



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, September 26, 2023

1. Roll Call

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

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

Absent at Roll Call: Commissioner Dorsey (entered during Item 2) (1)

2. Chair's Report - INFORMATION

Chair Mandelman reported that September was transit month and thanked the SF Transit Riders for hosting the month-long celebration and fellow Board members who attended the kick-off rally. Next, he reported that he was joined by Vice Chair Melgar, Commissioner Dorsey, Director Chang, and thousands of others at the Caltrain Electric Train tour event. He reported that the Transportation Authority provided \$41 million in funding to support the Caltrain Electrification Project which would open in fall of 2024. He thanked Commissioner Walton for serving as a Director on the Caltrain Joint Powers Board. Next, Chair Mandelman announced that AB 645, the Speed Safety camera pilot bill (Friedman), was approved by the state Legislature. Chair Mandelman stated he hoped the bill would get final approval from Governor Newsom as it would be an important tool in the City's Vision Zero strategy. He added that he recently highlighted the need for the San Francisco Police Department to step up enforcement of unsafe traffic behavior and would be holding a hearing on this topic at the Board of Supervisors later in the month.

Chair Mandelman closed out his report by discussing autonomous vehicles (AV) He reported that the California Public Utilities Commission (CPUC) approved the expansion of AV permits in San Francisco back in August despite advocacy for a more incremental expansion from the City and the Transportation Authority. Chair Mandelman thanked City Attorney David Chu and his staff for filing a Motion to Stay and Rehear the CPUC's decision on the AV permits. He stated that he joined Commissioner Peskin and other members of the Board to ask Transportation Authority staff to work with SFMTA, the San Francisco Fire Department and others to agendize a hearing on the City's experience and perspective at an upcoming Transportation Authority Board meeting.

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 expressed that he was excited about the Melbourne tunnel project and looked forward to hearing more from Director Chang



about what she learned. He wished Eric Young well in his next role, adding that he had met him a few times and he was courteous and knowledgeable.

4. Approve the Minutes of the September 12, 2023 Meeting - ACTION

There was no public comment.

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

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 Phoebe Ford as the District 4 Representative to the Community Advisory Committee - ACTION***
- 6. [Final Approval] Release \$4,687,100 in Previously Allocated Sales Tax Funds, with Conditions, to the Transbay Joint Powers Authority for Downtown Rail Extension Engineering Development and Procurement Preparation – ACTION***
- 7. [Final Approval] Adopt the Treasure Island Supplemental Transportation Study [NTIP Planning] Final Report - ACTION***
- 8. [Final Approval] Increase the Amount of Professional Services Contract with WMH Corporation by \$350,000, to a Total Amount Not to Exceed \$3,050,000 for the Design Phase and Caltrans Right-of-Way Approval for the Yerba Buena Island Hillcrest Road Improvement Project – ACTION***
- 9. [Final Approval] Approve a Two-Year Professional Services Contract with WSP USA Inc. in an Amount Not to Exceed \$4,300,000 for Construction Management Services for the Yerba Buena Island Hillcrest Road Improvement Project; and Approve a Two-Year Professional Services Contract with GHD in an Amount Not to Exceed \$1,200,000 for Construction Management Services for the Torpedo Building Preservation Project and Pier E-2 Phase 2 Project – ACTION***

There was no public comment.

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

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

10. Vision Zero Quick-Build Program Project Update – INFORMATION*

Jenn Wong, SFMTA Vision Zero Quick-Build Program Manager, presented the item per the staff memorandum.



Commissioner Ronen commented that an 80-year-old was hit and killed crossing Valencia Street and became the 14th pedestrian death in the city. She stated that 5 out of 14 pedestrian deaths have been in District 9. She commented that this work was extremely important to her and should move quickly. She clarified that the pedestrian death on Valencia Street was not related to the bike lanes as the vehicle involved turned left onto Valencia Street. She commented that the original quick-build plan was to finish all the projects by December 2023 and several projects underway were in District 9. She asked Ms. Wong if the San Francisco Municipal Transportation Agency (SFMTA) was on track to complete this goal and if not, what was needed to meet this commitment to San Franciscans.

Ms. Wong responded and reiterated SFMTA's commitment to complete the quick-build projects by the end of 2024. She added that for any specific projects either in District 9 or in other districts she could connect board members directly with the project team who would have a detailed understanding of all the complexities, design challenges, and outreach efforts that were being conducted. She commented that every quick-build project was unique and had a tailored process. Ms. Wong said she would investigate the specific projects for District 9.

Commissioner Ronen asked whether SFMTA was on track to complete all the projects by the end of the year.

Ms. Wong responded that they were on track to complete all the projects.

Commissioner Ronen asked how SFMTA was communicating progress for each project. She commented that advocates have asked for a public dashboard to follow real time progress of each individual project.

Ms. Wong responded that individual projects have project teams assigned to them which have tailored communications plans. She added these efforts included coordinating one-on-one stakeholder meetings and attending presentations for updates. She stated SFMTA has monthly updates sent to an email subscription list with hundreds of subscribers. She shared SFMTA posts updates on their quick-build landing page at www.sfmta.com/quickbuild. She added completed segment work becomes quantified on a dashboard and shows the number of treatments completed.

Commissioner Ronen asked how many total projects were left to be completed.

Ms. Wong responded there were 15 corridor projects remaining and these were the more complex redesign efforts.

Commissioner Ronen asked if the only way to find updates for the 15 projects was to go to the website and track down each project. She added that there was not one central area to get information for the 15 projects and their completion status.

Ms. Wong responded that the quick-build webpage had a monthly table that summarized the entirety of all the projects. She confirmed she would send this to Commissioner Ronen as requested.

Commissioner Ronen commented there was urgency for this work given the 5 pedestrian deaths in District 9. She hoped Governor Newsom would sign the bill to add speed safety cameras as these were an effective way to ensure safe driving. She added the need to move forward and not backward.



Commissioner Mandelman commented that there were more than 50 miles of quick-build work left to do in over a year which was an estimated three miles of work a month. He added that SFMTA had committed to this timeline, but this amount of work appeared to be a heavy lift. He asked if the scale was consistent given the pace so far and if the amount of work would be realistic to complete.

Ms. Wong responded that there were two concurrent efforts that the SFMTA was undertaking. One effort was a more complex corridor style project that redesigned the street from curb to curb. The second effort was their quick-build toolkit project that would maximize their coverage and hit all the locations of the remaining 50 miles. She commented they would all include the core safety elements and more. She added that other locations would be evaluated for specialized treatments such as turn calming treatments, painted safety zones, and signal lens upgrades.

Chair Mandelman asked if at least some treatments would be applied to each of the locations but the extent of which treatments would be determined.

Ms. Wong responded they would evaluate all the remaining locations for all of the treatments.

Chair Mandelman asked if the amount of work to be completed with several potential treatments would be feasible in the timeline.

Ms. Wong responded that the goal was implementation.

Vice Chair Melgar commented she was pleased with the update and to hear SFMTA was on pace to complete the quick-build work. She stated that Merced Boulevard was included in the locations and there were 2 deaths on Lake Merced due to high speeds. She stated Sloat was also included in the locations which had heavy traffic especially when the Great Highway was closed. She commented on locations that were not in the presentation, specifically Frida Kahlo, Clarendon, and Ocean Avenue. She asked if these areas would be included on the website and wanted to know the timeline for this work. She stated that Frida Kahlo and Clarendon were located in front of multiple schools and this area included active construction, school pick up and drop offs, people bicycling, and students walking. She also asked about the Valencia bicycle lane and requested an update on the new materials assessment. She stated that current materials with plastic bollards may enable the bad behavior by vehicles that sometimes cross into the bike lane.

Ms. Wong responded that the Frida Kahlo project was well underway, and the project team had direct discussions with City College. She added they were wrapping up the final proposals and this would be presented to the SFMTA Board in the Fall. She shared that Clarendon was also in the works and the project team would have direct discussions with the local elementary school. She added this project was being coordinated with repaving work at Clarendon which would be completed by San Francisco Public Works (SFPW). She commented that the Valencia materials were being evaluated. She added engineers evaluated and carefully selected materials for each location based on urban context such as Lake Merced with concrete protection due to the high speed. She added the quick-build work allowed for iterative work and to consider materials and potential upgrades based on evaluation.

Commissioner Dorsey appreciated the work by SFMTA and the Transportation Authority on Vision Zero. He commented that the Fehr and Peers report referenced 21



projects in District 6 and suggested possible road diets for the high-speed one-way corridors. He asked if there was a plan and timeline for Harrison, Bryant, Ninth, and Tenth as these should be prioritized.

Ms. Wong confirmed they would evaluate work beyond the quick-build toolkit for multi-lane roads and would also evaluate those District 6 locations for road diet work.

Commissioner Dorsey asked if there was a set of criteria in how SFMTA prioritized projects and identified the support.

Ms. Wong responded that there were a number of factors that they used for prioritization such as network connection establishment (e.g. bicycle network), construction coordination, school coordination, advocacy history, equity priority communities consideration, and funding opportunities.

Commissioner Dorsey asked about current resources and the number of miles of projects that could be completed per month.

Ms. Wong responded that they were funded through a combination of Transportation Network Company (TNC) tax and the Prop L half-cent sales tax. She added that all of the corridor projects had already been allocated funding through the Board. She shared that SFMTA would be returning in the Fall for the Vision Zero quick-build toolkit for an estimated \$6 million request that would address full coverage.

Commissioner Stefani commented that she was confused about the report and the presentation. She added there were 3 pedestrian deaths in District 2. She stated she was uncertain how SFMTA would prioritize the 50 miles of quick-build work and asked how they planned to implement the projects in District 2, and how the Fehr and Peers report recommendations for enhanced pedestrian safety treatments would be factored into the SFMTA work plan. Commissioner Stefani also asked if all the remaining quick-build work was contingent on the current funding. Lastly, she asked for clarity around specific districts so she could provide information to her constituents on the improvement's timeline.

Ms. Wong responded she would set up time to follow up with Commissioner Stefani and review District 2's work. She shared that SFMTA was in the midst of work planning and would follow up further once there was clarity on their shop's capacities.

Commissioner Stefani asked what resources SFMTA would need to get the work done on time.

Ms. Wong responded that it would be a combination of staffing, funding, and political support. She added they had gathered advocate support and leadership support. She shared that their field operations crew would prioritize these projects over their routine work.

Commissioner Preston commented that quick-builds were an important part of their strategy and despite the positive work there were 39 traffic-related deaths last year, which was the highest number since 2007. He added that Tenderloin's one-way streets would also benefit from road diet strategies mentioned by Commissioner Dorsey as high speeds were also an ongoing issue causing injuries and death. He commented on Oak Street, and how it modeled off Fell Street's parking and protected bike lane. He added that Fell Street was a collaborative effort with SFMTA, SF Fire Department, neighbors, and Commissioner Preston's office and had had a positive result. He asked



about locations that were not highlighted, such as Gough and Franklin, noting that they were also high speed areas that were part of his district and District 2.

Ms. Wong responded that Franklin was substantially completed earlier in the year and the project team would evaluate the project and potential adjustments to further reduce speed. She stated that she was not aware of any work for Gough aside from the quick-build toolkit but would check with the SFMTA Directors on any planned efforts there.

During public comment, Jodie Medeiros, Executive Director of Walk San Francisco, stated that the Quick-Build Program was a critical part of improving pedestrian safety. She expressed appreciation for the Fehr and Peers report and noted that it provided an outline for the SFMTA to follow. She expressed disappointment at the SFMTA's presentation. She stated the report lacked detail and failed to explain when and how the SFMTA would deliver on their promise to complete the sizeable project in a condensed amount of time. She stated that a plan was needed. She asked for additional enhanced pedestrian safety treatments like left turn calming, no-turn-on-red, and pedestrian safety zones. She stated that redesigns were needed to manage speeds and make sure that everyone could cross the street safely, especially children and seniors. She urged the Board to encourage the SFMTA to deliver on their promise to improve 900 intersections, or 50 plus miles, by December 2024.

Eso, a resident of North Beach in District 3, expressed anger about the recent pedestrian deaths. He stated that he was recently hit by a car in the city and barely survived. He stated that he was speaking for those who were unable or were no longer with us. He stated that Vision Zero required immediate attention. He asked the Board to listen and act on the demands made by the public speakers before and after him.

Evan Oravec, Advocacy Manager of Walk San Francisco, stated that three people in six weeks had been hit and killed while crossing the street, including a four-year-old girl. He noted that 900 intersections on the High Injury Network had yet to receive any pedestrian safety improvements. He expressed appreciation for the SFMTA working with Fehr and Peers to get a full assessment of what was needed at the 900 dangerous intersections. He stated that the SFMTA's presentation did not include details on how it would deliver safety improvements at these intersections. He stated that a clear, public plan was needed to show how the SFMTA would deliver these safety improvements. He asked the Board to demand a realistic and achievable plan soon.

A resident of District 6 stated that three people in the past six weeks were killed while crossing the street, including a four-year-old child. He stated that he lived near 4th and King and felt that he could easily be hit, too. He expressed the need to design the city for people, not cars, and make Vision Zero a reality. He urged the SFMTA to deliver on its promise to redesign 900 dangerous intersections in the city. He stated that every intersection needed a no-turn-on-red change and cited the SFMTA's study on the Tenderloin Pilot that showed a reduction in close calls and crosswalk encroachment. He stated that these intersections also needed left turn calming and pedestrian safety zones. He stated that the city needed to make a strong commitment to these changes along with long-term funding and staff to implement them. He stated that street design was the core part of this problem and that the city deserved accountability.



A resident of NOPA, stated that he biked to work in the Mission every day and wanted to encourage more people to ride but felt it was scary. He thanked Commissioner Ronen for her comments and wanted to make some counterpoints. He stated that the best way to make crossings safer was to reduce the distance required to cross the street, but the center bike lane increased the amount of time that pedestrians are exposed and made them less visible. He stated that street design was more important than signs and that the person on the street was not worried about the compliant drivers, but about the drivers who do not follow signs. He stated that the best way to reduce speeds was through street design treatments like narrow lanes and chicanes. He thanked the SFMTA for their quick-build work and expressed a desire for side bike lanes on Valencia Street.

Stephen Bingham of San Francisco Bay Area Families for Safe Streets said that his daughter was killed while biking to work ten years ago. He strongly endorsed the statements made by Jodie Medeiros and the work of Walk San Francisco. He expressed appreciation for the Commissioners' questions. He expressed concern that SFMTA did not have a plan and stated the need for more accountability. He expressed that he felt that agencies act immediately only after someone was killed and that needed to change. He ended by stating support for speed cameras.

Chair Mandelman asked about the timing of the Guerrero quick-build project.

Ms. Wong responded that SFMTA targeted a late spring implementation.

Chair Mandelman commented that SFMTA would be returning for a funding request, and he anticipated the Board would continue to have regular hearings on this topic. He added the challenge as a funder was that oversight was hard as they were unable to measure SFMTA's progress. He asked how the Transportation Authority Board would know whether the quick-build projects were on track when the SFMTA came back with a funding request at the end of the year.

Ms. Wong responded that for their quick-build toolkit project they had created a dashboard which visualized the progress of the implementation. She added they planned to make that go live by October 3rd and it would be open to the public.

Chair Mandelman asked what the metric would be for the dashboard.

Ms. Wong responded that it would be miles and it would be shown by supervisor district.

11. San Francisco Municipal Transportation Agency Active Communities Plan Update – INFORMATION*

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

Vice Chair Melgar thanked staff for the presentation and said she was excited to see that 80% of survey respondents wanted to use transit infrastructure and was eager for more people to feel safe enough to use the transit network. Vice Chair Melgar stated that one of the goals of the plan was to focus on equity priority communities but pointed out that young people were always vulnerable, regardless of where they lived. She mentioned that District 7 had a youth council who studied transportation in their district last year and that data could be shared with SFMTA. She added that she had introduced a resolution to include all SFUSD schools in the Active Communities



Plan. She stated that she was particularly concerned with middle and high school students, saying that there needed to be real infrastructure investments along safe routes to school so that the full responsibility for safety did not rest entirely on the individual student.

Commissioner Walton stated that outreach had not been equitable. He stated that some of the language in SFMTA's survey was misleading and that there had not been a real effort made to connect with the more isolated parts of District 10. He added that real conversations had to be had between SFMTA and District 10 residents where the tradeoffs were discussed in more detail.

Chris Kidd responded that survey work was not the only outreach being done and that the tradeoffs would be presented at future outreach events.

Commissioner Walton responded that this was not enough and that SFMTA needed to start the process from the beginning and start with full, in-depth conversations.

Commissioner Dorsey stated that this plan was important, especially as he himself was a bike rider. He stated that one of the biggest complaints he heard from his constituents were about scooter riders on sidewalks. He asked if SFMTA's outreach had taught them anything about why scooter riders so often choose to ride on the sidewalks instead of in the streets.

Chris Kidd stated that they heard a lot of concerns about scooters on sidewalks from the public. He stated that scooters themselves were more sensitive to pavement and street conditions because of their small wheels. He stated that SFMTA was reevaluating how they built facilities to encourage people to ride on the street. He added that the number of private scooters on the street was increasing due to increased private ownership so it was an important consideration.

Commissioner Preston stated that he had been calling on SFMTA to create a draft city network since 2020 and appreciated the progress. He stated that a network was only as strong as its weakest link so there needed to be strong safety throughout the entire network. He stated his hope that the draft plan was a true draft so that it could be adjusted based on community feedback. Commissioner Preston stated that in 2014 the City adopted a similar 'Green Connections' plan but it had been 10 years since this plan was introduced and nothing had come of it. He asked how this plan would be different.

Chris Kidd explained that the Active Communities Plan had a strong connections with SFMTA's Livable Streets division that included an implementation strategy. He added that the plan would also identify both funding and staffing needs and constraints as well as SFMTA procedural changes to make project delivery possible.

Commissioner Preston stated that it may be beneficial to consult with staff who had worked on the previous plan. He stated that one of the failures of the previous plan was its lack of interagency collaboration. He asked if there was a technical advisory group.

Chris Kidd responded that there was, and it included the Recreation and Parks Department, SFMTA, the Transportation Authority, the Mayor's Office, Caltrans, MTC, and others.

During public comment, Carol Brownson stated that she really liked the Active



Communities Plan and the slow streets network and actively used the slow streets network to run errands. He added that they did need to be upgraded.

Other Items

12. Introduction of New Items - INFORMATION

There were no new items introduced.

13. Public Comment

During public comment, Barry Toronto stated that one strategy that had not been discussed was how to decrease the number of cars on the roads. He suggested that the Transportation Authority work with the state to limit the number of TNCs allowed on city roads at any one time. He added that many TNC drivers did not live in the city or even the greater Bay Area and that some TNC drivers were responsible for poor driving behavior. He suggested that white zones be lengthened around busy pick up locations. He closed by stating that Gough Street was highly congested during peak hours.

A caller thanked SFMTA for the Active Communities Plan and hoped that it would be implemented. They mentioned that they were a transit user who did not own a car and therefore would like to travel by bike but did not feel safe enough to do so.

14. Adjournment

The meeting was adjourned at 11:58 a.m.