



DRAFT MINUTES

VISION ZERO COMMITTEE

Thursday, March 31, 2016

1. Roll Call

Chair Yee called the meeting to order at 2:08 p.m. The following members were:

Present at Roll Call: Commissioners Campos and Yee (2)

Absent at Roll Call: Commissioner Kim (entered during Item 3)

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

There was no public comment.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Campos and Yee (2)

Absent: Commissioner Kim (1)

3. Vision Zero at the State and National Level – INFORMATION

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

Chair Yee asked how much other cities were spending to achieve Vision Zero. Mr. Maguire responded that he would look into it, but that SFMTA had spent approximately \$9.5 million on the first 24 projects completed in 2016. Chair Yee said that he would be interested in the amount spent on Vision Zero per capita in other cities.

There was no public comment.

4. Next Generation of Vision Zero Projects – INFORMATION

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

Commissioner Kim asked about the strategy for identifying a sponsor for the state Automated Speed Enforcement (ASE) bill. Kate Breen, Government Affairs Director at the SFMTA, responded that the SFMTA had been working to educate delegates outside of San Francisco on the benefits of ASE, and that they had met with opposition groups to address concerns regarding the legislation. Commissioner Kim asked what opposition groups the SFMTA had met with. Ms. Breen responded that they had met with the teamster unions, which were concerned with the use of cameras for any traffic enforcement purpose.

Commissioner Kim asked if any state legislators had expressed interest in introducing an ASE bill by December 2016. Ms. Breen responded that SFMTA had been working with Assemblymember Chiu and Senator Beall during the current legislative session.

Commissioner Kim asked if coalition members, advocates, and other municipalities across the state could assist with San Francisco's efforts. Ms. Breen said that the cities of Coronado and

Sacramento could be potential partners. Commissioner Kim suggested having the family members of those impacted by traffic fatalities meet with delegates or speak at the public hearings. Ms. Breen concurred, stating that SFMTA had been working with Walk San Francisco and the city's legislative advocate to mobilize affected families to assist in the effort. Commissioner Kim also suggested that SFMTA partner with the American Civil Liberties Union.

Commissioner Kim asked for an overview of the Tenderloin Community School Safe Routes to School project. Mike Sallaberry, Project Manager at the SFMTA, responded that the project was focused on implementing curb extensions and other pedestrian safety improvements on Turk Street and nearby locations.

Commissioner Kim requested that the list for the next generation of Vision Zero projects highlight the projects that would complete construction over the next twenty-four months. She stated that projects that would achieve other milestones such as completion of final design should also be tracked and expedited.

Commissioner Campos asked for clarification on the current proposal for ASE in San Francisco. Ms. Breen responded that the cameras would photograph a vehicle's license plate if it triggered a speed violation. Commissioner Campos expressed concern about ASE's potential impacts on privacy, especially for undocumented persons. Ms. Breen responded that privacy issues were frequently brought up in debates around ASE in California, and that the language they had drafted for potential legislation specifically prescribed that images could only be used for the purposes for which they were intended.

Chair Yee asked if the SFMTA could track safety improvements on roadways not included in the list of projects, such as Geneva Avenue, Ocean Avenue, Alemany Boulevard and Mission Street. Mr. Maguire responded that the SFMTA was implementing more safety projects than those included in the list, and had committed to implementing safety treatments along at least 13 miles of the San Francisco's High Injury Network each year for the next ten years. Mr. Maguire added that additional streets appropriate for safety treatments would be identified through updates to the High Injury Network.

Chair Yee asked that future progress reports include updates on state legislation that was being pursued to address safety issues, such as tour bus safety.

During public comment, Andrew Yip said that Vision Zero projects should enforce driver education regarding good concentration while driving such as eliminating distractions of cell phone usage. He said that there should be enforcement of speed reduction around accident hot spots to secure pedestrian safety, and that warning signs should be posted on street corners in high-speed traffic areas. He said there should be preventative measures to stop drinking and driving and that elderly people should be educated to pay extra attention while crossing the street and to maintain awareness of their surroundings.

Janice Li, Advocacy Director of the San Francisco Bicycle Coalition, expressed the San Francisco Bicycle Coalition's support for ASE. She stated that she was pleased to see engineering projects being paired with education and enforcement projects, and urged SFMTA to implement Vision Zero capital projects as quickly as possible.

John Alex Lowell, Senior Member of the Pedestrian Safety Advisory Committee, stated the need to have an open dialogue with Caltrans to improve safety on state highways in San Francisco, including Lombard Street, Van Ness Avenue, segments of South Van Ness Avenue and Mission Street, and segments of Sloat Boulevard, among others. Mr. Lowell asked the committee to

support expediting a delayed project to redesign portions of Bay Street where a collision had occurred involving two youths at the intersection of Bay and Buchanan streets.

Cathy DeLuca, Policy Director of Walk San Francisco, described how Walk San Francisco had formed a Families for Safe Streets group to help advocate for ASE. Ms. DeLuca urged board members to champion implementation of safety treatments and not to compromise safety for other objectives. Commissioner Kim asked for an example of a Vision Zero project that Ms. DeLuca felt had been compromised. Ms. DeLuca responded that proposed boarding islands included in the L-Taraval Rapid project had been removed from the project plan because of concerns about the loss of parking among the business community. Ms. DeLuca described how the plan now included paint intended to warn motorists of pedestrians rather than boarding islands. She commented that the boarding islands would not result in a loss of parking spaces as the city would be able to relocate displaced parking spaces to side streets.

Chema Hernandez Gill, Community Organizer at the San Francisco Bicycle Coalition, urged SFMTA staff to expedite more safety treatments. Mr. Gill cited delays in implementation of the Polk Streetscape project and the Potrero Avenue Roadway Improvement project.

Chair Yee asked if passengers travelling on the N-Judah faced similar hazards as those riding the L-Taraval because areas along the route were also lacking in boarding islands. Mr. Maguire responded that it was not as hazardous because the roadway configuration typically allowed for cars to pass on the left of the trains, away from offloading passengers. Chair Yee requested collision data along the N-Judah line. Mr. Maguire responded that he would provide that information.

Chair Yee called Item 6 before Item 5.

5. Update on Speeding Education Campaign – INFORMATION

Arielle Fleisher, Planning Analyst at SFMTA, presented the item.

During public comment, Cathy DeLuca, Policy Director of Walk San Francisco, stated that actions should be taken to ensure that Vision Zero enforcement efforts do not negatively impact communities of color and low-income communities.

6. Update on the SFMTA's Safe Driver Training Programs – INFORMATION

John Knox White, Transportation Planner at the SFMTA, Kate Toran, Director of Taxis and Accessible Services at the SFMTA, and Kenneth Anderson, Manager of Training & Instructions at the SFMTA, presented the item.

Chair Yee asked if employees from all city departments had received training similar to that provided by the SFMTA's Safer Driver Training Program. Mr. Knox White responded that the City Administrator's Office oversaw driver training programs for city employees, and that he believed that they were considering replicating the SFMTA Safer Driver Training Program for all city agencies. Mr. Knox White said that he would follow up with more information.

Commissioner Campos asked whether safety training programs were being pursued for Uber and Lyft drivers. Mr. Knox White responded that the California Public Utilities Commission, not SFMTA, was responsible for regulating the safety of Uber and Lyft, but that SFMTA was working to encourage them to voluntarily adopt the training.

Chair Yee asked if MUNI bus operators received different training than MUNI rail operators, and if not, was the training sufficient to allow operators to cross-over between driving buses and light

rail vehicles (LRVs). Mr. Anderson responded that only senior staff were allowed to operate LRVs, and that all LRV operators were also trained as bus operators.

Chair Yee asked if SFMTA maintenance vehicle drivers received the same safety training as MUNI operators. Mr. Anderson responded that they received the same base training to qualify for a commercial motor vehicle license, as well as completed additional training specific to maintenance vehicles.

Chair Yee asked if MUNI maintenance vehicle drivers received the same training as required under the large vehicle safety training legislation introduced by Commissioner Kim. Mr. Knox White responded that SFMTA was committed to ensuring that all drivers of large vehicles, including maintenance vehicles, were required to watch the large vehicle training video produced by SFMTA, and that SFMTA was working to assimilate the list of regulatory training requirements presented by Mr. Anderson into MUNI training procedures.

Commissioner Campos asked how much the city had paid in claims involving city vehicles over the last five years, including any settlement costs. Mr. Knox White responded that he would get back to Commissioner Campos with that information.

During public comment, Cathy DeLuca, Policy Director of Walk San Francisco, urged commissioners to consider the adoption of a policy that would require all city vehicle drivers to receive safety training on an annual basis. Ms. DeLuca cited the case of Tu Phan, a woman who was hit and killed at the intersection of Market and 7th streets by a city vehicle. Chair Yee stated he would like additional discussion about a universal policy for San Francisco to make it mandatory that everyone who drives a city vehicle would be required to undergo safe driver training.

John Alex Lowell, Senior Member of the Pedestrian Safety Advisory Committee, described that as a result of a MUNI cable car operator being struck and killed while working, SFMTA required all cable car operators to wear fluorescent vests with vertical white stripes.

Chair Yee requested to continue the item to a later meeting to allow for additional discussion regarding a citywide safe driver training program. Commissioner Kim moved to continue the item, seconded by Commissioner Campos.

7. Introduction of New Items – INFORMATION

There was no public comment.

8. Public Comment

During public comment, Andrew Yip spoke regarding the meaning of success.

9. Adjournment

The meeting was adjourned at 3:40 p.m.