



AGENDA

VISION ZERO COMMITTEE Transportation Authority Board Special Meeting

Date: 3:00 p.m., Thursday, March 12, 2015
Location: Room 250, City Hall
Commissioners: Commissioners Kim (Chair), Yee (Vice Chair), Farrell, Mar and Wiener (Ex Officio)

CLERK: Steve Stamos

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1. **Roll Call**
2. **Approve the Minutes of the December 11, 2014 Meeting – ACTION*** 3
3. **Vision Zero Progress Report – INFORMATION*** 7
 The co-chairs of the Vision Zero Task Force, Megan Wier of the Department of Public Health and Timothy Papandreou of the San Francisco Municipal Transportation Agency (SFMTA), will provide an overall progress report on the various Vision Zero projects and initiatives, including action items in the recently released Two-Year Action Strategy, and the Vision Zero website <visionzerosf.org> which went live in January 2015. Tom Maguire, SFMTA Director of Sustainable Streets, will provide a status report on the 24 Vision Zero near-term engineering capital projects and additional Vision Zero related projects funded through the City's Fiscal Year 2014/15 budget. The presentation will also include an update on development of project delivery tracking tools; revised internal agency procedures for integrating Vision Zero into the project development process; and Vision Zero project delivery case studies. **This is an information item.**
4. **Vision Zero Budget Update – INFORMATION**
 Staff from the San Francisco Municipal Transportation Agency will describe how local revenues from Prop A General Obligation bonds, Prop B General Fund set aside, Prop K transportation sales tax, and Prop AA vehicle registration fees are supporting project delivery, with a focus on Fiscal Year 2015/16 budget proposals. **This is an information item.**
5. **Policy Initiatives – INFORMATION**
 Kate Breen, Director of Government Affairs at the SFMTA, will discuss legislative efforts in support of Vision Zero and efforts to advance automated speed enforcement. **This is an information item.**
6. **Curriculum for Large Vehicle Driver Training Program – INFORMATION*** 11
 John Knox White, Transportation Planner at the San Francisco Municipal Transportation Agency, will provide an update on the development of a training curriculum for the Large Vehicle Urban Driving Safety Program. The Program ensures, using a short training video and training requirements, that people who drive large vehicles in the City have been informed about the dangers and challenges of driving on the crowded streets of San Francisco near people walking and biking. The training video will be required of all large vehicle drivers who work for the City as employees or contractors. **This is an information item.**
7. **Introduction of New Items**
8. **Public Comment**

9. Adjournment

* Additional materials

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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.



Progress Report to the Vision Zero Committee of the Transportation Authority Board

Thursday, March 12, 2015

Vision Zero Two-Year Action Strategy and Resolutions

- The Vision Zero Two-Year Action Strategy and Website were publicly released on February 10, 2015: www.VisionZeroSF.org.
- The San Francisco Fire Commission passed a resolution in support of Vision Zero on January 22, 2015.

Vision Zero Subcommittees

Engineering (Lead: Mari Hunter, SFMTA)

- 11 of the 24 projects in 24 months have been completed and the online interactive dashboard has been updated.
- The High Injury Network is now available on Envista which will improve project coordination among the city departments as well as external implementers (e.g. BART, PG&E).
- Staff are finalizing the 2014 engineering progress report and the 2015 work plan.

Education (Lead: John Knox White, SFMTA)

Subcommittee agencies (SFMTA, SFDPH, SFPD, SFCTA, SFE, the District Attorney's Office, and SFUSD)

- Safe Streets SF, an educational and enforcement partnership of SFMTA, SFDPH, SFPD and Walk San Francisco, is winding down its first phase. Over 1100 people have currently taken the pledge for safe streets as a part of the program. The Chamber of Commerce is exploring how they can plug in, additional educational opportunities related to safety for people who walk and bike is under development.
- The Education subcommittee continues the development of the education strategy. The project has been pushed back a month for additional discussion on data that supports the strategy and currently plans to have a draft for Board/Commission review by the end April 2015.
- Staff continues its work a training video that will be offered to large vehicle drivers who work for the city (as staff or contractors) and offered as a free resource to companies that agree to offer it. The video is scheduled for release at the end of April.
- Initial planning for the Safe Streets SF – speed campaign (aka ATP – Active Transportation Program grant recipient) is in the preliminary planning stages. SFMTA staff is working to receive the funding for the program early to expedite the beginning of the program.
- Collaboration with the Vision Zero funding working group is underway to ensure that the strategic action plan's goal of identifying funding for a new, multi-year education program is feasible.

Enforcement (Lead: Commander Ann Mannix, SFPD & Mari Hunter, SFMTA)

- Comparing the last quarter of 2013 to 2014, Focus on the 5 citations (speed, red light, stop sign, failure to yield to ped, and on left turn) were up 27% in 2014 – from 6515 to 8301. Another 3690 red light camera citations were also issued during this period in 2014.
- Comparing 2013 to 2014 in regards to injury collisions, overall there were 3391 injury collisions in 2013 and 3117 in 2014, an overall a decrease of 8%. Severe and fatal collisions accounted for approximately 7% of the total injury collisions in 2014, with a 15% decrease in fatals and a 4% decrease in severe compared to 2013. We ended the year with a final count of 29 fatal collisions on city streets.
- 685 drivers have been cited in the Block the Box enforcement operation since the end of November.
- In January 2015, SFPD issued a roll call DVD on traffic safety for all members of the SFPD to view; to date 41% of the department (2150 people) have viewed the DVD.
- In February 2015 every member received a detailed email explaining Vision Zero and SFPD's enforcement role, including the official link to the website.

Evaluation, Analysis and Monitoring (Lead: Megan Wier, SFDPH)

- SFDPH is working with SFGH to develop a comprehensive transportation-related injury surveillance system, linking police injury data with hospital data to identify injuries missing in police data and expand data available to understand the causes and consequences of transportation-related injury to inform efforts to save lives. A SFDPH Epidemiologist funded by an SFMTA work order is on-site at the hospital at least one day/week working closely with surgeons and staff from the Trauma Center to gather new data to inform Vision Zero.
- SFDPH is evaluating the Safe Streets SF Education and Enforcement campaign in coordination with SFMTA, assessing its impact on driver yielding to pedestrians on select high injury corridors.
- SFDPH is working with the Vision Zero Coalition to schedule a TransBASE presentation to its members to increase public knowledge and access to this injury data and mapping resource, and obtain feedback re: how it can expanded to better respond to community concerns.
- SF Pedestrian Strategy Metrics were incorporated into the Vision Zero Action Strategy Monitoring Benchmarks for the Vision Zero Action Strategy for all modes.
- SFDPH is working with the Funding Work Group on a long-term funding strategy for this work.

Policy (Lead: Kate Breen, SFMTA)

- Consistent with the adopted Vision Zero Action Strategy, the Policy Subcommittee initiated work to advance specific legislative changes to state law and continues to look for opportunities to build Vision Zero support at the federal level. Vision Zero policy priorities have been approved as part of the City's State and Federal Legislative Program, the SFMTA's 2015 Legislative Program and SFCTA's 2015 Legislative Program and includes support for automated speed enforcement and exploration of lower speed limits.
- Draft legislation that would authorize an automated speed enforcement pilot program was prepared and briefings conducted with members of San Francisco's legislation, however, no author has been able to be secured. It is important to note that long-standing state-level objections to use of automated speed enforcement system will need significant additional efforts in order for a pilot ASE proposal to advance. An alternative proposal is now being prepared that would allow for a bill to move forward, not related to ASE, but that would provide a platform for the State Legislature to discuss street safety and Vision Zero in an effort to continue broadening these concepts.

- Efforts continue to work in support of USDOT Secretary Foxx’s “Safer People, Safer Streets” Challenge and identify opportunities to include Vision Zero-supportive policy changes in federal reauthorization efforts.

Vision Zero Work Group Updates

The following Work Groups are working on products to inform activities of the above Subcommittees. Work Groups may be time-limited once their topic is sufficiently integrated into the Subcommittee structure.

City Vision (Leads: Megan Wier, SFDPH and Timothy Papandreou, SFMTA)

- The international review of traffic safety best practices is now being reviewed by the cities included in the review for accuracy and completeness, as it will continue to inform Vision Zero efforts moving forward. Traffic safety practices were reviewed for: U.S. cities with Vision Zero Policies (New York, Chicago); “peer” U.S. cities (Portland, Seattle, Washington DC, Boston, Los Angeles; and international countries with Vision Zero policies (Sweden, the Netherlands, Australia) – and compared with existing practice in San Francisco.

Communications (Leads: Candace Sue/John Knox White, SFMTA)

Subcommittee agencies (SFMTA, SFDPW, SFDPH, SFPD, SF Planning, SFFD, SFUSD, and SFDPH)

- Vision Zero Website up and live
- Vision Zero presentation for staff under development
- VZ SF communications strategy is under review

Funding (Leads: Chava Kronenberg, SFMTA; Anna Laforte, SFTA)

- The Funding Working Group has been tasked with helping develop funding strategies to institutionalize activities in support of Vision Zero. This past quarter, the Funding Working Group Co-Chairs conducted interviews with program leads and managers at DPH and SFMTA with a goal of understanding the funding needs specifically for the Education and Evaluation E’s to give more clarity and background to non-infrastructure Vision Zero programming. We shared a draft memo with the Vision Zero Task Force Co-Chairs and the Funding Working Group which includes findings and recommendations. We have started working with the Task Force Co-Chairs to identify best methods to pursue recommendations.
- Drafted a Vision Zero Funding Opportunities table showing federal, state, and local funding sources that are currently available or with upcoming calls for projects to support Vision Zero related programs and projects. Shared information with and sought input from the Funding Working Group.
- During the first quarter we continued to work closely with the Funding Working Group members to facilitate coordination and improve cross-agency dialogue to support efforts to seek and secure grants. Applications from DPH and SFPD were submitted to the State Office of Traffic Safety in January 2015.

Schools (Lead: Ana Validzic, SFDPH)

- The SF Safe Routes to School (SF SRTS) Partnership has agreed to be the Schools workgroup for Vision Zero and will serve as the coordinating body for Vision Zero school-related work. SF SRTS is an existing

partnership of SFUSD, City agencies, and CBOs working on school related transportation, including pedestrian and bicycle safety.

- DPH, on behalf of SRTS and other City agencies, submitted a grant application to the CA Office of Traffic Safety to incorporate Vision Zero educational materials into Safe Routes to School and other existing initiatives on January 30, 2015. OTS will notify applicants in summer 2015 as to funding status.
- Bike and Roll to School Week will be held on April 20-24, 2015, promoting safe and active biking for all schoolchildren and their families in the City. This event is open to all schools – public, private and parochial.
- SF SRTS is working with SF Unified School District to introduce a Vision Zero resolution to the SF Board of Education.



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Large Vehicle Urban Driving Safety Program

SFCTA Vision Zero Committee

March 12, 2015

Working Group recommendations

Recommendations of the Large Vehicle and Safer Streets working group

Working Group Purpose

Large vehicle collisions with people who are walking and biking are low-frequency, high severity incidents. From 2007-2011, large vehicles represented only 4% of all such collisions, but they accounted for 17% of all fatalities. While 1.4% of all vehicle collisions with vulnerable road users resulted in fatalities, collisions between large vehicles, including buses, saw a fatality rate that was twice as high and collisions with trucks were over 8 times more likely to result in death of the person walking or bicycling.

2013 saw an increase in the number of fatalities related to collisions between large vehicles and vulnerable road users. In response, the City and County of San Francisco (CCSF) and San Francisco Municipal Transportation Agency (SFMTA) convened a group of street stakeholders to identify short term and longer term actions that could be taken to increase safety on the streets of San Francisco for people who walk and bike. Stakeholders included statewide trucking organizations, the teamsters, advocates, city, county and regional agency staff who oversee and train large vehicle operators, public safety, the California Department of Motor Vehicles (DMV), private fleet owners and operators, and shuttle operators.

Parallel efforts are occurring related to identifying issues related to other road users, including bicyclists and other motor vehicles. This group's purpose was specifically targeted at what steps can be taken by large vehicle interests and the city to complement all of the city's activities related to Vision Zero and the goal of reducing all roadway fatalities to zero by 2024.

Process Overview

The working group held meetings on January 28 and March 13 to identify challenges and issues related to operating safely around people who bike and walk on urban streets as well as potential solutions to those challenges. Additionally, many one-on-one conversations took place in order to ensure that the points of view of people who were not able to participate in the meetings were still included in the final recommendations.

Ahead of the March 13 meeting, an evaluation of potential solutions was presented to the group along with collision data analysis provided by the SF Department of Public Health, which showed that most large vehicle collisions were occurring in the northeast part of San Francisco, consistent with the results of the WalkFirst analysis of all high-injury and fatal pedestrian collisions.

These draft recommendations are being forwarded to over 65 members of the large vehicle working group mailing list for comment and finalization. The working group held its final meeting on Friday, April 18, 2014 and unanimously supported the recommendations in this document.

- Short-term
 - Develop a driver education curriculum
 - Blind spot awareness campaigns that educate vulnerable road users
 - Large Vehicle working group
 - Construction job site controls
- Medium-term
 - Temporal and Physical Separation of Large Vehicles and Vulnerable Users
- Long-term
 - Truck Design

Large vehicle driver education



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Large Vehicle Urban Driving Safety Program

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PROJECT OVERVIEW



Training standards available online

[sfmta.com/
largevehicles](http://sfmta.com/largevehicles)



Large Vehicle Urban Safety Program: Training Standards

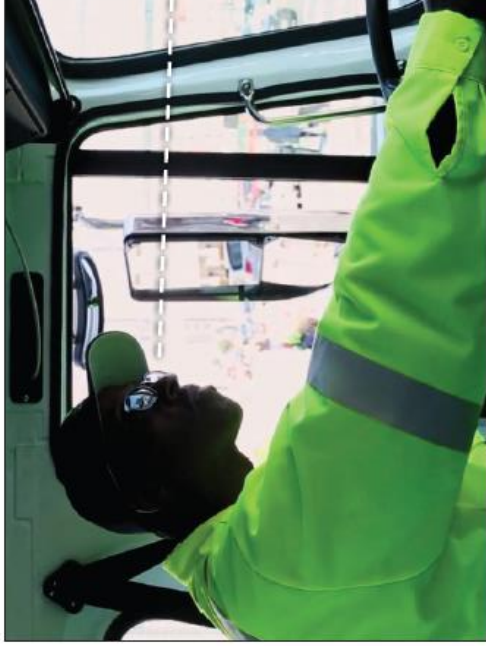
SFMTA.COM

Training programs must include the following concepts:

1. Introduction
 - a. Driving on city streets around people walking and biking requires special care
 - b. Safe driving takes very little extra time
 - c. Driving unsafely can kill: it only takes one mistake to cause a tragedy
 - d. As professionals, large vehicle drivers should always focus on safety
2. Safe driving facts
 - a. City streets are chaotic and full of activity
 - b. Concentrating on one thing could cause a driver to miss something else
 - c. Slow driving is safe driving
 - i. Long distances required to stop even at slow speeds
 - ii. Increased speed steeply increases chance of fatality
 - d. Large vehicles are extremely deadly in a collision with a person
 - e. Large vehicle turns are the most dangerous maneuvers towards people walking and on bikes
3. Driving near people walking and biking
 - a. Slow down – the most important safety strategy
 - b. Always check
 - i. People walking and biking appear unexpectedly
 - ii. Cyclists often enter traffic lanes, even on streets with bike lanes:
 1. Leave bike lanes to avoid hazards, turn left, or other reasons
 2. Ride three feet from parked cars, towards the traffic lane, to be out of the door zone
 - iii. Expect cyclists anywhere on the streets:
 1. Splitting lanes (may be where you do not expect them)
 2. Passing on the right
 3. Moving to the front of the line at stoplights (and may not be where they were when you stopped)
 - iv. Understand your blind spots and look for people walking and on bikes
 1. Static blind spots (when stopped)
 2. Dynamic blind spots (when moving/turning)
- c. Give space – as much as possible (California law establishes a minimum of three feet as a safe distance)

Training program – script and storyboard

SFMTA Large Vehicle Driver Safety Storyboard



7

Intro

Scene: POV inside truck cab with driver, who is carefully scanning the streets while stopped.

Animation: Dotted lines shoot out from driver's eyes.

Joe: "A recent survey asked hundreds of large vehicle drivers about safe city driving."



8

Intro

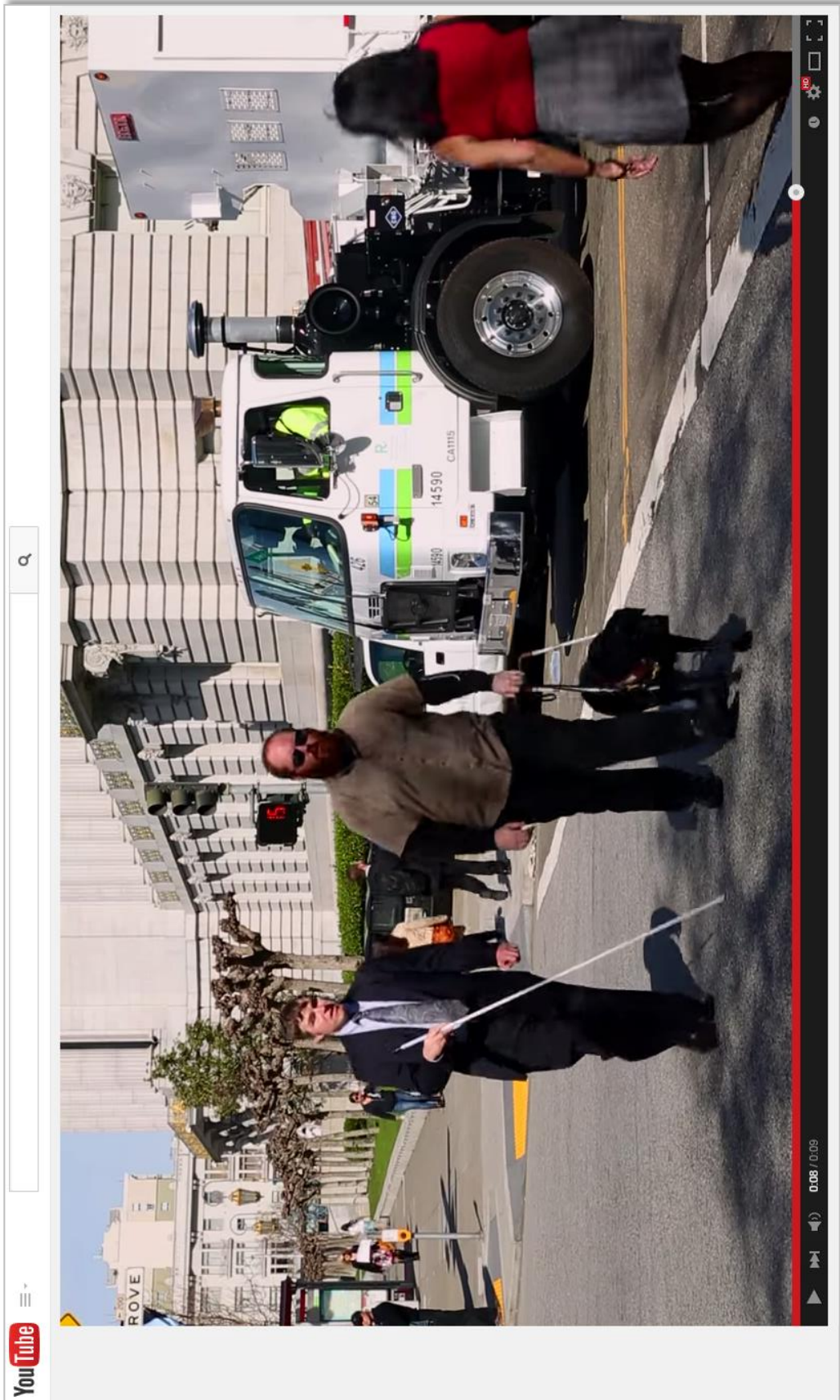
Scene: POV inside truck cab with driver, showing peds, cars through windshield.

Joe: "What did they say?"

Animation: Dash lined circles appear around possible hazards.

Sound FX: Blip sounds as each circle appears.

Training program – filming in progress



Drivers required to be trained

- All City-employed large vehicle drivers
- All SFMTA contractors
- Contractors for other City agencies soon (Mayor's Office leading effort)
- Those with some city permits—commuter shuttle drivers, possibly tour buses
- Supervisor Kim's legislation to require for all City drivers

Next steps

- Complete training program
- Outreach for commitments from organizations to use the training program
- Already committed or interested:
 - FedEx, UPS
 - Recology
 - AC Transit, SamTrans
 - UCSF (shuttles)
 - Lawson Drayage
 - SF Pride Parade
- Add to licensing manual and exam for state commercial driver's license