



# DRAFT MINUTES

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, May 14, 2019

### 1. Roll Call

Chair Peskin called the meeting to order at 10:04 a.m.

**Present at Roll Call:** Commissioners Fewer, Haney, Mandelman, Peskin, Stefani and Yee (6)

**Absent at Roll Call:** Commissioners Safai (entered during Item 2), Brown (entered during Item 4), Mar, Ronen and Walton (5)

**Commissioner Stefani moved to excuse Commissioners Ronen and Brown, seconded by Commissioner Haney. Commissioners Ronen and Brown were excused without objection.**

**Commissioner Yee moved to excuse Commissioner Walton, seconded by Commissioner Haney. Commissioner Walton was excused without objection.**

### 2. Citizens Advisory Committee Report – INFORMATION

John Larson, Chair of the Citizens Advisory Committee (CAC), reported that the CAC recommended the approval of Item 5 on the agenda, allocating funds for two Neighborhood Transportation Improvement Programs (NTIP) capital project requests. He said both the Divisadero intersection improvements and Howard street protective bikeway projects were acknowledged by the CAC as examples of types of community engaged and beneficial projects that NTIP funds were designed to facilitate. Mr. Larson stated that the CAC reiterated concerns regarding business impacts along the Van Ness Bus Rapid Transit (BRT) project construction zone and were frustrated with the lack of construction mitigation performance data. A request was made for the Office of Economic Work and Development (OEWD) to come and brief the CAC at a future meeting on the effectiveness of mitigation efforts. He said the CAC was also provided updates on the Central Subway project and Horizon / Plan Bay Area 2050, where the issue of equity within the context of the upcoming congestion pricing study was highlighted.

Mr. Larson reported that the bulk of the meeting was spent discussing the San Francisco Municipal Transportation Agency's (SFMTA's) update on issues that had come to light since the CAC recommended approval of accelerated acquisition of Siemens light rail vehicles (LRVs). He said the CAC asked how long single cars would be in service, due to issues with coupling, and noted concerns regarding precautionary signage on LRV back doors that were not visible. Seat redesign, timelines for retro fits and ensuring safety for the vehicles were of paramount interest to the CAC and public commenters. Mr. Larson remarked that the CAC was unsettled that known incidents impacting safety were not reported by the SFMTA before requesting additional funds. The CAC recommended that the SFMTA commit to reporting all incidents to stakeholders and decision makers moving forward.

During public comment Francisco Da Costa said safety was a paramount issue for residents of San Francisco and thanked the CAC for their report. He recommended better seating on LRVs for seniors and additional outreach to attract public transportation experts to the CAC.

**3. Approve the Minutes of the April 23, 2019 Meeting – ACTION**

There was no public comment.

Commissioner Yee moved to approve the minutes, seconded by Commissioner Safai.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Fewer, Haney, Mandelman, Peskin, Safai, Stefani and Yee (7)

Absent: Commissioners Brown, Mar, Ronen and Walton (4)

**4. State and Federal Legislation Update – ACTION**

Mark Watts, State Legislative Advocate, and Amber Crabbe, Public Policy Manager, presented the item per the staff memorandum.

During public comment Francisco Da Costa requested Board feedback on issues like the Lombard "Crooked Street" to ensure residents were aware of state and federal legislation being introduced in Sacramento.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mandelman, Peskin, Safai, Stefani and Yee (8)

Absent: Commissioners Mar, Ronen and Walton (3)

**5. Allocate \$663,500 in Prop K Sales Tax Funds, with Conditions, for Two Requests – ACTION**

Anna LaForte, Deputy Director for Policy and Programming, presented the item per the staff memorandum.

Commissioner Haney expressed support for the Howard Street - Embarcadero to 3rd Street NTIP Capital project but asked why two years were needed to complete it. He said residents depended on Howard Street as part of their daily commute.

Matt Lasky, Acting Bike Program Manager with the SFMTA, thanked Commissioner Haney for his support and said improvements to Howard Street were important, especially in light of the fatality that occurred earlier in the year. He clarified that the project would be open for use by mid-2020, as shown on the Allocation Request Form. He added that SFMTA had a number of quick-build projects to finish by the end of the year and would begin the Howard Street project at the same time.

Commissioner Haney asked if there were quick build elements of the Howard Street project that could be implemented early in the process of design and buildout of the full protected lane.

Mr. Lasky said that SFMTA considered the expected timeline to be a quick build. He said quick-build projects still required that design and engineering work be completed prior to implementation.

Commissioner Haney said he understood that there was still a lot to figure out, but felt a year was too long to be considered quick-build. He asked if it was possible to start work on segments that

were not as complicated or if residents needed to wait a year before changes were implemented.

Mr. Lasky said the project team could seek to identify scope elements during the design phase that would not require as long for the SFMTA Board to legislate and could be implemented early in the project.

Commissioner Haney said he would appreciate early implementation of simple safety improvements and any possible steps to expedite the full completion, and that a year was a long time to wait for safety improvements to a heavily used street.

During public comment Charles Deffarges, Senior Organizer at the San Francisco Bicycle Coalition, spoke in support of the item but felt the Howard Street project timeline was too long. He said Howard Street was crucial to the city's bicycle network and asked for the project to be completed by the end of 2019. He added that the San Francisco Bicycle Coalition looked forward to continuing to work with the Board and SFMTA to push this and other projects forward.

Francisco Da Costa stated that the Howard Street project could be completed in six months and suggested that the Board receive an orientation from a project manager. He also noted excavations along San Bruno Avenue that were causing injuries.

Commissioner Haney moved to approve the item, seconded by Commissioner Mandelman.

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mandelman, Peskin, Safai, Stefani and Yee  
(8)

Absent: Commissioners Mar, Ronen and Walton (3)

**6. Resolution of Support for Expedited Delivery of Vision Zero Safety Projects and Prioritizing Safety Over Traffic Flow and Parking when Designing for Street Improvements – ACTION**

Commissioner Yee presented the item and said the resolution was to support the expedited delivery of Vision Zero projects. He asked the Board to support investments in engineering, education, and enforcement that fast tracked safety projects. He said that 13 people had been killed in the first five months of the year and that if the statistics remained constant 500 people would be severely injured by the end of 2019. Commissioner Yee said this was a crisis and that the Board needed to act to stop injuries and fatalities, which were 100 percent preventable. He said he supported safety measures such as daylighting but felt the resolution went beyond daylighting because it asked the SFMTA to prioritize safety over traffic flow. He asked the Board to commit to being aggressive in their actions and strategies to get to Vision Zero.

Tom Maguire, Sustainable Streets Director at the SFMTA, said the SFMTA was looking to advance quick build projects on the high injury network and had identified ten projects a year through the SFMTA Board. He noted that the SFMTA was trying a new mode of project delivery that would not require waiting two or three years for a construction contract. He added that they were going in quickly with paint, posts, traffic signals, and using engineering tools to get proven results. He thanked Commissioner Yee for introducing the resolution to help orient the SFMTA toward prioritizing safety.

Commissioner Haney said he was happy to have the resolution come forward and shared that one of the individuals who lost their lives over the weekend was from District 6. He asked if SFMTA had a list of the top priority safety projects identified by the SFMTA Board and if updates would

be provided on a regular basis.

Mr. Maguire listed the ten streets on SFMTA's priority list as followed; Howard Street between 3rd and 6th streets, Townsend Street between 3rd and 8th streets, 6th Street between Market and Folsom streets, 5th Street between Market and Townsend streets, Brannon Street between The Embarcadero and 9th Street, Taylor Street between Market and Sutter streets, Alemany Boulevard near Bayshore Boulevard, California Street between Arguello Boulevard and 18th Avenue, Indiana Street between 24th Street and Cesar Chavez and Terry A François Boulevard between Mariposa Street and Mission Bay Boulevard. He added that many of the projects required a full reconstruction of the streets and SFMTA was seeking capital funds for that work. Meanwhile, in order to quickly make improvements, he said SFMTA was implementing paint and posts in 2019 to improve safety.

Commissioner Haney asked if the priority safety projects would be regularly updated to always have ten projects and asked if additional projects would be added to the list.

Mr. Maguire said the SFMTA Board asked SFMTA staff to keep a list of ten projects going at any one time and were prepared to support process changes to help move projects more quickly.

Commissioner Haney asked if the selection of projects was by the SFMTA Board or SFMTA staff and whether others could provide input.

Mr. Maguire said legislatively it would be the SFMTA Board's decision, but the plan was to do it in collaboration with the District Supervisors. He noted that the selected projects were limited to the high injury network.

Commissioner Haney requested a public conversation at an upcoming Vision Zero Committee or SFMTA Board meeting to discuss the timelines of the current safety projects on the list and how additional projects were being prioritized.

Commissioner Mandelman thanked Commissioner Yee for bringing the resolution forward and said he was most familiar with the Valencia Street project and the experience of the first few blocks being done. He noted that the rest of the Valencia Street project was not on SFMTA's list but hoped it would be added as the SFMTA moved through some of the higher priority projects currently listed.

During public comment Charles Deffarges, San Francisco Bicycle Coalition, spoke in support of the resolution but stated he was frustrated that five years into Vision Zero the Board still needed to introduce resolutions to push along critical street safety projects. He said San Francisco was on pace for 47 traffic fatalities in 2019 and challenged the Board to make a commitment to projects in their districts that upheld Commissioner Yee's resolution. He noted Mayor Breed's instructions to build 20 miles of bike lanes and said he looked forward to working with the Board to tackle the epidemic of traffic fatalities.

Francisco Da Costa suggested implementing distinct signage in high injury streets that protected pedestrians and cyclist and educated motorists. He asked the city to expedite the permit process to allow safety projects to be completed sooner.

Cole Brennan, Senior and Disability Outreach Coordinator at WalkSF, thanked Commissioner Yee for introducing the resolution and stated that two seniors were killed in traffic collisions during her first two weeks on the job. She requested more support for rapid implementation of safe street designs and noted that other cities, including Cambridge and Washington D.C. were working on legislation that would expedite safety improvements and she hoped San Francisco would follow

suit.

After public comment Commissioner Fewer thanked Commissioner Yee and said District 1 had two fatalities in one month and a month later, a 90-year-old woman was struck on a high injury corridor in her neighborhood. She asked that the SFMTA conduct outreach to talk to residents who were fully aware of the traffic flow within their neighborhoods before designing projects. She also asked that the SFMTA take suggestions from District Supervisors of where new arterials should be placed in high injury corridors and not wait for fatal incidents before enacting safety measures.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mandelman, Peskin, Stefani and Yee (7)

Nays: Commissioners Mar, Ronen, Safai and Walton (4)

**Chair Peskin called Items 7 and 8 together.**

**7. Preliminary Fiscal Year 2019/20 Budget and Work Program – ACTION**

**8. Internal Accounting and Investment Report for the Nine Months Ending March 31, 2019 – ACTION**

Cynthia Fong, Director for Finance and Administration, and Tilly Chang, Executive Director, presented the item per the staff memorandum.

During public comment Francisco Da Costa stated that more needed to be done to reflect the transportation needs of San Francisco residents. He asked that the Board learn to think outside the box and be aware of the environmental and health issues that were affecting their constituents.

**Other Items**

**9. Introduction of New Items – INFORMATION**

There were no new items introduced.

**10. Public Comment**

There was no public comment.

**11. Adjournment**

The meeting was adjourned at 11:13 a.m.