

Chair Yee asked when the SFMTA would address the state restrictions on automated enforcement.

Ms. Kronenberg responded that this would likely come up at the new Zero Traffic Fatalities State Task Force.

Chair Yee asked if there was anything the community could do to help with this.

Jadie Wasilco said that the Task Force members had not yet been named but that opponents of automated enforcement would likely be involved. She stated that San Francisco was seeking a seat on the Task Force and would conduct outreach if successful.

Chair Yee asked if legislators were on the Task Force.

Ms. Wasilco replied that she did not think they were. She said that the Task Force was required to meet by July 1, 2019.

Chair Yee said he was disappointed the date was so far away. He asked if the city fleet had seen driving improvements with telematics. He noted that he had heard more about fuel savings than safety.

Ms. Kronenberg responded that deterrence was the main goal of telematics.

During public comment Ms. DeLuca expressed support for improvements on every high injury network corridor before 2024. She said that the City should examine what conditions were needed for zero deaths and work from there. She stated that that the City made long range plans for other purposes and could do so for Vision Zero as well. She said that transit was a central part of Vision Zero and urged the City to look more at transit priority and frequency.

Mr. Wright, member of the public, urged the city to include the contractor bidding and oversight process as a part of Vision Zero.

After public comment Chair Yee asked if San Francisco could reduce speed limits citywide. He noted that it took two to three years to reduce speed limits on Monterey Boulevard.

Ms. Kronenberg responded that rules for reducing speed limits were set at the state level, but that automated enforcement could help with speeding.

**7. Update on 2018 Fatalities – INFORMATION**

Captain Raj Vaswani of the San Francisco Police Department (SFPD) presented the item.

Chair Yee asked if there were any developments on the recent pedicab hit and run on The Embarcadero.

Captain Vaswani answered that police were investigating leads.

Chair Yee asked if police had tried to use footage from Transportation Network Companies' (TNCs') cameras.

Captain Vaswani responded that the Police Department's video team had asked the public for dashcam footage, including TNCs.

Chair Yee said he hoped that an agreement could be reached with TNCs so that footage could be accessed from accident scenes.

Captain Vaswani noted that not all TNCs used dashboard cameras.

Chair Yee asked if TNCs had provided useful footage for any investigations.

Captain Vaswani said that some TNC drivers had come forward as witnesses for crashes.

Commissioner Stefani asked why there was a spike in fatalities in August and September.

Captain Vaswani said that the Police Department was investigating but had not identified a trend line.

During public comment Mr. Wright asked for stricter contractor oversight.

**Chair Yee continued Item 8 without objection.**

**8. Update on 2018 Fatalities – INFORMATION**

**9. Update on Plan for Pedestrian Signal Re-timing – INFORMATION**

Ricardo Olea, City Traffic Engineer at the SFMTA, presented the item.

Chair Yee asked what was preventing a faster process for retiming.

Mr. Olea replied that data collection, traffic analysis, and staff availability were major obstacles. He said that the timeframe was the quickest that staff could proceed given the current and expected resources.

Chair Yee asked how quickly work could be done if the state allocated an additional \$50 million for signal retiming in San Francisco.

Mr. Olea responded that the SFMTA would still need to increase staffing levels, which would take time. Mr. Olea noted that a five-year timeframe was an aggressive target for retiming.

Chair Yee said he was trying to understand how the timeframe could be expedited if additional funding became available and asked staff to pursue ways to make retiming happen faster.

Mr. Olea responded that the SFMTA would pursue a faster schedule for retiming if possible.

Chair Yee noted that reducing speed and changing signal timing were two of the most important Vision Zero elements.

During public comment Alvin Lester said that over five years, more than 100 people would lose their lives due to traffic violence. He said that the targets should be more aggressive.

Mr. Wright said that the city should time signals based on how long it takes seniors to cross the street. He stated that pedestrians are the ones who lose their lives, not drivers. He noted that a high portion of child traffic deaths occurred on Halloween.

After public comment Chair Yee said that he shared the sentiment that the process should be accelerated.

**10. Introduction of New Items – INFORMATION**

There were no new items introduced.

**11. Public Comment**

During public comment Mr. Wright asked for stricter oversight on contractor bidding.

**12. Adjournment**

The meeting was adjourned at 4:06 p.m.