



# DRAFT MINUTES

## **San Francisco County Transportation Authority**

Tuesday, April 25, 2023

### **1. Roll Call**

Chair Mandelman called the meeting to order at 10:02 a.m.

**Present at Roll Call:** Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Preston, Peskin, Ronen, Safai, and Walton (10)

**Absent at Roll Call:** Commissioners Stefani (entered during Item 2) (1)

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

Chair Mandelman announced that the Board would be hearing an update on Vision Zero and lamented the tragic death of cyclist Ethan Boyes, who was killed while riding on Arguello Street in the Persidio. The Chair thanked Vice Chair Melgar and Commissioner Chan for their advocacy to install a protected bike lane along that corridor. Chair Mandelman announced that he participated in a walk audit of Guerrero Street with San Francisco Municipal Transportation Agency (SFMTA) staff and WalkSF. The Chair thanked the community for their input and his colleagues for their support with funding for a quick-build project on the corridor. Next, he announced that Speaker Emerita Nancy Pelosi requested \$3 million in federal funds for the 16<sup>th</sup> Street BART elevators, and he thanked the Speaker Emerita for her support and Commissioner Ronen for her leadership on the project. The Chair then asked his colleagues for their continued support of elevator attendants at downtown BART/Muni stations and paratransit services as these programs were essential to downtown recovery and increasing transit ridership. Finally, the Chair announced that the Transbay Joint Powers Authority was awarded \$60 million in funding which would allowed it to advance the Downtown Rail Extension/ Portal to the final design phase. The Chair thanked Governor Newsom and the California State Transportation Agency for the award.

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 congratulated the Transportation Authority on the grant for the Downtown Rail Extension and noted that he was disappointed to learn that the Metropolitan Transportation Commission did not collect data from the validation machines for fare inspectors. was not being collected as fare evasion was a factor that contributed to the fiscal cliff. He closed by thanking Transportation Authority staff for posting Community Advisory Committee meeting videos to YouTube as it increased transparency.

Dave Alexander thanked Executive Director Chang for her comments on the Arguello



corridor and hoped that Prop L funds would be used to improve the corridor.

**4. Approve the Minutes of the April 11, 2023 Meeting - ACTION\***

There was no public comment.

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

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Preston, Peskin, Ronen, Safai, Stefani, and Walton (11)

## Consent Agenda

**5. [Final Approval] Appoint Rosa Chen to the Community Advisory Committee - ACTION\***

**6. [Final Approval] State and Federal Legislation Update – ACTION\***

**7. [Final Approval] Adopt Traffic Congestion Mitigation Tax Program Guidelines and Program \$21,279,740 in Fiscal Years 2022/23 and 2023/24 TNC Tax Funds to the San Francisco Municipal Transportation Agency for Four Projects – ACTION\***

**8. [Final Approval] Allocate \$2,451,857 in Traffic Congestion Mitigation Tax Funds, with Conditions, to the San Francisco Municipal Transportation Agency for the FY23 Vision Zero Quick-Build Program (Part 2) – ACTION\***

**9. [Final Approval] Authorize the Executive Director to Enter into a Funding Agreement with the Metropolitan Transportation Commission for a Total Amount Not to Exceed \$270,000 for San Francisco Travel Diary Survey Data Collection – INFORMATION\***

**10. [Final Approval] Amend the Adopted Fiscal Year 2022/23 Budget to Increase Revenues by \$31,243,544, Decrease Expenditures by \$19,121,435 and Decrease Other Financing Sources by \$55,000,000 for a Total Net Decrease in Fund Balance of \$856,528- ACTION\***

**11. [Final Approval] Approve the Revised Administrative Code and the Debt; Equal Benefits; Investment; Rules of Order; and Sunshine Policies – ACTION\***

There was no public comment.

Commissioner Dorsey 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, Engardio, Mandelman, Melgar, Preston, Peskin, Ronen, Safai, Stefani, and Walton (11)

## End of Consent Agenda

**12. Vision Zero: San Francisco Municipal Transportation Agency Active Communities Plan – INFORMATION\***



Christopher Kidd, Transportation Planner for SFMTA, presented the item per the staff memorandum.

Commissioner Preston thanked Mr. Kidd for the presentation. He stated that SFMTA Board had asked for a more comprehensive, visionary map of protected bikeways and Slow Streets, and that he had also asked for such a map a year ago and was told it would be presented in the fall of 2022. He asked what the status of the map was and when SFMTA staff would present to the SFMTA Board.

Mr. Kidd stated that a draft map was presented to the SFMTA Board on April 4th.

Commissioner Preston asked if the draft map presented on April 4th included the future vision for protected bikeways and the Slow Streets network, and Mr. Kidd responded in the affirmative.

Maia Small, Planning Director for SFMTA, further explained that the draft map had been presented to the SFMTA Board after the Active Communities Plan presentation on March 18<sup>th</sup>. She explained that the map referred to the existing active transportation network, infrastructure that needed upgrades, and locations in equity priority areas that needed to be focused on. She stated that SFMTA staff had identified some areas of concentrated need but had not specified routes for those areas because of the need for additional planning to account for technical challenges and community involvement. She summarized that a draft map did exist, but that it was evolving because of those key areas that needed additional work before staff would be able to identify specific routes.

Commissioner Preston stated that he'd been asking SFMTA to provide a visionary map for two years and had been asking for this publicly for at least a year. He stated he understood that there were areas that needed deeper engagement. He asked for the visionary map timeline and expressed that the public deserved a firm commitment and honesty from SFMTA about the work that needed to be done in order to be able to hold SFMTA accountable.

Ms. Small stated that a visionary map would be provided with the Active Communities Plan in spring 2024. She stated that the map would be developed in an incremental process and would be expanded.

Commissioner Preston asked if spring 2024 would be the first time the Board would see a map that expanded beyond the current Slow Streets network.

Ms. Small responded in the affirmative, and added the map's development would include points where additional conversations would occur.

Commissioner Preston expressed that this was a missed opportunity and that the public would be disappointed to not see a proposal for expanding Slow Streets for another year. He outlined a range of slow streets infrastructure, from physical infrastructure which would prevent people from driving through, to Quick Build diverters and speed humps, to small signs on either side of an intersection, to no infrastructure at all. He stated the latter case was presented in his district at Page Street and Divisadero Street, where fast-moving traffic could turn right from Divisadero onto Page without knowing that Page was a Slow Street, resulting in a very dangerous situation. He stated that diverters at that intersection had been approved for nearly a year but were still not in place. He stated his desire to get a public



commitment from SFMTA that the diverters would be installed by May. He asked for clarification on what had been causing delays in installing infrastructure on permanent Slow Streets.

Jamie Parks, Livable Streets Director for SFMTA, stated that the SFMTA Board directed staff to limit vehicle traffic on Slow Streets to 1,000 vehicles a day at 15 miles per hour, and staff were committed to meeting that directive. Mr. Parks stated that a report on these metrics would be released in the next two weeks, following which SFMTA would work to bring Slow Streets that weren't meeting the directive into compliance. He confirmed that SFMTA would put traffic diverters and turn-calming measures on Page Street and Divisadero Street no later than Bike to Wherever Day on May 18<sup>th</sup>.

Commissioner Preston asked what was causing the delay between approval and implementation of measures. He stated that measures on Divisadero Street were approved last August and the funding had been allocated. He asked why diverters were still not in place ten months later.

Mr. Parks responded that a confluence of three things had led to the delay: the need to wait for a construction project at the location to conclude, a backlog of projects due to the wet winter, and limited staffing at the sign and paint shops.

Commissioner Preston thanked SFMTA for their commitment to implementing measures in May. He expressed that he looked forward to continuing to work with SFMTA to implement physical infrastructure on Page Street. He stated that there was a conspicuous lack of improvements in the Tenderloin, despite every one of the Tenderloin's streets being on the High Injury Network. He stated that there had been delays on the Golden Gate Greenway and expressed his desire to raise the sense of urgency for improvements in the Tenderloin, especially if an expanded Slow Streets proposal would not be heard for another year. He spoke in support of creating car-free spaces in the Tenderloin.

Mr. Parks expressed that SFMTA shared Commissioner Preston's interest in improving Tenderloin streets. He stated that SFMTA was almost finished with Quick-Build implementation in the Tenderloin and was also aware that it was not finished rebuilding Tenderloin streets. He stated that SFMTA staff looked forward to continuing work in the Tenderloin, including on the Golden Gate Greenway and a traffic calming pilot. He stated that SFMTA staff hoped to work with the District 5 community on additional changes.

Vice Chair Melgar expressed excitement about working with Ms. Small in her new role. She concurred with Commissioner Preston's comments about the need for a visionary plan and expressed that she would have expected it to be developed sooner. She stated that she expected SFMTA to come through on its commitment to developing a plan. She stated that the city had a commitment to develop more housing on the west side of town, and that the west side had the worst transit, bicycle and pedestrian infrastructure in the city. She explained that District 4 was home to SF State University, City College of San Francisco, and UCSF Parnassus, and therefore had a lot of students commuting in by bicycle. She stated that she did not hear in SFMTA's presentation how it would focus outreach on the west side. She expressed that she was tired of SFMTA performing poor community outreach, then blaming the community for being obstructionist. As an example, she recalled that Twin Peaks Boulevard was closed off during the pandemic. She stated that tourists began parking



their cars at the bottom of Twin Peaks, which presented an opportunity for car break-ins, following and the neighborhood blamed bicyclists for the higher incidence of crime. She expressed that although this placing of blame wasn't fair, neither were accusations that residents did not want bicyclists to be safe. She asked what the SFMTA would do differently with the Active Communities Plan to engage in effective community outreach with both communities of color on the east side and communities on the west side, considering these areas' varied populations and constituencies. She expressed her support for the initiative and her desire to conduct fair outreach.

Mr. Kidd responded that SFMTA was concerned with aligning itself with both the transportation and housing elements, as both these aspects were inextricably linked. He stated that there was a need to take the changes recommended in different plans into account. He stated that for the Active Communities Plan, SFMTA was conducting a year of outreach and engagement over multiple cycles to show the communities how their input would be incorporated in the plan, demonstrate SFMTA's responsiveness to expressed needs, and build trust and relationships. He stated that many issues surrounding the bicycle network were programmatic and had to do with access and affordability. He added that those issues needed to be addressed in parallel to the network to develop a network that people would use and have access to.

Ms. Small stated that she had been on a bike ride with PODER in District 7 over the weekend and had experienced trying to get from the east to the west side of the city and back. She expressed that riding on Brotherhood Way felt more like engaging in activism than a bike ride. She stated that the Active Communities Plan was built on lots of long-standing work, including Connect SF. She stated that SFMTA was doing community engagement for the Active Communities Plan differently by seeking to understand communities' mobility needs and experiences from their perspective. She stated that in some cases community needs centered on walking, biking, and other active transportation, in other cases on transit, and in still other cases on EVs and cars. She stated that priorities for these varied uses needed to align with the needs of vulnerable people. She stated that a lot of public input that would result from the Active Communities Plan development process would not fit within the plan and emphasized the importance of the Transportation Element to direct that input to other means of problem solving. She stated that community outreach for the Active Communities Plan sought to understand problems from the public's perspective, rather than simply applying SFMTA's tools to community problems.

During public comment, Richard Rothman of District 1 stated that he'd never seen SFMTA discuss Vision Zero in the Richmond and requested SFMTA to fix the intersections. He stated that a senior citizen died in an accident at 38<sup>th</sup> Street and Balboa Street two years ago, and that SFMTA had done nothing to improve the intersection. He stated that Commissioner Chan had secured funds to install flashing beacons. He stated that in May 2022 a senior citizen was hit by a car while walking across the street at 37<sup>th</sup> Street and Fulton Street. He stated that Commissioner Chan had secured funds to install speed humps, which SFMTA had not yet installed. He said that it had been requested that the pedestrian crossing signal turn on at the same time that the light turns green by the senior center at 37<sup>th</sup> and Fulton, but this request had not been fulfilled. He added that the lights on Fulton Street west from 25<sup>th</sup> Avenue



were timed to speed up Muni buses, rather than account for pedestrian safety. He stated that he could barely cross the street in time because the crossing signals were too short, and expressed his desire that pedestrian safety be prioritized as much as transit, and that the west side of the city receive more attention.

A public commenter stated that Vision Zero meant 'zero vision,' as nothing could evolve from zero.

**13. Vision Zero: Speed Management Update – INFORMATION\***

Uyen Ngo, Vision Zero Acting Program Manager and Education Lead, presented the item per the staff memorandum.

Commissioner Dorsey expressed appreciation for the work on speed enforcement cameras and to Police Chief William Scott. He stated that this topic was of great concern to District 6 as it was increasingly dense and residential and located off of a highway. He expressed optimism for speed enforcement and its potential to change people's relationship to the open road when exiting a highway and entering a dense community by imposing a certainty of speed enforcement on all drivers.

Vice Chair Melgar thanked SFMTA staff for the presentation and commented that the efforts to manage speed were not working. She asked what could be done to rectify the situation. She stated that traffic fatalities were up this year. She explained that she rode her bike to City Hall every day and experienced a close call every day. She stated that adding 20 mile per hour signs hadn't made a difference for Ocean Avenue, and that former Supervisor Yee had pushed to add 25 mile per hour signs to Monterey Avenue, and that traffic on Monterey Avenue is regularly 40 miles per hour or more. She stated her understanding that SFPD was short about 500 staff, and expressed fear that simply hoping to return to the way things were previously would not yield an adequate effort. She stated that Kirkham Street, which was previously a Slow Street, had faced challenges, and that it now experienced worse traffic than it had before it was a Slow Street. She expressed disappointment at the lack of detail in the presentation about future efforts. She then thanked the Transportation Authority for its work on Ocean Avenue, which was used by many children and seniors and was one of the worst corridors in terms of traffic fatalities. She stated that plans had been in place for years without anything being implemented. She asked what would be done differently, and expressed frustration that physical infrastructure, such as a road diet on Junipero Serra Boulevard and improved crosswalks, was not prioritized. She stated that pedestrian safety should be prioritized no matter what changes had occurred to the streets. She stated that in the midst of the climate crisis, the City needed to encourage people to walk. She asked what would be done differently in regard to physical infrastructure, considering that enforcement resources were scarce.

Mr. Parks assured Vice Chair Melgar that he and SFMTA shared her frustration. He stated that it was clear that SFMTA needed to change its approach because infrastructure improvements had not resulted in fewer traffic deaths. He stated that there were tools that were proven to be effective, such as daylighting and painted safety zones, and that they needed to be implemented more quickly. He stated that SFMTA was committed to implementing Quick Builds on the entire High Injury Network by 2024, and that they had just completed an analysis of needed improvements. He stated that there had never been stronger support from elected officials to implement safety improvements than the present moment, and that SFMTA



now needed to address the resources challenge. He stated that enforcement also needed to be a component of the Vision Zero strategy, and that SFMTA would continue to work on infrastructure improvements and hope for enforcement legislation.

Commissioner Engardio expressed that transportation conversations often consisted of strongly differing opinions between 'bike people' and 'car people,' but that recently he'd been hearing concerns from people who did not identify as an activist for any particular transportation mode that speed limit and stop signs were being treated as suggestions. He stated his understanding that the city was short more than 500 police officers, and asked whether the Board should revisit surveillance policy to allow for automated traffic enforcement. He added this would guarantee traffic violations are ticketed and deter illegal driving behaviors. He also proposed that the entire city be daylighted and stated that doing so would be relatively cost-effective as it would just be paint, as opposed to the millions of dollars spent on Quick Builds.

Mr. Parks responded that SFMTA was interested in automated traffic enforcement technology, but that it was not authorized at the state level. He stated that daylighting was a proven safety measure and that SFMTA was installing hundreds of daylighting zones per year. He stated that the initial focus for daylighting was on the High Injury Network, and that daylighting had been completed across the entire network in 2022 before the network was updated. He said that SFMTA's next priority was completing improvements on the updated network, and they were interested in doing additional daylighting. He stated that an issue with daylighting was that paint would only last a couple of years before requiring maintenance, but that SFMTA was not opposed to increasing daylighting.

Commissioner Preston thanked SFMTA staff for the presentation and for implementing speed reductions along 28 corridors once it was authorized by the state. He asked about the effectiveness of speed radar signs, as he understood that studies had shown that they reduced speeds. He noted that SFMTA only planned to install a handful of speed radar signs. He asked staff to comment on their effectiveness, their current presence in San Francisco, and plans to add more. He noted that his interest in speed radar signs stemmed in part from inquiries he'd received from people about adding them to Fell and Oak streets.

Mr. Parks responded that he would classify speed radar signs as a moderately effective measure and not a replacement for re-designing streets. He stated that SFMTA was looking into switching to better materials for speed radar signs. He explained that the traditional signs weighed between 120 and 150 pounds and required digging a foundation and installing a special pole, but that newer signs could be mounted on standard sign poles. He stated that reducing cost and delivery time could make it feasible to install many more speed radar signs, but that they were not very cost-effective at their current cost. He stated that SFMTA was interested in installing more speed radar signs at a lower cost with the new technology.

Commissioner Preston asked if speed radar signs were particularly effective when installed on roads of a certain speed or width.

Mr. Parks responded that evidence of this effect was mostly anecdotal, but that sections of roadway where the speed limit increased or decreased along the length of the roadway would be areas to target.



Commissioner Preston stated that Fell Street fit this description, as the speed limit increased as drivers approached the Panhandle. He stated that he'd received requests for a speed radar sign in that area from his constituents.

Chair Mandelman expressed that he shared his colleagues' frustration that 10 years' worth of investments on the High Injury Network had not yielded better results. He stated that more enforcement was needed, particularly for the Focus on the Five violations. He stated that the Board had not managed to develop an effective strategy for getting the Police Department to Focus on the Five, and that an effective strategy needed to be developed. He noted that the numbers of traffic fatalities and injuries that would have occurred had infrastructure improvements not been made could not be known, but that they were likely higher than the current numbers. He stated that although the absolute numbers had not decreased, this did not mean that lives had not been saved by the investments made. He asked SFMTA how it saw the effectiveness of investments and noted that lower speed limit signs had not resulted consistently in lower traffic speeds. He noted that Quick-Builds were intended to give staff an idea of what was working and asked how SFMTA was assessing effectiveness and how this shaped their ongoing work.

Mr. Parks stated that it was hard to say how the city would be doing without the investments already made. He noted that traffic fatalities were increasing nationwide. He stated that staff evaluated Quick Builds extensively, and that they had resulted in an approximate 30% reduction in injuries. He stated that SFMTA was confident that Quick Builds were sensible and improved safety. He agreed that the results of lowering speed limits were inconsistent. He noted that in many cases, lowering speed limits had simply brought the speed limit down to what it should always have been. He added that in other cases, such as multi-lane streets with Muni service in commercial districts like Ocean Avenue or Third Street, required tools in addition to simply lowering speed limits. He stated that education and automated enforcement would help in these cases.

Chair Mandelman stated that he'd heard skepticism about the ability of SFMTA to install QuickBuilds on all segments of the High Injury Network by 2024, and asked staff if they believed that reaching this goal was possible.

Mr. Parks confirmed that SFMTA believed it would meet the goal. He stated that SF Department of Public Health had provided a new High Injury Network last fall, and that staff analyzed that network to identify streets without treatments installed, which comprised about 50 of the 130 miles of the network. He stated that SFMTA had hired a consultant to identify needed improvements along those 50 untreated miles, and that a complete list of needed improvements would be completed in May. He stated that the Quick-Build tools were proven and accepted and could be implemented without a complicated community engagement process.

Chair Mandelman noted that enforcement was a critical missing piece in the Vision Zero strategy and asked why zero red light cameras had been installed last year.

Mr. Parks responded that installing red light camera systems required large capital investments of close to half a million dollars per intersection. He stated that installation of red-light cameras had been delayed due to staffing shortages as staff were pulled into working on other emergency response measures like Shared Spaces. He affirmed that SFMTA was committed to installing more red light cameras, but that





the current camera systems made it difficult to expand the program at scale.

Chair Mandelman asked how much of the half a million dollars estimated cost per intersection was a hard cost.

Mr. Parks responded he could provide more information on the costs of installing red light cameras. He added that red light cameras came with an operational cost that was greater than what they generated in citation revenue.

Chair Mandelman stated that he wanted more information on the costs of red light cameras. He noted that there had been cases when infrastructure projects became very expensive, irrespective of the cost of the infrastructure itself.

During public comment, Becca Motola-Barnes of Walk San Francisco stated that the top factor in fatal crashes was dangerous speeds. She noted that the SFMTA had committed to developing a plan to mitigate dangerous speeds and stated that the plan being presented to the Board was insufficient and only summarized SFMTA's current work. She stated that SFMTA was not doing enough to fully address dangerous driving speeds or to strategize about how to solve the problem. She stated that a systematic, detailed, outcome-based plan to address dangerous speeds was urgently needed. She stated that the current plan did not employ proven solutions, such as vertical speed reducers, speed humps, speed radar signs, and timed traffic lights. She stated that the current plan lacked performance measures. She stated that SFMTA's explanation that the plan was a work in progress did not produce real progress that saved lives. She asked the Board to hold SFMTA accountable to providing a detailed, measurable plan to address dangerous speeds.

A public commenter expressed appreciation that \$17 million was being directed to the Western Addition to alleviate problems. He stated that more lights and better speed management were needed, especially where freeway traffic ran from Octavia Boulevard onto Fell Street. He expressed that the Vision Zero strategy was a great start.

A public commenter stated that technology could not be controlled efficiently and suggested that the city launch a campaign to increase awareness of one's surroundings.

Dave Alexander of Richmond Family agreed with Mr. Parks' statement that a multi-pronged approach was needed. He expressed appreciation for Commissioners Dorsey, Preston, and Melgar's comments. He stated that during his morning commute, a driver had been driving the wrong direction on Page Street toward Octavia Boulevard, and that he'd alerted the driver, who then stopped about 50 feet before Octavia. He stated that he'd seen this kind of free-for-all atmosphere throughout the city. He stated the need for reducing traffic lanes and adding speed bumps without slowing transit service. He noted that there were 39 fatalities logged on the Vision Zero dashboard, which represented the most fatalities since the city's adoption of Vision Zero in 2014. He noted that most fatalities were people driving or walking. He stated that painted daylighting worked only when it was implemented with infrastructure like plastic posts, and that he'd seen many violations of the red zones, particularly next to schools. He stated that simply fining violations was not sufficient, and that he had spoken with a contractor who had parked his vehicle in a painted bike lane who was unconcerned about being fined.



Claire Fran, a District 8 resident, stated that she frequently biked through Districts 4, 5, and 7 to get her toddler to preschool. She expressed that she felt safest while bicycling when other people on bikes were present on the street, as this made drivers more aware of cyclists. She asked if the state legislature was focusing on bicycle subsidies that increased bike usage and decreased car usage for intra-city trips. She stated that the top crash factor was cars. She asked when subsidies for bikes would be realized at even a fraction of the millions of dollars available in subsidies for private vehicles and electric vehicles.

Barry Toronto expressed concern about drivers running red lights and stop signs, and about autonomous vehicles parking and obstructing traffic. He expressed the need to work with law enforcement to curb traffic violations. He stated that, as a taxi driver, he didn't take calls on Page Street because it was a Slow Street and could not be accessed. He stated that he did not take calls in the Tenderloin at night because the lights were timed poorly, which made it difficult for him to reach his customers in a timely fashion. He stated that some people were not able to walk, take the bus, or ride bicycles, and asked that the Board consider the effects of traffic changes on the ability to provide taxi service to those in need.

Claire Amable, Director of Advocacy for the San Francisco Bicycle Coalition, thanked the Board for its commitment to Vision Zero. She said she wished the presented plan were more specific and included metrics and deadlines. She stated that she lived in the Excelsior and rode her bike to work on Market Street, and that she competed with speeding cars during her commute along Mission Street from Excelsior Avenue to St. Mary's. She stated that she was originally from the Tenderloin, where a neighborhood-wide 20 mile per hour speed limit was piloted, along with no-turn-on-red at several intersections and Quick-Builds. She echoed the statements made by Becca Motola-Barnes of Walk SF that the presented plan was missing effective tools, such as speed humps, turn calming, lane reduction, speed radar signs, and Slow Streets. She stated that the speed management plan needed to be more comprehensive, and that all city departments needed to be held accountable and work together to meet their commitment to achieve the goal of zero traffic fatalities by the end of 2024.

**14. Vision Zero: 2022 Traffic Fatality Report – INFORMATION\***

Iris Tsui, Vision Zero SF and Senior Epidemiologist, presented the item per the staff memorandum.

Commissioner Walton asked if the numbers of traffic fatalities in 2023 were available, and Ms. Tsui responded that there had been five fatalities so far this year.

Commissioner Safai asked SFMTA staff to speak to the impact of no-turn-on-red signs on reducing fatalities.

Ms. Tsui responded that information on which vehicle codes were violated in crashes that resulted in deaths was available. She stated that the top three causes of fatalities were unsafe speeding, not stopping at a red signal, and not yielding to pedestrians at crosswalks. She stated that SFMTA was interested in looking further into the relationship between traffic regulation and driver and pedestrian behavior.

During public comment, a public commenter expressed that the scale of safety in transportation should be considered, as no progress could be made without challenging oneself.



**15. TNCs 2020: A Profile of Ride-Hailing in California - INFORMATION\***

Joe Castiglione, Deputy Director for Technology, Data, and Analysis, presented the item per the staff memorandum.

Commissioner Chan ask for clarification about what the green and gray bars represented on the general characteristics graph on slide 9 of the presentation.

Mr. Castiglione responded that the gray bar showed the total number of trips per county and the green bar showed the number of trips per square mile for that county. He pointed out that San Francisco's per square mile rate was 500 times higher than the rest of California.

Commissioner Chan asked whether this caused increased congestion on streets.

Mr. Castiglione replied that it absolutely did and that explained that there was actually an exponential increase in congestion for each additional car on the road.

Commissioner Chan pointed out that TNC taxes came in lower than the Controllers estimate and asked when we would get the updated data.

Mr. Castiglione replied that it was hard to project considering the incomplete data reports. He referenced issues with taxpayer confidentiality and suggested that the Transportation Authority could provide the data to the tax collector so that they could independently verify.

Vice Chair Melgar raised concerns about the integrity of the data reported and asked if there were any repercussions.

Mr. Castiglione replied that he was not aware of any repercussions and there had been no public enforcement actions. He noted that the Transportation Authority did raise some of the data issues with the California Public Utilities Commission (CPUC) a year ago.

Vice Chair Melgar stated that it was clear the brunt of the negative effects of the TNC industry were borne by the metro areas but that they did not have any regulatory power. She also pointed out that TNCs do not track where their drivers originate from and that many drivers drive far distances to get to areas with higher demand.

Commissioner Preston stated that the current condition was the result of the transportation industry being deregulated. He went on to say that repercussions needed to be created and asked whether there were any lawsuits to force the TNCs, specifically Lyft, to provide the complete data.

Mr. Castiglione replied that he was not aware of any lawsuits and noted that the Transportation Authority did not receive the reports directly from the TNCs, but rather from the CPUC, who may have redacted some data themselves.

Commissioner Preston questioned whether there was any reason to believe that the CPUC was redacting Lyft's data and not Uber's.

Mr. Castiglione replied that he did not want to speculate.

Commissioner Preston questioned who at the CPUC was responsible for enforcement.

Mr. Castiglione responded that the CPUC had a Consumer Protection and Enforcement Division that he assumed would be responsible for enforcement.



Commissioner Preston questioned whether any enforcement action had been explored.

Mr. Castiglione responded that there had not been any but in the past the City had initiated litigation about other TNC issues in the past.

Commissioner Preston responded that it was time for the Transportation Authority and the City Attorney to explore the possibility of legal action.

During public comment, Barry Toronto stated that there were tools that could be used to regulate TNCs but that they were not being used. He stated that TNC drivers often parked idle in white zones while they waited for their riders. He stated that the police did not enforce white zone wait times and suggested that TNCs shorten the time drivers will wait for riders.

A caller questioned whether the TNC apps were limiting route options to keep drivers from using slow streets because traffic on slow streets should be limited as much as possible.

## **Other Items**

### **16. Introduction of New Items - INFORMATION**

There were no new items introduced.

### **17. Public Comment**

During public comment, a commenter stated that public transit was a benefit to the public and that the Transportation Authority should ensure that SFMTA did not serve a political agenda that did not benefit the public.

The next commenter stated that transportation had changed a great deal just in the last 10 to 15 years, with the addition of TNCs and autonomous vehicles to the city's streets. He said that he had learned a lot during the meeting and thanked the Board for allowing him the chance to speak.

A Mission business owner stated that skateboards and other small wheel transportation devices were included in the discussion and reports and that shared sidewalks should be included in any mobility plan.

Lian Chang, a member of the WalkSF board, commented that while she was happy that pedestrian safety and reducing speeds were a focus of vision zero, the report lacked clear metrics and timelines to measure and track progress and that she wanted to see more of a focus on how we can use the tools we already have more effectively.

### **18. Adjournment**

The meeting was adjourned at 12:39 a.m.