



MINUTES

Community Advisory Committee

Wednesday, July 24, 2024

1. Committee Meeting Call to Order

Chair Siegal called the meeting to order at 6:06 p.m.

CAC members present at Roll: Najuawanda Daniels, Phoebe Ford, Sean Kim, Jerry Levine, Venecia Margarita, Austin Milford-Rosales, Rachael Ortega, and Kat Siegal (8)

CAC Members Absent at Roll: Sara Barz (entered during Item 7), Rosa Chen, Mariko Davidson (3)

2. Chair's Report – INFORMATION

Chair Siegal said that there were updates on Vision Zero and Transit Recovery and Fiscal Cliff on the CAC agenda. She stated that these items were agendaized for Transportation Authority Board meeting earlier in the week but were continued due to time constraints and SFMTA had requested the CAC defer the Transit Recovery and Fiscal Cliff item so that the SFMTA Board and Transportation Authority Board could be briefed first.

Chair Siegal reported that the Executive Director's Report was also not presented at the Board meeting given time constraints, but it was available on the agency's website at www.sfcta.org.

Chair Siegal reported that BART had resumed installation of new fare gates at Civic Center after installing one fare gate at the Civic Center platform elevator earlier this spring and that the new fare gates were designed to improve accessibility, reliability, and maintainability and to deter fare evasion. She said the 24th Street Mission station was next on deck with BART's goal to finish all SF stations by the end of the calendar year. She stated Prop L had provided \$12.5 million in matching funds for new fare gates at all San Francisco BART stations.

Chair Siegal reported the Geary/19th Avenue Subway and Regional Connections Study team began outreach this month to start discussions with community members about what it would take to deliver a new rail subway under Geary Boulevard and 19th Avenue. She noted the Geary/19th Ave subway was a key long-term recommendation of ConnectSF and the San Francisco Transportation Plan and the current study would lay the groundwork for advancing the project through future planning and project development. She stated the project team had hosted two virtual town hall events earlier this month and recordings were available on the agency website at sfcta.org/geary19th. She continued by saying that the study team would continue



outreach and engagement throughout the summer and community groups could request a presentation by emailing geary19@sfcta.org.

Chair Siegal recounted that the CAC had a lengthy discussion related to SFMTA's Curbside Electric Vehicle Charging Study and Pilot. She said that while the CAC ultimately recommended programming sales tax funds for this work, the CAC also asked SFMTA to return to the CAC to provide more context and detailed responses to questions and concerns raised by the members. Chair Siegal explained that after following up with the project team, staff agreed with SFMTA's request to agendaize this item for the September 25 CAC meeting when SFMTA would be further along with the feasibility study and able to provide more detailed responses to the CACs questions.

3. Approve the Minutes of the June 26, 2024 Meeting – ACTION

During public comment, Roland Lebrun stated that the draft June minutes had his last name misspelled.

Chair Siegal asked for Mr. Lebrun's name to be corrected and the Clerk stated the change would be made.

Member Margarita moved to approve the item, seconded by Member Milford-Rosales.

The item was approved by the following vote:

Ayes: Members Daniels, Ford, Kim, Levine, Margarita, Milford-Rosales, Ortega, and Siegal (8)

Absent: Members Barz, Chen, Davidson (3)

Consent Agenda

4. State and Federal Legislation Update – INFORMATION

There was no CAC member discussion on the Consent Agenda.

There was no public comment.

End of Consent Agenda

5. SFMTA Quick-Build Program Update – INFORMATION

Uyen Ngo, Vision Zero Program Coordinator at SFMTA, presented the item.

Member Milford-Rosales referred to the map of quick-build project locations and the green marker at the Fulton and Arguello intersection in the slide deck. He noted that there had been one or two fatalities at the intersection this year and asked if SFMTA was planning to install quick-build treatments at this location or if any treatments had been installed recently.

Ms. Ngo responded she would follow up with the project team on the specifics of the Fulton and Arguello intersection and get back to the CAC with information.



Chair Siegal asked if SFMTA was on track to complete installation of the quick-build toolkit on the entire High Injury Network by the end of 2024.

Ms. Ngo responded in the affirmative.

During public comment, Edward Mason asked about the total cost of the Quick-Build Program and the sources of funding for it. He asked about the breakdown of hard and soft costs, as well as the future cost of the program.

Chair Siegal asked about the funding sources for the Quick-Build Program.

Ms. Ngo said the funding was from a combination of TNC Tax, Prop K, and Prop B General Funds. She stated that she would follow up with more details on funding amounts by source.

6. SFMTA: What's Next for Vision Zero – INFORMATION

Uyen Ngo, Vision Zero Program Coordinator at SFMTA, presented the item.

Chair Siegal asked which peer cities had made the most progress towards Vision Zero.

Ms. Ngo responded that Washington DC had speed safety cameras longer than any other jurisdiction, and that Portland had recently reached its 10-year anniversary for Vision Zero and had renewed its policies including partnering among city agencies.

Chair Siegal clarified that she wanted to know if any cities had made significant progress toward zero fatalities.

Ms. Ngo responded that smaller cities such as Alexandria and Hoboken had made good progress, but peer cities such as Washington DC, New York, Los Angeles, and Portland were seeing similar trends as San Francisco with regard to fatalities. She added that SFMTA was looking closely at what was working and what policies could advance at the local state, and federal levels.

During public comment, Edward Mason commented that SFMTA should look to the VTA's public messaging with a bus wrap that conveyed it only takes a second for an incident to occur. He said he thought this was a good way to reach drivers.

7. San Francisco Department of Public Health Vision Zero SF: Severe Injury and Fatalities Trends Update – INFORMATION

Iris Tsui, Epidemiologist at the Department of Public Health (DPH), presented the item.

Member Levine asked if there was data on the causes of the occurrences leading to injuries and fatalities, such as speeding, illegal turns, driving under the influence, road conditions such as potholes, or any other specifics.

Ms. Tsui responded there was police data based on a standardized form for incidents. She said this form was filled out by the officer assigned to the case, and it included the California Motor Vehicle Code determination of the cause of the traffic incident

Member Ortega referred to the addendum slide and asked how DPH calculated the severity of injuries.

Ms. Tsui responded that the severity score was assigned from a clinical diagnosis by trauma staff. She added this was based on clinical expertise by medical staff.

Member Ortega asked for an example of a critical injury.



Ms. Tsui said that things like a broken arm were considered minor injuries, while injuries that required trauma staff such as blood loss and other life-threatening injuries were considered critical. She recognized there was a spectrum for injuries and added that severe injuries up to critical injuries warranted a Level 1 Trauma Center visit and not a standard emergency room visit.

Member Ortega asked about injuries that were not captured by this data.

Ms. Tsui stated DPH collected police report data, but that sometimes injuries, particularly minor injuries, were not treated by hospital staff so there would be no hospital data on the severity of the injury. She said that DPH had not prioritized gathering data on minor injuries because it had focused on fatalities and severe injuries to identify the High Injury Network, and that it does not have a standardized means of collecting such data. She said minor injuries data would need to be reliant on surveys, and there was not a citywide data collection system. She stated that the focus on the public health side was to use predictive analytics and to improve the speed and responsiveness related to how data was shared with the public. She added that collecting additional data would need to be built into their strategic planning processes.

Member Ortega asked if DPH knew how many "close calls" had occurred on San Francisco streets.

Ms. Tsui said this data did not exist.

Member Ford asked about the details regarding the contributing factors for fatalities and severe injuries.

Ms. Tsui responded that this information was available annually in the Fatality Report. She said the High Injury Network was based on combined hospital and Police Department data to help determine hot spots. She added that the High Injury Network map reflected a lag such that the 2022 High Injury Network map is based on 2017 to 2021 data. She said that when the High Injury Network map was next updated, DPH would like to augment the data with forward-looking predictive analytics.

Chair Siegal asked if there were any changes in the trends such as whether speed was an increasing factor or if driving under the influence had increased or decreased.

Ms. Tsui said that speed was a major contributing factor for fatalities in San Francisco. She said the data was volatile because there was not a large number of fatalities and there were 35 different codes for vehicle code violations. She noted that hit and runs increased in 2022 before decreasing in 2023. She said the fatality report had more details.

Chair Siegal asked if there was a way to look at trends in causes of severe injuries, not just fatalities. She asked if hospitals could provide data that would provide insights on trends and causes of severe injuries.

Ms. Tsui said the police reports would have data on the causes for the injury or fatality, but that the medical staff at the hospitals were focused on treating patients and that hospital data reflected diagnoses and service rendered.

Member Margarita commented that the undocumented community may be hesitant



to file police reports. She pondered if there could be a way to gather data from hospitals by partnering with community organizations and members of the communities. She stated the police report data likely did not include everyone.

During public comment, Edward Mason read an article about a 35 year old man who was hit by a truck in the Tenderloin. He stated this appeared in 2014 in a police summary report and had information of another person who was struck by a car on Van Ness Avenue and a police chase in Bayshore. He said he wanted to see statistics on the victims such as disabilities. He also added the need to establish educational efforts on how to use transit safely and be a good pedestrian.

Roland Lebrun said that every police report that reported a collision with another vehicle, bicycle, and pedestrian should break down the severity of an injury.

8. Transit Recovery and Fiscal Cliff: SFMTA – INFORMATION

Item 8 was continued. See Item 2 Chair’s Report for more details.

Other Items

9. Introduction of New Business - INFORMATION

There was no public comment.

10. Public Comment

During public comment, Edward Mason stated some corporate commuter buses were still operating without permits and he opined there was little enforcement. Mr. Mason further encouraged CAC members to be wary and alert of such commuter buses.

11. Adjournment

The meeting was adjourned at 7:16 p.m.