



AGENDA

VISION ZERO COMMITTEE Transportation Authority Board Special Meeting

Date: Wednesday, April 5, 1:30-3:00 p.m.
Location: Committee Room 263, City Hall
Commissioners: Yee (Chair), Safai (Vice Chair) and Peskin

Clerk: Steve Stamos

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|---|-------------|
| 1. Roll Call | |
| 2. Approve the Minutes of the December 15, 2016 Meeting – ACTION* | 5 |
| 3. Vision Zero Amendments to San Francisco General Plan – INFORMATION | |
| <p>Lily Langlois, Planner with the Planning Department, will present an update on the proposed General Plan Amendments to reflect the City's Vision Zero Policy. In June 2014, the Planning Commission passed a resolution in support of Vision Zero. The resolution outlined specific actions the Planning Department could take to achieve Vision Zero, including updating the policies and objectives of the General Plan. The presentation will highlight the proposed changes, the related outreach and engagement efforts and other Planning Department efforts to achieve Vision Zero.</p> | |
| 4. San Francisco City Administrator's Office Telematics on City Fleet Performance – INFORMATION* | 11 |
| <p>Bill Zeller, Clean Fleet and Fuel Coordinator of the City Administrator's Office, will provide an overview of the vehicle tracking technology, Telematics, installed in city vehicles per Executive Directive 16-03, including the data collected.</p> | |
| 5. Recommend Supporting a Resolution Urging the California State Legislature to Amend the California Vehicle and Public Utilities Codes to Enable Local Jurisdictions to Permit, Conduct Enforcement and Access Trip Data for Transportation Network Companies – ACTION* | 21 |
| <p>At the March 21, 2017 Transportation Authority Board meeting, Chair Peskin introduced a resolution urging the California State Legislature to amend the California Vehicle and Public Utilities Codes to enable local California jurisdictions to access trip data for Transportation Network Companies (TNCs) and to permit and conduct enforcement of TNCs as warranted to ensure safety and disability access, and manage congestion. Staff from the San Francisco Municipal Transportation Agency and the Transportation Authority (SFMTA) will provide an overview of the legislation at the committee meeting.</p> | |
| 6. Overall Vision Zero Progress Report – INFORMATION | |
| <p>Leilani Schwarcz, Epidemiologist with the Program on Health, Equity, and Sustainability at the Department of Public Health, and Luis Montoya, Director of Livable Streets at the SFMTA, will provide a summary of progress since the December 2016 Vision Zero Committee meeting. The update will include the release of the 2016 End of Year Fatality Report, status of the Vision Zero priority projects and select items from Mayor Lee's Vision Zero</p> | |

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Executive Directive 16-03, as well as the release of the new Two-Year Action Strategy. The Strategy identifies opportunities through an outcomes-based framework of safe streets, safe people, and safe vehicles and affirms the City's commitment to achieving Vision Zero in an equitable way by targeting strategies that benefit San Francisco's most vulnerable populations – seniors and persons with disabilities, low-income communities and communities of color, and people walking – who disproportionately bear the burden of severe and fatal collisions. Kate Breen, Director of Government Affairs at the SFMTA, will provide an update on Assembly Bill 342, legislation for automated speed enforcement.

7. **Update on Safety Improvements to High-Injury Corridors – INFORMATION**

At the March 10, 2017 Board of Supervisors meeting, Supervisor Safai requested a hearing on all the physical infrastructure improvements, traffic calming and safety measures, and educational outreach campaigns undertaken over the past five years to improve safety along high-injury corridors; and requested the SFMTA, the Transportation Authority, Public Works, and the Department of Public Health to report to the Board. Staff from the various departments will present on this item.

8. **Introduction of New Items – INFORMATION**

During this segment of the meeting, Committee members may make comments on items not specifically listed above, or introduce or request items for future consideration.

9. **Public Comment**

10. **Adjournment**

* Additional materials

If a quorum of the Transportation Authority Board is present, it constitutes a Special Meeting of the Transportation Authority Board. The Clerk of the Authority shall make a note of it in the minutes, and discussion shall be limited to items noticed on this agenda.

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If any materials related to an item on this agenda have been distributed to the Vision Zero Committee after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report lobbying

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activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; telephone (415) 252-3100; fax (415) 252-3112; website www.sfethics.org.



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DRAFT MINUTES

VISION ZERO COMMITTEE

Thursday, December 15, 2016

1. Roll Call

Chair Yee called the meeting to order at 2:07 p.m.

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

Absent at Roll Call: Commissioner Kim (entered during Item 3) (1)

2. Approve the Minutes of the September 15, 2016 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 Two-Year Action Strategy Updates – INFORMATION

Mari Hunter, Senior Planner at the San Francisco Municipal Transportation Agency (SFMTA), and Megan Wier, Director of the Program on Health, Equity and Sustainability at the Department of Public Health, presented the item.

Chair Yee commented that the Vision Zero initiative had not achieved significant progress toward its goal over the past two years, and asked if we should rethink the strategies being used to advance Vision Zero. Ms. Hunter replied that the updated action strategy would refine and build upon the first action strategy. She said that as an example, the updated action strategy emphasized the importance of designing streets for a transportation system where people could walk, bike, and drive safely, rather than relying on enforcement. She explained that new programs in the updated action strategy would also integrate bicycle and transit collision analysis with engineering solutions. Chair Yee asked about a concrete example of a new element that had been added to the updated action strategy. Ms. Hunter replied that the bike collision analysis would expand the City's ongoing effort to improve the bicycle infrastructures specified in the Executive Directive.

Chair Yee commented that there were many dangerous streets that were not identified as High-Injury Corridors due to a low volume of pedestrians and low absolute collision count. He cited the case of two collisions at Monterey and Valdez Streets which were not High-Injury Corridors. He asked if there was a way to consider the difference between 2 collisions out of 20 people crossing streets and 2 collisions out of 2,000 people crossing streets, and suggested developing a different method to determine dangerous corridors and intersections. Ms. Hunter replied that the City did prioritize the Vision Zero High-Injury network, but that the City would continue working on safety improvements citywide as articulated in the action strategy. She said that along with the 311 program, the updated action strategy might provide an opportunity to consider any collision locations that had not been part of the High-Injury Network. Ms. Wier added that another new

action item in the strategy would be a predictive modeling tool, which could evaluate environmental conditions and predict the likelihood of severe and fatal injuries at a given location. She explained that this model would be able to identify factors that contributed to high and severe injuries, and help prioritize improvements even in the areas where there was no collision history. Chair Yee asked about the timeframe of the model, and asked for an ongoing update on this effort. Ms. Wier replied that the SFMTA was developing a bicycle-specific model this year, and noted that the model would be completed in the next two years as specified in updated action strategy. Chair Yee asked if there would be a model for the walking mode. Ms. Wier replied the bike model would come out first, followed by models for all travel modes, and that the bike model would become a powerful template for building other models. She explained that mode-specific models were needed because predictors of auto, pedestrian, and bicyclist collision were different. Chair Yee asked if this model would take three years to build, to which Ms. Wier replied that building and testing this sophisticated statistical model would take some time.

Commissioner Campos asked about the number of fatalities occurring in the City a year prior to and a year after the adoption of Vision Zero in 2014. Ms. Wier responded that there were 31 fatalities each for 2014 and 2015 and 22 for 2016, but that the number for 2016 did not include 3 fatalities occurring in November 2016, which were being reviewed by the Medical Examiner's Office. She added that to achieve the ambitious goal of zero fatalities in next 10 years, the City had looked at an interim matrix and focused on data analysis of the High-Injury Network, engineering and improvements on these corridors, education, and automated speed enforcement. She mentioned that California and the entire country had witnessed 15 percent and 8 percent increases in fatalities, respectively, and that San Francisco was a leader in identifying solutions through the targeted work, such as working with hospitals and looking at more data on severe injuries.

Commissioner Campos commented that the goal of Vision Zero was to reach zero fatalities, and asked whether something different could be implemented to achieve different results a year from now. Ms. Hunter said that to elevate the awareness of Vision Zero, the City had implemented many types of treatments as quickly as possible within the past few years, such as signal retiming, high-visibility crosswalks, and painted safety zones, while large capital projects that took longer became more visible and more impactful.

Commissioner Campos asked about the demographics of the victims in this past year. Ms. Wier replied the fatality report was being finalized for the end of the year, and she would follow up with relevant information. Commissioner Campos asked if a specific demographic group was involved in more collisions for the prior years. Ms. Wier replied that over half fatalities were pedestrians and seniors were disproportionately injured. She said that the High-Injury Network was highly predictive of where these injuries happened, and that the five violations, such as speeding, red light, and driver's failure to yield, were highly predictive of severe and fatal injuries. She said the City had taken several near-term actions, including San Francisco Police Department (SFPD's) Focus on the 5, the City's first comprehensive speed campaign, and the high-visibility enforcement on the High-Injury Network every week while engineering improvements continued.

Commissioner Campos asked if Vision Zero strategies could achieve more benefits if there were more resources. Ms. Hunter replied that limited resources, the political environment, and the physical environment were three challenge areas. Ms. Wier added that automated speed enforcement was an example of political challenge, as it could be a powerful tool with respect to Vision Zero but required legislation to make it legally allowable for use.

During public comment, Cathy DeLuca, Policy Director with Walk San Francisco (Walk SF), expressed her appreciation for the work being done but asked why there was no concurrent reduction in crashes and fatalities. She referenced four main strategies which Walk SF thought the City should implement, including putting equity front and center; focusing on proven effective strategies; building comprehensive and robust projects; and identifying and overcoming obstacles to building safe streets.

A member of the public said that road diets in the Glen Park area had led to multiple freeway accidents due to a severe traffic back up. He said more accidents happened partly because parked vehicles along the streets were removed and pedestrians and cyclists had a false sense of safety.

4. Vision Zero Projects and Initiatives – INFORMATION

Tom Maguire, Director of Sustainable Streets at the SFMTA, and Kate Breen, Government Affairs Director at the SFMTA, presented the item.

Chair Yee asked about state legislators who supported automated speed enforcement. Ms. Breen responded that the San Francisco legislative delegation was working in close partnership with the San Jose legislative delegation to propose an automated speed enforcement bill as a two-city pilot. Ms. Breen noted that the SFMTA had met with many different stakeholders over the past year to hear concerns about the program and any objection that stakeholders might have.

Chair Yee asked if the SFMTA had reached out to the Golden Gate Bridge, Highway and Transportation District (GGBHTD). Ms. Breen said that she had shared information about automated speed enforcement with Denis Mulligan, General Manager at the GGBHTD. Chair Yee said he would follow up with Mr. Mulligan at next GGBHTD board meeting.

During public comment, Cathy DeLuca, Policy Director with Walk SF, said that looking at projects that had been delayed would be a great opportunity to find what factors and obstacles were standing in the way of the City reaching Vision Zero. She encouraged the SFMTA to look into those factors and explore strategies to address them.

Chair Yee asked if some of the factors that delayed projects, such as utility coordination, could be anticipated and planned for in the future. Mr. Maguire replied that the SFMTA could improve in that area, and that the SFMTA had been using San Francisco Public Works' improved mapping tools to coordinate with San Francisco Public Utilities Commission and PG&E in advance as much as possible, but that some conditions would be uncovered only through evaluating site condition during construction.

5. Mayor's Executive Directive on Achieving Vision Zero – INFORMATION

Luis Montoya, Director of Livable Streets at the SFMTA, presented the item.

Commissioner Kim asked for more information about the how the campaign was designed, and asked where the education advertisements were located. John Knox White, Acting Program Manager at the SFMTA, replied that some advertisements were put along Market Street and Civic Center in September 2016, and that a much larger print campaign would start in spring 2017. He said the goal of the education campaign was to acknowledge the problem and encourage the public to consider how people were using the streets. He said that a majority of the Vision Zero radio advertisements were focused on highlighting the problem with street safety in San Francisco and the actions that the public could take. He explained that the advertisement posted in September highlighted that speeding was one of the top causes of fatalities and injuries and that the advertisement posted in October reminded that public that speeding could result in a ticket.

Chair Yee asked about the content and length of the radio advertisements, and requested them to be played at a future meeting. Mr. Knox White replied that these were a mix of 15- and 30-second advertisements and that he would play them at a future meeting.

During public comment, Julia Raskin, Community Organizer with the San Francisco Bicycle Coalition, expressed her appreciation for the City implementing speed humps on John F. Kennedy Drive as an inexpensive and near-term measure for reducing speeds. She called for long-term solutions for traffic calming as outlined in the Executive Directive. She said the Bicycle Coalition was looking forward to continued improvements to ensure Golden Gate Park was a destination for people of all ages and abilities, as well as more opportunities to fast track protected bike lane projects throughout the city. She said the approval of protected bike lanes on 7th and 8th streets was an example of projects that would encourage more people to bike.

Cathy DeLuca, Policy Director with Walk SF, said that raising awareness of Vision Zero through education campaigns was important because it would help promote projects and programs on the streets, and noted that she had seen real impacts of the radio advertisements on community members. She asked when quarterly progress updates on other items would be available, to which Mr. Montoya responded that all 13 items had been updated on a quarterly basis on SFMTA's website.

6. Open Letter to Transportation Network Companies and Other Shared-Ride Services to Support Vision Zero – INFORMATION

John Knox White, Acting Program Manager at the SFMTA, presented the item.

Chair Yee noted the potential to involve the Transportation Network Companies (TNCs) in reaching Vision Zero. He commented that TNCs knew locations of their cars, which might be utilized to monitor and regulate bad driver behavior. He suggested asking TNCs to require their drivers not to loiter in an area because unnecessary circling added pollution and increased the risk of a collision. Mr. Knox White agreed that the open letter was not just to give more training materials but to look for ways to request TNCs to take more responsibility for driver behavior. He also agreed that acquiring and using existing TNC data could help identify some of the problems the City was facing as well as solutions. Chair Yee said he hoped that TNCs would voluntarily work with the City, and commented that City officials might be interested in introducing legislation on this issue. Mr. Knox White replied that the SFMTA had approached TNCs from a collaborative stance and met quarterly with large vehicle operators including tour buses, commuter buses, trucks and carriers to discuss safety issues.

Sunny Angulo, Legislative Aide to Commissioner Peskin, stated that their office had met with several schools in District 3 to discuss traffic safety concern raised by parents, including the proliferation of TNC vehicles on city streets. She noted that Commissioner Peskin had made a commitment to parents that he would work with the Transportation Authority and the SFMTA to come up with a more direct approach to getting TNCs involved in improving street safety. She said TNCs should be a partner in reaching Vision Zero goals and responding to reporting requests to ensure our streets were safe. She noted that Commissioner Peskin was exploring what more the City could do to regulate TNCs locally out of safety concerns, such as limiting the TNC vehicle movement around vulnerable areas like school zones and senior facilities. Chair Yee expressed his desire to advance this discussion, and suggested inviting TNC representatives to a future meeting to speak to this item.

During public comment, Julia Raskin, Community Organizer with the San Francisco Bicycle Coalition, noted the Bicycle Coalition's partnership with Uber and making videos which showed how Uber shared the streets. She added that education and enforcement could not be the only strategies, and urged the City and the Committee to take actions.

Cathy DeLuca, Policy Director with Walk SF, stated that TNC vehicles posed dangers to pedestrians and bicyclists, and particularly to seniors and people with disabilities trying to cross the street. She urged the City and the Committee to take actions and make sure everyone could use street safely.

7. Introduction of New Items – INFORMATION

There were no new items introduced or public comment.

8. Public Comment

During public comment, Andrew Yip spoke about vision and justice.

9. Adjournment

The meeting was adjourned at 3:31 p.m.



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Fleet Telematics Introduction

Bill Zeller
Fleet Management Department

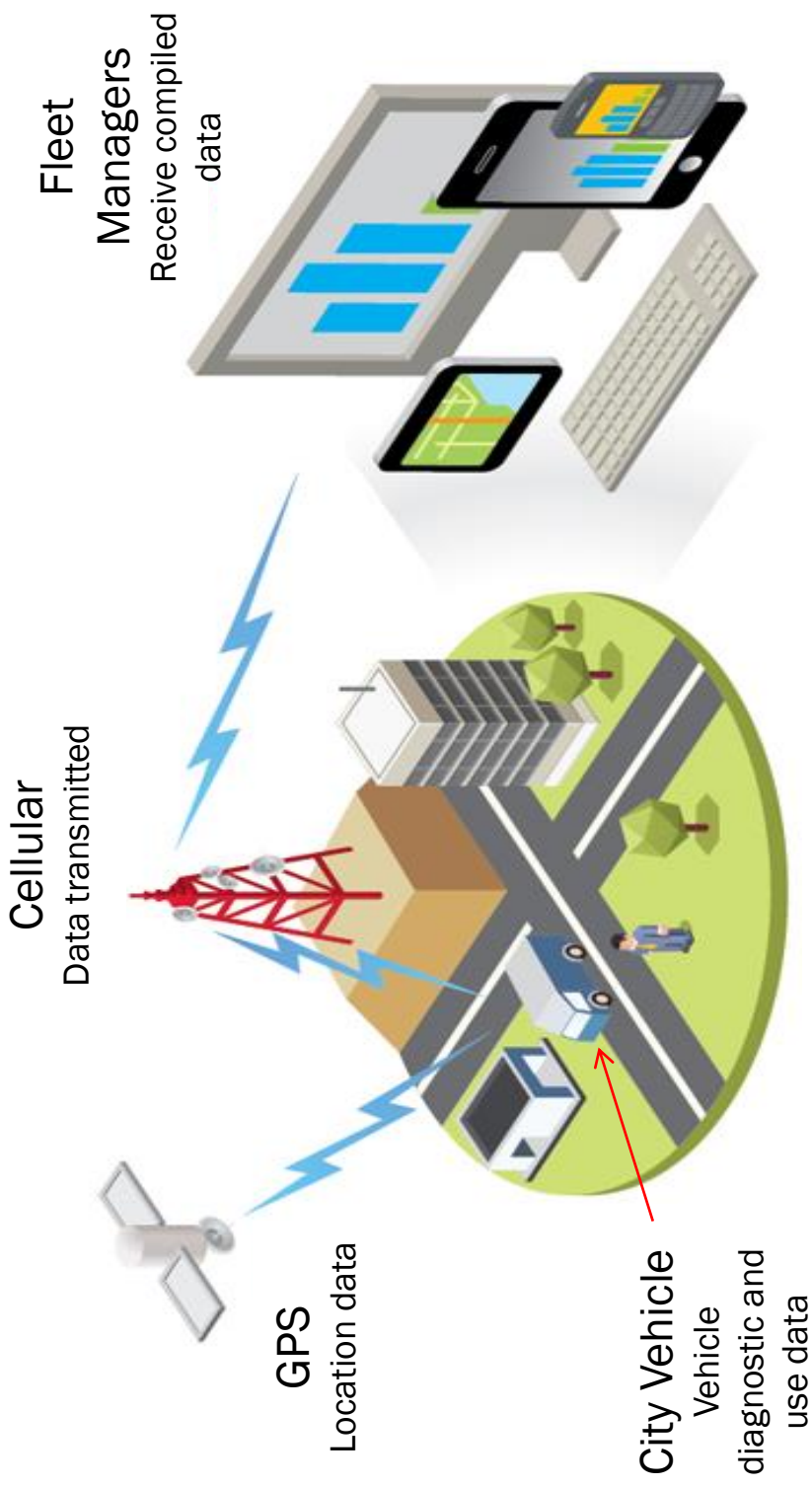
March 16, 2017



Agenda

- What is telematics?
- Administrative structure
- Data processes & reports
- Live demonstration
- Q & A Session

Vehicle Telematics



Telematics Hardware



- Telematics device



- Asset Guard



- Satellite

Installation Status

- 3,971 vehicles & pieces of equipment with active devices
- 1,686 law enforcement and investigative vehicles are exempt; currently exploring options to expand telematics to some or all of these vehicles
- 1,809 pieces of equipment are exempt as “Category Exempt” generally, trailers, non over-the-road equipment such as lawn mowers and heavy equipment

Telematics Data Indicators

1 Position (GPS)

- Current location
- Path of travel
- Static position duration
- Geofencing

2 Utilization

- Trips
- Miles driven
- Hours and days used
- Idling

3 Safety

- Speeding
- Hard braking
- Hard acceleration

4 Maintenance

- Diagnostics (trouble codes)
- Smog check

Administrative Structure & Responsibilities

Departmental Administrators

- Access departmental data only
- Create and edit groups within your departments
- Run reports, alerts, and analyses
- Create geofences and landmarks
- Request users and vehicles be added to department

System Administrator- Bill Zeller

- All capabilities of department administrator, but across all departments
- Make edits to entire system
- Add users, vehicles, and ownership

Alerts & Reports

Alerts – Real time notification to administrator of a violations.

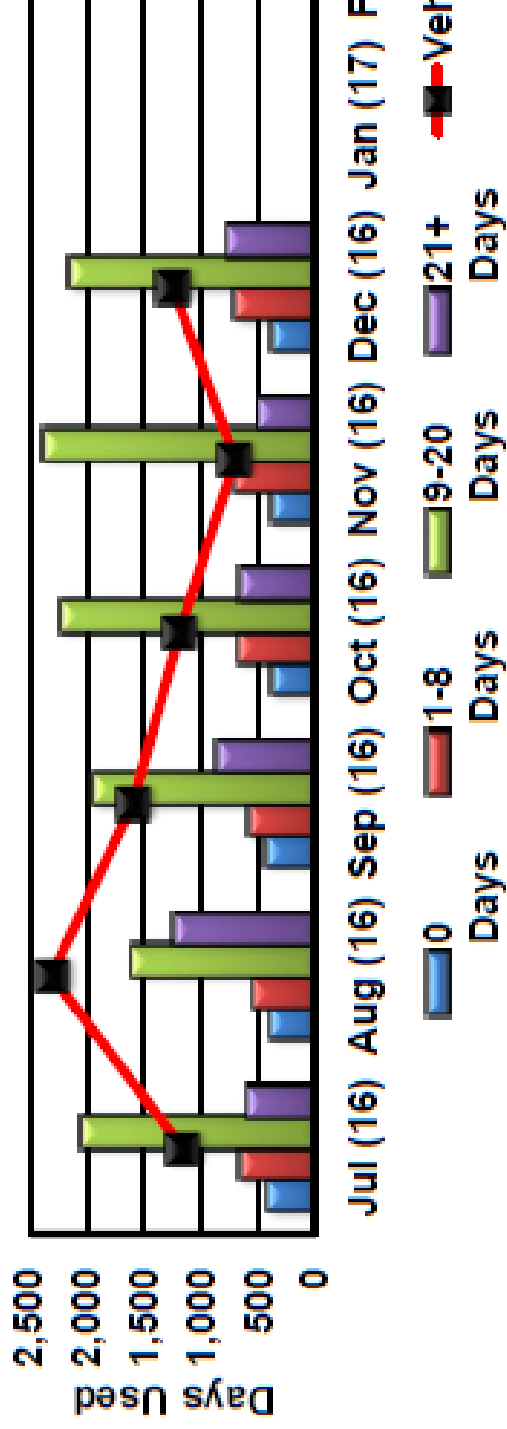
- Safety- Speed/Hard Braking/ Hard Acceleration
- Leaving a Geofence Boundary
- After Hours Movement
- Idle Alert
- Lost Power Alert
- Sensor Alert

Reports – Compile real-time vehicle data and alerts

- Can be run as needed or on a regular schedule
- Departments can determine format, frequency, and recipients for data within their department
- Only the System Administrator can run Citywide reports

Monthly Citywide Report

Days Used	Jul (16)	Aug (16)	Sep (16)	Oct (16)	Nov (16)	Dec (16)
0 Days	418	399	431	385	377	385
1-8 Days	661	549	588	677	707	705
9-20 Days	2,046	1,600	1,954	2,223	2,374	2,154
21+Days	598	1,239	863	654	496	773
Vehicle Utilization Factor (VUF)	37.2%	74.1%	51.2%	38.0%	22.5%	40.0%



Questions?

Bill Zeller

Citywide Telematics Administrator

415-550-4653

William.Zeller@SFGov.org

RESOLUTION URGING THE CALIFORNIA STATE LEGISLATURE TO AMEND THE CALIFORNIA VEHICLE AND PUBLIC UTILITIES CODES TO ENABLE LOCAL JURISDICTIONS TO PERMIT, CONDUCT ENFORCEMENT AND ACCESS TRIP DATA FOR TRANSPORTATION NETWORK COMPANIES

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) is responsible for the operation and management of San Francisco city streets and is leading the city's Vision Zero initiative and implementation of the City's Transit First Policy, in an effort to combat traffic congestion and carbon emissions; and

WHEREAS, The San Francisco County Transportation Authority (SFCTA) is the county congestion management agency and its adopted long-range countywide transportation plan calls for study of the ridesharing sector leading to recommendations for management of this rapidly growing sector; and

WHEREAS, Pursuant to these roles, both agencies have made repeated requests to the California Public Utilities Commission (CA PUC) for annual reports submitted by each Transportation Network Company (TNC) detailing the number of rides requested by customers and accepted/not accepted by TNC drivers within each zip code where the TNC operates and the provision of trips in accessible vehicles, and the CA PUC has consistently denied these requests; and

WHEREAS, In denying local requests for TNC data, CA PUC cited the current Commission Decision (D. 13-09-045) that requires TNCs to provide verified reports to its Safety and Enforcement Division (SED) documenting operational data and requires TNCs to file these reports confidentially unless in Phase II the Commission requires public reporting from Transportation Charter Party (TCP) companies, and therefore D. 13-09-045 prohibits SED from releasing the information SFMTA and SFCTA requested; and



WHEREAS, The CA PUC further cited provisions of the California Evidence Code § 1040(b)(2) that authorize the Commission to refuse to disclose official information if disclosure is against the public interest, and stated that “...the Commission has determined that preserving confidentiality outweighs disclosure in the interests of justice at least until Phase II of this rulemaking”; and

WHEREAS, San Francisco Board of Supervisors intends to seek a public hearing on the basis of the public interest claims of the CA PUC in favor of TNCs over local jurisdictions and on the status of the Phase II Rulemaking; and

WHEREAS, There is growing concern and evidence that the large number of TNCs operating in San Francisco is having a negative effect on congestion, safety and equitable access based on 1) the City Treasurer’s estimate that up to 50,000 TNC drivers are required to apply for business permits in order to drive for TNC companies, 2) corridor-level data from San Francisco International Airport (SFO) which shows that the rate of TNC use more than tripled during January 2015 to October 2016, while BART’s SFO extension ridership declined over the same period; 3) news reports of TNC drivers operating for excessive hours potentially jeopardizing passenger and traffic safety; and 4) the average number of monthly paratransit trips provided by wheelchair accessible ramp taxis has declined markedly over the past three years, a decline SFMTA attributes to the rise of TNCs and decreasing availability in on-demand service for people with disabilities; and

WHEREAS, Given the scale of TNC services in California and given the small number of CA PUC transportation enforcement staff who are expected to conduct statewide enforcement of TNCs, a recent independent audit of the CA PUC’s Transportation Enforcement Branch (TEB) indicated that TEB is not meeting its mandated activities; and

WHEREAS, The impact of TNC service is experienced at the local level and SFMTA has expertise in regulating private transportation modes and could enhance the public safety by conducting enforcement; and

WHEREAS, A recent study of New York City TNC activity estimated that TNCs added 600 million miles of vehicular traffic and account for 3.5% of vehicle miles driven by all vehicles and its author advises cities experiencing similar conflicts with TNCs to seek regulatory authorities to manage TNCs, among other strategies; now, therefore, be it

RESOLVED, That the SFCTA urges the California State Legislature to amend the Vehicle and Public Utilities Code to permit CA PUC to share TNC trip data with local California jurisdictions; and be it further

RESOLVED, That the SFCTA urges the California State Legislature to allow local jurisdictions to permit TNC operations and conduct enforcement as warranted to ensure safety and access, and manage congestion; and be it further

RESOLVED, That the State Legislative Advocate for the SFCTA shall advocate for this policy in coordination with the City Lobbyist; and be it further

RESOLVED, That the SFCTA hereby directs the Clerk of the Board to transmit copies to the members of San Francisco State Legislative Delegation with a request to take any and all action necessary to achieve the objectives of this resolution.