



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, June 7, 2022

1. Roll Call

Chair Mandelman called the meeting to order at 10:03 a.m.

Present at Roll Call: Commissioners Dorsey, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Stefani, and Walton (9)

Absent at Roll Call: Commissioners Chan (entered during Item 2) and Safai (excused) (2)

Consent Agenda

2. [Final Approval on First Appearance] Approve the Resolution Making Findings to Allow Teleconferenced Meetings under California Government Code Section 54953(e) - ACTION*
3. Approve the Minutes of the May 24, 2022 Meeting - ACTION*
4. Authorize the Executive Director to Execute Master Agreements, Program Supplemental Agreements, Cooperative Agreements, Fund Transfer Agreements and Any Amendments Thereto with the California Department of Transportation for Receipt of State Funds for the Brotherhood Way Active Transportation and Open Space Plan in the Amount of \$641,812; and for Planning, Programming, and Monitoring in the Amount of \$259,000 - ACTION*

There was no public comment.

Commissioner Peskin moved to approve the Consent Agenda, seconded by Commissioner Preston.

The Consent Agenda was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Stefani, and Walton (10)

Absent: Commissioner Safai (1)

End of Consent Agenda

5. Community Advisory Committee Report - INFORMATION*

Clerk Angela Tsao reported that a Community Advisory Committee (CAC) presenter was not confirmed for the meeting and noted that the draft CAC minutes were available in the agenda packet.

6. State and Federal Legislation Update - INFORMATION*



Mark Watts, state legislative consultant to the Transportation Authority, and Amber Crabbe, Public Policy Manager, presented the item.

During public comment, Aleta Dupree supported Assembly Bills 1938 (Friedman), 117 (Boerner Horvath), 455 (Wicks), and 2147 (Ting). She also supported Senate Bill 1050 (Dodd) and said people should pay for the facilities they use. She urged the agency to approach its advocacy on bills with the state legislature in a collaborative rather than adversarial way.

7. Allocate \$6,919,800 in Prop K Funds, with Conditions, and Appropriate \$470,000 for Five Requests - ACTION*

Projects: SFMTA: 1399 Marin Street Maintenance Facility (\$6,619,800), Neighborhood Program (NTIP) Coordination (\$50,000). BART: Balboa Park Station Area Improvements (\$250,000). SFCTA: District 4 Microtransit Business Plan [NTIP Planning] (\$310,000), Treasure Island AV Shuttle Pilot (\$60,000), Neighborhood Program (NTIP) Coordination (\$100,000).

Anna LaForte, Deputy Director for Policy and Programming and Aliza Paz, Senior Transportation Planner, presented the allocation requests per the staff memorandum. Bonnie-Jean von Krogh, with the San Francisco Municipal Transportation Agency (SFMTA) presented an update on the status of Potrero Yard Modernization and how that project was coordinated with 1399 Marin Street Maintenance Facility and Muni Metro East improvements.

Commissioner Walton asked what kind of community outreach had been conducted for the Potrero Yard Modernization project.

Ms. von Krogh said outreach to date had sought input from community organizations such as the Potrero Boosters and the Dogpatch neighborhood group and had so far focused primarily on expansion of the Muni Metro East light rail facility. She said impacts discussed included additional bus traffic and she said public outreach would continue until 2024 when normal operations at Potrero Yard would shut down for construction.

Commissioner Mar thanked Transportation Authority staff for bringing forward the District 4 Microtransit Business Plan and working on the District 4 Mobility Study. He stated that he believes the business plan has the potential to be transformative in the district where only 4% of neighborhood trips are by public transit. He said that this would help achieve climate goals and fill service gaps and help people make trips for reliably. He continued to note that he is also excited about the potential for the service to be on demand and app-based because this could be more effective than fixed route for residents. He urged fellow Board members to support the item.

Commissioner Melgar asked if BART had investigated how closing off access to the Balboa Plaza passenger drop-off from Geneva Avenue would impact safety and traffic congestion around Balboa Station, both in the short and long terms. She noted that cars approaching Balboa Station from the west already tended to take transit passengers to an informal drop-off area on Ocean Avenue, obstructing traffic, obstructing a bus stop, and creating hazardous conditions for pedestrians. She expressed concern that reducing access to the Upper Yard drop-off for cars coming from the west would exacerbate conditions elsewhere around the station.

Rob Jacques, Manager of Grants & Funding Advocacy for BART, said the Upper Yard developer was leading the construction of the drop-off improvements at the new



plaza.

Commissioner Melgar responded that she was strongly in support of the Upper Yard development but wanted to know how its impacts on other locations around the station would be addressed.

Director Chang said the Transportation Authority would continue to work with BART staff to address Commissioner Melgar's concerns about passenger drop-off issues around Balboa Station. She said staff would bring an update to the Board at its next meeting.

Commissioner Preston asked about plans for on-site parking at the Potrero Yard development. He noted that there was a substantial housing component to the plan and suggested that it presented an opportunity for housing free of parking and resulting traffic impacts.

Ms. von Krogh answered that there would be no parking for the residential component.

Commissioner Walton said it was his understanding that the project would include employee parking and that there had been conversations with the community about impacts to existing parking.

Ms. von Krogh answered that the project would increase employee parking on-site by approximately 60 spaces to accommodate expanded operational needs such as the planned training center.

Chair Mandelman asked Director Chang how often Board would be getting updates on the Potrero Yard Modernization project.

Director Chang said the Transportation Authority had an oversight role in the project that would yield updates to Board in addition to updates that occurred with occasional related allocations such as for development at 1399 Marin. She proposed that SFMTA provide an update when the project was closer to selection of a lead developer and negotiation of a development agreement.

Chair Mandelman said it was his understanding that one advantage of the Potrero Modernization project was facilitation of SFMTA's transition to an all-electric transit fleet. He asked if the 1399 Marin improvements would provide capacity to maintain battery-electric buses.

Kerstin Magary, Senior Manager for Facilities and Real Property with SFMTA, answered that SFMTA had one charging station at 1399 Marin and twelve charging stations at the Woods Division motor coach maintenance facility at Indiana and 22nd Streets. She said the improvements at 1399 Marin were primarily intended for maintenance of trolley coaches during construction of the Potrero and Presidio trolley coach maintenance facilities. Ms. Magary added that the Kirkland Division motor coach maintenance facility in North Beach would also be converted to battery-electric after the Potrero project was complete.

Chair Mandelman asked if these improvements would allow for an all-electric fleet.

Ms. Magary answered affirmatively.

In public comment Aleta Dupree expressed support for the Treasure Island shuttle and District 4 microtransit project and said microtransit services should include



wheelchair accessibility. She also expressed support for conversion to an all-electric transit fleet.

Roland LeBrun asked if SFMTA had confidence in battery electric buses, and wondered if SFMTA was looking into the possibility of recharging battery-electric buses enroute rather than sending them to charging stations.

After public comment, Commissioner Mar moved to approve the item, seconded by Commissioner Peskin.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Stefani, and Walton (10)

Absent: Commissioner Safai (1)

8. Approve the Fiscal Year 2022/23 Transportation Fund for Clean Air Program of Projects - ACTION*

Projects: SFE: Emergency Ride Home (\$88,202). SFMTA: Short-Term Bike Parking (\$847,113). SFCTA: Program Administration (\$43,384).

Clerk Angela Tsao announced that a dozen comments had been received for the item and posted to the website.

Mike Pickford, Senior Transportation Planner, presented the item per the staff memorandum.

Commissioner Melgar said there was no bike parking or bike share at West Portal. She said that a slide for an earlier item showed that Districts 4 and 7 had a high proportion of single-occupant vehicle trips and she asked why there was such a disconnect between areas with limited short term bike parking investment, but dirty air generated by the many single person vehicle trips on the west side. Mr. Pickford answered that there was a map in the packet showing the distribution of short-term bike parking locations installed over the last few years, he said would defer to SFMTA to answer questions on how locations in the west wide were prioritized.

Commissioner Melgar asked whether the Transportation Authority could include a criterion to prioritize bike parking in areas with more single-occupant vehicle trips to cut down on emissions. Mr. Pickford affirmed.

During public comment Aleta Dupree said that she supported Emergency Ride Home and suggested it should not be restricted to taxis, that it should allow other kinds of vehicles to be used. She said that she supported bike parking and that it should be spread around the City. She said you can never have enough bike parking. She said she supported bike share on the west side and noted that electric bikes and scooters could help people with disabilities, including arthritis or limited lung capacity. She said that shared bikes were helpful to improve equity and limit theft.

A caller opposed funding for short term bike parking and said it seemed like too much money, especially when there was insufficient money for maintaining streets and traffic enforcement. They said we need more parking for cars and more access for people who are unable to ride bicycles.

After public comment, Chair Mandelman asked for clarification of the funding source



for the bike parking project. Mr. Pickford answered that the Transportation Fund for Clean Air was entirely separate from the Prop K sales tax and that the funds come from a regional vehicle registration fee and that the Transportation Authority does not set the eligibility criteria [the Bay Area Air Quality Management District does].

Jamie Parks, SFMTA Livable Streets Director, added that bike parking had traditionally been request based, but that SFMTA was transitioning to being proactive in siting bike parking. He said that SFMTA could survey West Portal for potential bike parking locations.

Commissioner Preston asked for more information on plans for longer term, secure bike parking. He said that constituents had asked for longer term parking and he asked what progress had been made. Mr. Pickford answered that the proposed project was conceptual at this stage, but that staff had heard interest in longer term bike parking from Commissioners and others. He said that SFMTA was looking into different technologies including electronic lockers and invited Mr. Parks to elaborate.

Mr. Parks added that traditionally, SFMTA installed electronic bike parking lockers, but were looking into piloting different products, including pod based parking that would be installed on streets. He said there was a pilot in development for locations in SoMa.

Commissioner Preston asked if that pilot was part of the current item. Mr. Parks answered that it was not.

Commissioner Preston moved to approve the item, seconded by Commissioner Dorsey.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Mandelman, Melgar, Peskin, Preston, Ronen, Safai, Stefani, and Walton (10)

Absent: Commissioner Mar (1)

9. Approve \$1,035,626 in San Francisco Lifeline Transportation Program Cycle 2 Funds for the Bay Area Rapid Transit District's Elevator Attendant Program - ACTION*

Aprile Smith, Senior Transportation Planner, presented the item per the staff memorandum.

During public comment, Aleta Dupree asked the Board to continue to fund the program, saying it protected the most vulnerable users.

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

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Mandelman, Melgar, Peskin, Preston, Ronen, Safai, Stefani, and Walton (10)

Absent: Commissioner Mar (1)

10. Adopt the Proposed Fiscal Year 2022/23 Budget and Work Program - ACTION*

Cynthia Fong, Deputy Director for Finance & Administration, presented the item per the staff memorandum.

There was no public comment.



Commissioner Peskin moved to approve the minutes, seconded by Commissioner Dorsey.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Mandelman, Melgar, Peskin, Preston, Ronen, Safai, Stefani, and Walton (10)

Absent: Commissioner Mar (1)

11. Vision Zero - Safe Streets Update - INFORMATION*

Jamie Parks, SFMTA Livable Streets Director; Ryan Reeves, SFMTA Transit Planner; Uyen Ngo, SFMTA Transportation Planner; Damon Curtis, SFMTA Livable Streets Project Manager; and Jennifer Wong, SFMTA Transportation Planner presented the item.

Commissioner Safai asked why the speed reduction plan did not cover Alemany Boulevard. Mr. Parks answered Alemany did not qualify under the current legislative authority for 20 mph speed limits. Commissioner Safai asked why the speed reduction was discontinued halfway before the border to Daly City on Mission Street. Mr. Parks answered that SFMTA had exhausted the legislative authority it had been given by analyzing each street in San Francisco to ensure each met the criteria for speed reduction, which required 50% or more commercial business properties on corridors.

Commissioner Safai said the last few miles on Mission Street before the Daly City border were in an area with a lot of injuries and pedestrian crossings, as well as retail businesses, and wondered why the area was not included on the map.

Mr. Olea confirmed that SFMTA did look at all areas in San Francisco to ensure they met the criteria of Assembly Bill (AB) 43 (Friedman) and often there were areas that did not meet 50% business criteria. He offered to look into any street block at the Board's request. Commissioner Safai asked SFMTA to look into Alemany Boulevard again.

Commissioner Safai suggested that a better plan for school street engineering would be to focus on pedestrian safety for every school citywide - yellow crosswalks, speed reduction, speed humps, raised crosswalks, etc., and including temporary street closures around schools during school drop-off to bolster pedestrian safety.

Mr. Parks welcomed the suggestion and answered that 15 mph speed limit zones applied at every eligible school (e.g. with two travel lanes or less) citywide, as well as speed humps at every school that had a loading zone. He continued to explain that SFMTA did try to implement a temporary closure program but it did not expand during COVID.

Commissioner Safai asked for a map of which schools were improved and noted that he had to spend a lot of energy at his children's' school to implement speed humps.

Mr. Parks answered that the California vehicle code allowed 15 mph near schools and could provide list or map of those locations and Commissioner Safai indicated he would like to receive that information.

Mr. Olea confirmed that the 15 mph speed limit could only apply to streets with one lane of traffic in each direction and on the fronting street of the school. He continued that signage was installed at all eligible schools and speed humps for locations where



the signage alone was less effective.

Commissioner Safai commented that a more thoughtful plan with the simple improvements would make a more dramatic impact on pedestrian safety and it would fit well with the Safe Routes to School program.

Commissioner Melgar expressed concern about the lack of urgency over pedestrian deaths and it seemed to be a haphazard approach to only do a few improvements per month. She asked when there would be comprehensive plan that involved as much improvement as possible. She said her district had poor street infrastructure and the highest concentration of children and seniors.

Mr. Parks replied that SFMTA was still committed to complete all quick builds on the high injury network by the end of 2024 and was waiting for the high injury network map update from the San Francisco Department of Public Health and would report back with a comprehensive plan for each street on that updated network.

Commissioner Melgar thanked SFMTA for prioritizing Ocean Avenue and asked why it took so long to lower speed limits. Mr. Parks answered that it depended on the resources at the agency sign shop, including the number of sign workers available and how quickly it took to do the work, noting they could only guarantee signs for two corridors a month.

Commissioner Preston thanked SFMTA staff for their work and Mr. Parks for coming on the walkthrough in his district, which showed a failure of signage (e.g., signs blending into the environment) with people not knowing it was a 15 mph zone. He asked for a more set standard for safety improvements around schools. He asked what the total price was for the 200 devices and signs for schools.

Mr. Parks answered that each traffic calming device was about \$15,000 each with 250 devices installed and several hundred to a thousand dollars for each sign.

Commissioner Preston observed that the builds were relatively cheap and it seemed obvious that something needed to be done to increase the production of signs and for SFMTA to be more proactive on the school audit reports.

Commissioner Preston asked for an update on waiving state regulations and how San Francisco government could push to get the projects moved forward. Mr. Parks answered that the safety corridors definition was still in process by Caltrans and SFMTA was involved and anxious to move forward with that as well. Mr. Olea added that SFMTA would have a meeting with the state and a committee of transportation professionals to get guidance on the second part of AB 43, which had to do with areas with high concentration of crashes and pedestrian activity.

Commissioner Preston said it was concerning that this process was taking so long and offered for city officials to help push at the state level, saying that it needed to be a priority. Mr. Olea confirmed that it was the city's priority and the staff had some concerns about AB 43 that were elevated to a high level, working with a coalition of cities to push the implementation forward.

Commissioner Preston responded that he understood the part about the gray areas that could potentially fall under litigation but encouraged everyone to be aggressive in reducing the speeds in order to save lives and to be willing to face a potential lawsuit by a lobbyist group over the slower speeds if needed.



Commissioner Preston asked about plans around and how his office could partner with SFMTA on public art at intersections since recent studies showed significant reductions in speeds and crashes from simple from artwork that sent a strong message to drivers to slow down. Mr. Parks agreed about results and said there wasn't a current program but he would look into it.

Commissioner Preston expressed concern about delay in some projects, particularly Golden Gate Avenue greenway, Page slow street, and Fell permanent bike lane. He continued the city had done amazing stuff with the quick builds and just needed to pick up the pace on the rest of the projects.

Commissioner Preston asked about the network of safe streets map, specifically if there was an updated documented visual for the public and Board to see. Mr. Parks answered that SFMTA focused on upgrading the existing bike network to make it safe and comfortable and would initiate a citywide bicycle plan in the summer.

Commissioner Preston said that plan was needed yesterday, with a more comprehensive vision conveyed, as well as input from Fire Department and other concerned parties. He said his office wanted to work with SFMTA to develop the timeline for creation of the map and getting public input for a master plan rather than just block by block applications in response to injuries that have already taken place.

Commissioner Dorsey asked about clarification on speed limit reduction plans taking 18 months while some corridors only took one month to improve. Mr. Parks answered that the first seven took a little over three months to complete.

Commissioner Dorsey asked if all of the South of Market (SOMA) corridors up for consideration could be expedited for speed limit reduction since they were historically fatal corridors.

Mr. Parks affirmed that they could be expedited and that those streets were marked as Phase 3 because it wasn't yet clear which parts of those corridors met the criteria for speed reduction but said that there were a number of SOMA streets that could move forward more quickly pending the completed block by block analysis.

Commissioner Dorsey asked what factors were attributed to the increase in collisions, etc. in the current year. Mr. Parks answered it was unknown but he noticed an increase in anti-social behaviors of all types and an increase in preventable deaths of all types that could be pandemic related. He also said SFMTA observed the size and weight of vehicles had continued to increase, which affected the severity of crashes with pedestrians.

Commissioner Dorsey said he appreciated Mr. Parks discussing automated enforcement cameras and thanked the Board for supporting AB 2336 and if the bill passed, he said it would aid in making the implementation of the safety projects.

Commissioner Mar asked how Lincoln Way, which had seen an increase in traffic since the closure of Great Highway, was being considered in the speed and traffic management plans. He said his office received a number of complaints about speeding and safety concerns on that street and asked why the quick builds ended at 20th Avenue.

Mr. Parks answered that it was based on the limits to qualifications of the street but the quick builds could be extended farther west. He also said that even though Lincoln



Way did not qualify as a business corridor, it had a good chance of qualifying as a safety corridor in the future.

Commissioner Mar specified that at the intersection of Lincoln Way and 45th Avenue, there was a popular children's playground in Golden Gate Park and the resident association asked for signaled pedestrian crossing to be installed there. He noted a previous request for an all-way stop at 46th and Lincoln intersection, which SFMTA rejected; but a recent fatality at that intersection caused SFMTA to move ahead with the installation of the all-way stop sign. Commissioner Mar asked where the request for a signal light for the intersection at the children's playground fit into the plans and how it could be approved.

Mr. Parks answered that new traffic signals, which took \$1 million and two years to build, were not part of the quick build program but SFMTA could commit to more quick builds along Lincoln Way including anything additional on 45th Avenue. He continued that for traffic signals, there was a longer list of candidates than funding and resources to deliver, and SFMTA could discuss more with Commissioner Mar's office on the matter.

Commissioner Mar said he wanted to see a traffic calming plan on streets around Great Highway, especially when it was closed to vehicles.

Commissioner Chan appreciated the quick builds already done, particularly the daylighting improvements at Balboa Street and 38th Avenue, and said she looked forward to seeing a connected network of safe and protected bike lanes citywide. She expressed concerns about enforcement at these sites and asked if there was coordination between departments to educate pedestrians, drivers, and the community as a whole to implement Vision Zero with the quick build improvements.

Mr. Parks answered that connecting behavior change to street improvements was challenging for staff. He said his department did coordinate with other departments on education related to Vision Zero and SFMTA enforcement to be as efficient as possible.

Commissioner Chan asked for more information on how enforcement was tracked and ways to identify hot spots to focus on. Mr. Parks answered SFMTA enforcement was limited to parking violations and they would need to work with San Francisco Police Department (SFPD) on moving and other violations.

Commissioner Chan said the Community Advisory Committee also would love to see SFPD staff, who had not attended for a while, at their meetings.

Commissioner Walton said quick build projects had done a great job slowing down traffic, were cost effective, had flexibility for improvement if needed, and the Board would want to continue to push and promote. He echoed Commissioner Preston's comments about speed limits and signs, and initiating actions that are common sense regardless of how certain groups feel.

During public comment, Sam from District 6, said that multiple pedestrians in their neighborhood were killed by drivers. He said that achieving Vision Zero meant immediate and fundamental change to the dangerous streets and said they were deeply concerned that the action strategy was not being implemented more quickly. The commenter said safety projects needed to be prioritized, and that SFMTA needed to be provided with the resources needed to implement all strategies for pedestrian



safety.

Joe Kunstler made comments not within the Transportation Authority's jurisdiction.

Lisa Church said that nine people dead in six weeks was a public health emergency and said they were deeply disappointed with San Francisco government and its response to escalating traffic violence in the city. They said the city failed in Vision Zero and what had already been done was not enough and not working. The commenter said the city needed to take faster action.

Brian Haagsman of Walk San Francisco said that the year's pedestrian fatalities were citywide and at least half were older adults. He said his organization was concerned about the pace of progress and scale of the work of the action strategy plan, particularly speed management since speed was the number one reason that 27 people died in crashes the year prior. Mr. Haagsman said there needed to be a focus on street engineering with self-enforcing streets that prevent those deadly speeds, along with fast, achievable improvements.

Richard Rothman said there was no improvement on intersections with fatalities/injuries in his neighborhood and the 37th and Fulton streets intersection needed a road diet right away, as well as more attention on the Outer Richmond. He asked the Board to be more involved in the process and to hold SFMTA accountable.

Robin Tam of Kid Safe San Francisco said the current progress would not meet the Vision Zero goal, and the city should accelerate the improvements and get SFMTA the resources needed to get projects done faster. They said a more comprehensive approach was needed citywide rather than block by block, as well as creative strategies such as suggested by the Board.

David Alexander of Richmond Families San Francisco said the traffic fatalities were preventable. He echoed the comments of a previous commenter to look at the corridors adjacent to parks and schools and for SFMTA to work with community groups on these projects. He agreed with Commissioner Preston's comments about the need for more structure in the agencies' response and for public input years in advance. He thanked Mr. Parks and hoped for the city to move up to a plan beyond quick builds.

Shane commended SFMTA staff on their work on quick builds and street improvements and expressed appreciation for Commissioner Melgar's sense of urgency and Commissioner Preston's suggestion to look at the traffic system holistically. He said he had to fight for the smallest improvements in his neighborhood and there needed to be more aggressive treatments. He urged San Francisco government to work with more urgency. Shane asked why there was little discussion about enforcement.

Joey Lutchuman said there was not enough being done to get to Vision Zero. He said the city needed to get people out of cars and on public transit. They also said the SFMTA action strategy plan was not being implemented quick enough.

Alice Rogers thanked staff for their active engagement on Vision Zero and echoed a previous commenter by saying that the current action strategy was the most ambitious to date. She asked the city to continue to do more.

Lian Chang of Walk San Francisco shared their own experience with injury from traffic



violence and said there needed to be more funding and less community consultations on changes that were already known to be needed.

Adam Pavlacka said he had a video to show the flow of traffic lanes at 4th and Bryant and 4th and Brannan intersections with illegal traffic activity and no enforcement. He also said there was no enforcement by SFMTA or San Francisco Police Department of parking on bike lanes.

Martin Nunez said the way the city designed streets prioritized drivers' ability to save a few minutes commuting while sacrificing pedestrian lives, and not recognizing traffic violence as a public health emergency. They said the city should be designing its streets to make speeding impossible by taking away space from cars and giving it to pedestrians and cyclists, and they said SFMTA should be given more resources for implementing the projects.

Zoey Asherton shared their own experience with traffic violence and said San Francisco should be leading the way making streets safe for seniors and children. They expressed concern about the action strategy plan not being implemented fast enough. They also said people's safety should not be compromised and asked that safety improvements be prioritized.

Jay Bain said that the Focus on the Five score card used by San Francisco police to enforce certain traffic violations was not being implemented as it should have and would lead to more pedestrian deaths. He also thanked Commissioner Chan for her and her office's work on safety improvements in the Richmond district.

Kevin Burke shared their own experience from traffic violence with failure of enforcement on traffic violations, and said it should be physically impossible for drivers to travel at unsafe speeds. They asked for more funding towards Vision Zero and to reduce the legislative barriers to implementing speed management devices.

Lou Jane shared their own experience with injury from traffic violence and called on the Board to advocate for safer streets for all.

12. Vision Zero - 2021 Traffic Fatality Report - INFORMATION*

This item was continued to the next meeting or as soon as Department of Public Health staff would be able to attend again.

Other Items

13. Introduction of New Items - INFORMATION

There were no new items introduced.

14. Public Comment

During general public comment, Joe Kunstler talked about having a plan for Vision Zero and encouraging people to take Muni since it was very reliable with the ability to use a phone to pay for fare.

Adam Pavlacka complained about their video not being shown along with their public comment for Item 11 and wanted the media shown for the Board to watch and to be submitted as part of the public record. The Chair responded to the comment that the agency was unable to display video for public comment and referred the caller to Transportation Authority staff for follow up.



15. Adjournment

The meeting was adjourned at 12:54 p.m.