



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, November 15, 2022

1. Roll Call

Chair Mandelman called the meeting to order at 10:01 a.m.

Present at Roll Call: Commissioners Dorsey, Mar, Mandelman, Melgar, Preston, Peskin, Ronen, and Walton (8)

Absent at Roll Call: Commissioners Chan (entered during item 2), Safai (entered during item 2), and Stefani (entered during Item 2) (3)

2. Chair's Report – INFORMATION

Chair Mandelman was pleased to report that Prop L passed with 71% and the Chair thanked his colleagues for their unanimous support to put it on the ballot and thanked the San Francisco voters for recognizing the importance of investing in San Francisco's transportation system. He said Prop L will generate \$2.6 billion over the next 30 years that will fund a plethora of projects guided by the expenditure plan which was developed by the Expenditure Plan Advisory Committee that was made up of a diverse group of community members. Prop L will help the city's economic recovery by helping the Transportation Authority leverage billions of dollars in federal and state infrastructure grants which the Chair hoped would help fund projects such as Downtown Rail Extension and repair of streets and roads. The Chair noted that Prop L would not have been successful without the support of a broad-based coalition. He thanked these groups as well as Executive Director Tilly Chang and staff as well as Charlie Lavery, Rudy Gonzales, Bevan Dufty, Carl Guardino, Anne Eagan, Jim Sterns, Daniel Anderson, Dave Ho, Dixon Lee and all the other folks in business labor, and community groups.

Chair Mandelman discussed World Day of Remembrance which was November 20th. He sent his deep condolences to the families of victims of traffic violence and referenced the Vision Zero items that would be heard later during the meeting.

Finally, he congratulated Michelle Bouchard who was named Caltrain's first dedicated CEO-General Manager. Chair thanked Commissioners Walton and Peskin for their efforts in securing an independent Executive Director for Caltrain and said he looked forward to continued partnership with Caltrain.

Commissioner Melgar commented that she was anxious for the passage of Prop L because those funds were key to funding infrastructure on the west side of the city. Commissioner Melgar thanked Chair Mandelman for taking it so seriously and being strategic. She also thanked Charlie Lavery of Local 3 who did so much hard and strategic work during the campaign. Finally, she thanked Director Tilly Chang for what the investment would mean for her district and the kids that lived there.

Chair Mandelman thanked Vice Chair Peskin, Commissioners Walton, Melgar, Safai, and Mar in



particular for their help during the campaign.

Vice Chair Peskin commended Chair Mandelman for a job well done.

There was no public comment.

3. Executive Director's Report – INFORMATION

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

There was no public comment.

4. Approve the Minutes of the November 8, 2022 Meeting – ACTION

There was no public comment.

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

The minutes were approved without objection by the following vote:

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

Absent: Commissioner Dorsey (1)

Consent Agenda

5. [Final Approval] Appoint Jerry Levine to the Community Advisory Committee — ACTION

6. [Final Approval] Allocate \$790,000, in Prop K Funds and Appropriate \$175,516, with Conditions, for Three Requests — ACTION

Projects: BART: Hearing Loop at San Francisco Stations (\$150,000). SFCTA: Brotherhood Way Safety and Circulation Plan (\$175,516). SFMTA: Beale Street Bikeway and Transit Lane (\$640,000).

7. [Final Approval] Execute Contract Renewals and Options for Various Professional Services in an Amount Not to Exceed \$1,025,000 — ACTION

Contracts: SPTJ Consulting (\$400,000 for 1-year-term), Meyers-Nave; Nossaman LLP; and Fennemore LLP (\$325,000 for 1-year-term), Office of the City Attorney (\$300,000 for a three-year term).

There was no public comment.

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

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

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

Absent: Commissioner Dorsey (1)

End of Consent Agenda

8. Vision Zero-Walk SF's Making San Francisco a 'Safe Speeds City': Solutions to Slow Our Streets and Save Lives Report — INFORMATION



Jodie Medeiros, WalkSF Executive Director, and Marta Lindsey, Walk San Francisco Communications Director, presented the item.

Commissioner Ronen asked SFMTA staff why it was taking so long to implement the lower speed limits on streets that had been identified as a priority for Assembly Bill (AB) 43 (Friedman). Jamie Parks, SFMTA Livable Streets Director, answered that the sign shop had installed 20 mph signs on 21 corridors to date (more than any other California city) and was on track to slow 30 corridors in the next year. He said that while there could be more done to accelerate the work, he was pleased with the progress made so far.

Commissioner Ronen congratulated Mr. Parks and asked if there was a way to speed up the progress, given the success of speed reduction in the Tenderloin neighborhood, and to explain why it was taking so long. Mr. Parks answered that the pace was driven by capacity and making sure that all other priorities were also addressed by SFMTA crews. He said that in terms of 20 mph signs in business districts, SFMTA was looking into ways to exceed the current commitment of 30 corridors. Mr. Parks added that the second part of AB 43, extension beyond business districts, wouldn't go into effect until 2024 but SFMTA would be ready to implement immediately after the second portion of AB 43 went into effect.

Commissioner Ronen asked Mr. Parks to explain what steps were needed to change the speed of a street. Mr. Parks answered that, in general, speed limit setting was governed by the California Vehicle Code and a change would require an engineering and traffic study to show that the recommended speed was appropriate for a street, followed by SFMTA Board adoption, and installation by City crews and effective spacing (one-eighth of a mile for 20 mph signs) of sign installations.

Commissioner Ronen asked WalkSF to comment on SFMTA's 20 mph sign installation progress and goal for the upcoming year. Ms. Medeiros commended and thanked SFMTA for their work in the Tenderloin neighborhood and said they worked very hard to get AB 43 passed. She continued that WalkSF saw sign installation as a very low-cost way to get results.

Commissioner Ronen commented that the signage was among the most effective ways of saving lives and that it was a horrible year for traffic fatalities, so this should be a top priority. She asked for staff to re-double efforts to be more ambitious especially using such an effective strategy.

Commissioner Mar thanked WalkSF for the presentation and their work. He shared a recent incident of traffic violence experienced in his district and asked what more could be done to lower speed limits around schools and senior facilities.

Ms. Medeiros agreed that seniors and children should be a top priority to be kept safe and urged SFMTA to escalate the recommended locations for seniors, children, and equity priority areas to the top of the list. She suggested that the Board could ask about the locations of quick build projects for 2023 and obtain a map of wide streets on the High Injury Network near schools, parks, and senior facilities.

Commissioner Mar asked Mr. Parks to provide an update on the 2020 senior zones policy. Mr. Parks said he would follow up with the Board but believed that all work to lower speed limits around school zones and senior facilities had been completed and SFMTA was currently working on engineering treatments to complement those speed limit reductions, including speed humps.

Commissioner Mar asked how far the zones extended for senior facilities, citing the recent incident on Santiago Street and 24th Avenue where two seniors were struck by a speeding vehicle. Mr. Parks said he would follow-up with the specific definition of what was allowed.



Commissioner Melgar said she was frustrated by the City's pace of addressing safe speeds and that she wanted to see a wider response. She continued that due to the focus on high crash areas in denser areas, her district would always be left behind despite being home to many schools with heavy foot traffic and wide streets. Commissioner Melgar asked why the default couldn't be lower speed limits, citing Alameda's 2009 transportation plan as an example, which called for lower streets citywide with some exempted corridors. She continued that the way the city was planned in the past was very different from the way residents lived it today and wondered if SFMTA could integrate this into their overall plan.

Mr. Parks answered that in general the default speed limit in San Francisco was 25 mph but going below that was in the new part of the state law and SFMTA was restricted in its authority for making the speed limit changes beyond designated corridors.

Commissioner Melgar asked why drivers were going 40 and 50 mph on streets like Brotherhood Way if the speed limit was 25 mph. Mr. Parks clarified that the default speed limit on residential streets without a sign was 25 mph and speed limits on streets like Brotherhood Way had been set previously by the state law and SFMTA was looking at changes in the code to reduce those speed limits but that complementary treatment such as engineering of such streets was needed.

Commissioner Preston recognized the progress made, particularly some experimental work with quick builds during the pandemic. He echoed sentiments on pursuing the recommendations with the utmost urgency with funding and capacity, and getting these improvements done as quickly as possible. He asked about reducing the number of lanes on streets, citing Fell Street as an example, and why there were any four- and five-lane streets in San Francisco.

Ms. Medeiros opined that lane volume reduction was possible with tracking throughput on streets and SFMTA was working on that with the Tenderloin resulting in lower speeds. She continued that WalkSF was working on neighborhood streets like Lake Merced, Fulton, Oak, and Franklin to advocate for converting them into one-way narrow streets with reduced speeds.

Commissioner Preston asked if there was a barrier to implementing lane reductions across the city and whether it was by practice or state law.

Mr. Parks answered it was just a practical consideration, going street by street and making informed judgement on the number of lanes, but there was no citywide policy on the number of lanes. Commissioner Preston commented that there was not a street in his district that needed to be more than three lanes wide and said that if other Commissioners agreed, it would be great to have that as a default with some specific exceptions.

Commissioner Walton thanked WalkSF for their work with the communities and involving them in the process. He added that treatments like speed humps and cushions in his district had been helpful but speeding around schools was still a major concern and his office would continue to work with WalkSF to get people to slow down.

Commissioner Dorsey asked about the types and locations of schools and senior facilities that WalkSF would recommend SFMTA prioritize for lane and speed reduction.

Ms. Lindsey answered that a systematic approach was needed, rather than at each specific area one by one. She said this approach would help the city get to Vision Zero faster.

Commissioner Safai commented that his district had former freeways like Alemany Boulevard and Geneva Avenue that were bound by current freeways, and were not treated for pedestrian safety by Muni Forward until many years and fatalities later. He thanked WalkSF, Transportation



Authority and SFMTA staff for implementing traffic calming measures in his district.

Commissioner Chan asked Mr. Parks about the 30 corridors per year commitment. Mr. Parks answered that it would be 30 corridors within business districts but would need to see what it looked like for residential streets, which could be years after or right after the business corridors were finished.

Commissioner Chan asked for verification of the five school zones per year goal. Mr. Parks answered that all sign installations for 15 mph school zones had been completed, and that SFMTA had full-time engineer to help schools adjust the length for loading zones or safety cone placement. He continued that for schools with particular challenges, there was a program to conduct five specialized walk audits per year involving the school community and stakeholders to address and fund needed improvements.

Commissioner Chan asked how the amount of school safety audits could be increased since the dedicated number was not even averaging one school per district. Mr. Parks answered that SFMTA was funded at five school walk audits per year but would be open to reconsidering the number going forward.

Commissioner Chan asked what the existing budgeted funding was for the five school safety audits. Mr. Parks answered that SFMTA budgeted a little over \$50,000 per school for community work and implementation like signs, markings, and speed humps. Commissioner Chan responded that since the implementation of Vision Zero, there has not been a conversation about how to ensure walking audits for all schools. Mr. Parks replied that it was a great time to reconsider the number of walk audits per year and SFMTA staff would like to have that conversation.

During public comment, Emily Houston supported the recommendations in the report, particularly those to keep working on quick builds, speed humps, and lane reductions to help reduce injury and improve street safety for households in San Francisco that don't own cars.

Eso Echo reminded people about zero deaths as the goal for Vision Zero and asked the city to work faster on Vision Zero.

Richard Rockman said there needed to be more oversight at SFMTA, as motorists were not complying with speed limit signs in their neighborhood and improvements were taking years to implement. He suggested that the Vision Zero Committee begin meeting again.

Paul Liao, Barbary Coast Neighborhood Association member, supported the recommendations made by Walk SF and commended the SFMTA for the progress made and said much more needed to be done, citing the enforcement recommendation from the report.

Rick Burley supported the recommendations to slow cars, speed up quick builds, and consolidate and expand slow streets.

Peter Belden, Potrero Boosters Neighborhood Association Vice President, said sign installation should be done first with outreach done after, while hands-on experience of the safety treatments and quick builds were needed to get the city back on track with Vision Zero.

Steven Bingham requested the calendar be sped up by a year to implement the traffic calming measures sooner to prevent additional traffic fatalities.

Eliana Cornae supported the recommendations from WalkSF .

Francisco DaCosta said that Vision Zero did not exist on San Bruno Avenue, as it had been



difficult to get traffic calming on the street for several years.

John said they could not get poll workers in certain districts and that it was not equitable due to wide, fast, and dangerous roads that posed barriers for poll workers in certain areas.

Kara supported the recommendations, including reduced speeds, additional stop signs and lighting.

Paul Rivera, a District 1 resident, witnessed over 20 collisions including one the day his family moved into their new home. He said speeding motorists crashed into his neighbor's home and a traffic light. He pleaded that more be done before more people were injured and more lives were lost. He thanked WalkSF for their advocacy.

Naj Daniels, Transportation Authority Community Advisory Committee member, said the time taken for outreach to the community and drivers was necessary so that all voices were heard. She continued that there were often quick builds and projects with unintended effects that clogged traffic and made it unintentionally unsafe for drivers.

9. Vision Zero-San Francisco Department of Public Health's 2022 Vision Zero High Injury Network – INFORMATION

Devan Morris, San Francisco Department of Public Health (DPH)– Center for Data Science Integrated Business Systems Analyst, and Seth Pardo, DPH – Director, Center for Data Science, Population Health Division, presented the item.

Chair Mandelman asked how often the High Injury Network map would be updated going forward. Mr. Pardo answered that the map was usually updated every three years.

Chair Mandelman asked if the methodology changed between maps since it had been five years. Mr. Pardo answered that it should not have changed, and that the timeframe was unusual because of dramatic traffic changes due to the pandemic.

During public comment, Jodie Medeiros, WalkSF Executive Director, said they were pleased that the map was updated as the information affected the work of the SFMTA. She said it was hard to see more streets added to the High Injury Network. She requested that the commissioners give SFMTA and city agencies all of the necessary resources as quickly as possible to address all High Injury Network streets by 2024.

Nick Giorgio, WalkSF Campaign Associate, said the value of human life outweighed the cost to implement traffic calming measures and asked the city to ramp up activities to make Vision Zero a reality.

Sarah Benton spoke on some personal matters.

Francisco DaCosta asked for a focus on safety treatments on San Bruno Avenue and said there was no meaningful consulting of constituents on street changes.

Martin Nunez supported no right turns on red citywide, and an increase in funding SFMTA's Vision Zero efforts, and WalkSF's efforts given the passing of Proposition L.

Roland Lebrun suggested adding hot spots to the High Injury Network map to highlight areas of focus and rethinking how transfers between modes of transportation could be designed to decrease fatalities for people making transfers.

10. Vision Zero-San Francisco Municipal Transportation Agency's Safe Streets Evaluation Program 2022 Report – INFORMATION



Brian Liang, SFMTA Senior Transportation Planner, presented the item.

Commissioner Preston asked Mr. Liang to confirm that the proposal for the citywide network of Slow Streets would be presented to the SFMTA Board in December. Jamie Parks, Director of Livable Streets at the SFMTA, replied that the intent was to present the Slow Streets program to the SFMTA Board on December 6th but he could not confirm until the agenda was set.

Commissioner Preston asked for clarification that the presentation to the SFMTA Board was supposed to include a vision for a citywide network of safe streets of which Slow Streets was one part. Mr. Parks answered that the vision would be larger than Slow Streets but that the action would be adoption of the Slow Streets program.

Commissioner Preston asked what the process would be to implement no right turns on red citywide. Mr. Parks answered that a policy could be developed but enforcement per state law would require signs at each street corner. Commissioner Preston responded that it sounded like the SFMTA Board would need to lobby for state law change.

Commissioner Safai commented that in addressing safety concerns around schools, there wasn't a comprehensive plan to assess the needs of all schools in his district. He asked when the crossing guard program would resume since schools had re-opened since the pandemic. Commissioner Safai also supported the suggestions for no turns on red, lowering speeds citywide, and a comprehensive plan for addressing safety needs at all schools during drop-off and pickup, including safe zones around schools in which no cars were allowed. He asked SFMTA staff to comment on school safety.

Mr. Parks replied that the crossing guard program was active with 170 guards citywide but there was a pause in expanding the program to additional schools due to staffing shortages. He said staff was working to fill openings at schools with existing programs before considering new schools. He added that SFMTA was committed to building the speed humps on Sargent Street at Jose Ortega Elementary School as part of the Schools Engineering program. Mr. Parks said a larger review of school area safety planning could be presented to the Board.

Commissioner Safai asked if SFMTA had a plan for drop-off safety at schools. Mr. Parks answered that SFMTA did have a Safe Routes to Schools program, with work being done continuously on drop-off and pick-up safety with engineers dedicated to helping schools with loading issues as needed. He also said that the SFMTA Board was interested in expanding the school walking audits. Commissioner Safai responded that he would like to see more effort put into the program by coming up with a comprehensive plan around school safety.

Commissioner Mar said it was good to see the evaluations showed that projects were helping to meet key metrics for reducing collisions and vehicle speeds. He asked how to increase the number of people biking, and asked SFMTA to elaborate on the bike volume findings in the evaluation.

Mr. Liang answered that data was collected in two ways, pneumatic tubes laid out on streets and analysis during commute peaks. He said there were more quick build locations evaluated than capital projects since quick build near-term reversible treatments were easier and faster to install.

Commissioner Mar commented that it was interesting that bike volumes at quick build locations were higher than capital project volumes where projects were more robust. Mr. Liang clarified that the volume count was of total increases, citing the Valencia Street northern pilot as an example, but said it did not exclude high increases associated with capital projects, citing



Masonic Avenue as an example.

Commissioner Mar asked if the bike volume increase helped meet Vision Zero goals. Mr. Liang replied in the affirmative and said that bike volume and usage of bike facilities indicated people's perception of how safe it was to travel by bike.

Commissioner Mar asked that since the Sunset Neighborways did not seem to lead to significant increases in bike volume if SFMTA could draw on the successes of other locations to increase bike volume. Mr. Liang replied in the affirmative and added that there were other tools that could be more appropriate for certain Sunset District streets that could improve comfort by bike travel.

During public comment, Jodie Medeiros, WalkSF Executive Director, asked for a systematic, comprehensive approach to street safety throughout the city. She asked, with the updated High Injury Network and passing of Proposition L, that the Board have more frequent presentations from city agencies to help meet the goal of ending severe traffic crashes and deaths by 2024.

Richard Rothman said SFMTA wasn't addressing the safety improvement requests from the Richmond District, particularly the request for flashing beacons at crosswalks rather than stop signs and asked for SFMTA to pay more attention to the Richmond District.

Karen Rose said she supported the recommendations by WalkSF so that everyone was able to reach their destinations safely, regardless of age, ability, income, ethnicity or mode of transit, and to implement solutions immediately before more lives were lost.

Jay Bain asked that more information be made available to the public to show the improvements to safety resulting from quick build and more permanent capital improvements.

Francisco DaCosta said a needs assessment should be conducted and that it should take no more than a maximum of five years for projects to be completed.

Other Items

11. Introduction of New Items – INFORMATION

Vice Chair Peskin recalled how in 2019 the Transportation Authority Board voted to fund the Chinatown Pedestrian Safety and Neighborhood Transportation Plan and the Portsmouth Square Circulation Study with the intent to maximize opportunities for Vision Zero improvements in parallel with the Portsmouth Square Masterplan. Vice Chair Peskin was happy to announce that in the past budget cycle, Assemblymember Ting had secured \$6 million for continued resiliency and community investments, including \$1 million to finalize the Transportation Authority's community based recommendations around Walter U. Lum Place. Vice Chair Peskin said he wanted to especially thank Assemblymember Ting given that he does not represent that district. Vice Chair Peskin requested an update at an upcoming Board meeting on how the Transportation Authority, Recreation and Parks Department, and SF Public Works were working to ensure these were funds folded into construction plans and a report on the updated designs for Walter U. Lum Place and Portsmouth garage entrance.

12. Public Comment

During public comment, Richard Rothman urged commissioners to look at the data maps for Props I, J and L. According to his analysis, the maps show how divided the city was between east and west with these these propositions. He believed part of the reason for this was due to parts of the west side, specifically the Richmond, being left out of the mobility study. He said that as



city leaders it is their job to unite the city and be able to compromise. He laments that he, like many other senior San Francisco residents, felt alienated and not welcome in the city anymore.

A caller countered some information provided by the previous caller around the election results for Prop I, stating that the election map shows that not a single district voted in favor of Prop I.

13. Adjournment

The meeting was adjourned at 12:37 a.m.