



DRAFT MINUTES

Citizens Advisory Committee

Wednesday, November 20, 2019

1. Committee Meeting Call to Order

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

CAC members present: Ranyee Chiang, Robert Gower, John Larson, Jerry Levine, Danielle Thoe and Rachel Zack (6)

CAC Members Absent: David Klein, Peter Tannen and Sophia Tupuola (3)

Transportation Authority staff members present were Amber Crabbe, Anna LaForte, Maria Lombardo, Mike Pickford, Alberto Quintanilla, Bhargava Sana and Aprile Smith.

2. Chair's Report - INFORMATION

Chair Larson reported that Item 12 on the agenda, Update on Caltrans U.S. 101 Deck Replacement at Alemany Circle Project, would be postponed at the request of Caltrans, and said Transportation Authority staff would work with Caltrans to bring the item back at a future meeting. He reported that Commissioners Brown and Ronen's CAC nominations were approved at the November 19, 2019 Transportation Authority Board meeting, with final approval for the nominations scheduled for December 10, 2019. He said the new CAC members first meeting would be January 22, 2020. He informed the CAC that a copy of the Executive Director's Report from the November 19, 2019 Board meeting had been placed in-front of them for their reference.

There was no public comment.

3. Nominations for 2020 Citizens Advisory Committee Chair and Vice Chair - INFORMATION

Jerry Levine nominated John Larson for Chair. There were no further nominations for Chair.

John Larson nominated David Klein to serve as Vice Chair. There were no further nominations for Chair.

There was no public comment.

Consent Agenda

4. Approve the Minutes of the October 23, 2019 Meeting - ACTION

5. Approve the 2020 Meeting Schedule for the Citizens Advisory Committee - ACTION

6. 2019 State and Federal Legislation Summary - INFORMATION



7. Progress Report for Van Ness Avenue Bus Rapid Transit Project - INFORMATION

Jerry Levine requested a presentation on the Van Ness Avenue Bus Rapid Transit (BRT) project at a future CAC meeting.

Chair Larson said the project was approximately 43.6% complete, compared to 42% complete reported in October to the CAC and seconded Jerry's request for an in person presentation at the January 22, 2020 CAC meeting.

There was no public comment on the Consent Agenda.

Robert Gower moved to approve the Consent Agenda, seconded by Jerry Levine.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Chiang, Gower, Larson, Levine, Thoe and Zack (6)

Absent: CAC Member Klein, Tannen and Tupuola (3)

End of Consent Agenda

8. Adopt a Motion of Support for the Allocation of \$3,330,000 in Prop K Sales Tax Funds, with Conditions, to San Francisco Public Works for Better Market Street 5th to 8th Street Design and Bikeway Pilot - ACTION

Cristina Olea, Project Manager at the San Francisco Department of Public Works (SFPW), presented the item per the staff memorandum.

Robert Gower asked for background information regarding the project team's engagement with stakeholders during the design phase. He asked for specific information regarding engagement with the business community and noted that the beautification of the corridor, to attract and maintain businesses, and the development of disability access improvements were critical to the success of the project.

Ms. Olea said that the project had a community working group that met every other month and was well represented. She noted that the project team had conducted outreach throughout the corridor and had given presentations at the Hotel Council and had met with the Chamber of Commerce. Ms. Olea said the community working group included businesses along Market Street and along the F-loop.

Robert Gower asked if the closing of Market Street to private vehicles starting January 1, 2020 would provide efficiency in the construction phase.

Ms. Olea replied in the affirmative and noted that most of the studies conducted were from a traffic and transportation impact perspective. She said private vehicles were not currently allowed to drive on Market Street between 3rd and 8th streets and at 10th street travelling eastbound and that the full build out of the project would benefit from restricting private vehicles on Market Street.

Jerry Levine asked how the project team's coordination with Transportation Network Companies (TNCs) would impact TNCs activity on Market Street.

Ms. Olea said all TNCs were considered private vehicles and would not be allowed to use Market Street. She said the TNC apps would reroute passengers to get picked up on a side street or intersection.

Danielle Thoe said she was in favor of the San Francisco Municipal Transportation



Agency's (SFMTA) January timeline to get private vehicles off Market Street, but noted that the staff report language was not as strong. She proposed stronger language that demonstrated a commitment to SFMTA's quick build timeline.

Ms. Olea said that the language could be clarified and noted that the timeline had been approved by the SFMTA Board.

Danielle Thoe asked if the language in the staff report could be amended.

Maria Lombardo, Chief Deputy Director, said the language used in the staff report used "may" in reference to the January timeline as a safeguard for any potential appeals or litigation that might delay the project and that it wasn't meant to cast doubt on SFMTA's intended schedule

Chair Larson asked what accounted for the \$51 million construction increase, compared to the previous construction estimate.

Ms. Olea said the \$51 million construction increase was a result of an updated design and noted that the project was currently at 90% design, which provided more accurate costs. She added that escalation and cost estimates based on bids recently received for other projects also contributed to the cost increase.

Chair Larson noted that the stretch from 5th to 8th streets were slated for development and asked if those projects would be built in coordination with the Better Market Street project.

Ms. Olea said every block in Phase 1A had at least two major projects happening and said the project had met with all the developers to coordinate construction.

During public comment Edward Mason asked if passengers would still be boarding on the right hand side of the curb and center boarding island. He also asked if commuter buses would be allowed to access the proposed shared lane.

Ms. Olea referenced page 61 and 62 of the packet and stated that transit passengers would continue to board on the right side at both curbside stops and center boarding islands. Regarding the proposed shared curb lane, she said it was for transit, and delivery and emergency vehicles only, but she would have to follow up regarding corporate commuter buses eligibility to use the proposed shared lane.

Chair Larson requested an update on the commuter corporate shuttles and if their licenses would allow them to use the proposed shared lane.

Danielle Thoe moved to approve the item, seconded by Jerry Levine.

The item was approved by the following vote:

Ayes: CAC Members Chiang, Gower, Larson, Levine, Thoe and Zack (6)

Absent: CAC Member Klein, Tannen and Tupuola (3)

9. Adopt a Motion of Support for the Allocation of \$1,519,125, with Conditions, and Appropriate \$80,875 in Prop K Sales Tax Funds for 2 Requests - ACTION

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

Robert Gower said \$1.5 million for the New Castro Station Elevator project was a significant amount for an elevator design study and asked for further information.



Tess Kavanaugh, Project Manager at the SFMTA, said the project was currently at 50% design through the design schedule. She said the additional funding would cover completion of design, the permitting process, development of bid documents, and staffing through the award process. She added that the funding would support a full design team and development of construction documents.

Robert Gower asked if the \$1.5 million requested covered 5% of the design and development stage.

Ms. Kavanaugh said it was the remaining 5% and also the permit and review process and bid and award process. Ms. Kavanaugh further clarified that the total budget for the design phase was \$3 million and the request was for the second half of the budget. She noted that the current funds would take the project to 95% design completion and that the \$1.5 million being requested may not be fully spent.

Regarding the Alemany Realignment Study project, Chair Larson asked if the project was specific to the interchange near the Alemany farmers market.

Mr. Pickford said the project was specific to the area between U.S. 101/I-280 interchange and Crescent Avenue.

There was no public comment.

Rachel Zack moved to approve the item, seconded by Ranyee Chiang.

The item was approved by the following vote:

Ayes: CAC Members Chiang, Gower, Larson, Levine, Thoe and Zack (6)

Absent: CAC Member Klein, Tannen and Tupuola (3)

10. Adopt a Motion of Support for San Francisco's Lifeline Transportation Program Cycle 5 Participatory Budgeting Program of Projects - ACTION

Aprile Smith, Senior Transportation Planner, presented the item per the staff memorandum.

Chair Larson asked for further clarification on the role of Muni transit assistants and what their responsibilities would be in terms of safety.

Christopher Kidd, Project Manager at the SFMTA, said the Muni transit assistants were part of SFMTA's Muni Transit Assistance Program (MTAP) and were trained in de-escalation tactics. The transit assistants targeted transit lines that had a history of violence due to overcrowding or multiple school pickups. He said MTAP was oriented during school hours and operated from 10:00 a.m. to 6:00 p.m. Mr. Kidd added that MTAP coordinated with transit buses that were potentially dealing with overcrowding and advised buses to skip certain stops if they were reaching capacity. He said the Muni transit assistants would be hired within the Bayview community and would work the bus lines that rode through their neighborhoods.

Chair Larson said he supported MTAP and hoped that transit assistants were paid.

Robert Gower spoke in support of MTAP and the transit assistants project.

Danielle Thoe asked if the proposed item was requesting funding for an expansion of the MTAP hours of operation or areas it served.

Mr. Kidd said the funding requested would allow MTAP to increase their staffing presence on Bayview transit lines during transit assistants' normal hours of operation.



Daniel Thoe asked if the transit assistants were SFMTA employees

Mr. Kidd replied in the affirmative.

Jerry Levine spoke in support of the program and asked where the matching funds were housed and if they were in-kind funds or actual dollars.

Mr. Kidd said the matching funds were actual dollars. He added that the Lifeline Transportation Program (LTP) funding was more flexible than most funding sources and allowed the SFMTA to allocate their LTP funds solely to the transit assistants project. He added that SFMTA was using its matching fund sources, which included Prop K, to fund the remaining capital projects identified in the item.

Jerry Levine asked how the transit assistants project would be maintained in future years.

Mr. Kidd said part of the LTP grant was to identify sustainable funding opportunities to evaluate how to maintain the program and access other sources of funds.

Jerry Levine said it was a worthwhile program and had the support of the CAC.

Rachel Zack asked if the evaluation process through the Metropolitan Transportation Commission (MTC) could be further explained. She also said she was in support of the transit assistants project.

Mr. Kidd said he did not have the LTP guidelines for evaluation but said most requirements were around the results of the participatory budget process. He said the goal was to demonstrate that engagement of participatory budget increased participation and knowledge of the process and helped ensure better working relationships between communities and the city.

Rachel Zack said her question was more geared towards how the SFMTA was going to ensure that the program's safety goal was being met.

Mr. Kidd said he would have to discuss goals with MTAP staff and their evaluation of data. He said SFMTA kept records on all safety incidents and in years past had looked at MTAP's safety effectiveness. Mr. Kidd added that the evaluation of the program had yielded significant safety results.

Chair Larson asked if the evaluation could also assist in the SFMTA's search for sustainable funding of the program.

Mr. Kidd replied in the affirmative.

During public comment Bob Allen, Director of Policy and Advocacy Campaigns at Urban Habitat, thanked SFMTA staff for MTAP and said the city of San Francisco had done a good job in allocating LTP funds compared to other Bay Area cities he had worked with in the past. He thanked Mr. Kidd for his efforts and noted that Urban Habitat had been one of the groups that had advocated for MTC to establish the participatory budgeting pilot program.

Jerry Levine moved to approve the item, seconded by Robert Gower.

The item was approved by the following vote:

Ayes: CAC Members Chiang, Gower, Larson, Levine, Thoe and Zack (6)

Absent: CAC Member Klein, Tannen and Tupuola (3)



11. Adopt a Motion of Support for the Approval of the 2019 San Francisco Congestion Management Program - ACTION

Bhargava Sana, Senior Modeler, presented the item per the staff memorandum.

Chair Larson said the auto speed data was striking given the decline over the last 8 years from 45 miles an hour to 33 miles an hour. He said it might be getting to the point that more people will prefer transit over being in their vehicles.

Danielle Thoe asked if transit agencies outside of Muni were used as part of the transit comparison of speed.

Mr. Sana said Muni was strictly used because the transit speeds were for surface transit and derived from the automatic passenger counters (APC) fixed in Muni buses.

Ranyee Chiang said the use of metrics was great and asked if it was possible to use metrics when evaluating other potential projects seeking funding.

Mr. Sana said the data had been used to support other projects like the Freeway Corridor Management Study (FCMS) and was most recently used to support the San Francisco Downtown Congestion Study.

Rachel Zack asked what the public was supposed to deduce from the auto transit travel time ratio averaged across the city, noting that seemed to aggregate to be meaningful.

Mr. Sana said all metrics were also reported at the Congestion Management Program (CMP) individual segment level and added that each of the metrics had a map in the report which showed what the values are for the different CMP segments for morning and afternoon periods. He said auto-transit speed ratio was tracked at the city level to better understand how competitive transit was compared to auto transit over time.

Rachel Zack asked if the interactive map of the auto transit travel time ratio could be shared with her.

Mr. Sana referred Rachel Zack to <http://congestion.sfcta.org/>.

Chair Larson announced that the Transportation Authority had convened a San Francisco Downtown Congestion Policy Advisor Committee and had invited him to join the advisory group to represent the CAC. He said the inaugural meeting was scheduled for Thursday, November 21 and he would report back to the CAC after each meeting.

During public comment Thea Selby, member of the San Francisco Transit Riders, spoke in support of the CMP report.

Danielle Thoe moved to approve the item, seconded by Jerry Levine.

The item was approved by the following vote:

Ayes: CAC Members Chiang, Gower, Larson, Levine, Thoe and Zack (6)

Absent: CAC Member Klein, Tannen and Tupuola (3)

12. Update on Caltrans U.S. 101 Deck Replacement at Alemany Circle Project - INFORMATION

Item 12 was continued to a future meeting.

There was no public comment.



The CAC lost quorum at 7:22 p.m. The meeting was adjourned. Chair Larson continued the meeting as a workshop with all remaining presentations and public comment not on the record.

- 13. Potential Regional Transportation Measure Update - INFORMATION**
- 14. Introduction of New Business - INFORMATION**
- 15. Public Comment**
- 16. Adjournment**