



DRAFT MINUTES

Community Advisory Committee

Wednesday, January 24, 2024

1. Committee Meeting Call to Order

Chair Ortiz called the meeting to order at 6:02 p.m.

CAC members present at Roll: Rosa Chen, Najuawanda Daniels, Mariko Davidson, Sean Kim, Jerry Levine, Austin Milford-Rosales, Rachael Ortega, Kevin Ortiz, Phoebe Ford, and Kat Siegal (10)

CAC Members Absent at Roll: Sara Barz (1)

2. Chair's Report - INFORMATION

Chair Ortiz encouraged CAC members and public to read the Transportation Authority's 2023 Annual Report which Executive Director Chang presented at the previous day's Board meeting. He reported that Director Tilly Chang acknowledged the CAC's role as part of the presentation.

Chair Ortiz also discussed the outreach for the Mission Bay School Access Plan conducted by Transportation Authority, in collaboration with the San Francisco Unified School District, for a new elementary school being built at 6th Street and Mission Bay Boulevard South. He said that the plan would examine ways to improve school connectivity to the transportation network and identify key barriers of active transportation to the Mission Bay School, as well as segments of the existing bike network that should be improved. The Chair reported the first round of public outreach was underway with community engagement events to prioritize safety and connect Mission Bay School site to the broader citywide active transportation network. He also said that events included meetings with key community-based organizations; an in-person and family-friendly community workshop on February 24; and an upcoming survey with more information at sfcta.org/mission-bay-school.

Chair Ortiz also announced that the meeting would be his last on the CAC, having served for the past five years since his appointment in December 2019, right before COVID pandemic took place.

During public comment, Sara Barz, CAC District 7 representative called into the meeting to express gratitude for Chair Ortiz's leadership.

On behalf of staff, Chief Deputy Maria Lombardo thanked Chair Ortiz for his leadership and service especially helping to bridge the time from pre-pandemic in person meetings to remote meeting and then back to in person meetings. She presented Chair Ortiz with a Certificate of Appreciation.

3. Election of Chair and Vice Chair for 2024 - ACTION*

Chair Ortiz reported that the CAC previously made nominations at its November 2023 meeting for the 2024 officers, including himself as Chair, and Members Kat Siegal and



Najuawanda Daniels for Vice Chair. He continued that the nominees had provided the Clerk with a brief statement of qualifications and objectives for meeting's elections which were included in the agenda materials. The Chair asked Chief Deputy Maria Lombardo to clarify process before calling for a vote on the nominations.

Ms. Lombardo explained that since Chair Ortiz was leaving the CAC after this meeting, whomever was elected Vice Chair would automatically become Chair for the rest of the calendar year upon the Chair's departure per the CAC By-laws. She continued that there would need to be another election for a Vice Chair at the February meeting to backfill the vacant position.

Member Levine moved to approve the nomination of Kevin Ortiz for Chair.

The nomination was approved by the following vote:

Ayes: CAC Members Chen, Daniels, Davidson, Kim, Levine, Milford-Rosales, Ortega, Ortiz, Ford, and Siegal (10)

Absent: CAC Member Barz (1)

Member Ortega moved to approve the nomination of Kat Siegal for Vice Chair.

The nomination was approved by the following vote:

Ayes: CAC Members Chen, Davidson, Kim, Levine, Milford-Rosales, Ortega, Ortiz, Ford, and Siegal (9)

Abstain: CAC Member Daniels (1)

Absent: CAC Member Barz (1)

Consent Agenda

- 4. Approve the Minutes of the November 29, 2023 Meeting - ACTION**
- 5. Adopt a Motion of Support to Adopt Fiscal Year 2024/25 Transportation Fund for Clean Air Local Expenditure Criteria – ACTION**
- 6. Audit Report for the Fiscal Year Ended June 30, 2023 – INFORMATION**
- 7. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Six Months Ending December 31, 2023 – INFORMATION**

There were no comments on the Consent Agenda by CAC members.

There was no public comment.

Member Chen moved to approve the Consent Agenda, seconded by Vice Chair Siegal.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Chen, Daniels, Davidson, Kim, Levine, Milford-Rosales, Ortega, Ortiz, Rockwood (Ford), and Siegal (10)

Absent: CAC Member Barz (1)

End of Consent Agenda



8. Adopt a Motion of Support to Adopt Four 2023 Prop L 5-Year Prioritization Programs and Amend the Prop L Strategic Plan Baseline – ACTION

Mike Pickford, Principal Transportation Planner, presented the item per the staff memorandum.

Member Levine asked how many parking spaces would be eliminated through implementation of the Flag Stop Improvement Program. Dustin White, Project Manager with the San Francisco Municipal Transportation Agency (SFMTA), answered about half of the flag stops would include parking removal and approximately 600 parking spaces would be removed.

Member Ortega asked, related to the Transit Shelter Replacement program, for a list of locations where SFMTA was considering adding new transit shelters or replacing existing shelters. She said she would like decisions around where to add shelters to be open to recommendations from the public.

Ms. LaForte replied that there was a proposed condition on the flag stop project that at time of allocation, SFMTA will need to identify flag stops that were potential sites for new shelters.

Vice Chair Siegal asked about the cost breakdown for the Flag Stop Improvement Project, including labor costs and whether there were materials costs outside of paint. She said that the figures seemed large and that she wanted to understand everything that contributed to the cost.

Mr. White, SFMTA, replied that the cost of the standard 20-foot red curb improvement at a typical flag stop location was \$400 and that the majority of that cost was labor. He said that some flag stop locations required additional enhancements to meet accessibility objectives. He estimated that locations requiring painted curb zones larger than 20 feet would cost approximately \$3000, due to labor costs for site visits and design by engineering and planning staff, as well as public outreach.

Member Milford-Rosales said that the planned route for the Portal (Downtown Rail Extension) goes through a heavy cycling zone, including crossing Townsend and 2nd streets in the South of Market neighborhood. He asked if there would be meetings with the public to look at how biking accessibility would be impacted and maintained during the long construction duration.

Jesse Koehler, Rail Program Manager with the Transportation Authority, replied that the Transbay Joint Powers Authority (TJPA) was working intensively with SFMTA to identify and plan for any impacts surrounding construction.

Anna Harvey, Deputy Project Director for Engineering with TJPA, added that TJPA was working closely with SFMTA and other agencies to look at potential impacts related to the alignment. She said that over half of the route was anticipated to be mined below the street, so disruption would be largely at the ends of the project, one end at 2nd and Howard streets and one end at 3rd and 5th on Townsend streets. She said that the project team would be reaching out to the cycling community when there were more firm plans for construction.

Member Kim said that the Geary Improvement Project had changed parking on Geary from angled to parallel and had removed a bus shelter but had not replaced it. He said that lots of community members were complaining about the lack of shelter, but



SFMTA said that installation of the shelter was delayed due to permitting. He asked whether that explanation was true and what the timeline was for installing a new shelter.

Mr. Pickford said that staff would follow up.

During public comment, Edward Mason said that forced transfers should not be allowed in the Muni Rail Core Capacity program and provided photos showing the difficulty of making forced transfers at Market or Duboce streets. He continued that population and birth rate was declining and doubted the report's estimates for 2050 travel demand. He further said that there should be no reason to exclude the J Church, K Ingleside, or L Taraval Muni Metro lines from service. Mr. Mason also commented on flag stops, which were okay on level ground but not on hills.

Karen Kennard expressed opposition to the removal of any Muni Metro lines from subway service and asked the CAC to get clarification from SFMTA staff on which projects were removing Muni Metro lines from the subway before voting on the item, or at least apply conditions on funding to restrict removal of Muni subway lines.

Roland Lebrun spoke to Vice Chair Siegal's questions about the cost of painting the curbs through the Flag Stop Improvement Program, and asked for more information on the amount of support staff necessary to provide safety, which could account for the high cost of the project.

Anastasia opposed the elimination of Muni Metro subway lines, including the J Church, and said that the new train control system should be able to accommodate the increased demand by retaining any lines not in the core like N Judah, M Ocean View, and Shuttle. She also supported Prop L funds not being advanced in the 5-Year Prioritization Program for the Muni Rail Core Capacity program, which had previously allowed for forced transfers at Market and Duboce streets rather than a direct route to downtown.

Vice Chair Siegal moved to approve the item, seconded by Member Ford.

The item was approved by the following vote:

Ayes: CAC Members Chen, Daniels, Milford-Rosales, Ortiz, Ford, and Siegal (7)

Abstain: CAC Members Kim, Levine, and Ortega (3)

Absent: CAC Member Barz and Davidson (2)

9. Adopt a Motion of Support to Allocate \$10,489,620 in Prop L Funds, with Conditions, to the San Francisco Municipal Transportation Agency for Paratransit – ACTION

Camille Cauchois, Assistant Planner, presented the item per the staff memorandum.

During public comment, Edward Mason requested that the background information include a breakdown of the cost for each transportation mode used (e.g., SF Access versus taxi services versus group vans) within the Paratransit program. He also commented that paratransit was needed for the future aging population.

Anastasia expressed support for continuing the paratransit programs and that the Essential Trip Card program should be expanded as it was helpful for seniors like herself to conduct business around the city.



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

The item was approved by the following vote:

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

Absent: CAC Member Barz and Davidson (2)

10. Adopt a Motion of Support to Approve the 2024 State and Federal Legislative Program – ACTION

Amber Crabbe, Public Policy Manager, presented the item per the staff memorandum.

Member Kim asked for clarification on whether Assembly Constitutional Amendment 1 to change voter approval for certain revenues measures, including transportation infrastructure, from two-thirds to 55% was just for San Francisco. Ms. Crabbe answered that the change would be statewide, and primarily for infrastructure projects.

Vice Chair Siegal asked if the Assembly Constitutional Amendment 1 would pass this year and if it only needed to be approved by 50%. Ms. Crabbe answered that the bill had been approved and the constitutional amendment was on the ballot for November 2024, needing a 50%+1 support level to be approved. She added that the lower voter approval threshold would apply to certain revenue measures for capital projects but not for operating purposes.

During public comment, Edward Mason supported Assembly Constitutional Amendment 1. He also commented that there needed an attitude change in regard to Vision Zero goals to prioritize safety. He further commented that regulation over private scooters needed to be established.

Vice Chair Siegal moved to approve the item, seconded by Member Kim.

The item was approved by the following vote:

Ayes: CAC Members Chen, Daniels, Kim, Levine, Milford-Rosales, Ortega, Ortiz, Rockwood (Ford), and Siegal (9)

Absent: CAC Member Barz and Davidson (2)

11. Adopt a Motion of Support to Release \$130,000 in Previously Allocated Prop L Funds to the San Francisco Municipal Transportation Agency for Vision Zero Education and Communications: Speed Safety Cameras – ACTION

Shannon Hake, SFMTA Speed Safety Camera Program Manager, and Christy Osorio, SFMTA Senior Transportation Planner, presented the item per staff memorandum.

Chair Ortiz asked how conversations with data privacy groups have gone.

Ms. Hake responded that conversations had been positive, even with stakeholders who publicly opposed Assembly Bill (AB) 645, specifically around the guardrails restricting usage of the data and how long the data could be store on servers. She added that SFMTA was clear about its intention to keep all personally identifiable information “scrubbed” on its servers and was working on a surveillance policy up for approval with the Committee on Information Technology (COIT) and Board of Supervisors.



Chair Ortiz asked what the timeline for the surveillance policy implementation was.

Ms. Hake answered that SFMTA recently submitted the first draft of its policy through a lengthy process involving the Public Safety Advisory Board, then COIT's surveillance technology adoption process, then the Board of Supervisors to be considered for final approval, which was anticipated in May of this year.

Chair Ortiz asked what conversations and with which community groups, specifically in the Latino and African American communities, had taken place.

Ms. Osorio responded that SFMTA had relationships with community organizations around the city about safety, noting that a focus on how previous harms may be repaired. She continued that outreach would involve being transparent on the process and working with those groups to develop messaging, though planning not yet begun.

Member Ortega asked how the notices of violation would be distributed to those caught in violation by a camera. She also asked how those penalties could be disputed, citing scenarios where the vehicle or license plate had been stolen as examples of cases where dispute may be necessary.

Ms. Hake responded that SFMTA would mail a ticket to the registered vehicle owner within 14 days of the violation captured by camera, using the national Department of Motor Vehicles license plate and state database. Ms. Hake explained that upon receipt of the violation, a vehicle owner could claim that they were not responsible for the vehicle at the time of violation by submitting an affidavit of non-liability.

During public comment, Edward Mason asked if SFMTA was speaking with just staff or with the entire organization of non-profit stakeholder groups. He also commented that that San Francisco lacked a culture of safety and that attempting to engineer a way out didn't seem successful.

After public comment, Chair Ortiz encouraged SFMTA to be comprehensive in its outreach and include community-based organizations in that effort.

Vice Chair Siegal moved to approve the item, seconded by Member Levine.

The item was approved by the following vote:

Ayes: CAC Members Chen, Daniels, Kim, Levine, Milford-Rosales, Ortega, Ortiz, Rockwood (Ford), and Siegal (9)

Absent: CAC Member Barz and Davidson (2)

12. San Francisco Municipal Transportation Agency Bike Safety Education Classes and Outreach Overview – INFORMATION

Ben Frazier, SFMTA Transportation Planner, presented the item per the staff memorandum.

Member Levine asked if other micro transit (scooters, skateboards, etc.) users of the bike lanes were being targeted for the safety outreach. Tracy Lin, SFMTA Travel Choices Manager, acknowledged that other travelers and not just bicyclists used the roadway and that's why SFMTA expanded the program this year to capture more of that activity.



Member Daniels asked for the percentage of the African American attendees at the classes and if there was any future plan to do more direct engagement towards that population. Ms. Lin answered that the Black or African American attendance was about 6% and with the new contract starting, SFMTA would continue to improve upon engagement efforts.

Vice Chair Siegal also asked about outreach to underrepresented populations and if the current classes were distributed evenly throughout the city geographically. Ms. Lin answered that SFMTA aimed to have classes in all supervisorial districts so people wouldn't have to travel far to attend one of the classes but noted that SFMTA was also limited by facility sizing and tended to put additional classes in areas with larger facilities to accommodate attendance. She added that some classes were also conducted in-language as well, currently English, Chinese, Tagalog, and Spanish.

Chair Ortiz said that for a program that had been running for 15 years, the attendance numbers were unacceptable and he expected to see much higher levels of diversity. He continued by stating that the program should be expanded to include input from Community Based Organizations that had the cultural competency, responsiveness, and facilities available to conduct the engagement properly, particularly in the African American and Latino communities.

During public comment, Edward Mason asked what the data from the bicycle counter on Market Street reflects, what was the cost per student, and how bike routes were utilized. He then read an article from Marina Times on the San Francisco Bicycle Coalition's funding from the city.

13. Northbound I-280 Transit and Carpool Lane Study Update – INFORMATION

Jielin Pan, Senior Engineer, presented the item per the staff memorandum.

Member Daniels expressed familiarity with the freeway study corridor and inquired about potential transit services on the study corridor. She asked whether any bus lines currently use the study area.

Ms. Pan confirmed that no bus lines currently operate on the study corridor, and that the study team was coordinating with SFMTA and SamTrans to identify potential transit services that would use a High-Occupancy Vehicle (HOV) lane.

Member Milford-Rosales inquired about the project's role in promoting climate-friendly transit use and requested an analysis of the expected ridership shift between buses and Caltrain.

Ms. Pan responded that the project team would include ridership comparisons in the technical analysis.

Member Ford raised concerns about the efficiency of transit compared to driving. She noted that current driving time is faster than transit and proposed considering a transit-only study instead of focusing on the highway.

Ms. Pan acknowledged the suggestion, stating the project is open to different options and internal planning is ongoing.

Deputy Director for Planning, Rachel Hiatt asked for clarification whether Member Ford proposed including a transit-only lane as an alternative and responded that Transportation Authority staff would consider and explore the alternative further.



Member Ford expressed additional safety concerns regarding the proposed HOV and dedicated lane, pointing to instances in Oakland where reduced congestion resulted in increased speed. She said that these concerns were underscored by the tragic pedestrian fatality that occurred a few months ago at the 4th and King intersection. She asked for information on safety assessment/traffic modeling and how to enforce or regulate people who used the HOV lane for non-designated purposes.

Ms. Pan responded that safety was a priority for the project and explained that safety analysis included a comprehensive study, incorporating network modeling and examining existing crash data. She also stated that the study would follow Caltrans-approved standards and methodology for traffic management and crash rates with and without the project, under different horizon years.

Vice Chair Siegal acknowledged the Transportation Authority staff project briefing before the CAC meeting and appreciated the clarification that no design options were preferred for this project at this point in time. She expressed opposition to the Option 1 shoulder convert option, and suggested prioritizing safety over congestion and repurposing the funds for a transit capacity or speed improvement study and ask whether funds could be redirected.

Chief Deputy Director, Maria Lombardo noted the project was funded by sales tax, and with direction from the Board, the funds could be redirected.

Member Ortega proposed that the analysis should consider traffic and traffic patterns during special events and weekends, especially for sports events traffic given the nearby Oracle Park baseball stadium and Chase Center. She also suggested including updates on the impacts of lane changes on existing Muni N and T lines.

Member Kim highlighted concerns about weekend traffic and the impact on local businesses. He emphasized the need for a balance between transit and cars, especially for local travelers.

Ms. Pan acknowledged the need for balance between transit and cars, stating the project team would consider all concerns, including traffic patterns during different times and the importance of supporting local businesses.

Chair Ortiz expressed interest in incorporating a transit study using an existing lane and suggested the need to consider future projections related to job growth rates. The Chair highlighted concerns about the impact on traffic with the addition or repurposing of a lane, particularly considering the changes in job dynamics and commuter patterns, both pre-pandemic and potentially post-pandemic. He suggested that the focus should be on understanding the traffic implications, especially in light of job influxes and the housing-to-job ratio in the city.

Ms. Pan acknowledged the comment and appreciated the feedback.

During public comment, Edward Mason expressed concerns about inducing more traffic with the proposed changes and raised questions about the metrics for success and the ability to measure traffic patterns, specifically asking if technology existed to track license plates or cell phones to identify where people were coming from and going to.

Sara Barz raised safety concerns, particularly the project falling in high injury network areas along King. She questioned whether adding highway capacity could help safety



on a high injury network corridor and whether the project goals could work with the high injury network.

Zach Lipton expressed gratitude for the presentation, noting concerns about project goals prioritizing congestion and person throughput over safety, contrary to the city's Vision Zero principles. He cited the tragic incident involving a four-year-old at 4th and King intersection, emphasizing the dangers of adding a new lane to this dense residential, transit, and sporting hub. He further urged the Transportation Authority to refocus the study to align with the city's transportation policies by removing consideration of the lane addition concept and adding transit service planning and a new focus on the safety and livability of the King Street corridor.

Cyrus Hall, a sustainable transportation advocate, expressed concerns about the proposed northbound I-280 lane addition option, emphasizing potential negative impacts such as increased vehicle capacity, greenhouse gas emissions, long-term ineffectiveness in relieving congestion, and safety risks. He urged the Transportation Authority to study broader impacts; safety considerations; alignment with city goals/policies; and prioritize transit connectivity improvements over highway widening for a sustainable future.

Mike Swire, a member of the San Mateo County Transportation Citizen Advisory Committee, shared concerns about a similar project south of San Francisco involving express lanes and requested the Transportation Authority abandon the widening option in favor of more effective solutions. He was concerned the roadway widening would not solve congestion but would induce more traffic and traffic diversions on adjacent streets. He further highlighted the increased costs of roadway widening and adverse effects on Caltrain ridership by encouraging driving.

14. District 1 Multimodal Transportation Study (NTP) Update – INFORMATION

This item was continued to a future CAC meeting.

Other Items

15. Introduction of New Business - INFORMATION

There were no new items introduced. Chair Ortiz commented that he would like to see the Skateboarding Subcommittee reach its final goal.

16. Public Comment

Edward Mason asked for more time for public comment on each item, especially when agenda items had multiple sub items.

Chair Ortiz responded that time for public comment was usually at the discretion of the Chair and an increase in public comment for each item would lengthen the duration of the CAC meeting, which had been consistently exceeding its end time by half an hour.

17. Adjournment

The meeting was adjourned at 8:29 p.m.