



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: Najuwanda 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.



MINUTES

Community Advisory Committee

Wednesday, September 04, 2024

1. Committee Meeting Call to Order

Chair Siegal called the meeting to order at 6:03 p.m.

CAC members present at Roll: Najuwanda Daniels, Sean Kim, Jerry Levine, Austin Milford-Rosales, Rachael Ortega, and Kat Siegal (6)

CAC Members Absent at Roll: Sara Barz (entered during item 2), Phoebe Ford (entered during item 5), Venecia Margarita (entered during item 3) (3)

2. Chair’s Report - INFORMATION

Chair Siegal shared that September was Transit Month in the Bay Area and said there were ride contests, activities, and events that people could find on the Transit Month website at lu.ma/transitmonth2024.

Chair Siegal said that transit operators, including BART and Muni, were struggling financially because of changed travel behavior and greatly increased work from home, which had significantly reduced transit ridership and the revenues that support transit, such as, but not limited to fares. She stated that these factors were contributing to what was known as the ‘fiscal cliff’ facing transit as federal and state pandemic relief funds ran out. Chair Siegal reported that presentations from BART, Muni, and Caltrain on this topic were anticipated to be agendized at the September 24 Transportation Authority Board meeting, and she encouraged CAC members to watch.

Chair Siegal stated that the Metropolitan Transportation Commission continued to hold Transportation Revenue Measure Select Committee meetings to seek a strong consensus that would inform state authorizing legislation for a potential regional transportation revenue measure. She explained that this work followed Senators Weiner and Wahab pausing Senate Bill 1031 earlier in the legislative session.

Chair Siegal recounted that in July, the Transportation Authority had hosted two virtual town hall events to gather input on the Geary/19th Avenue Subway and Regional Connections Study. She had stated that the recordings were available at sfcta.org/Geary19th and that those interested could sign up for project updates. Additionally, she had said that the project team planned to have a survey up on the website later that month, offering another way for people to provide input who had missed the town halls or wanted to weigh in again.

Chair Siegal said that the Mission Bay School Access Plan project team would be presenting findings from the first round of outreach and the key barriers identified at the in-person Mission Bay Citizens Advisory Committee meeting on September 12 at



Generation Thrive at the Chase Center. She said that more information can be found on the project website at sfcta.org/projects/school-access-plan.

Chair Siegal concluded by acknowledging the resignations of CAC members Rosa Chen, who had represented District 3, and Mariko Davidson, who had represented District 11. She expressed her gratitude for their past service.

During public comment, Ed Mason stated that Caltrain had announced plans to launch its electrified service on the San Francisco to San Jose route on September 21. He stated that on that weekend there would be free fares and there was more information on the website.

3. Approve the Minutes of the July 24, 2024 Meeting - ACTION

There was no public comment on Item 3.

Member Levine moved to approve the item, seconded by Member Daniels.

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Kim, Levine, Milford-Rosales, Ortega, and Siegal (7)

Absent: CAC Member Ford (1)

Abstentions: CAC Member Margarita (1)

4. Adopt a Motion of Support to Authorize the Executive Director to Execute Master Agreements, Program Supplemental Agreements, Cooperative Agreements, Fund Transfer Agreements and Any Amendments Thereto with the California Department of Transportation for Receipt of State Funds for the Bayview Street Safety and Truck Relief Study in the Amount of \$525,110; and State Funds for Planning, Programming, and Monitoring in the Amount of \$199,000 – ACTION

Aliza Paz, Principal Transportation Planner, presented the item per the staff memorandum.

Vice Chair Daniels stated that she was a resident of the district and was pleased to see the study being implemented. She noted that residents had expressed concerns about emissions and other issues related to the frequent freight traffic through the district.

Member Ortega asked about the timeline for how long the study would take.

Ms. Paz explained it would take two years for the study to be completed under the Caltrans grant.

There was no public comment.

Member Margarita moved to approve the item, seconded by Member Daniels.

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Kim, Levine, Margarita, Milford-Rosales, Ortega,



and Siegal (8)

Absent: CAC Member Ford (1)

5. Adopt a Motion of Support to Allocate \$284,145 in Prop L Funds, with Conditions, and Allocate \$3,493,000 in Traffic Congestion Mitigation Tax Funds for Three Requests – ACTION Mike Pickford, Principal Transportation Planner, presented the item per the staff memorandum.

Member Levine inquired about the Clement St and 6th Av Intersection Improvement project, noting that the project would include new crosswalk striping and mentioning that he observed similar striping near UCSF that seemed to be glued down rather than painted. Member Levine expressed concern that these stripes were not adhering well and suggested that the City should revert to the traditional painting method.

Mr. Pickford stated that the proposed striping would be a thermoplastic material, which would be more durable.

Michelle Woo, Project Manager at SFPW, explained that the thermoplastic material was installed by SFMTA and generally adhered well. She added that the stripes taped to the ground were temporary stripes used during construction. She also mentioned that any issues with stripes peeling off should be reported via 311.

Member Levine stated that the striping at UCSF was not temporary and had already begun to peel off. He proposed that this issue be investigated as there might be other problems throughout the city. He suggested that this matter be addressed to prevent similar issues in future projects.

Member Kim asked for confirmation that the study area for the Great Highway Gateway Study encompassed the intersections of Lincoln Way with Upper Great Highway, Lower Great Highway, La Playa Street, and Martin Luther King Jr. Drive.

Mr. Pickford responded that was correct.

Member Kim asked if this project was included in a Prop L 5-Year Prioritization Program (5YPP).

Mr. Pickford responded the recommended funds were from a placeholder programmed in the Neighborhood Transportation Program (NTP) 5YPP and that NTP projects were identified in coordination with each district office.

Member Kim stated that the project was not a part of an Equity Priority Community and did not benefit disadvantaged communities and asked why it was being funded.

Mr. Pickford responded that those were not [eligibility] requirements for all projects and that that information was included in the request for transparency [as part of the project prioritization or scoring process].

Member Kim inquired if it was premature to commence the Great Highway Gateway Study, given the ongoing pilot project restricting automobile traffic on weekends and the uncertain outcome of the November election.

Chava Kronenberg, Project Manager for the Great Highway project at SFMTA



responded that the request had been moving forward to be ready if Proposition K passed. She said that if the proposition did not pass, they would reevaluate the scope and budget after the election.

Member Kim said that the current situation would persist under the pilot program if the proposition were approved. She added that there were no funds allocated for constructing a park, necessitating the search for a funding source.

Ms. Kronenberg responded that if this proposition passed, her understanding was that the legislation would supersede the pilot.

Member Kim inquired whether SFMTA would immediately close the street if Proposition K were to pass.

Ms. Kronenberg responded that plans for the roadway would require the Recreation and Parks Department to respond since it fell under their purview.

Member Kim asked for confirmation that SFMTA were unaware of a specific date for the Great Highway's closure but that this item was just about planning for the intersection prior to closure.

Ms. Kronenberg confirmed.

Member Milford-Rosales inquired about the specific type of concrete barriers that would be utilized to harden the bikeway as part of the Quick Build proposal. He asked whether these barriers would be cast in place or if they would be prefabricated.

Jen Wong, Quick-Build Program Manager at SFMTA, said they would be leveraging the ability to create concrete medians. She said that they would be consulting with partners at SFPW on site specific shapes in terms of width and length for suitability at specific locations.

Member Milford-Rosales asked if this would be similar to 3rd and Townsend as opposed to Valencia Street

Ms. Wong affirmed this was correct and offered 3rd St and Division Street between 10th and 11th as relevant examples.

Vice Chair Daniels asked if requests could be severed to vote on separately and Chief Deputy Director Maria Lombardo responded in the affirmative.

Chair Siegal said she was pleased to see daylighting, especially around schools. She inquired whether SFMTA intended to paint curbs at every intersection for daylighting and how enforcement would be managed at unpainted locations.

Ms. Wong responded that SFMTA had already completed daylighting projects at High Injury Network (HIN) intersections. She added that this allocation request would target additional locations, prioritizing those near schools. Ms. Wong noted that AB 413 applied to all intersections in California and that this was the initial step toward complying with the legislation. She also mentioned that beyond school locations, SFMTA needed to consider the next steps as there were numerous intersections throughout the city.



Chair Siegal said that SFMTA should endeavor to paint as many intersections as feasible, as individuals may not otherwise understand how to comply. She said she was glad to hear that SFMTA's focus extended beyond the HIN.

Member Barz said regarding the Great Highway Gateway study that she appreciated SFMTA staff planning ahead if Proposition K were to pass and asked for additional detail on what would happen if it didn't. She asked if there were problematic traffic conditions at this intersection today and if there were areas that need help regardless of what happens with Proposition K.

Ms. Kronenberg responded that the current configuration had two left turn lanes east bound and southbound, which was a configuration that SFMTA didn't prefer. She said that there were separate, previously approved signal upgrades at Great Highway and Lincoln and that there was a planned future request for a new signal at Lincoln and La Playa. She said that between signal upgrades and changing the current geometry, there were a lot of opportunities for improvements such as improving pedestrian crossing issues for those who were trying to go through the park and alleviating driver confusion about the flashing yellow sign as well.

Member Barz said that there was room for improvement for both pedestrians crossing and drivers. She asked if upgrading the traffic signals could potentially enhance driving conditions.

Ms. Kronenberg responded in the affirmative.

Member Ford asked if study should be deferred until January.

Ms. Kronenberg said the scope of the study would be revisited if Proposition K was not passed by voters.

Member Ford asked why this was being considered prior to the election.

Ms. LaForte said this was the District Supervisor's request.

Member Kim asked whether Great Highway Gateway Study could be voted on separately. He said there were other issues around Great Highway, such as sewage problems caused by heavy rain, that needed to be coordinated with other departments, like SFPW and SFPUC.

During public comment, Edward Mason said that while senior housing and a daycare would be built in the future near the intersection of Great Highway and Lincoln Way, he thought the proposed planning process was premature and that evaluation should occur before development. He said that it would be understandable to replace signal equipment that had reached the end of its life, but that the entire process required a review. Concerning Clement Street, he said it was unclear what the thermoplastic pavement markings would look like based on the information provided.

Eileen Boken urged the CAC to delay voting on the Great Highway Gateway Study. She expressed concern that voting in favor would be seen as an endorsement of Proposition K. Additionally, she inquired about the estimated costs for design, planning, and redesign.



Chair Siegal asked if Member Kim wanted to sever the Great Highway project and vote on it separately and the latter indicated that was the case.

Member Kim moved to approve the Clement Street and 6th Avenue Intersection Improvements [NTP] and Vision Zero Quick-Build Program Implementation FY25 projects, seconded by Member Milford-Rosales.

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ford, Kim, Levine, Margarita, Milford-Rosales, Ortega, and Siegal (9)

Member Kim motioned to vote on the project Great Highway Gateway Study [NTP] (\$159,145), seconded by Member Barz.

The item was approved by the following vote:

Ayes: CAC Members Barz, Ford, Levine, Margarita, Milford-Rosales, Ortega, and Siegal (6)

Nays: CAC Member Daniels, Kim, Margarita (3)

6. Adopt a Motion of Support to Amend Two Prop K Grants to Allow Cost Savings from the San Francisco Ferry Terminal Security Improvements (Design)(\$132,405) and Potrero Avenue Pavement Renovation (\$737,181) Projects to Fund, Respectively, San Francisco Ferry Terminal Security Improvements (Construction)(\$132,405) and De Long Street Pavement Renovation (\$350,000) and Sunset Boulevard Pavement Renovation (\$387,181) – ACTION

Amelia Walley, Senior Program Analyst, presented the item per the staff memorandum.

Member Ortega asked for confirmation that the design of the San Francisco Ferry Terminal Security Improvements project had been completed under budget and that the remaining balance was requested to fund construction.

Ms. Walley confirmed that was correct.

Member Ortega asked if the Potrero Avenue Pavement Renovation project was completed.

Ms. Walley said it was completed in 2018.

Member Ortega asked why this amount had remained since 2018.

Ms. Walley said that when a project was completed, it goes through a period of financial close-out. She further explained that in this case, SFPW experienced delays in the close-out period and cited key staff turnover and the pandemic as two reasons why.

Member Milford-Rosales asked how the streets selected for paving were selected.

Ms. Laforte responded that there were more streets in need of paving than there was funding available for. She said that both paving projects recommended had



immediate funding needs, with one under construction and one ready to proceed to design right away.

Member Margarita asked where De Long Street was located.

Ms. Laforte responded that De Long Street was in the southern part of the city, near the Daly City BART station.

During public comment, Edward Mason noted that the addition of extra security fencing in the San Francisco Ferry Terminal Security Improvements project suggested that the initial design was flawed. He expressed concern that there might be a need for improvements to business and engineering processes.

Member Ortega moved to approve the item, seconded by Member Kim.

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ford, Kim, Levine, Margarita, Milford-Rosales, Ortega, and Siegal (9)

7. Investment Report and Debt Expenditure Report for the Quarter Ended June 30, 2024 – INFORMATION

Cynthia Fong, Deputy Director for Finance and Administration, presented the item per the staff memorandum.

There was no public comment.

Other Items

8. Introduction of New Business - INFORMATION

Vice Chair Daniels asked for an update on the Valencia Street Bike Project. Additionally, she asked if there were recommendations from the Skateboard subcommittee and whether the subcommittee would be continued.

Member Ortega stated that she had received a flyer from the SFMTA about proposed changes to the J line transit stops and a new stop sign for 28th Street. The flyer invited residents to attend a public meeting on the topic, which she appreciated, but also expressed disappointment that the meeting was scheduled for Friday, September 6th at 10 a.m., which could conflict with the schedules of people who worked or were unable to attend at that time. She indicated that there were no other meetings listed on the flyer and requested information from the SFMTA on their public hearing and meeting procedures.

Member Ford inquired whether Transportation Authority funds were being utilized for the Better Market Street project. She expressed her opinion that the project's progress appeared to be slow and that the traffic diversions had not been adequately planned. She requested an update on the project's implementation and anticipated timeline.

Member Levine requested that the CAC members consider a motion of support for



the imposition of a gross receipts tax on ride-hailing companies.

9. Public Comment

During public comment, Edward Mason stated that his neighbor had needed to hire a tree maintenance service to prune a eucalyptus tree that had been growing on the street in front of his neighbor's home. Mr. Mason explained that his neighbor had sought a new insurance company to renew his home insurance, but the company had only been willing to provide coverage after the tree was pruned and met the insurance company's requirements. Mr. Mason stated that his point was that when CAC members voted to approve tree planting, they hadn't considered the long-term consequences. He noted that although the City had pruned the tree a year ago, they had only addressed the top branches to prevent them from touching the utility lines. Mr. Mason stated that despite the City's assertion that they maintained the trees, his neighbor had to pay out of pocket to have the remaining overhanging branches pruned. He concluded by asking CAC members to be cognizant of the impact their votes on tree planting would have on homeowners in the future.

Member Levine stated that if homeowners did any maintenance to trees, his understanding was that the City would disavow any future responsibility for those trees.

10. Adjournment

The meeting was adjourned at 7:23 p.m.