



DRAFT MINUTES

VISION ZERO COMMITTEE

Thursday, December 10, 2015

1. Roll Call

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

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

Absent at Roll Call: Commissioners Wiener and Yee (entered during Item 5) (2)

Consent Calendar

2. Approve the Minutes of the September 10, 2015 Meeting – ACTION

3. Recommend Extending the Vision Zero Committee of the Transportation Authority for an Additional Two-Year Period – ACTION

4. Overall Vision Zero Progress Report – INFORMATION

There was no public comment.

The Consent Calendar was approved without objection by the following vote:

Ayes: Commissioners Farrell, Kim and Mar (3)

Absent: Commissioner Yee (1)

End of Consent Calendar

5. Update on Use of Parking Control Officers to Support Vision Zero – INFORMATION

Cameron Sami, Enforcement Manager at the San Francisco Municipal Transportation Agency (SFMTA), presented the item.

Chair Kim asked for the number of bicycle lane citations issued in October. Mr. Sami responded that approximately 300 citations were issued, which was about the monthly average.

Commissioner Mar asked if enforcement data could be distinguished by district, to which Mr. Sami confirmed that it could. Commissioner Mar asked if it would be possible to combine citations issued by parking control officers (PCOs) with citations issued by police officers for key enforcement areas. Mr. Sami responded that if police officers and PCOs used similar methods to cite traffic violations, then it could be included as part of the data. Commissioner Mar requested PCO citation data for individual districts, and suggested that the San Francisco Police Department and SFMTA should have a coordinated approach to data collection. Mr. Sami responded that they were working towards being able to overlay the PCO enforcement data on top of the traffic incident data.

Commissioner Wiener asked what SFMTA was doing to combat double-parking and blocking-the-box offenses at the intersections of Market Street and 3rd, 4th, and 5th streets. Mr. Sami responded that SFMTA's primary focus was on blocking-the-box during morning and afternoon

peak periods on Thursdays and Fridays at Market Street, but that PCOs had additional tasks besides issuing blocking-the-box citations. Mr. Sami stated that he would follow up with citation data on the specific intersections of interest. Commissioner Wiener encouraged the SFMTA to dedicate more PCOs to blocking-the-box offenses along Market Street, and asked what SFMTA was doing to address double-parking by delivery trucks along upper Market Street. Mr. Sami responded that SFMTA allowed some discretion for allowing double-parking for large commercial vehicles while they were unloading.

Chair Kim asked why the peak deployment of PCOs was during the middle of the day between 10:30 a.m. and 3:00 p.m. versus peak commute hours. Mr. Sami responded that this reflected the fact that PCOs issued many parking meter citations during this mid-day period, and only focused on blocking-the-box citations during peak hours.

There was no public comment.

6. Framework for Identifying Next Generation of Vision Zero Priority Projects – INFORMATION

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

Chair Kim asked Mr. Maguire to discuss expected milestones for each of the corridor transformation projects mentioned during the presentation. Mr. Maguire responded that construction would begin on the Van Ness Corridor Transit Improvement Project, the Masonic Avenue Streetscape Project, and the Polk Streetscape Project in 2016. Mr. Maguire said that additional 2016 milestones would include the release of the locally preferred alternative for the Better Market Street project, completion of project design for the Lombard Street Safety Project, launch of the planning and design process for the Golden Gate Avenue Safety Project, and implementation of painted safety zones and other improvements for the Columbus Avenue Safety Project. Chair Kim asked for the 2016 milestones for the 6th Street Improvement Project. Luis Montoya, Planner in the Livable Streets Division at the SFMTA, responded that the conceptual design had been completed and the environmental review process had begun.

Commissioner Yee asked if the corridor transformation projects mentioned during the presentation would also be presented for 2017, as some projects would be at a subsequent stage in 2017. Mr. Maguire responded that although those projects may not be completed in 2016, the SFMTA was committed to delivering 13 miles of improvements on the city's high-injury network each year.

Chair Kim asked for clarification regarding how and when leading pedestrian intervals (LPIs) were implemented. Mr. Maguire responded that in some cases, LPIs could be implemented simply by holding automobile traffic for a few extra seconds to give pedestrians a head start to cross the street. He said that in other cases, such as on Golden Gate Avenue, corridor-wide adjustments in signal timing were necessary before LPIs could be implemented.

Commissioner Mar requested that the SFMTA notify his office as well as schools and senior centers on Geary Boulevard of any delays in safety improvements. Mr. Maguire responded that he would follow up on the status of safety improvements for Geary Boulevard.

Chair Kim asked why SFMTA was not implementing LPIs at every intersection in the city. Mr. Maguire responded that many intersections had a 60-second cycle where it was difficult to install LPIs without reducing timing at another crosswalk or intersection. Mr. Maguire explained that

when signal timing was reduced at one crosswalk to provide timing for another, the entire cycle might need to be extended, and that it should be done on a network-wide basis to discourage unsafe driving behavior. Chair Kim requested a follow-up meeting and greater information on the potential for the citywide implementation of LPIs.

Chair Kim asked for a list of the three most important tools (besides automated speed enforcement) that the city could implement to reduce speeding. Mr. Maguire responded that SFMTA would be implementing speeding-focused safety education campaigns and signal timing adjustments. Chair Kim requested more guidance regarding how she could help support implementation of these or other tools.

Commissioner Yee asked how the Vision Zero committee would move forward with the identification of 24 additional projects. Mr. Maguire responded that the projects would be focused on addressing excessive speeding, and include education and enforcement projects in addition to engineering projects.

During public comment, Cathy DeLuca, Policy and Program Manager at WalkSF, commented that WalkSF would also like to see LPIs at every intersection in the city, and said that WalkSF would continue to work with SFMTA on this effort.

Sylvia Johnson commented that persons with physical disabilities often needed more time to cross an intersection than what was provided through current signal configurations.

Tilly Chang, Executive Director, acknowledged the efforts of agencies, advocates, and other stakeholders in reaching the goal of Vision Zero. Ms. Chang noted that six additional projects that were anticipated to be completed in 2016 in addition to the already completed 24.

Chair Kim commented that the Vision Zero Committee should focus on short term projects that could be identified and expedited, rather than projects that were already underway. Chair Kim and Commissioner Yee requested a list of 24 potential projects that could be delivered and expedited in 2016 for the next Vision Zero Committee meeting.

7. Recommend Supporting Automated Speed Enforcement as San Francisco's Key Legislative Initiative in Support of Vision Zero for the 2016 State Legislative Session – ACTION

Kate Breen, Government Affairs Director at the San Francisco Municipal Transportation Agency (SFMTA), and Claire Philips, Performance Analyst at the Office of the Controller's Office, summarized results from the Controller's Office draft report on Automated Safety Enforcement (ASE).

Commissioner Mar asked if the report examined jurisdictions outside of the United States. Ms. Philips responded that the study only examined jurisdictions in the United States because they were more comparable to San Francisco. Commissioner Mar asked about the extent and types of studies performed in the United States on ASE. Ms. Phillips responded that there had been a variety of white papers and academic papers studying the effectiveness of ASE. Ms. Phillips added that Washington D.C. had the longest running ASE program in the United States at 15 years, and that its effectiveness was included in the subject report.

Commissioner Mar asked if the report examined additional measures to reduce speed limits beyond ASE. Ms. Phillips responded that the report only focused on ASE. Commissioner Mar asked for clarification on the ASE "slow zone." Ms. Phillips described an example from New York City, where the state legislature supported ASE as long as it was restricted to school zones. Ms.

Phillips explained that this legislation prohibited the use of ASE outside of school zones, despite local interest.

Commissioner Mar asked who would champion the adoption of ASE in California. Ms. Breen responded that the City and County of San Francisco was working closely with advocacy groups like the San Francisco Bicycle Coalition and WalkSF in developing the advocacy work program, and had consulted with each member of San Francisco's legislative delegation. Ms. Phillips said that San Jose and Los Angeles had both adopted Vision Zero, and that there were conversations between the three cities on how to build capacity on the issue. Commissioner Yee described how the League of California Cities had incorporated pedestrian safety issues into the priorities for 2016 for transportation infrastructure. Ms. Breen said that the City of Fremont had also adopted Vision Zero largely because city officials felt inspired by San Francisco. Chair Kim requested City staff to make specific recommendations on how the committee members could help support ASE adoption through the state legislature.

During public comment, Cathy DeLuca, Program and Policy Manager at Walk SF, described how WalkSF had been working closely with the SFMTA on the ASE campaign, and how ASE was a critical tool in achieving Vision Zero. Ms. DeLuca directed committee members and interested parties to an online petition on WalkSF's website to support ASE adoption in San Francisco.

The item was approved without objection by the following vote:

Ayes: Commissioners Farrell, Kim and Yee (3)

Absent: Commissioner Mar (1)

8. Introduction of New Items – INFORMATION

Chair Kim recognized Timothy Papandreou, Director of the Office of Innovation at SFMTA, for his service as the Vision Zero Task Force Co-Chair.

There was no public comment.

9. Public Comment

During public comment, Andrew Yip commented on Vision Zero.

Cathy DeLuca, Program and Policy Manager at Walk SF, commented that WalkSF was concerned that certain projects that involved the intensification of land use were not subject to the requirements of the Better Streets plan. Ms. DeLuca described how parcels that changed from production, distribution, and repair uses to commercial uses increased the number of visitors and commuters, yet they were not required to implement the same street improvements that other uses would have under the Better Streets planning process. Ms. DeLuca expressed WalkSF's support for Chair Kim's effort to develop a legislative amendment to ensure these projects would not be overlooked and to proactively prevent the neighboring streets from becoming high injury corridors.

Silvia Johnson commented on Vision Zero.

10. Adjournment

The meeting was adjourned at 4:27p.m.