



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, October 27, 2020

1. Roll Call

Chair Peskin called the meeting to order at 10:01 a.m.

Present at Roll Call: Commissioners Haney, Fewer, Mar, Mandelman, Peskin, Preston, Ronen, Safai, Stefani, Walton, and Yee (11)

Absent at Roll Call: (0)

2. Chair's Report - INFORMATION

Chair Peskin reported that this year marks the 30th Anniversary of the Transportation Authority's half-cent sales tax program. He thanked the San Francisco voters for their foresight in approving the half-cent sales tax for transportation three decades ago. He added that the Prop B program then, and the Prop K program now continue to be a vital source of investment to help reach the city's safety, climate, and equity goals. He also shared that since 1990, the Transportation Authority has directed more than \$1.3 billion in half-cent sales tax funding citywide, which not only funds needed access improvements in every neighborhood but translates into well-paying transportation and construction industry jobs. He added that it is fortunate to have half-cent sales tax funds to support essential travel, reshape and re-purpose the city's streets and boost the city's economic recovery during these uncertain times.

Chair Peskin highlighted The Embarcadero Roadway, Third Street Light Rail, the replacement of Doyle Drive with the Presidio Parkway, and the Salesforce Transit Center, as some of the major capital investments funded, in part, by the half-cent sales tax that are now open for use. He also referenced the Central Subway, Caltrain Electrification, Van Ness and Geary Improvement bus rapid transit projects, and the Transportation Authority's largest investment, the replacement of the Muni light rail and rubber tire fleets, as all underway. Chair Peskin congratulated the Board, predecessors, staff, partner agencies, and voters.

Chair Peskin recognized Chief Deputy Director, Maria Lombardo for her Silver Work Anniversary.

Lastly, Chair reported that a week prior, the BART Board reviewed and approved a 7 point cost cutting plan to close a \$33 million deficit in the fourth quarter of its budget. He added that the agency, like other transit systems in the Bay Area including Caltrain and Muni, face major financial shortfalls next year. Chair Peskin added the Transportation Authority will continue to join both BART and Speaker Pelosi in calling on Congress and the Administration to approve COVID relief funds, in order to support the front-line transit services and other critical infrastructure need in the community.

There was no public comment on the Chair's Report.



3. Executive Director's Report - INFORMATION

Tilly Chang, Executive Director, presented the item.

During public comment Roland Lebrun congratulated the Transportation Authority on its 30 year Anniversary and the new microsite. He said it would be helpful if the Transportation Authority could coordinate with the Transbay Joint Powers Authority to record and publish on its website the Downtown Extension (DTX) Executive Steering Committee meetings. He also requested to have the Executive Director's Report posted to the website by 8 a.m. on the day of Board meetings.

During public comment a Marina Boulevard resident complained about a bus route running on Marina Boulevard, which is built on sand and she asked what kind of security there is.

Consent Agenda

- 4. Approve the Minutes of the October 20, 2020 Meeting - ACTION**
- 5. [Final Approval] Appoint Robert Gower and David Klein to the Citizens Advisory Committee - ACTION**
- 6. [Final Approval] Adopt Traffic Congestion Mitigation Tax (TNC Tax) Program Guidelines and Program \$7,505,686 in TNC Tax Funds to Two Projects - ACTION**
- 7. [Final Approval] Allocate \$5,897,303 in Prop K Sales Tax Funds, \$378,372 in Prop AA Vehicle Registration Fee Funds, and \$2,505,686 in Traffic Congestion Mitigation Tax (TNC Tax) Funds, with Conditions, for Five Requests - ACTION**
- 8. [Final Approval] Authorize the Executive Director to Execute the Utility Relocation Agreement, the Right of Way Certification, Amendments to the Memorandums of Agreement (MOAs) with Treasure Island Development Authority (TIDA) for Both Right of Way and Construction Phases, and All Other Related Project Agreements for the Yerba Buena Island (YBI) Westside Bridges Seismic Retrofit Project - ACTION**

There was no public comment on the Consent Agenda.

Commissioner Yee moved to approve the Consent Agenda, seconded by Commissioner Mandelman.

The Consent Agenda was approved without objection by the following vote:

Ayes: Commissioners Haney, Fewer, Mandelman, Mar, Peskin, Preston, Ronen. Safai, Stefani, Walton, and Yee (11)

Absent: (0)

End of Consent Agenda

- 9. [Final Approval on First Appearance] Oppose the Plan Bay Area (PBA) 2050 Final Blueprint Telecommute Mandate Strategy - ACTION**

Michelle Beaulieu, Principal Transportation Planner - Government Affairs, presented the item.



Commissioner Ronen thanked Ms. Beaulieu and Amy Beinart from her office for their work on this item. She noted that Mayor Breed, San Jose Mayor Sam Liccardo, the business, and the racial equity community are all aligned that this strategy as written does not advance the Bay Area's goals. She added that she looks forward to working on alternative strategies that will be able to advance the region's greenhouse gas reduction goals without the negative impacts of the current strategy.

During public comment, Christopher Peterson, resident of District 7, stated that he supports this resolution but noted that it is not enough. He expressed that this telecommuting mandate is MTC's cop out to achieve GHG reduction, largely because many local governments are unwilling to build enough housing where it needs to go. He noted that San Francisco itself has a mixed record, with a lot of housing being built in a handful of neighborhoods, while other parts of the city may be confused with Cupertino, which has been against construction of multi-family housing. He said he supports construction of housing in all neighborhoods served by transit, especially those that have not contributed their fair share in decades.

Roland Lebrun, San Jose resident expressed his support for the resolution and noted that the impact of this policy will extend beyond San Francisco and San Jose and into the entire state. He also mentioned that rental markets are collapsing and described examples from San Jose, where a room rental tenant left to relocate out of state and another house was a rental and is now being sold as a single family home, which leads to more gentrification.

Eileen Boken, Coalition of SF Neighborhoods urged the Board to table this discussion, noting the telework was not part of the original PBA 2050 blueprint but that it had emerged from public input. She expressed concern that there is a disconnect between the elected officials and the public, who have expressed support for telework. She added that on September 23rd, the MTC board voted in support of the resolution, including the telework mandate.

Commissioner Yee thanks Commissioner Ronen for bringing this issue to the Board's attention, noting the importance of this item and shared that he would be supporting Commissioner Ronen in opposing the telecommute mandate.

Commissioner Ronen thanked Chair Peskin for his support and for agendizing this item.

Chair Peskin noted that this is the first and final appearance of this item on the Board's agenda.

Commissioner Ronen moved to approve the item, seconded by Commissioner Mandelman.

The item was approved on its first appearance without objection by the following vote:

Ayes: Commissioners Haney, Fewer, Mandelman, Mar, Peskin, Preston, Ronen, Safai, Stefani, Walton, and Yee (11)

Absent: (0)

10. Major Capital Project Update - Better Market Street - INFORMATION

Cristina Calderón Olea, Project Manager at SFPW, presented the item.



Commissioner Haney commented that the project's central goal is to optimize sustainable modes including transit, walking, rolling and cycling - making them pleasant and safe for all users. He added that when this project was approved initially, it was met with widespread celebration and joy by people who rely on those modes of transportation. Commissioner Haney stated that he thinks the revised design is being met with the opposite, and that the design is now insufficient and, in some areas, may have negative impact on sustainable travel modes. For example, Commissioner Haney observed that the project was going to feature a dedicated sidewalk level bike lane that would be between 5 and 8 feet, with clear safety benefits for biking by having a separated bike lane. Now, he said the project has no dedicated bike lane at all and bikes would share a travel lane with allowable vehicles.

Ms. Olea replied that one of the biggest changes in the new design is that people bicycling will have a lot more space and room. Ms. Olea shared that the new design would have 11 feet for cycling and a two-foot buffer between vehicle lanes and it will provide comfortable space for people to ride three or four people across. She added that different designs were considered but, the project team opted for the shared curb lane in order to keep the project moving forward. Ms. Olea stated that it was very important to not lose momentum on the project. She further explained that the revised design preserves the sidewalk for people walking. She said the project includes a lot of transit benefits such as featuring larger, more accessible center boarding islands. The stop spacing will be more in line with a rapid stop spacing, which will result in a reduction in travel time.

Jeffrey Tumlin, SFMTA's Director of Transportation, mentioned that a big part of their goal was to accommodate the phenomenal success with the quick-build project car-free Market Street back in January. He added that the previous design had a 5-8 foot bike way, noting that a 5-foot bikeway accommodates bikes single file while 8 feet accommodates bikes side by side. Director Tumlin stated that the bike volumes they saw back in January, were less than half of what could be accommodated on the planned bike way from the previous design. He added that one of the things they've learned in the last nine months, was that when they build facilities that are safe and welcoming to all types of people on mobility devices such as bikes, scooters, wheelchairs, etc. that people use them in droves. He also recounted that when the streets are designed for slow travel by motor vehicles, like Lake, Paige or Sanchez, motor vehicles respect that and we can have streets that accommodate a low-volume of motor vehicles - such as the occasional delivery truck or taxi cab, without making people on bike or on foot or in wheelchairs, feel unsafe. Director Tumlin said we believe we can get a win-win solution.

Commissioner Haney commented that bikers and drivers are sharing the same space and with that are some inherent dangers. He added that he believed they need to keep up the momentum toward what should and must be a transformative project for the city. Commissioner Haney then shared his concerns surrounding the pedestrian improvements and commented that to his understanding there are no longer curb changes that are being made except where boarding islands will be installed. He added that he also shares concern around the accessibility of the brick sidewalk, particularly for people who have disabilities.



Ms. Olea replied that all traffic signals will be upgraded between Fifth and Eighth streets and they will all have countdown and pedestrian signals. She mentioned that they will be replacing all of the curb ramps at all of the street crossings, while updating the curb ramps on Market Street to ensure they meet the latest standards, and they will also be widening the sidewalk where painted safety zones are currently located.

Britt Tanner, SFMTA, commented that when it is time to upgrade the Path of Gold in 10 to 15 years, the city will hopefully be experiencing a different economy and a different funding situation, and the city will be able to learn from what they've done in this phase. Ms. Tanner added that it is a phased journey as they work on Fifth through Eighth streets. She added that this is the most appropriate design for this moment as it allows them to keep 85% of the curb line in place, but it's not committing to never coming back again and making a different design later. She added that later when they come back to redo paving, they can take another look and see what the best design is. Ms. Tanner concluded by saying there were more than 800 bikes an hour after car-free Market and the recommended width for that volume is 11 feet.

Commissioner Haney stated that they went from a project where people who ride bikes, transit, and for those who walk were initially excited about, to a place where all three of those stakeholder groups now have serious concerns. He reported that San Francisco Transit Riders said they think transit will be negatively impacted by moving all transit to one lane in each direction. He said they are concerned this may slow transit and may not expand transit capacity on Market Street. Commissioner Haney asked staff for clarification on this point.

Ms. Tanner replied that they have done modeling of the way the transit lane operates, and they have enough capacity between Fifth and Eighth streets to provide all of the service that was provided prior to COVID. She added that they have capacity for increased service up to 20% and can still show travel time savings. Ms. Tanner emphasized that the transit stops will be lengthened and widened, so they will be twice as big as at present. That will also allow two buses to stop at the same time and have people get on and off which Muni cannot do now. Ms. Tanner said with all of these improvements combined, plus the addition of a stop at Sixth Street, which will provide access to the Tenderloin, will provide a great improvement for transit service.

Commissioner Haney replied that the project should have clear and demonstratable safety and accessibility benefits for people who bike, walk and ride transit.

Commissioner Yee requested a timeline for outreach.

Chair Peskin emphasized that pedestrian safety is one of the top goals for Better Market Street.

Commissioner Preston asked about Muni's shift to a single lane, and the use of the curb lane. He asked if there was any sense of how that breaks down and what percentage of motor vehicle traffic is Muni vs. commercial vehicles vs. taxis.

Ms. Tanner replied that there would be 30-45 vehicles per hour in the shared curb lane which is less than one vehicle every one to two minutes. She added that it would break down to be roughly 20 commercial vehicles, 15 taxis, and 20 Muni vehicles an hour in the curb lane.



Commissioner Preston asked what would happen if there is more than a 20% increase in transit, and what lines would be affected.

Ms. Tanner replied that they have models that show it would work up to 60 vehicles per hour in the center lane, but they do not anticipate that volume. She shared that the Muni lines would be: 5, 6, 7, 9, 9r, 21 and F.

Commissioner Preston asked if there was any consideration for alternatives that would either have a third lane available for Muni vehicles needing to pass one another, or having two lanes available for Muni going each way.

Ms. Tanner replied that having two lanes in each direction for Muni would mean Muni buses are sharing the lanes with bikes, which is something that transit, bike advocates, and SFMTA would agree that is not a preferred design. She added that having a third lane available in the curb line or moving the Muni track is not feasible with the current construction timeline and available funding.

Commissioner Haney mentioned that the original design that was approved had been worked on with key stakeholders for years and it has since changed design in a short amount of time with no consensus. He added that there are a lot of concerns about the pace of the plan for outreach and partnership, and asked for project staff to elaborate on the outreach and engagement of stakeholders around these changes, including what outreach has been done so far.

Ms. Olea replied that in September the project team unveiled the new design proposal. She added that at that point they notified the Board of Supervisors, the Mayor's office, and key stakeholders. She said they met with the San Francisco Bike Coalition (SFBC), Walk San Francisco, and San Francisco Transit Riders as soon as they made the announcement. The project team also met with the project's Community Advisory Committee (CAC). Ms. Olea said the CAC met on September 28 and were introduced to the new proposal, and that this was followed by a series of three one-and-a-half hour sessions with the CAC to walk through all of the design changes and to discuss the schedule and the funding. Ms. Olea said that key stakeholders are part of CAC, as are representatives from the Mid-Market Community Business District, the Hotel Council, and people who live and work along the corridor. She continued by noting that there will be a virtual project open house from November 2-13, with materials available on the project website. She said there will also be two live virtual meetings: Wednesday, November 4 from noon to 1 p.m. and Monday, November 9, from 4:30-6 p.m.

Ms. Olea said there are also some parking and traffic changes to reflect the quick-build implementation and some cleanup actions. She said these are scheduled to go to the SFMTA Board on December 15, providing another opportunity for public comment.

Commissioner Haney asked if disability advocates have been involved or briefed and what was their level of support or concern.

Ms. Olea replied yes, they have been included with a representative on the CAC and the project team has coordinated with the Mayor's Office on Disability. Ms. Olea emphasized the comprehensive vision for Market Street. She said the team is continuing to move forward the hub area design, explaining that in the environmental documents it was the hub variant for the design of the western part of the project. Ms. Olea said the design west of Eighth Street hasn't changed. It is one lane in each



direction, Muni only. Commercial vehicles and taxis would be detoured westbound at Hayes Street. In the eastbound direction, the last place to turn off would be 12th Street, but most are expected to detour at Gough. Ms. Olea explained that east of Fifth Street, the project team is working closely with the SFMTA to stay closely connected with the city's transportation recovery plan. She concluded by reiterating that the goal is to have one cohesive design that works throughout the corridor.

Commissioner Fewer asked about outreach to the taxi drivers considering that this would be a change for them, as well.

Ms. Olea replied a member of one of the taxi groups attend an information session and that SFMTA taxi commission staff were also consulted.

Ms. Tanner replied taxis have been supportive of the project because they still have access to Market Street unlike most other vehicles. Taxis would need to share the curb lane with people biking, commercial vehicles, and transit.

Commissioner Fewer urged staff to conduct more robust outreach to the taxi industry.

During public comment, Michele Solomon opined that responding to high demand by removing the dedicated bike lanes is the definition of regressing. She said the new design is unacceptable and a complete reversal of the original objective of this campaign and that she would not bike if she must share a lane on Market Street with commercial vehicles. She urged the city to instead add more dedicated lanes on more streets, which she said is the definition of a progressive response to the wonderful high demand.

During public comment Cole Rose said she had participated in the Better Market Street project for at least five years and is strongly opposed to the new design. They said they thought that most trips downtown have been on transit and any plan that does not accommodate Muni does not support a recovery and downtown businesses. As a bike rider, she said this plan doesn't protect me from taxi drivers and commercial vehicles and therefore does not protect me. She spoke in favor of commercial vehicles and taxis from Market Street. Lastly, she said that the sidewalks are an accessibility nightmare and the people using mobility assistive devices deserve better.

A resident said they were extremely disappointed with the proposal for a shared curb lane for cyclists, saying safety is a concern.

Janice Li, SFBC, said she was the project CAC vice chair. She said the purpose of outreach is not just to check off the box and then do the project as proposed, but to be responsive to concerns, accommodate, amend and do better. After four meetings with the CAC in the last month, Ms. Li reported that none of the organizations are ready to support this proposal, including SFBC, WalkSF, San Francisco Transit Riders, and the Market Street Railway. She said many CAC members, including herself, recommended pushing back the public outreach. Ms. Li said the changes proposed to the phase one design represent a radical departure from a hard-fought consensus. She stated that she understands the project budget must be reduced and is not asking for a return to the original proposal, but instead is asking for is a right-sized design to deliver benefits that the public is on board with and said the current proposal isn't there yet.

Brian Haagsman, Vision Zero Organizer, Walk SF mentioned in January, that they were proud to be here with City officials to celebrate the opening of car-free Market Street as



step toward better serving the half of a million of people who walk and the tens of thousands of people who bike and take transit. He said this was the beginning of a major vision zero project that the city and the public had worked collaboratively on over ten years. Now nine months later when the city is facing very real financial challenges, he noted we are talking about a pretty radical change to the project, but without the outreach and engagement to support that. He noted that only one version of the new plan on only three blocks on a rushed timeline has been shared. He stated that we need to be asking ourselves if this new proposal meets the expectations and the goal that led to the project that was approved. He said that safety was a primary goal along the corridor because Market Street has half of the city's top 10 most dangerous intersections. He concluded by saying Walk SF doesn't want another 10 years of outreach and planning, but does want to know if the current project proposal reaches the goals set out for the project.

Eric Kaplan said that the plan doesn't make any sense and that it is a major regression from the consensus plan that was approved last year. He said it isn't clear what is better or different compared to current conditions and questioned the high cost for unclear benefits. He said that every time he bikes on Market Street, there are cars that aren't supposed to be there. He asked if there are going to be any changes to Market Street to actually make it car-free.

Cat Carter, Operations & Communications, San Francisco Transit Riders acknowledged the realities that are forcing difficult decisions because of budget and time length, but said she is not convinced that shifting all transit to one lane is going to improve transit service. She said they would like to understand the modelling more clearly to understand if it's even physically possible to move 60 buses an hour down one lane, especially given the traffic signal issues that have always plagued Muni service. She said with the subway upgrades, they will probably need to be more service on the street. She concluded by saying they look forward to continuing to work with the Board and city staff to evolve a Better Market Street that will put transit riders first.

Robin Kutner said she relies on transit and bicycling for transportation and that while they understand the difficult challenges the city faces, expressed extreme opposition to the revised design. She said the crux of the Better Market Street plan was separation between bikes and vehicles and noted that even with the existing vehicle restrictions, she has been threatened by commercial and taxi drivers while biking down Market Street. Ms. Kutner said she needs physical protection as buffers do not work; questioned the project that is still this expensive, and so watered down; and urged the city to look long-term and separate bikes and vehicles.

A resident asked why years were spent on this and now most of that work has been discarded. They said the city should be focusing on design and quick-build projects that go from idea to implementation within a year. They also stated that having people on bicycles, mixing in a lane with a car on a major street is something that has proven to be unsafe and unable to attract a significant percentage of people to biking. They noted that while the taxi drivers are much more skilled than the average driver, they tend to use that skill for arriving at their destination faster, but not with the safety of others they're sharing the street with in mind. Finally, they said it is unconscionable to spend \$100 million at what at this point is essentially a beautification project that



doesn't deliver significant safety benefits when people are being hurt on the street every day.

Jason Henderson, co-chair of the Market and Octavia CAC and Chair of the Hayes Valley Neighborhood Association Transportation Planning Committee stated that he just learned of these proposed changes. He said he wanted to direct attention to the western variant which was briefly mentioned and urged everyone to pay attention to north-south bicycle traffic and opportunities that exist right now to really discourage private vehicles, TNCs, and delivery vehicles from swarming the Market and Van Ness area by having a connector from Valencia over Market Street to Franklin for cycling. He also encouraged consideration of e-bike delivery and cargo bike delivery and possibly restricting delivery on Market Street to only pedal power delivery. Mr. Henderson commented that the mixing of buses and delivery vehicles and taxis is not going to work. He said the city needs to be thinking about a 20% mode split of bicycling that would support the city's climate and equity goals. He said that goal could not be reached if children and less skilled cyclists are mixing in with these heavy vehicles.

Further public comment was continued to the next meeting due to technical difficulties.

11. Walk San Francisco's Congestion Pricing Outreach - INFORMATION

Due to technology issues, the Chair continued this item.

Other Items

12. Introduction of New Items - INFORMATION

Due to technology issues, the Chair continued this item.

13. Public Comment

Due to technology issues, the Chair continued this item.

14. Adjournment

The meeting was adjourned at 12:19 p.m.