



DRAFT MINUTES

Vision Zero Committee

Friday, October 4, 2019

Chair Yee reported that another four people had been killed on city streets, with the yearly total of pedestrian fatalities at 22. He said the public had not heard enough about the nearly 600 people annually who were severely injured on city streets and that the city was failing on enforcement and accountability. He acknowledged that the city was investing in engineering changes and creating stronger policies, but said Vision Zero required accountability from everyone. He requested that accountability be written into any permits issued to e-scooter sharing companies, daylighting implemented city-wide, and the passage of automated speed enforcement. He said companies that sought to launch mobility devices, needed to commit to Vision Zero in tangible and measurable ways. Chair Yee requested clear plans and timelines and measurable goals for what was being planned.

1. Roll Call

Chair Yee called the meeting to order at 10:01 a.m.

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

Absent at Roll Call: Commissioner Stefani (entered during Item 2) (1)

2. Approve the Minutes of the June 27, 2019 Meeting - ACTION

There was no public comment.

Commissioner Peskin moved to approve the item, seconded by Commissioner Yee.

The item was approved without objection by the following vote:

Ayes: Commissioners Peskin, Stefani and Yee (3)

3. Vision Zero Progress Report - INFORMATION

Chava Kronenberg, Vision Zero Task Force Co-Chair and Pedestrian Safety Program Manager, and Geraldine DeLeon, Signal Program Manager, at the San Francisco Municipal Transportation Agency (SFMTA) presented the item.

Chair Yee asked what all-red clearance intervals were.

Ms. DeLeon replied that all-red clearance intervals were the portion of the signal timing where everyone had a red light, which happened when a signal ends and there was a pause before the other direction of traffic gets the green light.

Chair Yee asked for the locations and schedules of the nine intersections where pedestrian scrambles would be implemented.

Ms. DeLeon said she would provide Chair Yee with the locations. She noted that SFMTA had implemented the new signal timing at 200 of the approximately 345



planned locations, and that the remaining intersections located in the north and south of Market Street areas were anticipated to be implemented within the next two months.

Chair Yee asked if SFMTA planned to implement the signal re-timing across San Francisco.

Ricardo Olea, City Traffic Engineer, said the SFMTA was committed to re-timing signals in the rest of the city before the 2024 Vision Zero deadline. He added that re-timing signals would provide a citywide safety benefit.

Chair Yee asked why the SFMTA could not implement the remaining two-thirds or 70% of the city with as much efficiency and asked what the plans were for the next six months.

Mr. Olea said the SFMTA could provide more details and that there was not an immediate six-month plan. He explained that there was a plan to re-time the signals citywide and that the SFMTA could provide an update on what locations remained to be done and what had been done. He explained that the SFMTA did not have another standalone signal re-timing project of this magnitude identified and that the remaining re-timing would be done through existing projects or existing retiming efforts.

Chair Yee asked if the SFMTA did not have any large re-timing projects because of funding.

Mr. Olea said it was possible that some locations could be re-timed without having to gather much data since SFMTA already had modelling data. He said that the remaining work was at a relatively smaller scale and that SFMTA would assess how it could use existing staff and resources to implement those systems.

Chair Yee asked if the SFMTA could present on the re-timing effort at the next committee meeting.

Mr. Olea replied in the affirmative and that SFMTA would provide which locations had been re-timed and an update on locations scheduled next.

Chair Yee asked if the SFMTA was looking into additional resources.

Mr. Olea said the SFMTA would be doing some signal re-timing as part of its quick build projects, and that it was able to hire for an additional electrician position and an additional engineer position which would be partly devoted to signal re-timing. He added that the SFMTA had identified funding as part of the quick build initiative to do additional work in that area.

Chair Yee said he wanted to increase the number of scrambles throughout the city and asked if the data collected from the nine new scrambles would be analyzed.

Mr. Olea replied in the affirmative and said part of the project was performing post-timing analysis.

Chair Yee acknowledged that scrambles were relatively new to some parts of the city and asked if there was an effort to have SFMTA staff or community members at the nine locations to help educate people on how to use them.



Ms. Kronenberg replied in the affirmative and said the SFMTA had received a similar request from the Tenderloin Traffic Safety Task Force. She added that there were some community groups currently on the streets providing crossing assistance in the Tenderloin.

Commissioner Peskin asked for confirmation that the Traffic Congestion Mitigation Tax (Proposition D) would provide funding for signals and signal re-timing.

Director Chang replied in the affirmative.

Chair Yee asked if there was an update on the SFMTA's daylighting efforts.

Mr. Olea said daylighting work had begun in the area north of Market Street and was going to start soon in the south of Market Street area. He said the SFMTA was also daylighting on select corridors, particularly those associated with capital projects. He said the goal for the next year was to provide additional resources, particularly hiring staff, to increase the outputs for daylighting.

Chair Yee asked if the daylighting goal would be met within the one-year period.

Mr. Olea said he did not believe that the goal of 1,200 intersection would be met, but did note that the project had shown that many locations had daylighting in place. He said the SFMTA needed to better document how much of the High-Injury Network needed to be done and how much was already done. He added that even if the goal was not met, the SFMTA would look to complete daylighting on the High-Injury Network.

Chair Yee asked when the daylighting effort began.

Mr. Olea said the resolution setting the goal of 1,200 intersection passed in early 2019 and the practice of daylighting was part of Vision Zero. He said the Tenderloin was day lit as part of a Vision Zero effort, due to the high propensity for pedestrians and motorists, when turning, to have crashes. He added that there was now a consensus from a policy perspective that daylighting was important on a case-by-case basis and for large projects.

Chair Yee asked if a study was being conducted or a discussion being had around no right turn on red signals.

Mr. Olea said the SFMTA was doing a deep dive into the no turn on red issue and added that the Department of Public Health (SFDPH) was going to analyze the data. He said previous data had shown that most of the crashes were due to vehicles turning on green lights, but noted that the SFMTA needed to pin-point the propensity for safety issues on red signals. Mr. Olea said the study had begun and was expected to have results and recommendations on the no turn on red issue by spring of 2020.

Mr. Olea noted that no turn on red lights were automatically installed on pedestrian scrambles.

There was no public comment.

4. San Francisco Police Department Report - INFORMATION

Commander Daniel Perea of the San Francisco Police Department (SFPD), presented the item.



Commissioner Stefani said she heard concerns from her constituents about enforcing e-scooter traffic laws and noted that thousands more e-scooters were coming onto city streets that month. She said Vehicle Code 21230 clearly stated that it was illegal to ride an e-scooter on a sidewalk and was a moving violation to be enforced by the Police Department. She asked how the SFPD planned to enforce the moving violations and whether or not more resources were needed. She also asked if the SFMTA consulted with SFPD about the issue.

Commander Perea said he supported multi-agency collaboration and that the SFMTA and SFDPH staff shared with him the current information that both agencies had. He said SFPD would have foot beat officers deployed throughout all stations and that he would further discuss the topic of e-scooters on sidewalks with the captains.

Commissioner Stefani asked if a police officer would have to engage in a lengthy reporting process to issue a ticket for an e-scooter violation on the sidewalk.

Commander Perea replied in the affirmative.

Commissioner Stefani said pedestrian safety was important with thousands of more e-scooters coming onto city streets and sidewalks and was concerned that the city would not be effective in enforcing e-scooter traffic violations.

Chair Yee asked if the SFPD had issued any citations for e-scooter traffic violations. Chair Yee said the SFPD report compared data before and after the start of the Vision Zero and noted that there was a big effort when the policy passed in terms of issuing citations. He added that the data helped show the progress made with San Francisco's Vision Zero efforts.

Commissioner Peskin said that the Vision Zero Committee identified the short staffing in motorcycle officers and then worked in the budget to help ameliorate staffing issues. He said it would be good to be able to track the number of motorcycle officers and compare that to the issuance of citations, particularly those that the city was seeking to get to 50%.

In regard to the issuance of citations, Commander Perea said the process had changed from paper tag books to electronic citations, through the use of a smartphone. He said in addition to completing the e-citation, there was the requirement to upload the body camera video and complete a long document with demographic information and what transpired during the stop.

Chair Yee asked if e-scooter-share companies were required to inform their users about e-scooter traffic laws as part of the permitting process.

Jamie Parks, SFMTA Livable Streets Director, said safety and operator accountability were at the forefront in developing the e-scooter program. He said there was an education requirement that the operators provide mandatory in-app education to all first-time users and messages directly on the e-scooters about wearing a helmet and informing riders that it was illegal to ride on the sidewalk. Mr. Parks said there were enforcement requirements requiring a detailed complaint database to be submitted to the SFMTA by the operators. The database also needed to detail how the complaints were resolved and checked. Other requirements included each e-scooter having a unique identification number. He said operators could identify a particular user based on the time and location they received a complaint. He added that all operators agreed to a three-tier system for user accountability. The first violation for



sidewalk riding was a warning, the second violation was a \$25 fine and the third violation was account suspension. Lastly, he said regarding sidewalk blocking, the SFMTA required that all e-scooters lock to a bike rack.

Chair Yee asked if the operators had global positioning systems (GPS) on their e-scooters to figure out whether users were riding on a sidewalk. If so, he asked that operators discipline users that are riding on the sidewalk by not allowing them to use their e-scooters again.

Mr. Parks said that the SFMTA asked that same question and were told that the accuracy of GPS equipment was plus or minus 6 to 10 feet and was not accurate in most cases to pin down if a user was riding on the sidewalk. He said all operators had said they would continue to develop the technology.

Chair Yee suggested drafting legislation requiring companies to create better GPS technology prior to receiving a permit.

Commissioner Stefani asked what the accountability was for the rider and what the city was doing specifically to enforce rider accountability.

Mr. Parks said on the parking side, it was a violation of the transportation code to park a e-scooter improperly and that violation could be enforced by the SFMTA. He said directly issuing a citation to a scooter user on the sidewalk was a moving violation and would have to come through the SFPD. He said there was also a reliance on the operator-based system of fining users directly and suspending accounts.

Commissioner Stefani asked if the e-scooter share companies shared user violation information.

Mr. Parks said he did not have an answer but would check how the SFMTA could work with the companies without transferring personal identifying information, which was prohibited.

Commissioner Peskin asked for confirmation that a users' first sidewalk violation was the issuance of a warning and if so, how was the warning issued.

Mr. Parks replied in the affirmative and said if the user was identified through that process, the warning would go through the app and/or the contact information that the operator had for the user. He acknowledged that it was not a perfect system in capturing violations, but companies like Scoot had already gone through the process of suspending multiple user accounts.

Commissioner Peskin asked who issued and collected the \$25 fine.

Mr. Parks said the operator issued and collected the \$25 fine to the user.

Commissioner Peskin said the companies had no motivation to issue fines and that there was no financial incentive for the SFMTA. He believed that zero tolerance was necessary to ensure pedestrian and rider safety. He acknowledged that micro-mobility technology in many instances was a good first mile/last mile solution to reduce congestion. He recommended that all four e-scooter operators take a zero-tolerance stance on sidewalk violations and ban users, across the four platforms, who violate the policy.

During public comment Jodie Medeiros, Executive Director of Walk San Francisco, asked that the SFPD boost traffic safety enforcement on the most dangerous streets



and share the locations where it issued citations. She said it was important to know if the citations were being issued on High-Injury corridors or areas with the most dangerous driver behavior. She asked the SFPD to strongly commit to the Focus on the Five behaviors for citations on the High-Injury Network and known dangerous locations.

Gloria Baron asked that the SFPD report include the demographics of the people being cited, to see if disparities exist between citations given to members of the black community versus other communities. In regard to e-scooters, she said her and her grandson were almost hit on the sidewalk by a e-scooter and that there really needed to be something done about this problem.

5. Vision Zero Legislative Update - INFORMATION

Kate Breen, Director of Government Affairs at the SFMTA, presented the item.

Commissioner Peskin stated that he was pleased about the statement from Tony Montoya, the President of the Police Officers' Association (SFPOA), to the effect that the SFPOA may have been willing to move to a supportive position on automated speed enforcement. Commissioner Peskin noted that he was setting up a meeting with Assemblymember Chiu and that he had positive meetings with representatives of the Teamsters who had historically been opposed to automated speed enforcement, but may reconsider their positions.

Chair Yee thanked Commissioner Peskin for advancing this issue and added that he had similar discussions with the Teamsters.

During public comment, Jodie Medeiros emphasized that San Francisco needed tools passed at the state level to help San Francisco reach Vision Zero goals. She asked that city leaders continue to be involved and provide input because their leadership would be critical at the state level.

6. 2018 Severe Injuries Report - INFORMATION

Shamsi Soltani, Epidemiologist at the SFDPH, presented the item.

Commissioner Peskin asked if there was a way to only show city streets in the dataset since the High-Injury Network did not include severe injuries on freeways.

Ms. Soltani acknowledged Commissioner Peskin's remarks and said that the SFDPH excluded freeway deaths from fatality monitoring. Ms. Soltani said that SFDPH had the resources to link police and hospital data which was cutting edge and that they had data for 2013 to 2015. She said she would be updating the data four years at a time and that it took time to analyze because some incidents were in police data and hospital data and some incidents were only in one dataset. She said once the linkage was done, the SFDPH would have a high-quality dataset to determine locations because the police collision reports provided good information about where injuries were occurring. She said they would assess the data and would report back to the committee.

During public comment Jodie Medeiros said that Walk San Francisco found it alarming that the numbers were increasing at five years into Vision Zero. She noted that of the total number of people with severe injuries, pedestrians were the most vulnerable. She said that she believed the data was only telling a part of the story because severe injuries were in hospital data, but there were crashes that were not



counted because they did not involve an ambulance. She said she also wanted to point out the critical injuries, which were up 60% from 2017. She added that these injuries had immense impacts on lives and emphasized the need to use every tool in our toolbox. She said enforcement and speed management were important to advance at the state level and that locally we needed to prioritize pedestrian safety to prevent these crashes. Ms. Medeiros invited the committee members to World Day of Remembrance for Road Traffic Victims on Sunday, November 17.

7. Introduction of New Items - INFORMATION

Chair Yee announced he would be introducing legislation at the Board of Supervisors establishing the Office of Emerging Technology, which was built on the Transportation Authority's Emerging Mobility Guiding Principles. He said with the help of the Emerging Technology Working Group, the guiding principles were expanded. He noted that more than 200 people participated in the group including city departments, small and well-established start-ups, advocacy groups, merchants, neighborhood and labor groups, as well as academics. He said he looked forward to the Office of Emerging Technology ensuring that safety and Vision Zero stay a top priority and that the devices that are proposed to test or operate in the city be held to the highest safety standards.

Commissioner Stefani said she would continue to raise questions in regard to e-scooter violations, especially when another city agency creates policies that place additional burdens on the SFPD without additional resources. She acknowledged that it was taking police officers twice as long to issue citations and that their reporting requirements had doubled. She asked if the doubling of motorcycle police officers was enough and if SFPD had enough resources to enforce the laws, now that e-scooters were being rolled out.

Chair Yee stated that he created a Task Force on Strategic Police Staffing and Deployment to examine traffic enforcement, but was not aware if the task force considered the need to enforce e-scooter violations. He said he would check in with the task force and ask them to postpone the final draft, if additional time was needed to study the impact of e-scooters.

Commissioner Peskin said the e-scooter program was exacerbating the pressure on the city's staff resources within law enforcement and opposed the e-scooter companies self-regulation model. He said that he did not see a zero-tolerance conversation at the SFMTA. He acknowledged that the SFMTA was making strides toward safety with engineering and capital improvements, but asked why sidewalks should be widened if they were going to be used by e-scooters.

There was no public comment.

8. Public Comment

During public comment Steve Ferrero, member of the San Francisco Bike Coalition, expressed his concerns regarding bike lanes not being safe for children due to an increase in the number of electric bikes and e-scooters using bike lanes.

9. Adjournment

The meeting was adjourned at 11:46 a.m.