



DRAFT MINUTES

VISION ZERO COMMITTEE

Tuesday, October 3, 2017

1. Roll Call

Chair Yee called the meeting to order at 10:35 a.m.

Present at Roll Call: Commissioners Peskin, Safai and Yee (3)

2. Approve the Minutes of the June 14, 2017 Meeting – ACTION

There was no public comment.

Commissioner Peskin moved to approve the minutes.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Peskin, Safai and Yee (3)

3. Vision Zero Traffic Fatality Response Protocol Pilot – INFORMATION

Megan Wier, Director of the Program on Health, Equity, and Sustainability at the Department of Public Health (DPH), presented the item.

Commissioner Safai thanked Ms. Wier for leading the initiative. He asked if the Commissioners could get contact information for victims or their families. He explained that there had been two fatalities in District 11 and both times, the district office was contacted by members of the public who offered support and help to the affected family. Commissioner Safai asked if the District Supervisor could be added to the protocol in terms of letting the victim's family know how to get in touch with them and how they could get in touch with the families. He also asked for the resource packet to be translated into multiple languages.

Ms. Wier replied that she would follow-up and that the resource list would be posted online.

Commissioner Peskin commented that historically, the Commissioners received calls from their police captains after traffic fatalities. He said that last year, he, his staff and the police captain went to the home of a survivor to share their condolences on behalf of the City and that he thought that was meaningful to the family. He said that to the extent that his office could get that information, he would reach out the families.

Chair Yee asked if the protocols could include information on finding out what happened to victims after collisions.

Ms. Wier replied that they had begun speaking with the San Francisco General Hospital staff and the Sheriff's Office to broaden the protocol.

During public comment, Cathy DeLuca, Interim Executive Director at Walk San Francisco, thanked the city agencies involved in the effort. Ms. DeLuca stated that Walk San Francisco managed the San Francisco Bay Area Families for Safe Street's group and shared that it meant so

much to the families to know that the experiences they had in the past would not happen the same way for other people.

4. **Advancing Equity Through Vision Zero SF – INFORMATION**

Megan Wier, Director of the Program on Health, Equity, and Sustainability at the DPH, presented the item.

Commissioner Safai asked to see more specifics on how the Vision Zero team intended to work with Communities of Concern and requested that staff highlight areas in which they could improve outreach. He asked what specifically would be done to get to more information distributed to those communities. He asked if and how this would be integrated with Safe Routes to School.

Luis Montoya, Director of Livable Streets at the San Francisco Municipal Transportation Agency (SFMTA), replied that they did not know the specifics because every community was different. He stated that the SFMTA and Vision Zero team needed to work with the communities served to understand how they could be reached. He said that this should include identifying the best means of communication and places, such as community events, where people will be easier to reach. One lesson learned was from the work on Taylor Street where there was a tight knit group of community service providers, residents and city staff who were already engaged in outreach to the community. He said the team would like to leverage the work already being done in Communities of Concern towards Vision Zero outcomes.

Mr. Montoya said that work in every community would be different and that some communities did not have a strong network of existing community based organizations. He said that the SFMTA planned to work with advocates to cultivate leadership within those communities. Mr. Montoya explained that messages needed to be concise, emphasizing transportation challenges, the rates of pedestrian injury and fatality, and feedback from the community. He stated that typical modes of communication, such as a community meeting at 6:00 pm, cannot be relied upon since many residents with children would not be able to make these meetings.

Commissioner Safai commented that non-traditional methods to communicate information were needed in places like District 11, where many working families were not able to make 6:00 pm meetings.

Mr. Montoya stated that with the Taylor Street project area community, the project team found that community meetings were the least valuable form of communication. He stated that they found that being on the street, holding pop up events on weekdays and transforming the street to provide a vision of what it could look like sparked interest and allowed the community to have a productive dialogue. He said that this was done in conjunction with the community to tap into existing neighborhood meetings to discuss Vision Zero. They found that being more flexible and operating outside of traditional hours for community meetings was a better way to reach the community.

Commissioner Safai commented that it was important to go to where people were already organized like at schools, churches and other places where people already congregate.

Chair Yee commented that more time should be added to crosswalks to allow seniors enough time to cross the street safely.

During public comment, Brian Haagsman, Outreach Coordinator at Walk San Francisco, stated that since Vision Zero was adopted, the city had focused on equity. Mr. Haagsman said that crashes disproportionately impacted low income communities and communities of color and Walk San Francisco looked forward to continuing to work with the city to center equity in Vision Zero

work. He noted that action like intensive plans for community outreach and funding to ensure implementation was essential. He urged that actionable items be included into outreach plans to advance an equitable Vision Zero approach.

5. Recommend Approving a Resolution in Support of the Proposed San Francisco Board of Supervisors Ordinance Prohibiting the Operation of Autonomous Delivery Devices on Public Sidewalks and Right-of-Ways – ACTION

Chair Yee introduced the item. He emphasized that delivery robots can be large and take up space on the sidewalk. He said the proposed legislation was way to keep sidewalks safe for people.

Luis Montoya, Director of Livable Streets at the SFMTA, stated that he appreciated that Chair Yee brought attention to technology companies' use of public right of way. He also appreciated Chair Yee bringing the right people together to look at delivery robots on the sidewalk and what it would mean for the public right of way and vulnerable populations, such as people with disabilities and seniors who may not be able to navigate around the devices. He said that the SFMTA wanted to ensure that the right thought was put into this before the robots were placed on sidewalks.

During public comment, Jim Lazarus, Senior Vice President at the San Francisco Chamber of Commerce, urged the Commissioners not to pass the resolution. He stated that the business community supported a pilot program to address this startup industry. Mr. Lazarus commented that robots were being manufactured in San Francisco, and that many local jobs were in this industry. He said that it would make sense to have a regulatory process for these devices in San Francisco.

Henry Karnilowicz, President at the San Francisco Council of District Merchants Associations, urged the Commissioners not to approve the resolution. He commented that approving the resolution would be detrimental to business and innovation. He said that regulations can be put in place and enforced and stated that San Francisco Public Works gave permits to encroach on sidewalks. He noted that the city should look at locations where and times when the delivery devices could be used.

Paul Pendergast, President of the San Francisco Small Business Network, urged the Commissioners to not pass the resolution and spoke about the importance of small businesses to the economy.

Dan Thomas, student at San Francisco State University, expressed concern that parents using strollers, people with disabilities using mobility devices such as wheelchairs or canes, and travelers carrying luggage would not be able to effectively navigate the sidewalk with a delivery device in their path. He urged the Commissioners to consider both safety and convenience.

Doug Bloch, Political Director at the Teamsters Joint Council 7, urged the Commissioners to be thoughtful and to take a cautious approach. He noted that this revolution in automation would result in many transportation workers losing their jobs in the next 5 to 20 years. He said that they were counting on cities like San Francisco to help the Teamsters make the transition into the new economy. He stated that we needed regulations, and the threat of regulation, to make the companies that are driving this technology to work with various stakeholders. Mr. Bloch said that an outright ban would not help foster a collaborative relationship for this process.

Brian Haagsman, Outreach Coordinator at Walk SF, thanked Chair Yee for introducing and championing the legislation. Mr. Haagsman urged support for the proposed ban of autonomous delivery devices on sidewalks. He noted that over 215 people had signed a petition in support of

the ban. He noted that sidewalks were one of the few public spaces that were exclusively for pedestrians. He said that we should have more space for people walking and that autonomous delivery devices would take space away and make it more difficult for seniors and people with disabilities to navigate sidewalks.

Vikrum Aiyer, Vice President of Public Policy and Strategic Communications at Postmates, said that the city needed to innovate with smart laws and regulations. He stated that the city should create caps on the number of robotic devices that could be in operation on sidewalks.

Harrison Shih, Head of Product and Operations at Marble Robotics, commented that these devices move at walking speed, as opposed to bikes or segways which move faster. He mentioned that they hosted a working group attended by various senior and disability groups in August 2017 to discuss accessibility and how to best use this technology in San Francisco to maximize safety and convenience. He stated that they looked forward to continuing to work with the city and community groups to craft meaningful regulations on autonomous delivery devices.

Leslie Katz, attorney at Starship Technologies, commented that Starship's robots had been operating in numerous cities around the world. She said that safety was of paramount concern to the company and that the company viewed robotic deliveries as one tool to reduce congestion on the street while improving safety. She also noted that Starship had partnered with Johns Hopkins University to explore the delivery of medical devices and was also working with Gallaudet University to ensure that the needs of deaf and blind communities were addressed. She concluded that Starship welcomed a robust conversation about oversight and regulation but opposed an outright ban.

Commissioner Peskin thanked Chair Yee for getting ahead of this emerging technology. He said that he appreciated hearing the public comment and noted the comments on the interaction between robotic deliveries and jobs. He expressed support for a pause in the process as the city figured out how to move forward. He noted that he authored the legislation banning segways from sidewalks and that San Francisco was among the first cities to do this. He said that the city's sidewalks were not all the same and noted that District 3 had some of the most congested sidewalks, making running a delivery robot down Montgomery Street, for example, particularly problematic. Commissioner Peskin said that a ban may be a good interim step to take while grappling with the larger issues and that a ban could always be revisited in the future.

Commissioner Safai highlighted the importance of pedestrian safety. He expressed a desire to have the conversation move forward in a way that protected pedestrians while allowing technology to advance. He noted the need to consider the impact that deliveries had on employment. Commissioner Safai noted that these robotic delivery companies tend to be local and expressed a desire for constructive regulation. He said that robotic delivery could have positive impacts for vulnerable populations, such as by bringing medicine to seniors.

Chair Yee commented that a ban did not mean no more robots, but rather that sidewalks were for people, and suggested that testing could occur in certain areas. He stressed the need for robotic delivery companies to be more innovative. Chair Yee noted that on July 26, the Transportation Authority considered guiding principles for emerging technology that included safety and congestion. He said that robotic delivery seemed to be in conflict with these principles. He said permit violations were common, and questioned how regulation could be expected to work if companies don't adhere to requirements. He expressed concern that human control of the robots would be from an afar control room, which triggers security concerns since, without direct human supervision, it may be possible for dangerous materials to be placed on a delivery robot. He said

that he had asked companies about this but that none had given a satisfactory response. Chair Yee concluded that the city cannot wait for issues to happen before regulation. He clarified that the ban was only for sidewalks and that companies could look for other ways to operate the robots. Chair Yee expressed his desire to continue the discussion with the full Board.

Commissioner Peskin moved to forward the item to the Transportation Authority Board without recommendation.

The item was forwarded to the Board without objection by the following vote:

Ayes: Commissioners Peskin, Safai and Yee (3)

6. Vision Zero Quarterly Update – INFORMATION

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

During public comment, Cathy DeLuca, Interim Executive Director at Walk San Francisco, said that at recent conferences, people from around the country had commented that they admired the work of the San Francisco Department of Public Health, in particular its mapping abilities. She said that she wanted San Francisco to also lead the country in reducing fatalities. Ms. DeLuca noted that she had discussed the SFMTA's five-year Capital Improvement Program (CIP) in a recent meeting with the SFMTA Livable Streets team and that this CIP would extend until 2023, one year before the Vision Zero goal of zero fatalities by 2024. Ms. DeLuca expressed a desire to ensure that the CIP addressed all high injury corridors and asked that maps be produced to show whether or not this was happening.

7. Introduction of New Items – INFORMATION

Commissioner Safai asked if the paper handouts of the PowerPoint presentation were still necessary given the new monitors.

Chair Yee responded that paper handouts were no longer necessary

8. Public Comment

During public comment, Andrew Yip spoke about the need of political leaders to show love and kindness.

9. Adjournment

The meeting was adjourned at 12:10 p.m.