



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, June 28, 2022

1. Roll Call

Chair Mandelman called the meeting to order at 10:22 a.m.

Present at Roll Call: Commissioners Chan, Dorsey, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Stefani, and Walton (10)

Absent at Roll Call: Commissioners Safai (excused) (1)

2. Chair's Report - INFORMATION

Chair Mandelman recognized the importance of city streets for different types of gatherings, including Juneteenth, the Warriors parade, Pride events, and peaceful protests, and thanked public safety personnel, transit operators, and maintenance crews who helped keep the gatherings safe and accessible for all.

The Chair also noted the \$400 million Prop A Muni and Safe Streets bond measure loss, which would have funded critical infrastructure for the city's Vision Zero goals, as well as Muni transit facilities and street and signal projects citywide. He commented that it was important to consider lessons learned while the Board of Supervisors prepared to place reauthorization of the half-cent sales tax for transportation on the ballot later in June / July. He added the sales tax expenditure plan development was guided by the Expenditure Plan Advisory Committee comprised of representatives of over two dozen community and civic groups, as well as the Community Advisory Committee. Chair Mandelman spoke on the need to fund important Muni, BART and Caltrain system improvement and maintenance projects, provide local match to projects seeking federal and state grants, and ensure continued funding of neighborhood-serving programs like street repaving, crosswalks, and signals, as well as paratransit for seniors and persons with disabilities.

Chair Mandelman announced that Fitch Ratings Inc. re-affirmed the Transportation Authority's sales tax revenue bonds at the highest possible credit rating of AAA (triple A), for the second consecutive year, placing the Transportation Authority among the highest rated organizations in California. He added it also underscored the Transportation Authority's sound stewardship of the tax revenue entrusted by voters and thanked the Transportation Authority's management team, particularly the finance team led by Deputy Director for Finance and Administration Cynthia Fong.

During public comment, Francisco Da Costa said the services on the western side of the city were subpar. He also claimed the Treasure Island Mobility Management Agency meeting prior to the Transportation Authority Board meeting was held without due notice and talked of corruption in the city.

3. Executive Director's Report - INFORMATION

Tilly Chang, Executive Director, presented the item.



During public comment, Francisco Da Costa spoke on the need to have more transparency about the projects in the meetings. He also asked how the agency was addressing quality of life issues not just funding.

4. Approve the Minutes of the June 7, 2022 Meeting - ACTION

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

The minutes were 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)

Consent Agenda

5. [FINAL APPROVAL] Allocate \$6,919,800 in Prop K Funds, with Conditions, and Appropriate \$470,000 for Five Requests - ACTION

Projects: 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). SFMTA: 1399 Marin Street Maintenance Facility (\$6,619,800). Multi-Agency: Neighborhood Program (NTIP) Coordination (SFCTA: \$100,000, SFMTA \$50,000).

6. [FINAL APPROVAL] 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).

7. [FINAL APPROVAL] 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

8. [FINAL APPROVAL] Adopt the Proposed Fiscal Year 2022/23 Budget and Work Program - ACTION

Clerk Angela Tsao announced that several public comments had been received for Item 6 related to the bike parking project and had been posted to the website.

Commissioner Melgar moved to approve the Consent Agenda, seconded by Commissioner Walton.

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

9. Vision Zero - 2021 Traffic Fatality Report - INFORMATION

Seth Pardo, Ph.D., San Francisco Department of Public Health (DPH) Center for Data Science Director, presented the item.



Chair Mandelman asked when the High Injury Network (HIN) map was last updated and what the ideal schedule for updating the map was. Dr. Pardo responded that the last update was in 2017 and the HIN map was to be updated every three to four years.

Chair Mandelman asked if that schedule for updating was a best practice, or if it was based on data availability or other resource constraints. Dr. Pardo responded that the schedule for updating the map was based on the rate at which the DPH received trauma data from the hospitals. He explained that staff had to manually update the data and cross check it with other data sources.

Chair Mandelman asked why there weren't more frequent updates to the map. Dr. Pardo responded that ideally the map could be updated more frequently, but that DPH did not have the technical capacity or staff resources available for that. Chair Mandelman then inquired what it would take for the HIN map updates to be automated and to happen more frequently. Dr. Pardo responded that he would like to discuss the necessary investment with hospital partners to see what resources would be required to automate the system. Dr. Pardo noted that he would very much appreciate reducing the administrative burden on hospital and city staff for updating the map. Chair Mandelman asked Transportation Authority staff to follow up with DPH staff on what it would take, including funding needed to automate the HIN map updates.

Chair Mandelman asked why there were only six red light cameras and inquired about the costs. Jamie Parks, SFMTA Livable Streets Director, stated that the red light cameras were costly to install and that the first focus was to eliminate red light running through better design engineering and signage. He said that red light cameras were the last resort when there were still problems occurring after the design updates were done. Mr. Parks said that red light cameras cost approximately \$500,000 for installation per intersection and that he would need to check the ongoing operating costs.

Chair Mandelman asked about the status of enforcement efforts and how the Focus on the Five traffic safety initiative (focus on the five most common traffic violations causing collisions) was going. Chair Mandelman noted that the San Francisco Police Department was not present and that the Board would have that discussion at a future meeting.

Commissioner Melgar expressed deep frustration over the findings in the presentation. She stated that in District 7 half of their budget from the participatory budgeting process was prioritized for Vision Zero projects. She asked why it took such a long time for projects to be implemented. She questioned if the City was approaching this problem in the best way and said that waiting for a report to show where people have been killed was not the ideal way to guide prioritization. She stated that in District 7 there were collisions on Ocean Avenue and 19th Avenue, which were both in front of colleges. She stated that the goal was to prioritize safety and that she did not want to wait for fatalities to justify improvements and urged a more proactive approach. She commented that it was worth having a future discussion about whether the city was approaching the Vision Zero goal in the most effective way.

Commissioner Preston echoed the concerns raised by Commissioner Melgar and stated that the response needed to be ramped up in a more proactive way with a



systemic approach. He stated concern over rising vehicle miles traveled and the overrepresentation of minorities in the fatality report. He asked when SFMTA was expected to complete the city's speed management plan, present it to the Board, and the length of time required for implementation.

Ryan Reeves, SFMTA Transit Planner, responded that the draft plan was in development and expected to be ready by the end of 2022. She noted that part of the implementation plan was tied to new revenues from the measure that did not pass at the ballot earlier in the month, requiring SFMTA to reassess how to fund some of the elements.

Commissioner Preston asked what were the plan targets. Ms. Reeves responded that the plan outlined the tools available. Mr. Parks added that the implementation timeframe would be dependent on funding availability. He said that San Francisco was leading the state in implementing 20 mph zones in commercial areas.

Commissioner Preston asked for the cost of implementing the speed management plan. Ms. Reeves responded that they estimated the cost at \$5-6 million.

Commissioner Preston said that the cost should not deter the effort. He commended SFMTA on its Quick Build Program work, but said that the block by block approach was creating delays in implementing the program quickly. He noted his frustration with delays to the Page Street, the Oak Street bike lane, and the Golden Gate Greenway and stressed the need for a comprehensive, citywide plan to address speed management. He stressed the need for a citywide network for biking and said it was essential to have a public forum on how to address traffic fatalities.

Commissioner Preston commented that the entire Tenderloin neighborhood was on the HIN, but there was only a small portion of residents who owned cars. He asked if there were any proposals in the works to eliminate cars on certain streets in the Tenderloin considering that it was a unique part of the city where vehicle use by residents was low but traffic fatalities were high.

Mr. Parks responded that SFMTA noticed this trend based on the 2017 HIN map and made a lot of investments in the Tenderloin. Mr. Parks continued that SFMTA looked forward to seeing the updated HIN map to see the impacts of the investments. He also said that SFMTA was committed to doing Quick Build projects on every street on the HIN, which means every street in the Tenderloin and that SFMTA was about two-thirds of the way complete. He also stated that SFMTA recognized that more was needed and was open to considering bold changes.

During public comment, Francisco Da Costa spoke on the lack of clarity in the presentation. He said he made suggestions for San Bruno Avenue in 2009 and there were more parking meters than before and the crosswalks had not been painted in four years, while vulnerable seniors travel in the neighborhood. He said that the public needed 10 minutes to speak during public comment.

Brian Haagsman, Walk San Francisco Vision Zero Organizer, said that it was alarming that pedestrians continued to be in the most danger and noted that pedestrian fatality rates in San Francisco were more than double the national average. He said there was a lack of urgency and coordination among city agencies. He said there needed to be more transparency and wanted to hear from all of the city agencies on their role in decreasing traffic fatalities. He said there needed to be an updated HIN map and



wanted to know what approaches had been working to reduce traffic fatalities.

A caller spoke against the closure of Upper Great Highway, which diverted traffic to other parts of the Sunset and created a Vision Zero risk for those in the surrounding neighborhoods.

Luke Bornheimer said that the reactive approach was not fast or effective enough and there were too many hurdles in the way of achieving Vision Zero. He said that the Fire Department often obstructed and delayed certain safe street projects from advancing. He also stated that reactive pushback from people who fear change was a hurdle to implement more projects.

10. Streets and Freeway Strategy Update - INFORMATION

Aliza Paz, Senior Transportation Planner, presented the item.

There was no public comment.

Other Items

11. Introduction of New Items - INFORMATION

There were no new items introduced.

12. Public Comment

There was no general public comment.

13. Adjournment

The meeting was adjourned at 11:50 a.m.