



DRAFT MINUTES

VISION ZERO COMMITTEE

Thursday, June 12, 2014

1. Roll Call

Chair Kim called the meeting to order at 2:07 p.m. The following members were:

Present at Roll Call: Commissioners Breed, Kim, Mar and Yee (4)

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

2. Approve the Minutes of the April 10, 2014 Meeting – ACTION

There was no public comment.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Breed, Kim, Mar and Yee (4)

Absent: Commissioner Wiener (1)

3. Vision Zero Progress Report and Achieving Vision Zero– INFORMATION

Megan Wier, Epidemiologist at the Department of Public Health and co-chair of the Vision Zero Task Force, provided an overall progress report and update on the various Vision Zero projects and initiatives.

Ms. Wier reported that the San Francisco Municipal Transportation Agency (SFMTA) had submitted a \$2 million Active Transportation Program grant proposal for the Safer Streets Campaign State to fund Police Department speed enforcement equipment, enhanced enforcement, and an education campaign. She also noted that the Large Vehicle Working Group had completed its recommendations and that these recommendations would be forwarded to the Board of Supervisors in June.

Chair Kim asked whether the recommendations of the Large Vehicle Working Group would include changes to the City's Administrative Code and what the phasing would be for training different categories of drivers (e.g. City employees, contractors, etc.). Chair Kim also asked who would be administering the trainings. Ms. Wier stated that she would follow up with John Knox White of the SFMTA and get back to the Commissioner with that information.

Commissioner Mar asked how the Large Vehicle Working Group defined large vehicles. Ms. Wier noted that the category included buses. Commissioner Mar asked whether the training program would target tour buses and employer shuttles. Commissioner Mar indicated that he would like more information on the issues to be addressed through the working group.

Commissioner Yee asked whether pickup trucks were considered large vehicles. Ms. Wier responded that pickup trucks were not included in the definition. Chair Kim asked for a specific definition of large vehicles. She also asked whether the \$2 million Active Transportation

Program grant included funding for handheld devices to allow for more efficient speed enforcement. Ms. Wier responded that she would follow up with these details.

Ms. Wier noted that traffic citations were up 50 percent from last year. She stated that the Vision Zero Evaluation and Monitoring Subcommittee was working to create a database for speed data and other efforts. She reported that the Vision Zero Working Group on Cyclist Safety met and finalized a cyclist high injury corridor map and that the group would be developing a scope of work for cyclist improvements for Vision Zero.

There was no public comment.

4. Project Delivery – INFORMATION

Ed Reiskin, Director of Transportation at the San Francisco Municipal Transportation Agency (SFMTA), presented an overview of the project delivery process, including a review of recently delivered projects and activities underway to improve project coordination and delivery.

Mr. Reiskin noted that the SFMTA had been working to expand and improve public outreach techniques including doing outreach earlier in project development.

Chair Kim asked about how SFMTA used Twitter. Mr. Reiskin indicated that the SFMTA had used Twitter to receive information from the public and that the agency hoped to further incorporate use of that tool into the outreach process.

Chair Kim asked about whether the SFMTA was using Parking Control Officers (PCOs) to enforce keeping intersections clear of “box blocking” and double parking restrictions. Mr. Reiskin indicated that the SFMTA had started a pilot focused on double-parking enforcement this year and that he had asked the Parking Enforcement Managers at SFMTA to look at enforcement needs through the lens of Vision Zero. Mr. Reiskin indicated that the SFMTA was committed to using PCOs to address safety. Chair Kim requested that SFMTA provide an update on the pilot outcomes at a future meeting.

Commissioner Mar asked how the City could use social media such as Facebook and Twitter to improve the transportation system. He described a technology called Nextdoor as a tool to facilitate dialogue among neighborhood residents regarding transportation and public safety. He indicated concern regarding the digital divide among different communities, particularly low-income and elderly. Commissioner Mar asked if Vision Zero projects correlated with low-income, disadvantaged communities.

Mr. Reiskin responded that the SFMTA was considering several proposals to help develop technology to facilitate public engagement, and that the SFMTA would continue to use a diversity of outreach methods to capture a broad range of community input including evening and Saturday public meetings, and the use of both electronic and paper notifications about projects. In terms of equity, Mr. Reiskin reported that the SFMTA had overlaid the WalkFirst high injury corridor map with a map of Communities of Concern and had found a large degree of overlap. He anticipated that people in disadvantaged neighborhoods would benefit from the WalkFirst investments.

Mr. Reiskin indicated that the SFMTA was improving project delivery by deploying advanced project delivery software systems that were integrated with the Agency’s financial and grant systems so that funds could be secured and managed effectively. He also described progress to improve coordination within and between agency staff as a way to advance project delivery. Mr. Reiskin stated that the SFMTA had created a number of processes to bring staff together

including project checklists, an integrated database of projects in the public right-of-way (Envista), and a Streets Capital Working Group.

Mr. Reiskin presented examples of lessons learned from delivered projects, citing as an example that Supervisor support and community support helped expedite the Folsom Complete Streets Project. Mr. Reiskin indicated that the Vision Zero projects provided new opportunities for project coordination among city agencies.

Chair Kim asked whether the SFMTA had studied the impacts of the Folsom project on bicyclists and pedestrians. Mr. Reiskin responded that the SFMTA was currently gathering data on the projects' impacts. Chair Kim noted interest in seeing the results of the evaluation when the data was available and indicated that she supported the addition of the soft-hit posts ("delineators") to the project.

Chair Kim asked when the Eddy and Ellis traffic calming project would be completed. Mr. Reiskin responded that the project would be completed by May 2015.

Commissioner Wiener asked about funding gap in the SFMTA's Fiscal Year 2015/2016 budget since the budget had assumed revenues from a Vehicle License Fee which would not be considered on the November 2014 ballot. Commissioner Wiener noted that the proposed budget filled some of the funding gap but that it was critical to identify full funding for Vision Zero.

During public comment, Nicole Schneider, Executive Director of Walk San Francisco, noted that City agencies were developing a Complete Streets Checklist, which was a recommendation of the San Francisco Pedestrian Strategy for completion by the end of Fiscal Year 2014/15. She expressed that continued focus was needed to complete the Checklist.

Tyler Frisbee, San Francisco Bicycle Coalition's Policy Director, expressed her support for filling any funding gaps for Vision Zero projects.

Executive Director Tilly Chang thanked the Commissioners and City staff for their focus on project delivery. She noted ongoing efforts at the state level including California Environmental Quality Act reform and California Department of Transportation (Caltrans) reform processes, and efforts to incorporate National Association of City Transportation Officials (NACTO) design standards into Caltrans standards and projects.

Commissioner Mar indicated that Paris, France had recently implemented speed limit reductions on most streets citywide and asked whether this could be implemented in San Francisco to help achieve Vision Zero. Megan Wier responded that a City Vision Working Group had formed to look at international best practices for Vision Zero and would consider reduced speed limits among the strategies.

5. Near-Term Capital Projects – INFORMATION

Seleta Reynolds, Livable Streets Manager at the San Francisco Municipal Transportation Agency, reported progress on defining the scopes, schedules, and budget for the near-term engineering capital projects to improve bicycle and pedestrian safety.

Ms. Reynolds indicated that SFMTA would collaborate with each of the Supervisor's offices to support near-term capital project roll-outs to achieve Vision Zero.

Chair Kim indicated her interest in the Howard Street Buffered Bikeway Project, the Golden Gate Avenue Road Diet, and the 4th and King Streets signal re-timing.

During public comment, Bob Planthold, Vice-President of California Walks, stated his concern regarding how projects would be affected by the delay of the Vehicle License Fee ballot measure. He requested that Board members ask for an analysis of how the change in funding expectations would affect the 40 Vision Zero projects.

6. Introduction of New Items – INFORMATION

There were no new items.

There was no public comment.

7. Public Comment

There was no public comment.

8. Adjournment

The meeting was adjourned at 3:25 p.m.