



DRAFT MINUTES

Citizens Advisory Committee

Wednesday, June 24, 2020

1. **Committee Meeting Call to Order**

Chair Larson called the meeting to order at 6:00 p.m.

CAC members present: Ranyee Chiang, Robert Gower, John Larson, Jerry Levine, Stephanie Liu, Peter Tannen, Danielle Thoe, Sophia Tupuola, and Rachel Zack (9)

CAC Members Absent: David Klein (entered during Item 2), Kevin Ortiz (2)

Transportation Authority staff members present were Tilly Chang, Michelle Beaulieu, Cynthia Fong, Rachel Hiatt, Anna LaForte, Maria Lombardo, Yvette Lopez-Jessop, Mike Pickford, and Eric Young.

2. **Chair's Report - INFORMATION**

Chair Larson reported on the previous day's Transportation Authority Board Meeting and the racial injustice statement posted on the agency website, and acknowledged receipt of written public comments for Items 8 (Geneva Avenue/San Jose Avenue Intersection NTIP report) and 11 (SFMTA Transportation Recovery Plan presentation). He provided a few updates on the ConnectSF program giving some highlights of input received from outreach activities and noting that the project team was focusing on advancing the Streets and Freeways" and Transit Corridor modal studies. He expressed anticipation for a follow-up presentation at a future CAC meeting.

Finally, Chair Larson announced it was Member Ranyee Chiang's last CAC meeting as she was stepping down, and he thanked her for her service and contributions to the CAC. On behalf of staff, Maria Lombardo, Chief Deputy Director, presented a certificate and thanked Ms. Chiang for her participation in and value added to the CAC. Ms. Chiang expressed appreciation for her time on the CAC and everyone's work on equity matters.

There was no public comment.

Consent Agenda

3. **Approve the Minutes of the May 27, 2020 Meeting - ACTION***

4. **Citizens Advisory Committee Appointment - INFORMATION**

5. **Adopt the Proposed Provisional Three-Month Fiscal Year 2020/21 Budget and Work Program - INFORMATION***

Member Peter Tannen asked about how the COVID pandemic affected the reprioritization of budgeted funds to projects. Cynthia Fong, Deputy Director for Finance & Administration, answered that staff have been considering the issue and would bring a full budget report to the September CAC. Tilly Chang, Executive Director, added that staff did report to the Board in the Executive Director's Report about paused



efforts on projects like U.S. 101/I-280 Express Lanes and Bus Project, new mobility policy and pilot framework, and some internal model development and database work, as well as reprioritizing staff time towards supporting projects like the Department of the Environment's Emergency Ride Home program expansion and SFMTA's Transportation Recovery Plan.

There was no public comment on the minutes.

Ranyee Chiang moved to approve the Consent Agenda, seconded by Jerry Levine.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Chiang, Gower, Klein, Larson, Levine, Liu, Tannen, Thoe, Tupuola, and Zack (10)

Absent: Ortiz (1)

End of Consent Agenda

6. Adopt a Motion of Support for the Allocation of \$11,230,724 in Prop K Sales Tax Funds and \$1,043,898 in Prop AA Vehicle Registration Fee Funds, with Conditions, for Three Requests - ACTION*

Anna Laforte, Deputy Director for Policy & Programming, presented the item.

Mr. Tannen asked why the mask requirement on transit vehicles was not enforced and why passengers without masks were allowed to board. Jonathan Cheng, Paratransit Planner at SFMTA, answered that riders were required by state and local ordinance to wear masks, but riders with medical exemption from wearing masks would be allowed to board if they would be the only passenger. He said operators were trained to contact a manager to get in touch with any such rider to offer to send a mask if needed, but said the majority of riders did abide by state and local requirements.

Member Stephanie Liu asked what the persons under investigation description in the medical use bullet point referred to. Jonathan Cheng, Paratransit Planner at SFMTA, answered that SFMTA was using separate paratransit vehicles to transport unhoused persons who were at risk of coronavirus infection to coronavirus test centers. Ms. Laforte added that Prop K funds would not be used for the pandemic-related emergency services, but for regular paratransit services.

Member Rachel Zack asked if there was location flexibility in the plan for the distribution of signs for transit stops. Ms. Laforte answered in the affirmative, that locations would be prioritized based on route-by-route evaluations. Tori Winters, Transportation Planner at the San Francisco Municipal Transportation Authority (SFMTA), added that staff set metrics and prioritized routes based on those metrics.

Mr. Tannen asked what a Muni service equity line was. Ms. Winters answered that these were transit lines that ran through the City's communities of concern or, based on ridership surveys, served low-income and minority passengers.

Mr. Tannen asked if the solar powered lanterns were related to lights above the signs. Ms. Winters answered that the lanterns were devices that helped riders communicate with operators to signal that they were awaiting pick-up. She added that due to the cost of installation, the lanterns would be prioritized for rail, rapid bus network, and frequent service local lines, then expanded to other lines with visibility concerns.

Mr. Tannen asked why the F and E lines were labeled as Bayshore Express, since they



had long been historic streetcar lines. Ms. Winters answered that the text in the example was just a placeholder to mock up what the signs would look like.

Mr. Tannen commented that the font SFMTA used on its transit stop signs made "8x" look very similar to a "B" and requested staff consider a different font. Ms. Winters responded that staff could look into another way to display letters and numbers consistent with the agency's style standards.

Member Danielle Thoe echoed Mr. Tannen's concerns about font legibility and also asked if there was flexibility in the use of the funds to re-prioritize signs for alternative routes if the planned routes were under construction. Ms. Laforte answered in the affirmative and said sign locations would be subject to SFMTA's site selection and prioritization process.

There was no public comment.

Robert Gower moved to approve the item, seconded by Sophia Tupuola.

The item was approved by the following vote:

Ayes: CAC Members Chiang, Gower, Klein, Larson, Levine, Liu, Tannen, Thoe, Tupuola, and Zack (10)

Absent: Ortiz (1)

7. Adopt a Motion of Support for the Adoption of the District 3 Pedestrian Safety Improvements Final Report [NTIP Planning] - ACTION*

Dustin White, Senior Transportation Planner at SFMTA, presented the item.

Member Jerry Levine asked if the area around Columbus/Stockton/Green streets would be repaved again for the project noting the area had recently been dug up and repaved. Mr. White answered that the project required new curb ramps and a minor trench for a conduit installation on the north side of the intersection but no substantial demolition or excavation of the street.

Ms. Zack expressed support for the project and thanked staff.

Mr. Tannen said he supported the project and asked if SFMTA had discussed the bus stop consolidation with the community and if there was much opposition anticipated to that plan. Mr. White answered that outreach was conducted through the Chinatown Transportation Research and Improvement Project community based organization in coordination with Supervisor Peskin's office but had yet to go door-to-door to businesses regarding placement of bus shelters, which could affect the placement locations.

Ms. Liu asked for clarification about amount of funds being allocated to the crosswalk renovation. Mr. White answered that it was a lot of money compared to a typical pedestrian scramble but the project was more of a signal upgrade with the installation of new conduits and signal poles, which he said have increased in cost substantially in recent years.

There was no public comment.

Rachel Zack moved to approve the item, seconded by David Klein.

The item was approved by the following vote:

Ayes: CAC Members Chiang, Gower, Klein, Larson, Levine, Liu, Tannen, Thoe,



Tupuola, and Zack (10)

Absent: Ortiz (1)

8. Adopt a Motion of Support for the Adoption of the Geneva Avenue/San Jose Avenue Intersection Study Final Report [NTIP Planning] - ACTION*

Dustin White, Senior Transportation Planner at SFMTA, presented the item.

Member Robert Gower asked for clarification on the long-range plan for the proposed BART pedestrian plaza, how likely the plans would move forward, and if there was consideration for a single terminus of all Muni lines.

Mr. White answered that at this time it was not possible to physically bring the M line closer to the Balboa Park station area due to the limited capacity of the rail yard.

Mr. Gower commented that it seemed that the projects at this location were taken on individually rather than as part of a greater single project, lacking connection to long-range planning between projects, and requested staff to consider future projects in connection with one another.

Chair Larson noted there was a public comment email submitted by Aaron Goodman, a former Chair of Balboa Park Station CAC, who had similar comments to Mr. Gower's about integrating projects into a longer-term vision. Chair Larson added that having also experienced the strange M line terminus in the middle of the street, it was important to address the current situation with more thought as there could be more trouble in the future.

Mr. Gower said that he agreed with the Chair's remarks and said that the planned Balboa Park Station plaza would be a huge improvement for pedestrian safety.

There was no public comment.

Robert Gower moved to approve the item, seconded by Stephani Liu.

The item was approved by the following vote:

Ayes: CAC Members Chiang, Gower, Klein, Larson, Levine, Liu, Tannen, Tupuola, and Zack (9)

Absent: Ortiz and Thoe (2)

9. Adopt a Motion of Support for the Approval of the Fiscal Year 2020/21 Transportation Fund for Clean Air Program of Projects - ACTION*

This item was continued to the next CAC meeting due to time constraints.

10. Adopt a Motion of Support to Affirm the San Francisco County Transportation Authority's Commitment to Supporting Efforts to Improve Cost-Effectiveness and to Advance Equity in Project Development and Delivery for Certain San Francisco Projects Proposed for Plan Bay Area 2050 - ACTION*

This item was continued to the next CAC meeting due to time constraints.

11. Presentation on the San Francisco Municipal Transportation Agency's Transportation Recovery Plan - INFORMATION

SFMTA Director Jeffrey Tumlin Dan Howard, Manager of Transit, Program Delivery & Support, and Transit Technology, presented the item.

Jerry Levine asked if Director Tumlin could address how he was going to deliver capital



projects like Van Ness Bus Rapid Transit (BRT) and Central Subway on-time and on-budget during the pandemic. He also asked how Muni was going to be able to deliver transit service given the challenges with hiring drivers. Director Tumlin responded that major capital projects delivery was unrelated to recovery, and that Van Ness BRT and Central Subway have been moving forward during shelter-in-place. Central Subway will achieve substantial completion by end of the calendar year, and after a year of testing will begin revenue service end of 2021. Van Ness BRT had delays because of underground utility work, which is nearing completion. He said the BRT construction work should move forward quickly. Director Tumlin stated that regarding driver shortages, the Muni Reliability Working Group made good recommendations for how the city could hire significant new operators to deal with shortages. However, Director Tumlin said that the SFMTA was facing a very difficult budget situation where they do not have a financial path to restore the 30% of service they've had to cut. The fact that the agency isn't fully staffed with operators, and that many operators are close to retirement, will help the agency get to 2022 when the agency would seek a new revenue ballot measure. Director Tumlin stated that when he started in the position in January, the agency had a \$50 million annual structural deficit, which widens every year.

Sofia Tupuola commented that under lens of equity, black and indigenous residents of District 10 have become more vulnerable under the current crisis. She stated that the uprising of the people has inadvertently allowed more people to act violently toward these populations. She stated that the district needs more culturally appropriate outreach, and more presence of transportation.

Director Tumlin agreed, and noted that District 10 received the fewest transit service cuts and saw service returned the quickest of all the districts. He noted that due to historic disinvestment and a dearth of local services in the district, residents need to go farthest for basic services. He stated that he has been working closely with Supervisor Walton's office, who is making similar requests. Director Tumlin said that the SFMTA outreach team has moved a lot of engagement online, but that they know this should not be the primary approach for certain communities. Director Tumlin noted that he was on foot in District 10 over the weekend and heard from many residents, and that they are trying not to leave anyone behind.

Robert Gower asked what SFMTA's communications campaign looks like for these many street changes, which might be controversial. Director Tumlin stated that they have no budget for a campaign, and that they would like to be able to campaign before making changes but that the agency needs to move too fast for that. He noted that groups like this CAC can help get the word out through existing networks. Director Tumlin said that they are sparking conversations by building temporary projects that get attention, and posting changeable message signs with phone numbers to call for feedback. He said that the agency is making difficult choices with limited resources, but they are being clear that the status quo would be a disaster for the city's most vulnerable residents. Director Tumlin said that it was important to him to not sugar coat the reality of when these test projects fail, because some slow streets are not working, and the agency plans to move them around as needed. He said that San Francisco was the most conservative city he'd ever worked in, because it was least ready to try new things.

Danielle Thoe stated her appreciation for Director Tumlin's equity and service comments. She stated that she has had experiences waiting for the 38 bus when three buses in a row skipped a stop due to crowding, and that she had heard similar concerns about the 22 bus, which is a concern for people living in the middle of routes.



Dan Howard responded that the SFMTA needs to increase allowable capacity of buses. He said that those operators are passing passengers when they reach capacity, the definition of which is dictated by the public health department. He noted that they are working to put mitigations in place so buses can carry more people, such as the network of transit only lanes which allows more buses on the streets. He stated that in August when the agency restores rail service, they will be able to repurpose buses across the city to provide more service.

Director Tumlin noted that they have good data on passenger loading, which has been driving their service allocations. He noted that neighborhoods in the core such as Western Addition, Japantown and the Tenderloin are where people are more likely to see full buses, as compared to other equity neighborhoods at the edges of the city. Director Tumlin noted that the agency needs to balance turning buses on short routes to serve the core neighborhoods, with the desire of neighborhoods like Bayview, where short routes require transfers. He noted they are using available data to inform these decisions, but that they really need to find better ways to mitigate virus transmission to allow more people on Muni buses.

Ranyee Chiang noted that recently several articles have expressed concern about slow streets and active transportation projects because they are centered on the needs of white, and wealthy communities at the expense of transportation or communities of color. She noted that these articles are written in a compelling way, but she does not fully understand the details of the tradeoffs. She asked Director Tumlin to speak to the tradeoffs between slow streets, active transportation, and racial equity and how SFMTA is addressing this issue.

Director Tumlin noted that this is a very hot topic in their planning circles right now and that it is something they are paying close attention to. Director Tumlin answered by referring to the maps in Dan Howard's presentation that show what they are doing by mode. He noted that the maps show what they are doing for slow streets, what they are doing for their MUNI investments, and in a forthcoming map, what they are doing for shared spaces. He noted that they are trying to respond to specific needs based upon feedback voiced in different communities. In District 10 and particularly in Bayview, Hunter's Point, and Visitacion Valley, they've heard very clearly from the community and the Board of Supervisors that focusing on transit is what the community members most want and need. Slow streets and bikeways would be great, but they are not the first priority for those communities. Director Tumlin further stated that in some parts of district, they have heard very strongly that the community wants businesses to return and they want to put tables out in the street. District 4 lost the most transit service in the cuts back in April. He noted that slow streets were introduced in that neighborhood to provide better alternatives for folks to access local services or be able to walk or bike longer distances to get to MUNI. Director Tumlin stated that they were a little surprised by the success of the slow streets and open streets (like Great Highway) in District 4. He stated that according to their observations, users of the slow streets matched demographics of the neighborhood, more so than any other transportation project, but this was only true in some neighborhoods. He said that by SFMTA's observations, this was true in the Sunset and Richmond and somewhat less true in other neighborhoods. Lastly, Director Tumlin noted that this is an evolving space and they need to do a better job of quantifying demographics of who is actually using these projects and why so they can better inform their work and direct resources to what specific communities actually need.

Rachel Zack mentioned the map on pages 131-133 showing time savings during



shelter-in-place and proposing initial locations for recovery projects. She noted that in the tradeoffs section there is a picture of California Street, near the YMCA. Dan Howard noted that the photo is of Sacramento Street. Rachel Zack asked if there is an initial plan and then a second phase in place to implement transit-only lanes on Sacramento Street.

Director Tumlin stated that they are taking a steady, stepwise approach for rolling out their transit only lanes, starting with the locations where they know congestion is going to happen first. He noted that the first projects will therefore occur where projects are needed most and will hopefully have the least negative impacts on the community. He stated that this approach will allow them to learn quickly, conduct genuine engagement with the community, and understand how effective these tools are in this time period.

Director Tumlin stated that the legislation going to the SFMTA board next week gives the SFMTA traffic engineer the authority to build out the rest of the network. For example, on Sacramento and Clay, the change will simply extend the hours when parking at the curb is prohibited. He noted that they can make this change in real-time by adjusting chunks of hours rather than doing something all day that is 24/7. For Sacramento and Clay, they are employing a phase-it-in approach that depends on how quickly congestion returns. Director Tumlin noted that for other corridors, they are in communication with the district supervisors. For instance, on Fulton or in the Outer Mission, they want to see pedestrian safety improvements before they implement all the transit-only lanes. He also noted that they have capacity constraints because they only have so much white paint and painters. Implementation will be phased based on crew availability, expected return of congestion, and, especially in District 10, the essentialness of upfront engagement in order to help build community trust.

Peter Tannen asked how the pandemic has impacted Muni operator recruitment, training and retention. Director Tumlin said that the pandemic has not hurt recruitment, but that the pandemic has halted training since most training requires close interactions between people. Additionally, Director Tumlin noted that their budget is going to hamper the agency's ability to hire anyone new in next two years. He said that the SFMTA will survive the catastrophe by not refilling vacancies, and by planning for people to retire. He said that the agency cannot increase service until they get more funding, such as from a 2022 ballot measure.

Stephanie Liu asked if the SFMTA was learning from other cities' experiences and thinking how those strategies could be implemented in San Francisco. Director Tumlin said that they were working with operators across the world. He said that the agency was interested in the Taipei model initially, but that cultural differences make many of their strategies a poor fit. He noted that in Taipei, the culture is such that everyone wears a mask, and people comply to the government's rigorous contact tracing. Director Tumlin said that the SFMTA is now looking to western European countries with low government trust like France and Italy, where they have similar challenges as to how to enforce mask requirements like in the United States. Director Tumlin also stated that the agency is now more closely tied to other Bay Area transit operators with the General Managers talking at least once a week. He noted that they are discussing how to mitigate COVID, and how to advocate for more resources, to help each other. He noted the example of Golden Gate Transit, which is picking up and dropping off passengers in San Francisco for first time ever. Director Tumlin said that the agency is looking at potential partnership programs with other agencies too.

Chair Larson stated that many neighborhoods west of Twin Peaks and in the hills rely on local neighborhood-focused buses. He assumed that those will be last to come back,



which could cause congestion because many of the older residents will just switch to driving. Director Tumlin noted that this was an example of the agency's equity focus, because they had to adjust resources away from affluent, low density areas, and toward less affluent, denser areas. He said that this is not likely to change soon, and that this is one of the hardest things about the situation. Director Tumlin noted that the SFMTA has eliminated 50 routes which were essential for the people who rode them, primarily in those hills in Districts 4, 7 and 8, and in parts of the west side. He noted that part of the agency's response to those service cuts was to create the Essential Trip Card for seniors and people with disabilities, and by continuing to invest in paratransit. He asked the CAC to help market these services, and that the Essential Trip Card was a discount intended to get people to the trunk transit lines. Director Tumlin said they are also trying to expand microtransit to expand access to transit. He noted that in the early 20th century the transit system was structured to give a one-seat ride to everyone living in San Francisco, connecting them to the financial district. He noted that the financial district has been decreasing in importance as a primary destination even before the pandemic, and that the future of the system will be a different structure. Director Tumlin said it would likely look like a core grid of routes, with micromobility access to those routes.

Chair Larson voiced his support for investments in micromobility with electric assist to make it more available to more people, and asked that the SFMTA send information to the CAC with ways that the members can help get information to their different districts. Director Tumlin thanked the CAC for their comments and support, and Chair Larson invited Director Tumlin back to foster a longer-term dialogue.

There was no public comment.

Other Items

12. Introduction of New Business - INFORMATION

No new items were introduced.

13. Public Comment

There was no general public comment.

14. Adjournment

The meeting was adjourned at 8:20 p.m.