



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, February 09, 2021

1. Roll Call

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

Present at Roll Call: Commissioners, Chan, Mar, Mandelman, Melgar, Preston, Peskin, Stefani, and Walton (8)

Absent at Roll Call: Commissioners Haney, Ronen, Safai (all entered during Item 2) (3)

2. Citizens Advisory Committee Report - INFORMATION

John Larson, Chair of the Citizens Advisory Committee (CAC), reported out from the January 27 meeting. He said among the thirteen requests within the grouped Prop K allocation, the CAC expressed particular interest in the Great Highway Traffic Management project and the Tenderloin traffic safety improvements. He said that the District 4 CAC representative, Nancy Buffum, was very interested in the proposals put forward for consideration that would convert all or part of the Great Highway into a promenade, providing beach access and increasing pedestrian safety. He said that in response to a concern about displacing traffic from the Great Highway that might increase congestion on neighboring streets, staff assured the CAC that traffic management measures will be designed to avoid increased diversions of traffic to neighboring areas. Chair Larson noted with the popularity of Slow Streets during the pandemic, the question of devoting more streets to partial or permanent pedestrian use will undoubtedly face planners in the coming months.

With respect to the Tenderloin Traffic Safety project, District 6 CAC member Danielle Thoe noted that the left turn signs currently in place in the Tenderloin weren't highly visible and asked if the proposed new signs would be electric to make them more visible in the noisy streetscape in many parts of the Tenderloin. He added that another member raised the issue of stepped up enforcement now that there would be new traffic restrictions at 54 locations in the area. He said that San Francisco Municipal Transportation Agency (SFMTA) staff replied that they had notified the San Francisco Police Department (SFPD) about the pending changes so that SFPD could determine their plans for increased enforcement in the area.

Chair Larson said that traffic rules on Market Street were also discussed by the CAC during an update on the Better Market Street project. He said that taxi use and required turn restrictions along Market Street were concerns given the increase in paratransit riders that are using taxis during the pandemic. He added that SFMTA said they are evaluating when to implement the two required right turns in each direction off Market Street to ensure they meet the safety goals of the project to reduce vehicles on the entire Market corridor and to also maintain access in the current period. He added that a concern was raised that enforcement by Parking Control Officers (PCO)



has been lapsed, and SFMTA responded that they would increase the presence once the pandemic impact lessens, because a majority of the PCO's are helping out at COVID vaccination sites. He said that the overall concern among CAC members was that the more constrained Better Market Street design may still end up resulting in major disruptions for diminished returns.

With respect to the sales tax reauthorization update, Chair Larson reported that some CAC members commented on the regressive nature of the sales tax, and urged mechanisms or programs to promote equity in community outreach and engagement and in transit solutions, such as encouraging free Muni, and other programs to reach those disproportionately hit by the tax. He said that the CAC anticipates additional discussions going forward as the sales tax reauthorization plan takes shape.

There was no public comment.

3. Approve the Minutes of the January 26, 2021 Meeting - ACTION

During public comment David Pilpel suggested edits on the top of page 8, line 4 changing "affected" to "effected" and inserting the word "service" after citywide. Mr. Pilpel also stated that he was unable to locate the Rules of Order on the Transportation Authority's website. He also suggested staff continue its practice of adding brackets next to the action items on the agenda to help distinguish first read and final approval.

Roland Lebrun shared a reference from the Brown Act, which allows not taking public comment on an item if previously heard by a committee.

Commissioner Peskin motioned to approve the minutes with the following changes on page 8, line 4: switching the word "affected" to "effected" and inserting the word "service" after citywide. The motion was seconded by Commissioner Mar.

The motion was approved without objection by the following vote:

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

Absent: (0)

4. Allocate \$7,524,841, with Conditions, and Appropriate \$60,000 in Prop K Sales Tax Funds for Thirteen Requests - ACTION

Anna LaForte, Deputy Director for Policy and Programming presented the item, and Camille Guiriba, Senior Transportation Planner, presented additional details on the Great Highway Traffic Management project and District 4 Mobility Improvements Study.

Commissioner Mar made several comments about the Great Highway project and District 4 study. He said the temporary closure of Great Highway had created great benefits and great challenges. He described a terrifying collision on Great Highway caused by a speeding automobile and said it was only one of several dangerous traffic incidents. He said his office had been requesting a traffic mitigation plan for several months, that the City had moved far too slowly to initiate the plan, and that safety should not be sacrificed for recreation. He expressed hope that the proposed traffic management measures and the measures to be proposed by the mobility study would sufficiently mitigate the traffic impacts but emphasized the need for



accountability.

Commissioner Mar expressed gratitude toward SFMTA, the Transportation Authority, the Recreation and Parks Department and the SFPD for their commitment to the success of the project, as well as to Walk SF and the SF Bike Coalition for their support on the issue. He thanked residents for their vigorous participation in multiple town hall events and their input via survey and email, and he thanked the members of three new community groups: Outer Sunset Safe Streets Neighborhood Association, Concerned Residents of Sunset, and Great Highway Park Initiative.

Commissioner Mar said the highway closure was temporary but emphasized that a collective decision was needed to respond to the long-term challenge posed by climate change. He stated that Great Highway would have to change, including a permanent closure south of Sloat Boulevard. He pointed out that Great Highway and Ocean Beach spanned most of western boundary of the City and looked forward to working closely with Districts 1 and 8 commissioners on the future of those important City assets.

Commissioner Haney expressed support for the Tenderloin Traffic Safety Improvements project. He thanked SFMTA's Jamie Parks and Kimberly Leung for their creativity in developing a plan, pending approval by the SFMTA Board, to implement 20 mph speed limits throughout the Tenderloin. He asked if the recommended special condition - requiring SFMTA Board approval of the speed limit reductions - applied to the entire allocation or just the \$81,624 budgeted for the speed reduction element of the project.

Ms. LaForte answered that the special condition was only intended to apply to the speed reduction work.

Commissioner Chan thanked Commissioner Mar for his work with SFMTA on the Great Highway Traffic Management Plan. She said the temporary closure had created much needed recreational space. She also expressed support for expansion of the scope of District 4 Mobility Improvements Study as a step toward finding ways to safely provide more recreational space throughout the City. She said she looked forward to continued investment in recreational space and shared streets while continuing to improve traffic safety.

Commissioner Walton expressed support for developing the Muni Metro East (MME) expansion area and the 1399 Marin site for temporary storage of trolleybuses from the Potrero Division. He added that his office had had productive discussions with SFMTA about the Potrero project.

Commissioner Melgar expressed support for expanding the scope of the District 4 Mobility Improvements Study to include promenade and roadway concepts for reconfiguring the Great Highway. She said District 4 was somewhat landlocked between 19th Avenue and Great Highway and wanted to ensure that coastal resources such as the zoo and sewage treatment facility remained accessible and secure in the face of coastal erosion.

In response to Commissioner Peskin's inquiry, Commissioner Walton, who also serves on the Caltrain board, confirmed that he was comfortable with the proposed allocations for Caltrain projects.



Commissioner Preston asked how California statutory requirements affected the City's ability to implement speed reduction on City streets and asked if there were other areas in the City where speeds could be reduced.

Ms. LaForte responded that the scope of the Tenderloin Traffic Safety Improvements request included a paragraph explaining how the state's standard speed methodology allowed local authorities to set speed limits at 5 mph below the 85 percentile of the average vehicular speed if there were special conditions such as location on the City's High Injury Vision Zero Network.

During public comment Hayden Miller expressed support for Tenderloin Traffic Safety Improvements, and said enforcement was key to ensuring the success of the project, ideally automated traffic camera enforcement. He said there was too much double parking and red light running in the Tenderloin. He also expressed support for the Great Highway Traffic Management project as well as expanding the scope of the District 4 Mobility Improvements Study to include reconfiguration of the Great Highway. Finally, Mr. Miller expressed support for improvements for interim trolleybus storage at 1399 Marin and the MME expansion area.

Janelle Wong, with the San Francisco Bicycle Coalition (SFBC) expressed support for the Great Highway Traffic Management project and the proposed expanded scope of the District 4 Mobility Improvements Study. She said the temporary closure of the Great Highway had provided a much needed oasis for walkers and bikers but agreed that there was a critical need for a plan to alleviate traffic impacts from the closure.

Brian Haagsman, with Walk San Francisco (Walk SF), expressed support for the Great Highway Traffic Management project and the proposed expanded scope of the District 4 Mobility Improvements Study. He said the temporary closure had been a bright spot in the midst of the pandemic, and essentially had created the City's newest park. He agreed that traffic calming measures were needed to mitigate impacts on traffic circulation but said the benefits of the closure and long-term needs driven by factors such as climate change dictated that Great Highway be reconfigured.

John Elliot, a resident of District 1, commented that the Great Highway closure had been transformative. He stated that subsequent traffic problems were attributable to speeding cars and reckless drivers, not the new ocean-front park. Mr. Elliot advocated that the entire Slow Streets network should become permanent.

Susan Pfeiffer, District 4 resident living near lower Great Highway and Noriega Avenue said she loved the view created by the highway closure, but said the unintended consequences were dire. She said speeding cars and bands of motorcycles had moved from Upper Great Highway to Lower Great Highway, which could not properly handle that kind of traffic.

Scott Bauer, a District 4 resident, expressed support for Great Highway Traffic Management project and the proposed expanded scope of the District 4 Mobility Improvements Study. He said he had experience with both the speeding traffic and the recreation opportunities afforded by the highway closure. He stated that the new promenade contributed to the health of the community, advocated for a completely car-free Great Highway, and agreed that mitigation measures were needed for the traffic impacts.

Jodie Medeiros with the Tenderloin Traffic Safety Task Force and Director of Walk SF



expressed support for Tenderloin Traffic Safety Improvements. She said the neighborhood was number 1 in the City for traffic-related pedestrian accidents. She expressed particular support the no-right-turn pilot, which she said had been successful in other cities. She asked that the Transportation Authority encourage SFMTA to implement similar changes in other neighborhoods.

Eric Rozell, Vice Chair of Tenderloin Traffic Safety Task Force, expressed support for Tenderloin Traffic Safety Improvements project. He said the neighborhood suffered from many reckless drivers who ignored traffic lights and used neighborhood streets as high-speed thoroughfares.

Livesey Pack expressed support for the Great Highway Traffic Management project and the proposed expanded scope of the District 4 Mobility Improvements Study. She said she was impressed with outreach and coordination efforts that had already taken place.

Roland Lebrun suggested that the Transportation Authority ensure that funds intended for state-of-good-repair improvements to Caltrain's Bombardier cars be used as intended and that VTA match the Prop K funds as required by the Peninsula Corridor Joint Powers Agreement.

Jane Natoli, a resident of the Richmond neighborhood, expressed support for the closure of Great Highway, saying she had used the Great Highway more in the last few months than in the previous seven years. She said she understood that there had been traffic impacts, and she supported traffic mitigation and continued enforcement of traffic laws.

Fennel Doyle said she was thrilled with the Great Highway closure, and complimented Commissioner Mar for his role in bringing it about. She said she was deeply disturbed about the resulting traffic violence as well as traffic violence throughout City.

A Richmond District resident expressed support for Great Highway Traffic Management project and the proposed expanded scope of the District 4 Mobility Improvements Study. They said the highway closure was an important opportunity to support walking and biking. They said their anecdotal experience was that traffic didn't seem much worse than before the highway closure.

A caller said the closure of Great Highway has been the neighborhood's worst nightmare. They said there had been a huge increase in the number of people from outside the neighborhood coming to use the new promenade and the beach, resulting in insane levels of traffic. They said it was unreasonable to expect city streets to be able to accommodate traffic diverted from a 4-lane highway. They added that while most users and beachgoers travel by car, the beach was no longer directly accessible to cars.

David Pilpel advocated that the temporary trolley storage necessitated by the upcoming reconstruction of the Potrero maintenance facility be made available at the Flynn motor coach facility rather than MME expansion area. He said the allocation request materials did not explain how trolleybuses would access the MME facility and said the proposed temporary storage locations were not clear from the maps included in the materials.

Evan Oravec, Chair of the Tenderloin Traffic Safety Task Force, expressed support for Tenderloin Traffic Safety Improvements. He said the project should be one step in



continuing efforts to correct inequities besetting the Tenderloin, and not the end of such efforts.

Dr. Audrey Nguyen, a District 4 resident, expressed support for Great Highway Traffic Management project and the proposed expanded scope of the District 4 Mobility Improvements Study. She said the temporary closure had been inspiring and transformative.

A District 4 resident, expressed support for Great Highway Traffic Management project and the proposed expanded scope of the District 4 Mobility Improvements Study, including permanent conversion of Great Highway into a safe space for families, recreation, walking and biking and general community space.

Commissioner Melgar moved to approve the item, seconded by Commissioner Peskin.

The item was approved without objection by the following vote:

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

Absent: (0)

5. Allocate \$5,773,403 and Appropriate \$150,000 in Prop K Sales Tax Funds, with Conditions, for Potrero Yard Modernization - ACTION

Anna LaForte, Deputy Director for Policy and Programming presented the item.

Commissioner Walton expressed support for the project and gratitude for SFMTA's commitment to an affordable housing component.

Commissioner Preston asked for confirmation that the affordability commitment was for a minimum of 50% of the new units to be affordable and requested clarification of the meaning "affordable".

Rafe Rabalais with SFMTA responded that SFMTA's original strategy focused on securing funding for a critical infrastructure project, but at Commissioner Walton's suggestion SFMTA had changed its affordable housing goal from a target of 50% affordable units to a minimum of 50% and a target of up to 100%. He said that the draft Request for Proposals (RFP) attempted to strike a balance between setting goals and being overly prescriptive. Mr. Rabalais said housing affordability was based on the Very Low Income threshold of the Housing and Urban Development department's Area Median Income index, i.e., household income below 50% of median.

Commissioner Preston asked if SFMTA had analyzed project delivery approaches other than a public-private partnership and if so, had such alternatives been found infeasible, noting his preference for 100% affordable housing developments on public land.

Mr. Rabalais answered that the Request for Qualifications required that the development team include a nonprofit affordable housing developer.

Licinia Iberri, Campus Planning Manager with SFMTA added that the Potrero project was driven by an urgent need for an adequate transit facility, and a private partner was needed for delivery of that most critical element of the project. She said the proposed delivery method was a new way to finance major public infrastructure, including both



the development costs and operational costs going forward.

Commissioner Preston asked if the project delivery strategy was intended to take advantage of upside market capture.

Ignacio Barandiaran, Principal at ARUP, answered that development of the commercial component would be led by a private developer, leading a team that included a nonprofit housing developer. He said the private developer would be responsible for elements common to both the bus maintenance facility and the housing development. SFMTA and the developer would execute a lease contract for the housing component, meaning SFMTA would retain ownership of the entire structure. Mr. Barandiaran said there would be two separate finance structures – one for the public infrastructure and another for the housing development.

Commissioner Ronen commented that she had involvement with the project going back many years and was excited about the project delivery approach. She agreed with Commissioner Preston that housing projects on public land should generally be 100% affordable but said the need for a new bus maintenance facility was too pressing to wait for the housing market to open up the project's affordability ratio.

Commissioner Preston asked if setting a minimum affordability ratio of 50% effectively meant that none of the development proposals would include a higher percentage.

Mr. Rabalais answered that the SFMTA's draft provided incentives for proposers to increase the affordability ratio, so the minimum ratio was not a foregone result. He pointed out that the Board of Supervisors would have the opportunity to review the term sheet of the development agreement after SFMTA had selected a preferred developer, and would have to approve the development approach.

Commissioner Preston asked if \$1 million bidder payments were standard practice for major public-private projects.

Mr. Rabalais answered that SFMTA's research on public-private projects found that such payments were indeed common practice for this type of project because they were a good strategy of encouraging more bids, which incurred high risk for bidders due to the high level of complexity and cost.

Commissioner Melgar asked if there was a social responsibility component to the RFP, such as requirements for local hiring and contracting.

Ms. Iberri answered that the RFP would reflect local hiring and Local Business Enterprise requirements. She added that SFMTA's comprehensive public outreach efforts had produced a public benefits framework, which would be used in the developer selection process.

Commissioner Melgar asked for confirmation that SFMTA would retain ownership of entire project, including the housing component. She also asked how operations would be managed.

Ms. Iberri answered that the management approach would be an element of the development proposals. She said the RFP invited proposals for management of both the common infrastructure and the housing.

Commissioner Melgar asked who would make selection of preferred developer.

Mr. Rabalais answered that the selection panel would include technical staff from



multiple City agencies, supported by bench of additional experts, with a recommendation made to the SFMTA Director of Transportation and SFMTA Board of Directors.

Commissioner Preston asked if the RFP included a commitment that some of the housing would be reserved for Muni workers.

Mr. Rabalais answered that SFMTA had received input from employees favoring such a commitment. He said the City attorney's office said it might be possible but wouldn't be easy.

During public comment, Hayden Miller expressed support for a commitment to affordable housing to be part of the project, as well as a commitment to operator housing. He said operator housing was a factor in transit safety, since some operators faced long commutes in addition to their workdays navigating City traffic. He also advocated for operator parking, saying this was especially important for night shift workers for whom commuting by transit was not an option.

Cat Carter, with San Francisco Transit Riders expressed support for the project. She said replacing the outdated and inadequate Potrero facility was critical to efficient transit operations.

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

The item was approved without objection by the following vote:

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

Absent: (0)

6. Allocate \$11,634,000, in Prop K Funds, with Conditions, to San Francisco Public Works for Better Market Street - 5th to 8th Streets - ACTION

Anna LaForte, Deputy Director for Policy and Programming and Cristina Calderón Olea, Project Manager at San Francisco Public Works (SFPW), presented the item.

Commissioner Haney thanked the Better Market Street project team for the presentation and for continuing to refine the design based on stakeholder feedback. He reiterated his disappointment that the project scope changed dramatically from the original iconic and transformational vision for the project. Commissioner Haney expressed that he shared stakeholder's concerns around the benefits to safety and accessibility in the revised proposal. He said he appreciated that Ms. Olea shared the specific responses to the public's concerns and noted that the survey feedback in November showed bicyclists reporting that they would feel less safe and that transit riders reported that the changes would be negligible. He asked for the feedback received since the project design modifications.

Ms. Olea responded that bicyclists would like a separated or dedicated and protected bike lane. She said the first construction contract did not preclude the city from providing a dedicated and protected bike lane in the future. She elaborated and said the difficulty in providing it now was that it would require the sidewalk to be narrowed by at least 10 feet and relocation of utilities in the sidewalk. Ms. Olea said one of the benefits of the proposed design was that transit would operate in the center transit-



only lanes and bicyclists in the curb lane would no longer share a lane with transit. She said the center boarding islands would be twice as large as they are today and would be more accessible and accommodate more passengers. She noted that they continued to work with the Bicycle Coalition and transit advocates to refine the project. She said the required right turns added to the project were a direct response to comments and that they were thankful for the community's suggestions. As it related to transit riders, Ms. Olea said the proposed changes were from 5th to 8th streets and they were awaiting the Transportation Recovery Plan later in 2021 to assess the remainder of the corridor. From the models, pre-COVID-19 transit volumes could be accommodated in the center only lanes between 5th and 8th streets and they would reanalyze the design for transit to the east of Phase 1.

Britt Tanner, Senior Engineer with SFMTA, responded that the mountable curb was removed from the design in response to comments and SFMTA would pursue treatments which would allow for flexibility to respond to changes in transit service.

Commissioner Haney focused on enforcement and said there was a commitment that Market Street would be car free, but with a reduction in enforcement there were more private vehicles on the street and safety impacts. He asked if there was a timeline for when enforcement would be brought back to Market Street.

Ms. Olea said they discussed a return of the parking control officers to enforce car-free Market Street post-vaccinations as their services were needed throughout the city at vaccination sites and for disaster service worker support.

Jeffrey Tumlin, SFMTA's Director of Transportation agreed and said SFMTA was able to demonstrate a near 100 percent compliance rate from January to March 2020 with the new rules. He added that since the pandemic, resources were directed elsewhere, but they would be redirected when COVID-19 is under control. He said that SFMTA communicated extensively with the San Francisco Police Department, specifically Commander Perea, who leads the Traffic Division, to ensure they were ready to support SFMTA with moving violations while the parking control officers provided guidance. He shared that they were investigating, through the state, the possibility of using red light type cameras for automatic enforcement for some of the traffic rules. He said that at their last meeting the SFMTA Board authorized them to move forward with experimenting with physical controls that would force motor vehicle traffic off Market Street through design intervention, so that they are not just reliant on punitive enforcement.

Commissioner Haney said there was still a lack of specificity regarding enforcement and flagged that he wanted information on how many parking control officers would return by what date and when enforcement would return. He added that the Taxi Alliance issued a letter in strong opposition to the revised project and they had two recommendations including: 1) Suspension of the ban on taxi use in the center lanes for the duration of the pandemic and until Muni service on Market Street returns and 2) To revisit the feasibility of allowing taxis to use either the center lane or the curb lane. Commissioner Haney said that in San Francisco's transit first policy, taxis had a critical role particularly for paratransit and asked if there was communication with the Taxi Alliance.

Director Tumlin responded that SFMTA was an advocate for taxis and their role in San Francisco's mobility system and that there was a limited amount of space on Market



Street. He said they were trying to prioritize the space with the various modes of transportation and that it started with Muni followed by walking and biking and that taxis were in the mix to the extent that there was still available space.

Ms. Tanner said the Taxi Alliance requested that SFMTA delay the conversion of the center lanes from being shared by transit and taxis to transit only. She said SFMTA would conduct data analysis and would extend the transit lane, which currently ended at 3rd Street, east to Main Street as a quick build project in summer 2021. She said 3rd Street to Main would be a transit only lane and that the segment from 3rd to 8th streets would remain a shared transit and taxi lanes, which would be used for data analysis to quantify the impact taxis had on transit.

Commissioner Haney said he appreciated the continued work of the staff working with the Taxi Alliance. He said he hoped for a continued grand vision for Market Street and asked about the status of the bigger and bolder transformation and if they built the revised Phase 1, would they be locked into a particular type of design.

Director Tumlin said Market Street was the most important street in the city for transit, walking and biking and it was the historical heart of the city. He said it was 120 feet wide which seemed as if it was enough width, yet the subway entrances introduced challenging constraints to the geometry of the street. He said they learned a lot with the January 2020 car free Market Street quick build project and that the current project was a state of good repair project and was not visionary. He continued that they were trying to learn more, so they were not constrained by the limited roadway geometry. Speaking to the protected bikeway, he said for much of the roadway it was only 5 feet wide, which would result in bicyclists needing to ride single file and three quarters of bicyclists would need to continue riding in the outside travel lane. He said they wanted to be visionary, mentioned the slow streets network, and reiterated that building Phase 1 would not preclude a more visionary project in the future. He added that the state of good repair project would improve all modes of transportation, while continuing to experiment with ways to further improve the roadway.

Ms. Olea added that they leveraged \$18.4 million in federal funds to help complete the infrastructure and state of good repair project and added that this was an incremental step to improve infrastructure and they would continue forward as funding became available.

During public comment Francisco Da Costa said they should use the words viable and sustainable and not bolder and bigger. He suggested that those who backed the plan should have provided written statements.

A caller opposed funding this item and said the transit-only center lanes would negatively impact transit, the shared curb lane was inadequate, and that if commercial vehicles double parked, bicyclists would need to travel in the transit lane which may result in falling and having their bike stuck in the tracks. He said the project was unacceptable.

Dave Alexander, an organizer with the Richmond Family Transportation Network said he would not recommend that children use the curb lane and said enforcement was needed.

Commissioner Haney said he would support the item because the state of good repair work was critical and there were risks with delaying the project. He said this



segment of work was not visionary and they still needed a transformational commitment for Market Street. He said the goal was always to make the roadway safer and easier to navigate using active modes of transportation and what was heard from concerned stakeholders on the redesign, should have been taken seriously. Commissioner Haney said his vote on the second reading of this item would be conditioned on further progress on several items. First, he called for a detailed plan for enforcement of car-free Market Street, including the number of Parking Control Officers, timing for their deployment, and when and how cameras could be added to assist with enforcement. Second, he also asked for an update on engagement with the taxi industry on their recommendations related to the project. Lastly, he requested a commitment to return no later than May 2021 to discuss the long-term plan for Market Street.

Commissioner Haney motioned to approve the item, seconded by Commissioner Ronen.

The item was approved without objection by the following vote:

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

Absent: (0)

7. Adopt Fiscal Year 2021/22 Transportation Fund for Clean Air Local Expenditure Criteria - ACTION*

This item was deferred to the call of the Chair.

8. Approve the 2021 State and Federal Legislative Program - ACTION

Amber Crabbe, Public Policy Manager, presented the item.

Chair Mandelman inquired on Senate Bill (SB) 9 and SB 10 and asked for confirmation that their legislative agenda didn't have any position on those items.

Ms. Crabbe responded in the affirmative and added that they do not take positions on bills unless there is a transportation impact included.

During public comment, David Pilpel said they should hear more on the Metropolitan Transportation Commission's Blue Ribbon Transit Recovery Taskforce consolidation efforts in the region. He said that he supports Transportation Development Act reforms and as gas and diesel vehicles are phased out over time, he hopes they find alternative funds to the gas and diesel fuel taxes to maintain the roads.

Commissioner Ronen motioned to approve the item, seconded by Commissioner Peskin.

The item was approved without objection by the following vote:

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

Absent: (0)

9. Accept the Audit Report for the Fiscal Year Ended June 30, 2020 - ACTION

This item was deferred to the call of the Chair.



10. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Six Months Ending December 31, 2020 - INFORMATION

This item was deferred to the call of the Chair.

Other Items

11. Introduction of New Items - INFORMATION

Commissioner Chan noted that during the pandemic Slow and Car-Free Streets have helped us reimagine what our streets can look like, especially on the west side. The City has re-engineered its transportation system by installing temporary, emergency transit lanes speeding up the 38 Geary in the east-west direction and people are enjoying car free streets in Golden Gate Park. However, the reduced transit service and continued concerns about public health, mean limited options for getting around, particularly for seniors and persons with disabilities and some essential workers. She said as people are getting vaccinated and we start to reopen the economy, we are seeing increased vehicle travel and traffic on the west side.

With comprehensive planning, Commissioner Chan said the City can keep its neighborhoods walkable, bikeable and efficiently connected. She observed that pre-pandemic, most transit in the Richmond was east west oriented to bring residents to downtown and back, and there was limited north south transit service in District 4, leaving folks depending on private automobiles for those trips. With the pandemic, Commissioner Chan said she has heard from constituents that they have reoriented their trips to more north south travel within the Richmond district to go shopping and to medical appointments.

Commissioner Chan requested that SFMTA be invited to March's Transportation Authority meeting, to present their re-opening plan for connectivity and transit on the west side. She said with the constrained budget and transit environment, they need a comprehensive plan to determine their transit options. She added that this is an opportunity to figure out how they can get around the city differently all together.

Chair Mandelman thanked Commissioner Chan and noted Director Chang's acknowledgment of her request.

Commissioner Melgar reported on a tragic fatality of a 26-year old father and husband on February 3 in front of Lake Merced. She added that the incident also involved a multi-vehicle pileup resulting in multiple injuries. She acknowledged that the underlying circumstances that contributed to this incident are nuanced and many including those related to the criminal justice system but also the physical conditions that caused these vehicles to be travelling at great speeds, resulting in loss of life and injury. She said that Lake Merced Boulevard, John Daly Boulevard, and Brotherhood Way have continuously been used as highways, and that she would like to explore what the SFMTA and Transportation Authority are doing and can do in the future that can lead to improvements in the area.

Commissioner Melgar stated that in District 7, they are planning to add thousands of housing units across the street from Lake Merced and there is also an institutional master plan in the works for SF State that will add units of housing along with a hotel. Further, she said that Stonestown will also add thousands of units of housing. Commissioner Melgar said that this will significantly increase the number of residents and visitors who will want to cross the street to get to Lake Merced, to walk, bike and



recreate. She said that they need to make the entire area safer and plan ahead for the next 20 years for development in the area. She noted that there are several unsafe points where people cross to get to Lake Merced, not all of which have a cross walk such as the south end of the intersection with Brotherhood Way. To this end, she said that she would like to work with the Chair to have SFMTA present at a future Transportation Authority Board meeting on how they plan to make these improvements.

Chair Mandelman thanked Commissioner Melgar and said he will work with her and Director Chang to get that scheduled.

During public comment Hayden Miller said he appreciates the Commissioners requesting those items. He said he not only looks forward to the hearing about the bringing back transit service, but also looking at ways to improve, innovate and change the way that transit is brought back to serve new transit patterns. Mr. Miller said he lives in the Richmond and travels by transit to the Peninsula. He said he understood that Samtrans is looking at express buses from the west side of San Francisco to the Peninsula and suggested that this would be good for the MTC Blue Ribbon Task Force to consider. He also suggested bringing back the Golden Gate Transit Route 92 to connect the west side to Marin and encouraged looking at Muni and regional service to make it better and more connected for everybody. He also stressed the importance of Vision Zero.

12. Public Comment

There was no public comment.

13. Adjournment

The meeting was adjourned at 12:46 p.m.