



DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, November 25, 2014

1. **Roll Call**

Chair Avalos called the meeting to order at 11:06 a.m. The following members were:

Present at Roll Call: Commissioners Avalos, Breed, Chiu, Kim, Tang, Wiener and Yee (7)

Absent at Roll Call: Commissioners Campos (entered during Item 4), Cohen, Farrell and Mar (entered during Item 3) (4)

2. **Approve the Minutes of the October 21, 2014 Meeting – ACTION**

There was no public comment.

The minutes were adopted by the following vote:

Ayes: Commissioners Avalos, Breed, Chiu, Kim, Tang, Wiener and Yee (7)

Absent: Commissioners Campos, Cohen, Farrell and Mar (4)

3. **Chair's Report – INFORMATION**

Chair Avalos reported that the November election marked two important milestones for transportation in San Francisco. He said voters sent a strong, supportive message about transportation funding and policy with the passage of Propositions A and B, the transportation bond and Muni funding measure, and with the defeat of Prop L which sought to roll back the long-standing Transit First policy. He stated that the Transportation Authority joined the San Francisco Municipal Transportation Authority (SFMTA) and other city agencies in thanking the voters of San Francisco for supporting much-needed investment in the city's local and regional transportation system. He added that he looked forward to helping deliver improvements that will support the city's Vision Zero effort to drive traffic fatalities to zero in ten years, that will support Muni transit reliability, and that will greatly improve traffic management, bicycling and walking routes across the city. He said that in order to ensure broad-based benefits of these investments, he would also be seeking the SFMTA's assurance that it will apply its equity policy and analysis approach to both the Prop A and Prop B programs, and that he was hopeful it would be supported.

Chair Avalos reported that the election marked another major milestone for transportation in the city – and that it was 25 years ago in November that voters approved the first half-cent transportation sales tax, known as Prop B, and that also created the Transportation Authority to administer the program. He added that the local transportation sales tax – which was reauthorized in 2003 and renamed Proposition K – helped pay for projects large and small across San Francisco. He said that the Board was grateful that voters twice had

allowed the Transportation Authority to be the steward of the half-cent sales tax, which had proven to be a critical resource. He said that every \$1 raised by the local sales tax helped attract more than \$4 in other state, federal and local funds. He added that all of the neighborhood level programs outlined in the Prop. K Expenditure Plan generated benefits citywide and that the major capital projects were all moving forward, including a rebuilt Presidio Parkway, the Central Subway extension to Chinatown, the Transbay Transit Center, and Caltrain electrification, as well as the citywide rapid bus, traffic management and bicycle networks.

Chair Avalos said that looking around the city, he could see evidence of the Transportation Authority's work in collaboration with other agencies and the community - from the ongoing improvements and new generations of vehicles at the Balboa Park BART/MUNI Station to neighborhood-level transportation planning studies and the capital improvements that had emerged from them. He said the city could celebrate 25 years of community safety and access programs such as Safe Routes to Transit and Safe Routes to Schools, and significant Prop K support of Muni's paratransit program. He added that the Transportation Authority's Executive Director had some special commemorative activities planned to mark this special occasion and looked forward to working with her and the Board in the coming months to review the many accomplishments of the Transportation Authority. He said he would highlight the tradition of accountability, transparency and community involvement at the Transportation Authority, celebrate the improvements that all San Franciscans have benefitted from, and would look ahead to shaping the long-range transportation vision for the city and delivering the next quarter century of transportation improvements.

There was no public comment.

4. **Executive Director's Report – INFORMATION**

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

Commissioner Mar reported that during his trip to Austin, Texas for the National League of Cities Congress of Cities and Exposition, the theme was the future of cities and that he participated in several events focused on transportation and bicycle infrastructure improvements. He said Austin had surpassed San Francisco in population size, and that the city's rapid growth in the tech, culture and entertainment sectors were impressive. He noted the similarities between Austin and San Francisco including the growing divide that came with a booming economy. He said his two hour bike tour of the bicycling infrastructure looked at seven miles of major plan improvements, including bridges over waterways and through trails. He thanked Katherine Gregor, the Complete Streets Manager, for coordinating a Share the Road workshop with city council members from other cities. He added that the B-cycle bike sharing program was helpful in comparing to San Francisco's bike sharing program, and that it was easy to get to and from the downtown area. He said that the B-cycle program was efficient with over a thousand bikes and forty stations in Austin, and that their yellow bike project inspired San Francisco's own yellow bike project.

Commissioner Mar continued by noting that the Austin city council was going through a major change by switching from at-large to district elections, which reflected the changing nature of the city. He said the bus rapid transit (BRT) system in Austin started earlier in year but that it was not a pure BRT system and that it had its challenges. He added that for \$47 million it was a cost-effective system and that they were trying to market it better to younger workers and others that are new to the city. He concluded that the rapid economic growth

of both cities brought about the same types of challenges, but that the trip made him appreciate San Francisco.

Commissioner Kim reported that she and Commissioner Yee attended the Vision Zero Symposium in New York City, hosted by Transportation Alternatives. She said it was great to see what their counterparts in New York and Sweden had been doing to implement vision zero. She said she learned a lot about advocacy groups in New York, such as Transportation Alternatives and Families for Safe Streets, and that it was her first opportunity seeing advocates on the ground and moving policies forward. She added that it was incredible to see the network of families who had lost family members to vehicle collisions, and how powerful their testimony was in moving the vision forward. She noted that San Francisco had the largest contingency at the symposium outside of New York's, which included Commander Ali from the San Francisco Police Department, Tim Papandreaou and John Knox-White from the San Francisco Municipal Transportation Agency, as well as Megan Wier from the Department of Health, who also presented at the symposium. She said the contingency also included members of the Pedestrian Safety Advisory Committee, San Francisco Bike Coalition, Walk SF, the Chinatown Community Development Center, Senior and Disability Action, and the Central City SOR Collaborative.

Commissioner Kim continued by stating that she was impressed by a new program implemented in New York City that was required for all city employees, and particularly drivers of large vehicles. She said the curriculum was something that San Francisco should model its own program after, that also included putting tracking devices on all city vehicles to monitor accelerating, braking, speed, and even seatbelt usage. She added that New York's Metropolitan Transportation Authority was separate from the city, but that it was their new policy to disregard fault because even if a pedestrian was distracted the driver was still the one in control. She said this symbolized a cultural shift that will impact their ability to achieve vision zero. She added that she also heard from one of the Transportation Chiefs from Sweden, who reported that they reduced their pedestrian deaths by 50% that lowering the speed limit was the key. She said this was done by enforcing the speed limit using safety cameras which were implemented throughout the country. She concluded that it was impressive how far San Francisco had come in pedestrian safety but that there was a lot more work to do, and that while we were not far behind New York in term of rate of collisions, we were behind countries in Asia and Europe and could learn by sharing best practices.

Commissioner Yee reported that there were a lot of good takeaways from the symposium and that it was interesting to hear them discuss their 63 point plan. He said their attitude about pedestrians is that human beings and pedestrians make mistakes and can get distracted, but that the most important part was paying attention. He noted that during the opening keynote address, the professor talked about how streets were built for cars and not pedestrians since the freeway system was built in the 1920's. He said the effort in New York advocacy was focused on making the default speed limit 25 miles-per-hour, something that has already been established in San Francisco. He said he liked the idea of the safety cameras in Sweden. He commented that it was the fact that the cameras were movable that made them so effective, and that if there was a lack of funding in San Francisco they could pursue the movable camera strategy to achieve a bigger impact with fewer actual cameras.

Commissioner Yee continued by stating the he one disparity he noticed was that San Francisco did not have families involved in an organized way, and that the Families for Safe

Streets advocacy group was the power behind vision zero in New York, and he hoped a similar group could form here. He commented that the black boxes used in the city cars referenced by Commissioner Kim, were \$250 each and that it helped to detect who were bad drivers. He said Muni buses supposedly have black boxes in all their vehicles, but he would like to see which other departments do, and would like to mandate that all city cars be equipped with them. He concluded that he was impressed with the messaging and education in New York, from taxis to street signs, and would like San Francisco's educational program to be as aggressive.

Commissioner Mar commented that there would be a budget legislative analyst's report on reducing speeds limits which would look at models from other cities. He said he would integrate what Commissioners Kim and Yee had learned with the findings of the report and that the hearing would be held in 2015. He noted that in Austin, which is a very spread out city, they were not able to pass a \$1 billion transportation bond while in a dense city like San Francisco we were able to pass Prop A. He added that there were many differences in the electorates of the cities, including in the support of public transportation, and that he was thankful for the effort that went into the passage of Prop A. Commissioner Mar concluded by saying that he and Chair Avalos would be in New York in the next week for a gathering of city council and local leaders called Local Progress. He added he would be serving on several panels with other city council leaders and would do his best to learn about transportation issues from around the country.

There was no public comment.

Items from the Finance Committee

5. Accept the Audit Report for the Fiscal Year Ended June 30, 2014 – ACTION

There was no public comment.

This item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Chiu, Kim, Mar, Tang, Wiener and Yee (9)

Absent: Commissioners Cohen and Farrell (2)

Items from the Plans and Programs Committee

6. Allocate \$6,795,385 in Prop K Funds, with Conditions, for Eleven Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules and Amend the Relevant 5-Year Prioritization Programs – ACTION*

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Chiu, Kim, Mar, Tang, Wiener and Yee (9)

Absent: Commissioners Cohen and Farrell (2)

7. Introduction of New Items – INFORMATION

There were no new items or public comment.

8. Public Comment

There was no public comment.

9. **Adjournment**

The meeting was adjourned at 11:47 a.m.