



Notes from the SFMTA Large Vehicle Safety Working Group Meeting

Corona Heights Conference Room, 1 South Van Ness Avenue

Tuesday, August 2, 2016 – 2:30-4:00pm

1. Introductions

- 18 participants
- Overview of meeting agenda
- Overview of project charter

2. Vision Zero Overview Presentation & Follow-up Discussion

A primary focus of this working group is improving safety. As such a brief overview of the City of San Francisco's Vision Zero program was given by SFMTA staff. Meeting participants were asked the following questions as part of the follow-up discussion:

1. Have you had any direct experience with any of the Vision Zero projects?
 - i. If yes, please describe
2. Do you see any challenges in advancing the goal of Vision Zero?
3. What role can you and your company/organization play in advancing the goal of vision zero?

Comments:

- Trucking Association has been sharing the Large Vehicle Urban Driving Safety video with their members.
 - Reception has been good.
- Trucking Association has been showcasing their “No Zone” campaign at street festivals. The “No Zone” campaign includes a trailer that is wrapped and its purpose is to highlight blind stops. People find it educational and fun.
 - It was suggested that there are additional events that this trailer could be brought to such as Sunday Streets to reach more of the public
- One trucking company representative says their number one problem is drivers hitting stationary objects like poles and parked cars. A strategy they have used to help address this issue is to have veteran employees train new employees to understand the unique driving conditions of San Francisco.
- One trucking company representative said has had no direct experience with Vision Zero.
- One trucking company representative said that paying double parking citations is “just how we do business.”
- It was noted multiple times that sometimes yellow loading zones are too small or filled by non-commercial vehicles.
 - This makes jaywalking even more dangerous.

- One attendee noted that trucks sometimes double park next to empty loading zones.
 - One reason cited for this behavior is that sometimes the yellow zones are too small for delivery vehicles so perhaps there is an opportunity to re-evaluate some of these zones.
 - It was also noted that zones need to be near the business in order to be used, particularly for off-loading large amounts of goods
- A representative from the Trucking Association noted that some companies utilize new safety technology but some don't.
 - It was noted that SFMTA staff are working with Volpe to research truck safety technology best practices.
- A recurring theme of the discussion was that access to the curb is a major issue.

3. Key Outcomes & Issues Discussion

One of the primary goals of the Large Vehicle Working Group is to facilitate and support communication between the SFMTA, other city departments and agencies, regional and state agencies, private sector large vehicle interests and citizen safety groups to address and work on solutions to solve safety issues. Meeting participants were asked for feedback on what outcomes they hoped this group could work on and help facilitate.

In addition, in order to focus future meetings on topics of interest and importance to the Large Vehicle Safety Working Group, participants were asked to identify key issues for further discussion.

Comments:

- Double parking – how can we cut down on it? Also conversely if vehicles do double-park how can they park to minimize safety concerns?
 - What conversations between different entities can this group help facilitate?
- Interest in an off-peak delivery pilot (having deliveries to customers be made during off-peak hours)
 - It was noted that the business community needs to be on board
 - One company is currently piloting off-peak deliveries with certain clients. The pilot could occur at 24-hour locations like hospitals and hotels which are open during off-peak hours
 - This group could help connect stakeholders interested in this type of pilot
 - The Fisherman's Wharf off-peak delivery pilot has been successful and it was noted that this could be a model for other pilots.
- There was an interest in exploring possibility of raising fines on misuse of loading zones for non-commercial vehicles and adjusting the fines based on the type of infraction.
 - There was interest in making penalties worse for blocking bike lanes.
- It was noted that SFPD has a towing detail who proactively drives around the city but also responds to calls.
 - Participants asked that the phone number for this service be shared with the group.

- There was a desire for each neighborhood to be considered differently based on its unique problems and needs.
- There was interest in figuring out how to leverage San Francisco industries for changes in state and national standards.
- There was interest in giving an outlet for feedback on what's working or not working in regard to Vision Zero infrastructure.
 - A yearly large vehicle driver survey was suggested.
 - It was suggested that the first survey could go out between August and November
- It was suggested that SFMTA employees could shadow truck drivers to see firsthand what kind of problems they encounter.
- There was interest in finding incentives for tour bus operators to drive safely.
- It was opined that “white zones are not working.”
- It was noted that there is interest in the small business community for smaller delivery vehicle systems – where large trucks could unload on to smaller vehicles at or near the edges of the city.
 - Some participants noted that they had not seen interest in this type of delivery system but that it likely would be of interest to and work better for smaller businesses or mail/package services which have smaller deliveries located throughout the city.
 - Currently, this type of delivery method is used in the Netherlands, specifically for the city of Amsterdam.
 - It was suggested that small delivery vehicles could affix stickers with their business names so as to further legitimize their commercial use.
- It was noted that commercial license plates have proliferated and are much more common than they used to be.

4. Next Steps

The next Large Vehicle Working Group meeting will be held in November, 2016. A meeting date and time will be sent out at least one month in advance.

