



# DRAFT MINUTES

## VISION ZERO COMMITTEE

Tuesday, July 31, 2018

### 1. Roll Call

Chair Yee called the meeting to order at 10:53 a.m.

**Present at Roll Call:** Commissioners Peskin and Yee (2)

**Absent at Roll Call:** Commissioner Stefani (entered during Item 4) (1)

### 2. Approve the Minutes of the October 3, 2017 Meeting – ACTION

There was no public comment.

Commissioner Peskin moved to approve the Consent Agenda, seconded by Commissioner Yee.

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

Ayes: Commissioners Peskin and Yee (2)

Absent: Commissioner Stefani (1)

### 3. Progress Update – INFORMATION

Chava Kronenberg, Pedestrian Safety Program Manager at San Francisco Municipal Transportation Agency (SFMTA) and Teresa Ewins, Municipal Transportation Commander at the San Francisco Police Department, presented the item.

Chair Yee asked what new strategies had been developed to advance state legislation for automated speed enforcement in the next legislative session.

Ms. Kronenberg said a full strategy had not been put together yet, and that the SFMTA was looking to working with the Transportation Authority and San Francisco's state legislative delegation to advance automated speed enforcement.

Chair Yee said he would like to be active on that effort and asked if Bay Area Families for Safe Streets would be involved.

Ms. Kronenberg replied in the affirmative.

Chair Yee asked if the walking routes of seniors were investigated by the police following a fatality.

Ms. Ewins said that was not typically asked in the course of an investigation. She said it would require contacting victims' family members to find out that information.

Chair Yee asked how many of these criminal cases were hit and run crashes.

Ms. Ewins said two hit and run crashes were reported.

There was no public comment.

4. **Highlights from Board of Supervisors Hearing on Senior Pedestrian Injuries and Fatalities, and Targeted Implementation of Vision Zero Improvements – INFORMATION**

Megan Wier, Director of Program on Health, Equity and Sustainability at San Francisco Department of Public Health (SFDPH) and Jeff Weiss, Public Information Officer at Caltrans, presented the item.

Chair Yee noted Commander Ewin's presentation had presented data showing that left-hand turns were a leading cause of collisions and asked if there was a plan to address this problem.

Ms. Wier introduced John Knox White, Planning Programs and Education Manager at the SFMTA, who was leading an education campaign that was going to focus specifically on left-hand turns. The campaign would work with the SFDPH on data analysis as well as behavioral psychologists to understand what happened with respect to left-hand turns and how Vision Zero could more proactively address the issue.

Chair Yee asked to know more about the education campaign.

Mr. Knox White said that a specific education campaign had not yet been rolled out, but that a group of experts would convene in September.

Chair Yee asked if the education campaign was focused on the drivers.

Mr. Knox White said the focus was on drivers, and that they would be open to the idea of talking to pedestrians.

Chair Yee asked if the left-hand turn related collisions occurred on residential streets or arterial streets. He said if the collisions occurred on arterials, it seemed to make sense to either eliminate left-hand turns or install left-hand turn signals.

Mr. Knox White said that level of analysis had not yet been performed, but that it was something they were looking at. He said the SFMTA would be observing some of the higher impact intersections. He said they would be able to answer the question at the next Vision Zero Committee meeting.

Chair Yee commented that not allowing left-hand turns or adding left-hand turn signals at intersections could be effective for drivers and pedestrians. He then asked how the SFMTA was extending the pedestrian walk time and if they were focusing on particular intersections or looking to extend the pedestrian walk time throughout San Francisco.

Ricardo Olea, City Traffic Engineer at SFMTA, said the SFMTA was in the process of updating crossing times for pedestrians from 3.5 feet per crossing per second to 3 feet per second.

Chair Yee asked if the signal retiming was planned for all of San Francisco.

Mr. Olea said that crossing times would be gradually updated throughout the city.

Chair Yee asked how long it would take to complete signal retiming across the city.

Mr. Olea said when crossing times went from 4 feet per second to 3.5 feet per second it took about eight years. He said SFMTA was currently updating pedestrian crossing times in the downtown area and was looking at major corridors like Geary and Ocean Boulevards. Mr. Olea said he could not provide a specific timeline because it depended on staff resources and the number of intersections that would need to be updated.

Chair Yee asked what the timeline would be with the current resources at the SFMTA. He said he would be able to make a better assessment if more resources were needed, if he knew what SFMTA was capable of doing at this point.

Mr. Olea said that a timeline had not been identified yet because the policy was recently adopted. He said the main goal was to focus on the high impact corridors first and to establish a policy to inform all future signal retiming. Mr. Olea said SFMTA would provide a timeline based on current resources and another based on reallocated resources for that project. Mr. Olea noted that the city had over 1200 signals and the project would require the reallocation of staff resources including electricians to reprogram the traffic controls and execute in the

Chair Yee requested that a timeline be provided at the next Vision Zero Committee meeting.

Chair Yee asked if additional resources could be allocated to the project from the Prop K transportation sales tax.

Anna LaForte, Deputy Director for Policy and Programming, said signal timing was considered as operations and not eligible for capital funds from the Prop K signals category. She said Prop K funded new traffic signals and upgrades to existing signals such as new mast arms, larger signal heads and other capital infrastructure. Ms. LaForte said if signal timing was part of those projects it could be funded by Prop K, but stand-alone signal timing projects were not eligible.

Chair Yee said he appreciated the efforts of the SFMTA and said signal retiming was one way to improve the safety of seniors and people with disabilities. He asked if SFMTA could create a mobile application that would provide safe and accessible public transportation routes for individuals with disabilities.

Mr. Olea said he would explore this suggestion with the SFMTA's accessible services groups and Public Works.

Ms. Wier said the idea of a mobile application intersected nicely with the work of Vision Zero to focus on the needs of people with disabilities and believed the city had the data to map out curb ramps.

Chair Yee asked Caltrans to share the informational video of the High Intensity Activated Crosswalk (HAWK) pedestrian crossing system to better educate drivers. He asked where the HAWK systems were installed in the city.

Mr. Weiss said he believed there were seven HAWK system installed on Sloat Avenue.

Chair Yee said he would give Caltrans more opportunities to show the video to and suggested sharing the video with neighborhood associations.

Mr. Weiss said Caltrans planned to share the video with the Board of Supervisors as well as senior centers and schools.

During public comment Andy Gonzalez-Cabrera, Community Organizer at the San Francisco Bicycle Coalition, thanked Commissioner Yee for his leadership and said he was pleased to see a focus on outreach to monolingual communities.

Cathy De Luca, Program and Policy Director at Walk San Francisco, thanked Caltrans for showing the educational video, and noted the need to redesign Sloat Avenue as a city street and not a highway.

Commissioner Yee thanked the agencies for focusing on the safety of the senior population.

Commissioner Stefani said District 2 would benefit from a HAWK and mentioned Lombard Street as it is a High Injury Corridor. She requested that Caltrans follow up with her to discuss.

**5. Community Response, Rapid Response and Crisis Response Update – INFORMATION**

Ricardo Olea, City Traffic Engineer at SFMTA, presented the item.

Chair Yee said he was pleased to see a coordinated rapid response team that shared information, data and analysis among different city departments. He commented that the presentation demonstrated reactive strategies and said it was important to be proactive and engineer projects that improved intersections and signals.

Mr. Olea said the presentation was purely focused on the reactive part of the response work and that the SFMTA and city were working proactively to install safety related infrastructure throughout San Francisco.

During public comment Cathy De Luca said even though Vision Zero was bigger than responding to individual crashes, the response team made a positive difference for impacted individuals and communities. She thanked the SFMTA for their quick work and responsiveness.

Kristen Leckie, community organizer at the San Francisco Bike Coalition, said she was in regular communication with people who knew Kevin Manning, the pedicab operator who passed away from injuries sustained while riding on The Embarcadero. She urged the city to do more and not place the responsibility on grieving friends and family to enact change.

**6. Update from Vision Zero Community Groups – INFORMATION**

Cathy DeLuca, Policy and Program Director at Walk SF, presented the item.

Chair Yee asked when the working group had met to develop recommendations.

Ms. De Luca said the workshop was held in March and the group had since been meeting with the city to discuss next steps. She said the working group had decided to form a design review group and would be developing a toolkit that would be available soon.

During public comment Kristen Leckie, community organizer at the San Francisco Bike Coalition, thanked Walk SF and the working group for conducting the charrette last March. She noted the work San Francisco Bike Coalition had been doing to extend Healthy Saturdays in Golden Gate Park to year-round and that the Bicycle Coalition looked forward to creating additional accessible spaces for all ages and abilities in the city.

Chair Yee requested that the SFMTA provide a presentation at a future Vision Zero Committee meeting on how it planned to utilize recommendations made by the working group.

**7. Bold Ideas Update and Next Steps for Action Strategy – INFORMATION**

Ryan Reeves, Vision Zero Program Lead at SFMTA, presented the item.

Chair Yee asked what the thinking was about reducing speed limits in urban areas.

Ms. Reeves said there was state legislation proposed that would establish a state task force to explore the issues around road safety, and that this task force would provide an opportunity to reconsider, at a state level, the way we set speed limits to improve safety.

Chair Yee asked what the restrictions were for setting speeds in San Francisco and if the restrictions were controlled by the city or state.

James Shahamiri, Project Manager at the SFMTA, said the state of California was required to follow the provisions in the California Manual on Uniform Traffic Control Devices (MUTCD) for setting speed limits based on the 85th percentile speed of free flow traffic. He said the typical process was to conduct a speed surveys, sample 100 vehicles in free flow conditions, take the 85th percentile of that speed and then round up or down to the nearest five miles an hour increment. He said the city would take that reduction in all speed survey studies conducted given the land use and density in all areas of the city.

Chair Yee asked if there was a waiver to the provision or if the city was required to follow the guidelines. He also asked if there were discussions to slow speed limits to 20 miles per hour in the core area of downtown and financial district.

Mr. Shahamiri said the city could arbitrarily set lower speed limits, but they would not be enforceable by the San Francisco Police Department if there was not a valid 85th percentile speed survey.

Ms. Reeves said one of the “bold ideas” provided by community groups was about changing the methodology for setting speed limits to give the city more flexibility and to better reflect safety as a goal in speed setting.

There was no public comment.

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

There were no new items introduced.

**9. Public Comment**

There was no public comment.

**10. Adjournment**

The meeting was adjourned at 12:29 p.m.