



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, March 26, 2024

1. Roll Call

Chair Mandelman the meeting to order at 10:00 a.m.

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

Absent at Roll Call: Commissioners Safai (1)

2. Chair's Report - INFORMATION

Chair Mandelman took a moment to honor the de Oliveira family, killed by a motorist on March 16, and expressed the Transportation Authority's condolences to the family, loved ones, and the broader San Francisco community. The Chair presented a call to action for the city to work harder and faster to prevent these deaths and life-altering injuries.

The Chair also recognized the Vision Zero agenda item as a special hearing marking the 10-year anniversary of the city's Vision Zero ordinance, authored in 2014 by San Francisco District Supervisors Norman Yee and Jane Kim. He reported the re-design and increased visibility of city streets; reduced speed limits and conflicts; and instituted education and enforcement, including the upcoming installation of speed safety cameras. He discussed Transportation Authority funding of hundreds of millions of dollars in Prop L sales tax, Prop AA vehicle registration fees, Prop D TNC (Transportation Network Company) tax, and other funds to improve safety, including traffic calming and speed reduction, bicycle and pedestrian facilities, and Safe Routes to School. He called for no more speeding and distracted driving and to protect all road users, especially the city's most vulnerable community members.

Chair Mandelman announced the U.S. Department of Transportation (DOT) grant award of \$2 million to the Transportation Authority for the Geary-Fillmore Reconnecting Communities planning effort in District 5. He congratulated Commissioner Preston and thanked staff, particularly Rachel Hiatt, Deputy Director for Planning, for the successful application. He continued by stating that the effort would enable the Fillmore, Japantown, and Western Addition neighborhood groups to collaborate on transportation and land use plans to re-design the roadway and repair the harm created by the City's widening of Geary in the 1960s.

Chair Mandelman also announced that The Portal/Downtown Rail Extension project was recommended to receive \$500 million in Federal Transit Administration (FTA) grant funds and would need the State to participate as a strong funding partner as well. He congratulated the Transbay Joint Powers Authority, along with Transportation Authority Director Chang and Rail Program Manager Jesse Koehler, who worked hard to help achieve this result. The Chair also thanked U.S. House of Representative's Speaker Emerita Nancy Pelosi who advocated for both the Geary-Fillmore DOT grant and for The Portal's



funding from FTA.

There was no public comment.

3. Executive Director's Report - INFORMATION

Tilly Chang, Executive Director, gave the presentation.

There was no public comment.

4. Approve the Minutes of the February 27, 2024 Meeting – ACTION

There was no public comment.

Commissioner Ronen 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, Peskin, Preston, Ronen, Stefani, and Walton (10)

Absent: Commissioners Safai (1)

Consent Agenda

5. [Final Approval] Adopt a Support Position on Senate Bill 915 (Cortese) – ACTION

6. [Final Approval] Adopt the 2023 Prop L 5-Year Prioritization Program for Transportation Demand Management – ACTION

7. [Final Approval] Allocate \$1,440,000 and Appropriate \$108,000 in Prop L Funds, with Conditions, for Four Requests – ACTION

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

The item was approved without objection by the following vote:

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

Absent: Commissioners Safai (1)

End of Consent Agenda

8. Vision Zero Overview and Quick-Build Program Update – INFORMATION

Jeff Tumlin, San Francisco Municipal Transportation Agency (SFMTA) Director of Transportation, and Vicente Romero and Jen Wong, SFMTA, presented the item.

Commissioner Dorsey asked if the bicycle fatality statistics included scooters. He stated the San Francisco Fire Department Chief Jeanine Nicholson informed him about a scooter incident on 5th and Folsom streets. He asked if there was data on injuries and deaths from scooter accidents. He also commended the speed safety camera work underway.

Mr. Romero answered that scooters were counted separately from bicycles. He said the Department of Health would publish a fatality report that separated data with fatalities only and injuries categorized by severe injuries, complaints of pain, and an additional



category.

Commissioner Chan asked if the remaining 67% (622 intersections) of the planned Quick-Build toolkit would be completed in 2024. She also asked if the Quick-Build project work was for 2024 only and if there was pending work beyond 2024, not listed on the map, and if there was a delay or backlog of Quick-Build projects.

Mr. Romero answered that their commitment in the last action strategy was to complete all 925 intersections, and the remaining locations were still not assessed. He stated they would work on the 67% remaining in 2024.

Ms. Wong added that SFMTA aimed to complete the Quick-Build toolkit by 2024. She said there was no backlog of projects as they were either active or underway. Ms. Wong added that the projects were at different stages of planning and had various scopes. She stated SFMTA worked with community stakeholders and other partners like San Francisco Public Works (SFPW) on the improvements.

Chair Mandelman asked when Quick-Builds work shown in the presentation had started.

Ms. Wong answered that the work started in Fiscal Year 2022/23 and was part of the Transportation Authority's TNC Tax allocation for Quick-Builds.

Chair Mandelman interjected that it seemed the pace was slow and wanted to know how SFMTA could meet the City's Vision Zero deadline. He asked Commissioner Chan to verify if that was the information she was seeking.

Commissioner Chan affirmed she wanted more clarity about the timeline for the completion of 21% (190 intersections), particularly from design to completion.

Ms. Wong answered that 21% were completed in the first quarter of calendar year 2024. She said that design to completion work took three months as some intersections were addressed immediately. She added that other intersections took longer due to legislation such as meter removal for daylighting.

Chair Mandelman said there appeared to be work done that was not included in the Quick-Build chart.

Kimberly Leung, Acting Livable Streets Director, added that there were two work streams as the toolkit includes core intersection treatments. She said the chart showed the intersection work for 925 intersections that they anticipate to complete by 2024. She stated the corridor projects shown on the map include several fiscal years.

Vice Chair Melgar asked for more transparency from SFMTA to the public, including taking care to ensure that the charts and other information were clear and easy to understand and stated she would follow up further with Ms. Leung. She said there was information that there were no bike fatalities in 2023, but one bike fatality occurred on Arguello Boulevard.

Ms. Leung said that in 2023 there were zero bike fatalities as the one that occurred was in the Presidio (federal property) and not considered a San Francisco street.

Vice Chair Melgar asked about speed safety cameras for the west side of the city and the lack of additional cameras proposed along the High Injury Network, particularly at District 7 institutions that served the region like City College of San Francisco, San Francisco State University, and University of California San Francisco Parnassus Campus. She said speed



cameras were needed at intersections, including 19th and Holloway avenues where tens of thousands of college students and staff traveled; Taraval Street near West Portal; and Lincoln Way and 9th Avenue at the entrance of the county fairgrounds, which experienced multiple injuries and fatalities due to speeding. She requested speed safety cameras be expanded in the west side.

Ms. Leung answered that San Francisco was only allowed 33 locations as part of the pilot and conducted a data-driven approach for selection. She affirmed there needed to be more safety improvements and said SFMTA would consider west side locations in the Quick-Build program.

Vice Chair Melgar reiterated her request for additional speed safety cameras and shared that the West Portal fatality prompted the need to admit the city's challenges and evaluate what was not working for further progress.

Commissioner Preston said it was the 10th anniversary of Vision Zero, but it was clear San Francisco was not on track to achieve this goal. He added this was achievable and there were improvements but there were not enough steps taken for zero injuries or fatalities. He asked about the Vision Zero Task Force and the coordination and effectiveness of the meetings. He noted that in New York City, Vision Zero agency meetings were convened every two weeks by their Mayor's Office. He asked if SFMTA had approached San Francisco's Mayor's Office to have an active role in Vision Zero and if the task force should convene more frequently than quarterly.

Director Tumlin answered the only way to achieve the Vision Zero goal was ubiquitous collaboration amongst all the City departments that each hold key parts of the solutions, transit agency staff who do the legwork, and policy makers to help balance competing priorities. He thanked Commissioner Preston for the reconvening of the Task Force, which helped remove obstacles that previously slowed down the work. He said the work of implementation was dependent on one on one meetings with key individuals, with the Mayor's Office at the center, to remove obstacles and/or balance priorities, particularly between two agencies. He said there were two separate work streams, one was the public convenings and the other was one on one problem solving work. He said the critical component was the staff-level resolving of conflicts that slowed down the progress.

Commissioner Preston asked about the No Turn on Red policy and noted the San Francisco Board of Supervisors supported the policy. He said the SFMTA Board had not provided an update and that a report appeared to be overdue. He asked when to expect a response and if the SFMTA Board would be weighing in.

Director Tumlin answered that Vision Zero work was data-driven and used to allocate limited resources to best achieve the goal. He said No Turn on Red was one component of the larger strategy, citing a completed analysis in Tenderloin neighborhood and a draft plan for incremental expansion that recently went to the SFMTA Board of Directors while staff reviewed the data to ensure the plan continued to be the right investment. He said a detailed update would be brought back to the Board of Supervisors.

Commissioner Preston asked about the status of SFMTA's Active Communities Plan, an update to the 2009 Citywide Bicycle Master Plan network. He said this was initially planned to be released in December and January with a final vote in May but had been tabled. He added that he questioned the serious of achieving Vision Zero if a map of how non-vehicle travelers could safely get around the city could not be produced within 10



years' time and said he wanted to move forward in a timely way to finish the plan and asked SFMTA about the timeline for doing so.

Director Tumlin said the Active Communities Plan was one of his top five priorities and that it was essential to have a way for people to navigate San Francisco safely and joyfully using active transportation. He said SFMTA was learning from past failures of agency-imposed ideas on neighborhoods, and recognized that community involvement was essential, which took a large amount of staff effort. He added that he wanted to meet with each Commissioner to help get community agreement in forming a network map that meets community needs and would provide a detailed update to Commissioners as desired.

Commissioner Preston commented the SFMTA Board could adopt the draft map and request feedback afterwards. He noted the importance for transparency with the public. He asked about a new date for the draft map of the citywide network to be presented to the Board or public, since advocates had been asking for years for this map.

Director Tumlin said he did not want SFMTA to propose a map to the community, but rather work with community in public settings, particularly in neighborhoods that had decisions imposed on them by SFMTA in the past. He added that Quick-Build projects were being incorporated into the Active Communities Plan in communities where there already was consensus, which drove the speed of project delivery, and in communities without consensus, it took longer to get projects delivered.

Commissioner Preston asked if there was a timeline for development and presentation that could be shared with the public.

Director Tumlin answered he would consult with the Active Communities Plan team and provide that timeline information.

Commissioner Preston said he recognized that collaboration with communities' was necessary and those that were imposed upon also ended up on the High Injury Network from past city planning decisions. He added the delayed work was also taking a disproportionate toll on those neighborhoods. He stated there should be an increased sense of urgency in City administration, the Board of Supervisors, and the Transportation Authority for citywide policies to achieve the Vision Zero goal, and all needed to be bolder with setting and meeting timelines.

Chair Mandelman commented that there was not a clear trend line in the fatalities chart and comparisons from 2013 to 2022, and that the serious injury data did not show definitive improvement.

Director Tumlin responded that SFMTA wanted to be transparent on the data. He said there were limitations in the presentation due to the limited timeframe for reporting to the Board and said that the data presented to the SFMTA Vision Zero subcommittee had 100 slides. He added SFMTA could share with Commissioners all the data, including visible trends from police reports. He said that extreme motorist behavior, including speeding over 50 miles per hour above the speed limit and fatally colliding with a fixed object, had driven a lot of the data. He said that to move forward in the next 10 years, a different agency approach towards evaluation and focus of resources to solve the issues was needed. He stated that there were people who did unsafe things on city streets and noted that even though San Francisco trends held flat, national traffic fatality trends sharply increased while internationally decreasing during the COVID pandemic. He stated it was a



matter of national policy and a need to be honest about data in order to solve the problem, and offered to provide a longer presentation at a future meeting.

Chair Mandelman asked if the serious injury data would show a downward trend.

Director Tumlin affirmed that it would when parsing factors in police reports.

Chair Mandelman noted that the Vision Zero conversation about traffic enforcement would be continued with the San Francisco Police Department on April 25 at the Board of Supervisors' Public Safety and Neighborhood Services Committee.

During public comment, a speaker commented that the data was not true and that Vision Zero could not be achieved.

Jodie Medieros, Walk San Francisco Executive Director, said that the city had experienced a tragedy in the prior week with the loss of four people, including children. She said that four other pedestrians had already died in 2024. She stated that cars and trucks could become deadly weapons when speeding, and although the threat of large vehicles is challenging, there were solutions for protection. She stated that Walk San Francisco and partners provided a letter and acknowledged successes of the last 10 years including 46 miles of protected bikeways, 100 miles of Quick-Builds, 20 miles of Muni priority lanes, lowered speed limits on 44 miles of streets, and the receipt of 33 speed safety cameras. She observed that all these elements would make streets safer but there was a need to recommit to Vision Zero with funding and authority. She concluded by commenting that safe streets made neighborhoods stronger, equitable, and vital in economic communities.

Tom Radulovich, Livable City Senior Policy Fellow, said that street design such as big, one-way streets needed to be undone as other cities had done to make streets safer for pedestrians and cyclists. He commented that an investment in big transformative projects was needed.

Michael Howley, District 8 resident, said SFMTA did not seem to recognize that achieving Vision Zero was a systemic problem that required systemic solutions. They added that fatalities happened from dangerous driver behavior and there was a need to redesign the city streets for pedestrian safety. They requested SFMTA be honest with the Board and the people of the city about what it would take to achieve Vision Zero.

After public comment, Chair Mandelman asked what SFMTA needed from the Board to get closer to Vision Zero in the next 10 years.

Director Tumlin answered that there were two key areas with the first being active Board support of projects to accelerate project delivery, particularly providing active support during times of opposition that would significantly cut down project timelines. Secondly, Director Tumlin said that funding was needed, noting that SFMTA had almost fully exhausted funding from the prior general obligation bond. He stated that SFMTA was scheduled to go back the voters in November 2026 [for a general obligation bond] and that was the same time the region was hoping to put a revenue measure on the ballot to help address, among other priorities, SFMTA's \$240 million annual operating deficit. Director Tumlin acknowledged the many other dire city funding priorities and asked the Board's assistance as it determined how best to allocate limited resources across San Francisco's many critical needs, noting that ultimately, funding would be needed to get to street construction.

Chair Mandelman appreciated SFMTA staff and commended the work done by SFMTA,



Walk San Francisco, and other community advocates.

Other Items

9. Introduction of New Items - INFORMATION

There were no new items introduced.

10. Public Comment

During public comment, a speaker made comments on public safety.

Tom Radulovich, Livable City Senior Policy Fellow, suggested for a lack of attaining City climate and Vision Zero goals had to do with the lack of enforcement of the City's previously adopted Better Streets Policy & Standards and Complete Streets policies. He also suggested that the city develop one budget for all street related agencies to better coordinate the implementation of more Complete Streets throughout the city.

11. Adjournment

The meeting was adjourned at 11:27 a.m.