



# *DRAFT MINUTES*

## **San Francisco County Transportation Authority**

Tuesday, April 27, 2021

### **1. Roll Call**

Chair Mandelman called the meeting to order at 10:00 a.m.

**Present at Roll Call:** Commissioners, Chan, Haney, Mandelman, Mar, Melgar, Preston, Ronen, Stefani, and Walton (9)

**Absent at Roll Call:** Commissioners Peskin and Safai (2)

### **2. Chair's Report - INFORMATION**

Chair Mandelman reported that the agency has been busy advocating in various ways for San Francisco priorities in the context of the Federal Infrastructure Bill that was being taken up by Congress following President Biden's historic American Jobs Plan Proposal. He said that staff submitted several projects, including those on Treasure Island, near the Balboa Park Bay Area Rapid Transit (BART) Station and City College, and in the Bayview, and also wrote letters of support for regional agencies such as Water Emergency Transportation Agency (WETA) and BART. He added, he was pleased to join Commissioner Walton in providing a letter of support for completing the Quint Street Connector Road, which would re-connect the road network near the San Francisco produce Market and Southeast Community Facility to restore and enhance access to the area to reduce truck diversions to Third Street, and to facilitate a potential future Caltrain station at that site to replace the Paul Avenue station that was closed years ago.

He reported that in the past month they celebrated several project delivery accomplishments on Transportation Authority-funded efforts, with the ribbon cutting for the Second Street Improvements project, the launch of Bayview Quick Builds protected bicycle and pedestrian paths on Evans and Innes avenues, and the ground-breaking for the Tenderloin Speed Limit reductions and Quick Builds for Golden Gate Avenue and Leavenworth Street. He congratulated the Mayor, Commissioners Haney and Walton, City departments, and dozens of community organizations on their milestones, all of which advanced Vision Zero goals and enhanced placemaking in these neighborhoods.

With respect to Vision Zero, Chair Mandelman said that he looked forward to the presentations from the San Francisco Municipal Transportation Agency (SFMTA) as part of their effort to bring Vision Zero hearings to the Board regularly. He said that he appreciated the larger Vision Zero Safety Task Force coalition of groups for collaborating and continuing to strive to reach their goal of zero traffic fatalities in the city. He said he is heartened by the progress that SFMTA and others were making towards streets safer but as they will hear, the crash and severe injury and fatality numbers rose last year in San Francisco, as it did nationally and this was simply unacceptable. Chair Mandelman said they needed to continue to deepen and re-



double their efforts to tackle this problem by raising awareness, planning at the neighborhood level, delivering capital projects quickly and cost-effectively, and advocating for speed management bills, like Assemblymember Chiu's Assembly Bill 550.

Chair Mandelman added that they would need funding for these investments, and he was looking forward to seeing the next phase of the ConnectSF program along with the Streets and Freeways Strategy in the months ahead. He said that this follows the Transit Strategy which they would hear about later in this meeting. He said he was committed to helping secure the next generation of funds to pay for the on-street treatments needed to advance these strategies, nothing the City needed to improve the safety and efficiency of the transportation system for all road users including signs and signals, curb bulbs and bike lanes, and basic traffic calming and safety infrastructure in every neighborhood.

Lastly, Chair Mandelman expressed that he hopes to be joined next month for the upcoming Citywide Bike to Wherever Day on May 21<sup>st</sup>, an event produced by the SF Bicycle Coalition that now has evolved from the prior annual Bike to Work Day event. He said there will be energizer stations in every District of the city. He said whether people were commuting, running errands, or just enjoying the outdoors, he hoped they would consider riding their bike wherever it is they were going while enjoying the new bike facilities in their neighborhood and across the city.

There was no public comment.

### **3. Executive Director's Report - INFORMATION**

Tilly Chang, Executive Director, presented the Executive Director's Report.

During public comment Roland Lebrun requested that someone monitor the phone connection to ensure the audio is working. [The Clerk confirmed it is being monitored.]

A caller expressed their concern on the traffic mitigation measures put into place for the Lower Great Highway necessitated by the closure of the Upper Great Highway. He said the mitigation measures merely pushed the problem further up to other streets like 46th Avenue and created chaos on intersections around Lincoln Boulevard and La Playa, with Sloat, etc. He suggested that the solution is opening the Upper Great Highway and the problems will diminish.

### **4. Approve the Minutes of the April 13, 2021 Meeting - ACTION**

There was no public comment.

Commissioner Chan moved to approve the minutes, seconded by Commissioner Melgar.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chan, Haney, Mandelman, Mar, Melgar, Preston, Ronen, Stefani, and Walton (9)

Absent: Commissioners Peskin, Safai (2)



**Consent Agenda**

5. **[Final Approval] Adopt a Motion of Support to Allocate \$1,200,000 in Prop K Funds, with Conditions for Three Requests - ACTION**  
  
Projects: (SFMTA) Traffic Calming Removal and Replacement - FY21 (\$50,00), Vision Zero Proactive Traffic Calming - Visitacion Valley and Portola Neighborhoods [NTIP Capital] (\$900,000), Lake Merced Quick Build [NTIP Capital] (\$250,000)
6. **[Final Approval] Amend the San Francisco Municipal Transportation Agency's Business Relocation Transportation Demand Management Project, with Conditions - ACTION**
7. **[Final Approval] Approve Up to \$3,012,914 in San Francisco's Estimated Fiscal Year 2021/22 State Transit Assistance County Block Grant Funds for Paratransit - ACTION**
8. **[Final Approval] Amend the Adopted Fiscal Year 2020/21 Budget to Decrease Revenues by \$16.8 Million, Decrease Expenditures by \$18.6 Million and Decrease Other Financing Sources by \$50.0 Million for a Total Net Decrease in Fund Balance of \$48.2 Million - ACTION**
9. **[Final Approval] Award a Two-Year Professional Services Contract to WMH Corporation, in an Amount Not to Exceed \$1,700,000, for Engineering and Environmental Consulting Services for the U.S. 101/I-280 Managed Lanes and Bus Project - ACTION**

There was no public comment.

Commissioner Melgar moved to approve the consent agenda, seconded by Commissioner Ronen.

The consent agenda was approved without objection by the following vote:

Ayes: Commissioners Chan, Haney, Mandelman, Mar, Melgar, Preston, Ronen, Stefani, and Walton (9)

Absent: Commissioners Peskin, Safai (2)

**End of Consent Agenda**

10. **[Final Approval] State and Federal Legislation Update - ACTION\***

Chair Mandelman shared that the Board approved the 5 recommended support positions on their first read at the April 13 meeting. He said the item was not on consent so that staff could run through some amendments to AB 550 (Chiu) dealing with speed safety cameras that were made subsequently. He added that the amendments did not change the staff recommendation, staff just wanted to ensure transparency to the Board and public before the final vote.

Amber Crabbe, Public Policy Manager, presented the item.

During public comment Roland Lebrun asked if it was the appropriate time to bring a bill to the Board's attention.



Chair Mandelman responded that members of the public who have additional bills they would like the Board to take positions on, could do so during general public comment later on the agenda.

Commissioner Ronen moved to approve the item, seconded by Commissioner Chan.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Haney, Mandelman, Mar, Melgar, Preston, Ronen, Stefani, and Walton (9)

Absent: Commissioners Peskin, Safai (2)

**11. ConnectSF Transit Strategy Update - INFORMATION**

Kansai Uchida, Principal Transportation Planner at SFMTA presented the item.

Director Chang thanked the SFMTA staff, other ConnectSF staff and regional partners for their hard work over the past year.

Commissioner Melgar thanked Mr. Uchida for the presentation and indicated that the strategy was important for District 7. She asked to what extent was BART included in the strategy and if BART was a possibility instead of underground Muni Metro rail to serve the west side. She also asked if the Planning Department's work on the General Plan Housing Element included the transit strategy and how the transit strategy supported the Regional Housing Needs Assessment (RHNA).

Mr. Uchida said the team has been involved with BART throughout the process meeting at least quarterly and that city staff also participates in BART's Link21 effort. He said the Geary/19<sup>th</sup> Avenue concept was created with BART feedback and one idea was possible connection to a second transbay rail crossing. He also indicated that the Planning Department is a key member of the ConnectSF team and was coordinating with the housing element on the land use strategy in the corridors where the new investments were proposed.

Commissioner Melgar also asked to what extent the team was collaborating with other transportation agencies like SamTrans, Golden Gate Transit, and others and if this strategy connected with their long-term planning.

Mr. Uchida indicated that the team met with all the regional transit agencies and anyone that operates transportation in San Francisco at the outset, and they incorporated their needs into their long-term planning. He acknowledged that now was a good time to circle back with the identified concepts and to engage regional transit operators, in particular, in some related service planning work as part of next steps.

Commissioner Mar thanked staff for the update and thanked the agencies for their work on planning. He said he is glad to see the renewed and modernized metro rail system as a priority, especially in his district and with all the problems they have had with the rail systems. He shared his gratitude for including a focus on travel between neighborhoods, noting that while travel to downtown was pretty robust (though it still needed improvement), transit options between destinations such as the Richmond, San Francisco State and SFO were not. He also thanked the team for including the westside subway idea in the strategy and suggested that it was an important concept



to explore, especially with the update to the housing element. He asked what opportunities there were for public discussion and engagement in general, and as part of the Geary /19<sup>th</sup> Avenue subway concept.

Mr. Uchida said the transit strategy is available on the ConnectSF website now and includes a survey to receive feedback on the strategy. He said the next step on the westside subway is a more focused planning study. When that launches, there will be many more opportunities for engagement.

Director Chang said she would be happy to join the Commissioners for town halls and meetings in their districts. She said that the team has a lot to do to reach everyone in the city. She said the team is happy to take input on the next scope of work following the transit strategy.

Commissioner Mar said he looks forward to working with the agencies on the more focused westside subway study.

Commissioner Preston echoed his colleagues' comments and said he thought it was a good starting point. He appreciated the increased focus on neighborhood-to-neighborhood travel in this strategy, compared to the prior focus on getting folks to and from downtown.

Commissioner Preston asked about the 5-minute network and waiting times for buses and if there were any targets for overall travel time, not just wait times.

Mr. Uchida responded that the strategy was intended to both reduce overall travel times and waiting times. He said the 5-minute network includes both speed and reliability improvements. He noted that people perceive waiting time as much longer than time spent in a moving transit vehicles. To make transit more attractive and useful to people, Mr. Uchida confirmed that it is important to manage waiting time, as well as travel time.

Director Chang mentioned that preliminary analysis shows that the transit strategy overall has significant benefits for job access, providing a one third increase in access to jobs within 30 minutes and a one quarter increase in access to jobs within 45 minutes for San Francisco residents.

Commissioner Preston said he thought the message as shared did not include total trip time. He noted that the 5-minute network works if you are on that network. With respect to the connector routes that are not on the network, he asked if the connector route is the existing bus service, or a new shuttle service and he inquired about the vision for the connector routes.

Mr. Uchida replied that the connector routes were meant to be a high-quality service not as frequent as the 5-minute network, but still very frequent, likely 10 minutes or better, and that they would also receive infrastructure investments to improve speed and reliability.

Commissioner Preston asked if the presented map showed regular bus lines.

Mr. Uchida said that they are regular bus lines and noted that a lot of service planning work remains to be done and no decisions have been made on which routes will be in the 5-minute network. He added additional outreach will be needed before those decisions are made.



Commissioner Preston asked about trade-offs, specifically if the 5-minute network would lead to the elimination of some existing lines.

Mr. Uchida said that is not yet determined.

Commissioner Preston commented that part of getting the public's confidence in the vision and funding needed is being straight with people on their neighborhood buses. He said it would be difficult to get support for this vision when the 31 bus is not running and there is no commitment to operate it or clarify if it will not be brought back into service. Commissioner Preston also asked why the discussion around fares and vision for fares was not in the ConnectSF process.

Mr. Uchida said that the strategy is focused on infrastructure but he appreciated the desire to include the policy issues and said he would take this idea back to the ConnectSF team.

Commissioner Preston said he thinks there is a real opportunity to think big about making San Francisco a transit first city, which requires all elements of service, reliability, and fares to achieve that direction. He said that the City has been handed an opportunity during the pandemic to see how transit can work when the streets are empty. He suggested that the City should default to being aggressive on claiming street space for buses and be vocal about reducing the barrier of fares to the greatest extent possible. He noted that he is bringing legislation for a Free Muni Pilot to the Board of Supervisors.

Commissioner Chan said that, on paper, the presentation looks great and she is excited to see the 5-minute network. She said she is eager to see how they will implement it at the community level and translate the vision on to actual streets, noting that the details really matter. She said the City has been talking about reducing travel times and wait times for a long time and that it is important to produce something more tangible. She said that it must not be just about service, but also the infrastructure needed to support the service. She also noted that it hurts to see so few of the 5-minute (orange) and frequent (green) lines in the 5-minute network in the Outer Richmond.

Director Chang responded to Commissioners Chan and Preston that their guidance will help shape the countywide transportation plan update, called the San Francisco Transportation Plan (SFTP). She indicated that the SFTP will add more definition to strategies, costs, and benefits for both transit and the forthcoming Streets and Freeways Strategy.

Chair Mandelman said he is interested and excited for the transit strategy and appreciates the 5-minute network but thinks there also should be some tangible service reliability goals. He also asked if the right things are being measured; for instance, is it waiting for 5-minutes or how long is the bus ride or walk to get to the 5-minute network, and once you are on the network, how long does it take for you to get to the place you are going. He appreciated that the 5-minute concept is catchy but suggested that it be only one piece of an overall set of metrics that get us to an ideal transit system. He said he is looking forward to seeing how far away the city is from the vision and what investment is required to achieve the vision.



During public comment Cat Carter with San Francisco Transit Riders (SFTR) said they are excited and want to make sure that Muni has priority on the streets so that buses can move as efficiently as possible. She said the 5-minute network brings the city closer to the SFTR vision of a 30 by 30 transit system that connects all neighborhoods from end to end in 30 minutes by 2030. She asked that resources be focused on the 5-minute network to provide coverage and access. She said SFTR was excited about the plan to modernize the rail system, including a modern train control system and transit priority for the surface light rail system, which moves too slowly at about 8 miles an hour. She provided an example of trains at 4<sup>th</sup> and King that must wait for hundreds of pedestrians to cross in front of the train, often adding several minutes to transit trips. She noted that the ConnectSF plan is built on MUNI Forward, but the projects are not distributed equally across the city and are often delayed or watered-down, continuing to impact riders today. She asked for investment now in transit priority projects that are low cost and that can attract new riders.

Francisco Da Costa said that the meeting video and audio were not in sync. He also said that they are doing nothing to improve their transit system and need to improve on their community engagement.

Patricia Arack said that the strategy showed great concern for mass transit, but it is ironic that no concern is shown for thousands of commuters who are sitting in congestion in the Sunset. She asked that staff and the Board show the same concern for commuters who cannot give up their cars. She asked the Board to show compassion for commuters and for the safety of the residents and open the Great Highway, at least during the week.

A caller expressed concern about traffic congestion in the Sunset area. Said that she is concerned that there is only one hospital on the south side of the park, and all the rest of the north, and that people have to travel through the gridlocked park to access the hospital dictated by their health plans. She also asked what would happen if there is a national disaster and emergency response services from other parts of the city need to come to the westside to help.

A caller said transit does not just mean public transit and that the population that uses cars is being singled out. She asked for folks to stop ignoring the concerns and to have a real conversation about them.

**12. Vision Zero 2020 Progress / 2021 Look Ahead - INFORMATION**

**13. Vision Zero Traffic Fatalities: 2020 End of Year Report - INFORMATION**

At Chair Mandelman's request, items 12 and 13 were called together.

Ryan Reeves, Vision Zero Program Manager, SFTMA, presented item 12. Shamsi Soltani with the Department of Public Health presented item 13.

Commissioner Chan noted that more of victims are mail and asked about the analysis of this trend.

Ms. Soltani said she hesitated to draw a conclusion from one year of data, but it just might be that the exposures are different.



Commissioner Chan asked about the e-bike and scooters fatalities, and whether the victims were wearing protective gear.

Ms. Soltani replied that neither of the riders were wearing helmets and noted that they are not required to do so at the state level.

Commissioner Chan said there was recently a tragic hit and run pedestrian fatality in District 1, the second pedestrian fatality in the Richmond in the last four months. She said they were still waiting on more details, but she knows that SFMTA deployed their rapid response team to the crash site. She said that is the critical juncture and as a member of the Board of Supervisors she requested a hearing on traffic collision data and how it is shared publicly and internally with different agencies. She said that data helps SFMTA to figure out what needs to be done to improve safety. Commissioner Chan said she appreciates the partnership with Walk San Francisco (Walk SF), but ultimately the goal is figuring out what they can do to prevent fatalities. She said she would love for SFMTA to tell them what other tools they have in the toolbox or what the Board can advocate for on their behalf. She said she looks forward to learning more on how the data is shared and how they can make immediate changes to prevent any more crashes and fatalities.

Commissioner Haney thanked SFMTA for their presentation and said that Commissioner Chan reflected many of his concerns. He said that they have been able to do some things in the Tenderloin, and said he wonders if the things that are being implemented in the Tenderloin are being looked at in other parts of the city. He said he did not get a sense of whether there were concrete plans for expanding.

Ms. Reeves responded that the neighborhood-wide speed reduction in the Tenderloin and the no turn on red restrictions will have to be evaluated to determine their effectiveness before making any further decisions on expanding the program. She said they would have the results of the evaluation study by early next year.

Commissioner Haney asked for more detail on the timeline.

Ms. Reeves responded that they need to wait until the new signs are posted before they go out and collect 'post' data. She said they will collect post data in the Fall and have the results by early next year.

Commissioner Haney questioned the SFMTA's plans on not doing any more no turn on red or lowering speed limits until they complete their study the Tenderloin given that these measures have proven to be effective elsewhere.

Ms. Reeves said with the speed limit reductions they have expanded to the extent within their authority. She said that this is where Assembly Bill (AB) 43 would come into play, as it would allow them the flexibility to lower speeds in more areas of the city. She said SFMTA wanted to better understand the impacts of the turn on red restrictions and make sure there were not any unintended consequences on the turn restrictions.

Commissioner Haney asked for clarification on how the legal authority allowed SFMTA to only reduce speeds in a single neighborhood.

Jamie Parks, Livable Streets Director, SFMTA, said the California Vehicle Code prescribes their abilities to set speed limits, and there were specific ways in which





they were allowed to do that based off the current speeds that vehicles are traveling. He observed that this a bit backwards as AB 43 points out. He explained that they were able to expand the authority into the Tenderloin because of some provisions allowing the reduction of speed limits below 25 mph where they were already low and under certain conditions like the number of pedestrian crashes. He speculated that there may be very limited places in San Francisco where they can do similar things, but largely in the rest of the City they cannot apply the same principles for 20 mph unless state law changes. He said they can provide more detail on the relevant code if that would be helpful, noting the state code is pretty convoluted.

Commissioner Haney said that would be helpful. He said no turn on red is not restricted by state code, but is a local policy decision. He asked why it isn't something the SFMTA is doing more broadly. He also asked if they have done an analysis on how many crashes have taken place in all, not just fatalities, on no turns on red.

Mr. Parks responded that they have done the analysis, and very few crashes are directly related to right turns on red and they see more pedestrian crashes associated with vehicles that are making right turns on green. He said that's why they wanted to install them in one neighborhood and do education around it and evaluate to see if it's working as intended. He confirmed that they have all the legal authority they need to restrict no turn on reds wherever they choose to do that.

Commissioner Haney said these crashes and fatalities are a citywide problem, and the numbers are not getting better. He said and he hopes SFMTA looks into expanding effective interventions into other neighborhoods.

Commissioner Mar said he is concerned about the significant increase in vehicle related fatalities over the last 2 years, and the possibility of the trend continuing despite the Vision Zero efforts in motion. He expressed concern about the increased traffic volume on the streets as the city continues to reopen its economy in the coming months. He said it also applies to the temporary closure of the Great Highway, and while the traffic calming measures were needed even prior to the pandemic, they would be inadequate to mitigate the impacts to the increased traffic volumes expected in the coming months if the Upper Great Highway remains fully closed. He said relatedly that morning, a senior was struck by a vehicle on 44<sup>th</sup> and Ulloa this morning and thankfully, is in stable condition. He said that Vision Zero needs to be a primary consideration in upcoming decisions on the future of the Great Highway. He shared with the Board that at an upcoming Transportation Authority meeting, staff would present an update on their analysis of the various potential options for the future of the Great Highway, and he looks forward to that discussion.

Chair Mandelman acknowledged that Vice Chair Peskin was absent from the meeting to participate in labor negotiations and said he would like to excuse Vice Chair Peskin from the meeting.

During public comment Jodie Medeiros, Walk SF, thanked the Board for taking time on Vision Zero and staying true to the policy and thanked SFTMA staff for its good work in 2020. She acknowledged another fatality this past weekend, 7 in total this year, and said at this pace the city could be on track for the worst year since the policy was passed. Ms. Medeiros spoke on behalf of 30 groups asking for an updated and aggressive Vision Zero Action Strategy that focused on proven



measures to address the top 3 most dangerous behaviors and that can be implemented quickly and cost effectively on the High Injury Network. For example, with respect to the quick build program, she said there are still 80 miles of the High Injury Network that don't have a safety project planned, and SFMTA completed 10 miles last year and the coalition feels this needs to be at least doubled to 20 miles annually. She also said speeding is the number one reason for dangerous streets, and the coalition is asking for a comprehensive speed management plan that incorporates new tools and authorities such as are contemplated in AB 43 and AB 550, which everyone is working hard to get passed.

Francisco Da Costa said Vision Zero isn't working and they need to do a needs assessment; he called for a change in leadership at the Transportation Authority; and he called for more action on Vision Zero.

Charles Perkins, a Sunset resident said he appreciates the presentation and said most of the problems with fatalities occur at the intersections. He said historically, the Great Highway is a safe route, noting there are no intersections, no cross traffic, no cars turning left or right, etc. and there are parallel paths for bikes and pedestrians. With the roadway closed, he said there are now approximately 18 - 20,000 cars being diverted through residential streets or Sunset Boulevard which are much more difficult or dangerous. He observed that it seems like Vision Zero is ignored by the proponents of keeping Great Highway closed.

A long-time San Francisco resident said the Upper Great Highway, when open to cars, did have a lot of injuries. He added, closing it to cars was the best thing that has happened for the city. He said the Vision Zero data shows the number of fatalities per year have not gone down since the policy was approved and said they need to ask why it is not working. He suggested looking to other cities where Vision Zero had been successful like Oslo where they added protected bike lanes everywhere, added traffic diverters to create very few streets where drivers can go straight for a long distance, they force turns to get drivers out of neighborhoods, and have closed some streets to vehicles in business districts and in some residential districts. He said these are the types of things San Francisco should be doing as they are proven.

Patricia Arack said she disagreed with the prior caller. She said the City's records show no fatalities and crashes on the Upper Great Highway when it was open. She said there are stop lights and cross walks that she has crossed many times when it was open. She said an average of 19,000 cars per day are spread out in the avenues and the pedestrians are now at great risk. She added that when people are out walking, they don't have traffic signals; instead, they have stop signs that most people don't stop for.

Chair Mandelman asked Commander Daniel Perea, San Francisco Police Department, for the current number of members in the Traffic Company.

Commander Perea, said that the numbers were lower than usual, noting a lot of members are eligible for retirement, and there have been a number of injuries. He said they were hovering between 30 and 40 officers that are on motorcycles in the Traffic Company.

Commissioner Haney asked Commander Perea if there were any trends he could share in terms of what last year looked like.



Commander Perea responded that in 2020, they were in the range of 14,000 violations for which they issued citations and about 52% were issued for Focus on the 5 violations, and for the first quarter of 2021 year there were approximately 7,000 citations. He said he does not have the exact number, but he can report back to the Board when he does.

Commissioner Haney asked how the 2020 citations compared to 2019.

Commander Perea replied significantly less, saying in 2019 he recalls there were closer to 30,000 citations and that they were closer to their 50% goal for Focus on the 5. He said part of the decrease last year was related to the reduction in traffic due to shelter in place and the pandemic. He said what they saw last year in San Francisco in terms of enforcement and violations was consistent with trends they have seen nationally in the areas of reduced traffic and subsequent reduction in citations for violations.

Commissioner Haney pointed out in the presentation that there was mention of approaching traffic enforcement in some new ways and asked when they might be able to see some of the results of that work.

Ms. Reeves responded that they work closely with Commander Perea and the Police Department on traffic enforcement, mainly on Focus on the 5. She said what he may be referring to is through the outreach process on the action strategy, there was a call to look carefully at the role of enforcement given the national discussions around racial disparities. She added that AB 550 is what would allow the City to use speed cameras, and that's related to another thing they've heard from outreach, which is to support the Focus on the 5 work with the use of speed cameras to also help with issues of bias and racial disparities.

Commissioner Haney asked if there have been any analysis on the breakdown of citations issued by race.

Commander Perea replied that there was a 96A report issued which discussed the stops that have been occurring in San Francisco conducted by the San Francisco Police Department. He said there is information there that points to African Americans, in particular, as being four times more likely to be stopped by the police. He said in terms of specific violations, he doesn't think they've looked at the data in that way and said he could get back to the Board with information on that. With respect to an earlier question, he said in the first quarter of this year they issued 3,314 citations and 1,602 of those have been Focus on the 5, as part of their Vision Zero effort.

Commissioner Haney thanked Commander Perea and said he would like a follow up when any of that data is available.

#### **Other Items**

**14. Introduction of New Items - INFORMATION**

There were no new items introduced.

**15. Public Comment**



Clerk Britney Milton noted the agency had received eight public comments related to the Great Highway and they had been posted on the website ([www.sfcta.org](http://www.sfcta.org)).

During public comment, a caller stated that the current Great Highway situation is still unsafe, and if anything, has gotten worse because of the current mitigations. They said they agree with Commissioner Mar's statement quoted in an article that they can't sacrifice safety for recreation.

Roland Lebrun, San Jose, requested that the Board support AB 1091, which would replace the VTA Board. He cited two reasons for the Board to support this bill. Firstly, he cited the misappropriation by VTA of \$135 million in CARES act funding to make up for future funding gaps in transit operations between now and 2028. Secondly, Mr. Lebrun said VTA is refusing to match San Francisco's and San Mateo's annual contributions to Caltrain even though Santa Clara voters have passed two revenue measures supporting Caltrain.

Patricia Arack shared that the month of April is Climate Action Month and suggested an event that would do good things for the climate, namely opening up Great Highway. She said vehicles sitting in traffic congestion are putting out CO2 into the environment for much longer than they would be if the Great Highway were open. She added that people have no respect for the environment around the Great Highway, as people cross anywhere with no respect for the dunes or ice plants, and there is trash left behind. She said there is no reference to an EIR in the D4 Mobility Study.

A San Francisco resident expressed support for keeping Great Highway closed to automobiles permanently citing it as one of the best improvements in his time in San Francisco. He said car drivers have other options such as Sunset and 19th. He acknowledged the concerns about diverted traffic going through residential areas, noting some drivers may not know that Sunset and 19<sup>th</sup> exist. He urged the SFMTA to install traffic converters at intersections so that no one can drive through residential areas.

A caller commented that the prior caller wants drivers to go two miles out of their way to 19<sup>th</sup> Avenue which will be under construction for two years and driving farther causes more pollution. He said it is clear that closing Great Highway and causing 18-20,0000 cars to divert to 19<sup>th</sup> and other streets is less safe. He cited millions of dollars being used to mitigate problems caused by the closure as evidence that it is less safe now. He urged the Board to open the Great Highway and putting the mitigation measure money towards Free Muni and other transit projects instead.

**16. Adjournment**

The meeting was adjourned at 12:24 p.m.