



DRAFT MINUTES

VISION ZERO COMMITTEE

Thursday, December 11, 2014

1. Roll Call

Chair Kim called the meeting to order at 2:05 p.m. The following members were:

Present at Roll Call: Commissioners Breed, Kim, Mar and Wiener (4)

Absent at Roll Call: Commissioner Yee (1)

2. Approve the Minutes of the September 30, 2014 Meeting – ACTION

There was no public comment.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Breed, Kim, Mar and Wiener (4)

Absent: Commissioner Yee (1)

3. Vision Zero Progress Report – INFORMATION

Chair Kim introduced the co-chairs of the Vision Zero Task Force, Megan Wier of the Department of Public Health and Tim Papandreou of the San Francisco Municipal Transportation Agency (SFMTA). She said the presentation would include an overall progress report on the various Vision Zero projects and initiatives and highlight the accomplishments since the resolution was adopted in early 2014.

Ed Reiskin, Director of Transportation at the SFMTA, introduced the item. Mr. Reiskin stated that the SFMTA had been working closely with the other city agencies and external stakeholders to take the concept of Vision Zero and make it City policy. He said the new SFMTA Sustainable Streets Director, Tom Maguire, was tasked with leading the effort at the SFMTA and that it was his top priority to make this vision a reality.

Mr. Maguire stated that Vision Zero was the number one priority in the Sustainable Streets Division in 2014 and 2015. Mr. Papandreou, Director of Strategic Planning at the SFMTA, provided an overview of the Vision Zero high injury network and described how it was developed.

Chair Kim asked for confirmation that seventy percent of the people had injuries or fatalities on twelve percent of the streets.

Mr. Papandreou responded in the affirmative, stating that regardless of the transportation mode, the injuries and fatalities were mainly occurring on these corridors. He added that pedestrian injuries had a two-third overlap with the other modes. Mr. Papandreou elaborated that bicycle injuries were fairly concentrated in the same areas, and that motor vehicle drivers and passengers and motorcycle injuries were more spread out, but still concentrated in the urban core. He said that communities of concern, including areas with lower income or non-English-speaking

populations, all experienced a high proportion of these collisions. He noted that the freeway network was not analyzed as part of the high injury network, but that the SFMTA was working with the California Department of Transportation to improve safety. He said while efforts would not solely be focused on the high injury network, it would be the primary focus. He said the goal was to develop treatments that could be used to address situations at multiple locations across the city fairly quickly.

There was no public comment.

Chair Kim called Items 4 and 5 together.

4. Update on Near-Term Capital Projects – INFORMATION

5. Draft Vision Zero Two-Year Action Strategy – INFORMATION

Tom Maguire, Director of Sustainable Streets at the San Francisco Municipal Transportation Agency (SFMTA), and John Knox White, Transportation Planner at the SFMTA, presented the item.

Commissioner Mar asked how the City reached out to low-income and minority communities to raise awareness about street safety. Mr. Knox White stated the SFMTA would be working with the San Francisco Conservation Corps and Chinatown Community Development Center to conduct outreach. Mr. Knox White added that the education programs funded through the Active Transportation Program focused on communities of concern.

Chair Kim requested clarification on how shuttles and taxis would participate in the Safe Streets Education Campaign. Mr. Knox White stated that shuttle providers were asked to encourage shuttle drivers to pledge to drive safely, and that shuttle providers would be required to include the educational video on safe driving and the large vehicle curriculum when the video once it was completed next spring. Mr. Knox White stated that research had found that people who took the pledge would be more welcoming to education on how to change behavior to contribute to safer streets. Mr. Knox White stated the SFMTA was distributing bumper stickers to taxi drivers that take the pledge and would provide education to drivers that would improve safety. Chair Kim requested clarification on the source of data indicating that taking a pledge would make people more receptive to education and behavior change. Mr. Knox White responded that numerous studies had shown people were not very receptive to being told what to do, but were more receptive to messages after taking a pledge.

Chair Kim asked if there would be coordination between the citywide education campaign and the Safe Streets Education Campaign for large vehicle drivers. Mr. Knox White responded in the affirmative and noted that education for large vehicle drivers was one component of the citywide education campaign. Mr. Knox White added that by March, the City would have a strategy for which audiences to target. Mr. Knox White added the SFMTA would be working with the Department of Motor Vehicles to implement the large vehicle training requirement statewide as large vehicle drivers cross into and out of San Francisco, and to add test questions to large vehicle operator licensing that incorporate pedestrian and bicyclist safety in urban areas. Chair Kim requested more information on the details of the curriculum at the next Vision Zero Committee meeting.

Commissioner Mar asked if Muni operators and other transit agencies had taken the pledge. Mr. Knox White responded that Muni operators had been receiving bicycle safety training for years, and that the SFMTA was providing curriculum outreach to Alameda-Contra Costa Transit

District, San Mateo County Transit, and Golden Gate Transit. Mr. Knox White stated the SFMTA had not asked those operators to take the pledge yet, but would do so in the future.

Chair Kim asked how the passage of the Prop A General Obligation bonds and Prop B General Fund set-aside would help deliver Vision Zero programs and projects. Mr. Maguire responded the passage of the propositions increased the amount of funds available for safety projects, and stated that half of the funds from Prop A would go towards Vision Zero supportive projects. Mr. Maguire added Prop A would allow funding for specialized staff to work across agencies and jurisdictions on innovative designs on streets such as 19th Avenue and Howard Street.

Chair Kim asked how city agencies coordinated on projects and resolved conflicts. Mr. Maguire responded the SFMTA had the final say regarding the city's transportation network, but added that the SFMTA's role was to build consensus. He noted that senior staff had to work together under the umbrella of Vision Zero to advance the City's goals.

Commissioner Wiener asked if interagency coordination had improved. Mr. Maguire stated that he was focused on project delivery and that he had been impressed by the willingness of staff to engage on difficult questions. Commissioner Wiener stated that he appreciated the need for consensus but expressed concern about reducing project scopes to reach consensus. He continued by observing that the Fire Department had at times interpreted relevant codes differently than the SFMTA and that he was glad to see the SFMTA taking a more proactive approach. Mr. Maguire responded by noting that SFMTA would focus on working with the Fire Department to determine the actual access needs in the field as opposed to focusing more generally on interpreting code requirements.

Commissioner Wiener asked for an update on the disparity of Vision Zero funding by supervisorial district. Mr. Maguire stated that Vision Zero would be looking at all collisions including vehicle-versus-vehicle collisions and therefore the focus was citywide. Mr. Maguire added certain streets would not require costly infrastructure for solutions, but instead would receive low-cost solutions such as signal retiming, turn restrictions, and restriping.

Commissioner Mar asked about the progress over the past year in reducing the average number of pedestrian fatalities and total fatalities overall. Mr. Maguire responded that there were no current official statistics, but noted that there were 17 pedestrian fatalities to date which meant we were on track to have fewer fatalities than 2013. Timothy Papandreou, Director of Strategic Planning and Policy at the SFMTA, noted there had been challenges in data collection and receiving data back from the California Highway Patrol (CHP), which could take up to 18 months. Mr. Papandreou added the CHP had begun re-staffing its data collection efforts to reduce the 18-month backlog, which would hopefully lead to real-time data to help determine the efficacy of Vision Zero projects.

Commissioner Mar noted a Budget and Legislative Analyst report on speed limit reduction that would be released at the end of January.

During public comment, Madeleine Savit with Folks for Polk suggested including information on the causes of collisions and how the determination on the cause of collision was made. Ms. Savit suggested including additional data on time of day and time of week to help target enforcement. Ms. Savit also suggested random breathalyzer tests for enforcement.

Nicole Schneider of WalkSF requested an update on the education campaign at the next Vision Zero Task Force meeting. Ms. Schneider stated that Muni operators should take the large vehicle driver training, along with other transit operators that work on city streets. Ms. Schneider stated

that the education campaign needed to emphasize yielding to pedestrians in crosswalks. She noted the Vision Zero Two-Year Action Strategy did not include the goal that 50 percent of citations would be focused on the five most dangerous traffic behaviors. Ms. Schneider requested information from the San Francisco Police Department on the deployment locations and use of Light Detection and Ranging (LIDAR) guns to determine if these guns were an effective investment for speed limit enforcement. Ms. Schneider stated the Vision Zero Coalition requested that the City address 18 miles of high injury corridor per year, and noted the Two-Year Action Strategy addressing 26 miles would fall short of the request. Ms. Schneider said that a crisis intervention team should be established with multiple agencies to ensure complete police reports were taken and that the district attorney would have adequate information to prosecute motorists in collisions.

Commissioner Mar said that there was a need to emphasize equity to ensure safety for the most vulnerable. Mr. Papandreou responded that the high injury corridor and prioritization of projects on the corridor was a response to address the disproportionate exposure of certain neighborhoods to collisions. Mr. Papandreou added that Vision Zero would focus on equity and improving safety for the most vulnerable street users, such as seniors, children, low-income, and minorities.

Chair Kim asked for clarification on the goal of the Action Strategy to address up to 26 miles of the high injury corridor. Mr. Papandreou clarified the strategy would address at least 13 miles per year or at least 26 miles over two years. Mr. Papandreou noted the count would be 26 miles of treatments that could be inclusive of non-construction improvements such as signal retiming.

Chair Kim requested information on how revenues from the Prop A General Obligation bonds and Prop B General Fund set-aside would benefit Vision Zero at the next Committee meeting. Chair Kim also requested information on Prop K Sales tax requests that would support Vision Zero as well as case studies on projects that had been implemented quickly and challenging projects.

Commission Wiener requested an update on desired changes to state law at the next Committee meeting.

Chair Kim requested a presentation on the curriculum for large vehicle driver program.

6. Introduction of New Items – INFORMATION

There was no public comment.

7. Public Comment

There was no public comment.

8. Adjournment

The meeting was adjourned at 3:46 p.m.