



DRAFT MINUTES

VISION ZERO COMMITTEE

Thursday, September 10, 2015

1. Roll Call

Vice Chair Yee called the meeting to order at 2:46 p.m. The following members were:

Present at Roll Call: Commissioners Farrell, Mar and Yee (3)

Absent at Roll Call: Commissioners Kim and Wiener (entered during Item 3) (2)

2. Approve the Minutes of the May 21, 2015 Meeting – ACTION

There was no public comment.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Farrell, Mar and Yee (3)

Absent: Commissioner Kim (1)

3. Vision Zero Progress Report – INFORMATION

Tom Maguire, Director of Sustainable Streets at the San Francisco Municipal Transportation Agency (SFMTA), Commander Ann Mannix of the San Francisco Police Department, and Megan Wier of the San Francisco Department of Public Health (SFDPH) presented the item.

Chair Kim asked if the SFMTA had identified the intersections that needed improved lighting. Mr. Maguire responded that SFMTA was in the process of identifying the locations and would provide an update at a future meeting.

Chair Kim commended SFMTA for its progress on meeting the target of completing 24 Vision Zero projects within 24 months, and asked when the SFMTA would identify the next generation of projects. Mr. Maguire responded that he would provide an update at the next Vision Zero Committee meeting.

Chair Kim noted that the number intersection gridlock citations had increased 300% between August 2014 and August 2015. She asked if these tickets were given as part of the Don't Block the Box campaign or targeted for double parking. Commander Mannix responded that it included both the Don't Block the Box and double parking components, and added that the focus was to curb double parking because many commercial corridors and thoroughfares were affected by it.

Commissioner Yee asked about the breakdown of types of citations issued to pedestrians. Commander Mannix responded that she had the breakdown only from Traffic Company but not from different stations. She said that to her knowledge the predominant citation for pedestrians was jaywalking, but that she would follow up with more detail.

Chair Kim commended the Police Department's increased effort not only on the Focus on the Five program but also on all types of violations, and asked if Commander Mannix had obtained

assistance for the data collection and analysis. Commander Mannix responded that an analyst from the Traffic Company was providing assistance but that a transition to an electronic citation system, anticipated by end of this year, would be tremendously helpful.

Commissioner Mar asked for more detail on the TransBASESF.org database. Ms. Weir explained that it was a spatial analytic geodatabase that compiled existing transportation data and linked it with other data describing street characteristics, such as land use and socio-economic data, to provide the context for injury locations. Commissioner Mar asked if the database overlapped with any other existing systems, such as a GIS database that measured health equity in low-income areas. Ms. Wier clarified that TransBASE brought together several existing data sets and offered user-friendly interfaces to enable anyone to download the entirety of data for analysis. She noted that TransBASE also produce readily customizable maps, including high injury locations. She noted that SFDPH was continuing its outreach to offer instructions and gather feedback on the database. Ms. Weir pointed out that TransBASE had been developed organically and collaboratively with the support of various city agencies, and with open software, so that it could be shared, as demonstrated by Los Angeles' recent effort to replicate it. She added that TransBASE was a key input in the WalkFirst Investment Strategy. Commissioner Mar asked for confirmation that TransBASE contained open source data that was not privately controlled but accessible to everyone, which Ms. Wier confirmed.

During public comment, Roger Bazeley suggested a safety campaign to emphasize the need for bicyclists to wear helmets and vests with reflective material to increase their visibility to drivers. He also suggested that the city request that private companies who operated commuter shuttles offer available seats to non-employees for a fee.

Charles Rathbone of Luxor Cab Company thanked the SFMTA for working with the taxi industry to help improve their driver safety standards, including creating the safety training video. He stated that his company would require its taxi drivers to view the video at the time of their permit renewal.

4. It Stops Here Campaign Evaluation Results – INFORMATION

John Knox White, Transportation Planner at the San Francisco Municipal Transportation Agency, and Megan Wier of the San Francisco Department of Public Health, presented the item.

Chair Kim asked which corridors, beyond Kearny and 6th Streets, were included in the It Stops Here Campaign. Mr. Knox White responded that additional corridors included Geary Boulevard between Stanyan Street and 7th Avenue and Mission Street between US-101 and 20th Street.

Ms. Wier stated that four intervention intersections were chosen to gauge whether vehicles were yielding to pedestrians during walk and countdown crossing phases, and noted that each intervention intersection was matched with a control intersection. Chair Kim asked how control intersections were chosen. Ms. Wier responded that control intersections were chosen based on a number of factors such as lane directions (one-way or two-way), geographic distribution, number of lanes, and pedestrian volumes. She added that this analysis resulted in a list of several control intersections for each intervention intersection, and that field testing was then conducted to find the most comparable ones.

Commissioner Mar commented that the intersection of Geary and Arguello Boulevards was the site of a collision resulting in the death of an elderly woman in 2011. He asked if there were any education campaigns planned to address pedestrian behavior, particularly distracted walking. Mr.

Knox White responded that the campaign was focused on driver behavior but that pedestrian outreach on the Geary corridor included information about distracted walking. He added that as part of the Vision Zero education strategy, funding was being sought for an annual campaign for ongoing pedestrian education.

Commissioner Yee asked how the results of the It Stops Here campaign were informing future plans for citywide education strategies. Mr. Knox White responded that the team had worked to get the media to pick up the campaign messages to ensure further dissemination, and would be working to expand citywide education efforts through an upcoming campaign focused on speeding.

During public comment, Roger Bazeley recommended including messaging on MUNI buses as part of a pedestrian safety and driver awareness campaign.

5. Update on Opportunities to Advance Vision Zero with State Agencies – INFORMATION

Megan Wier of the San Francisco Department of Public Health and Kate Breen of the San Francisco Municipal Transportation Agency (SFMTA) presented the item.

Chair Kim asked for clarification on how forward-facing cameras mounted on transit vehicles were used to enforce transit-only lanes. Ms. Breen stated that forward-facing cameras were on 400 MUNI coaches which captured images of double parking violations in transit-only lanes. She added that two SFMTA parking control officers reviewed the video and issued citations, focusing primarily on corridors and times that experienced the highest volume of violations.

Chair Kim asked about safety trends in other large cities. Ms. Breen responded that Los Angeles, San Diego, San Jose and San Francisco had all adopted Vision Zero goals which could result in collaboration on statewide initiatives.

Ryan Greene-Roesel, Senior Transportation Planner, provided an update on the Transportation Authority's safety study at freeway ramp intersections. She stated that staff was working in partnership with SFMTA and the California Department of Transportation to address issues at the top high-injury locations in the city. Chair Kim asked if this study was related to the investigation of congestion management strategies on San Francisco freeways (the Freeway Corridor Management Study). Ms. Greene-Roesel responded that these studies were parallel, but connected efforts.

During public comment, Roger Bazeley recommended electronic signage, textured pavement and high visibility crosswalks to encourage drivers to slow down at freeway exit ramps. He also referenced a letter he sent to the Transportation Authority in which he highlighted the need for better signage and water crash barriers at the Treasure Island freeway ramps.

6. Update on Use of Parking Control Officers to Support Vision Zero - INFORMATION

Chair Kim moved to continue Item 6 to the next Vision Zero Committee meeting, seconded by Commissioner Yee.

The Vision Zero Committee lost quorum at 3:58 p.m. The meeting was adjourned. Chair Kim continued the meeting as a workshop with any presentations or public comment not on the record. The workshop was broadcast live on SFGovTV and the recording is available on their website at sfgovtv.org.

7. Introduction of New Items – INFORMATION

8. Public Comment

9. Adjournment

The workshop was adjourned at 4:14 p.m.