



DRAFT MINUTES

Vision Zero Committee

Thursday, June 25, 2020

Chair Yee acknowledged that the subject meeting had been rescheduled from March 2020 due to shelter-in-place orders related to the COVID-19 pandemic. He reminded the participants that the Vision Zero Committee was set to expire in December 2020, at which time it would be up to all the commissioners on the Transportation Authority Board to extend the Committee. He said while the City had made significant progress toward its Vision Zero goals, there was still a long way to go. He announced that as of the end of May, 10 people had been killed on San Francisco streets in 2020, and just the previous week there had been two more traffic fatalities. He said the most heavily impacted populations were the most vulnerable – seniors and members of Communities of Concern. He said policy makers must remain vigilant as technology changes the way people use streets, and relentless in implementing traffic calming and accountability measures. He said companies launching new mobility services should commit to Vision Zero goals. Chair Yee expressed his support for daylighting of intersections citywide and automated speed enforcement.

1. Roll Call

Chair Yee called the meeting to order at 1:04 p.m.

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

Absent at Roll Call: Stefani (1)

Consent Agenda

2. Approve the Minutes of the October 4, 2019 Meeting - ACTION

There was no public comment.

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

The Minutes were approved without objection by the following vote:

Ayes: Commissioners Peskin, and Yee (2)

Absent: Stefani (1)

3. California State Transportation Agency Report of Findings of the Zero Traffic Fatalities Task Force - INFORMATION

The item was removed from the Consent Agenda and the San Francisco Municipal Transportation Agency (SFMTA) staff was asked to present on the item.

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



Chair Yee thanked Ms. Breen, Leah Shahum, founder and director of the Vision Zero Network and Megan Wier, former Director of Health, Equity & Sustainability at the Department of Public Health for their work on the California State Transportation Agency (CalSTA) Task Force.

Chair Yee asked if the SFMTA's effort to re-time traffic signals on various corridors including Pine and Bush Streets had been successful at slowing traffic speeds.

Ms. Breen said she would follow up and provide a response.

Chair Yee asked how the report had been received by the governor's staff and the state legislature.

Ms. Breen answered that the administration was sympathetic to the report's recommendations but said there was some resistance within the legislature.

Chair Yee asked about next steps for advancing the report's recommendations.

Ms. Breen answered that members of the task force were staying in communication with the governor's administration to develop a better understanding of the issues, especially with departments such as California Highway Patrol. She said SFMTA would continue working with the Vision Zero Network and the California City Transportation Initiative, the latter being a collaboration of the transportation agencies in the state's seven largest cities. She said demonstrating a nexus with issues arising from the COVID pandemic, such as excessive speeds on highways, might be helpful. Chair Yee agreed.

There was no public comment.

End of Consent Agenda

4. 2019 Fatalities Report - INFORMATION

Shamsi Soltani, Epidemiologist at the Department of Public Health, presented the item.

Chair Yee asked how traffic related deaths impacted the homeless population. Ms. Soltani answered that the primary impact was among pedestrians near freeway ramps and included a high number of those with mental health or drug illness.

Chair Yee asked about more recent data on fatalities, particularly during the COVID shelter-in-place duration. He said it seemed strange there were still so many fatalities despite the shelter-in-place order. Ms. Soltani responded that there was a lag between incidents and ability to obtain the data, so it was difficult answer the question. Ryan Reeves, Vision Zero Program Manager at the SFMTA, noted that the SFMTA had done some analysis of the initial period of shelter-in-place and did find a reduction in collisions. She said the SFMTA was looking to do additional analysis of the most recent months. She acknowledged Chair Yee's observation of increased speeding and said SFMTA had collected data along certain corridors to compare speeds before and after the shelter-in-place order. Chair Yee said he would be interested in the result, along with recommendations on appropriate strategies to address problems identified.

There was no public comment.

5. Daylighting Program Update - INFORMATION

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



Chair Yee asked for clarification on the daylighting program work that had been delayed by the COVID pandemic.

Ms. Reeves answered that funding had previously been identified that would have allowed more of the proactive work but it was no longer available because of the re-prioritization of SFMTA funds in response to pandemic related revenue changes.

Chair Yee asked if any of the funding targeted for COVID response efforts could be used for daylighting.

Ms. Reeves answered that the project team was looking for sources to backfill the funding.

Commissioner Peskin asked about the source and amount of the original funding source.

Ms. Reeves answered the amount was around \$300,000. Chava Kronenberg, Pedestrian Safety Program Manager at SFMTA, added that the original fund source was Educational Revenue Augmentation Funds.

Commissioner Peskin asked if the Traffic Congestion Mitigation Tax (TNC Tax) could be an alternative source of funds. Ms. Kronenberg said SFMTA staff would work with Transportation Authority staff to explore if TNC Tax funds could fund the project.

During public comment, Stephen Bingham with Families for Safe Streets commented that there did not seem to be enough urgency on the project, and that the City should take advantage of the reduced traffic during shelter-in-place. He also expressed support for reduced speed limits.

6. Vision Zero Proactive Traffic Calming Update- INFORMATION

Damon Curtis, Traffic Calming Program Manager at SFMTA, presented the item.

Chair Yee asked about the funding available for this traffic calming program. Mr. Curtis answered that the annual amount of programming was about \$750,000 in Prop K sales tax funds.

Chair Yee asked for confirmation that this funding did not include traffic calming improvements approved as part of individual capital projects. Mr. Curtis confirmed that funds for the application-based traffic calming program and other stand-alone projects were programmed separately. He clarified that the Proactive Traffic Calming Program was based on planning and analysis done by the Department of Public Health to identify the locations of populations vulnerable to traffic collisions, rather than on applications.

Chair Yee asked how the project team identified the community groups with which to work on identifying locations for traffic calming treatments. Mr. Curtis said the project team had ongoing relationships with many community groups and worked with district supervisors to identify community groups for outreach.

Jamie Parks, Director of Livable Streets at SFMTA, added that SFMTA worked closely with community groups representing vulnerable populations. Mr. Parks said SFMTA planners identified vulnerable communities using the Department of Public Health's "heat map" and then developed an outreach strategy targeting the critical community groups.



Chair Yee asked if the SFMTA evaluated the effectiveness of the treatments implemented. Mr. Curtis answered that SFMTA's Livable Streets division had a robust performance evaluation program, and traffic calming measures were included in that program.

During public comment Stephen Bingham with Families for Safe Streets commented that the SFMTA could implement traffic calming projects quickly and inexpensively through quick-build type measures. He said the shelter-in-place period was an opportunity that should be pursued with a sense of urgency.

Richard Rothman, outer Richmond resident, noted that speeding was a serious problem on Fulton Street. He said that implementation of safety improvements on Fulton Street was taking too long and suggested that agencies should coordinate to speed up the process.

Following public comment, Commissioner Peskin invited Anna LaForte, Deputy Director for Policy and Programming at the Transportation Authority, to speak about funding for the Proactive Traffic Calming Program.

Ms. LaForte explained that the Transportation Authority Board had programmed \$750,000 per year for the Advancing Equity through Safer Streets Program, now known as the Vision Zero Proactive Traffic Calming Program, for the five-year period of Fiscal Year 2019/20 to Fiscal Year 2023/24. She said the first year of funding was allocated to the Central Richmond Traffic Safety Project. She said a portion the funding in the second year was being considered for bulb-outs at the Buchannan Mall, a recommendation of the community-based planning process in Western Addition. She said she looked forward to hearing more from SFMTA about other proposals for future years of the program.

7. Introduction of New Items - INFORMATION

There were no new items introduced.

8. Public Comment

During public comment, Jodie Medeiros, Director of Walk San Francisco, spoke on behalf of 20 organizations in the Vision Zero Coalition and said the group had sent letters to the Vision Zero Committee and Mayor Breed requesting that the City invest in alternative means of policing city streets. She said routine traffic stops disproportionately affected black, brown and indigenous communities, and that the Coalition was advocating for fair and proven enforcement solutions based on equity principles and policies to prevent traffic violence. She expressed appreciation for the SFMTA's advocacy for automated speed enforcement as a more effective and equitable approach to traffic enforcement. She also expressed her support for increased use of red light cameras as an enforcement mechanism. Ms. Medeiros noted her support for an alternative to the City's system of fines for traffic infractions, which she said could be punitive and inequitable. Finally, she encouraged the Vision Zero Committee to re-commit to improving the safety of the High Injury Network.

Stephen Bingham seconded the comments by Ms. Medeiros and said that SFMTA could utilize non-uniformed civilian officers for parking and other minor traffic violations to reduce stress and risk for people of color during minor ticket violations.



Richard Rothman said the \$225 fee required to appeal a decision of SFMTA Traffic Calming staff to the Board of Supervisors was too high. He suggested that appeals go to the SFMTA Board first.

9. Adjournment

The meeting was adjourned at 2:31 p.m.