



# *DRAFT MINUTES*

## **Citizens Advisory Committee**

Wednesday, February 24, 2021

### **1. Call to Order**

Chair Larson called the meeting to order at 6:01 p.m.

**Present at Roll:** Robert Gower, David Klein, John Larson, Jerry Levine, Stephanie Liu, Kevin Ortiz, Peter Tannen, Danielle Thoe, and Sophia Tupuola (10)

**Absent at Roll:** Nancy Buffum (1)

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

Chair Larson reported that Citizens Advisory Committee (CAC) members were provided the link to the Executive Director's Report that was presented a day prior at the San Francisco County Transportation Authority (Transportation Authority) Board meeting.

Chair Larson reported that the San Francisco Municipal Transportation Agency (SFMTA) is in the process of updating the Vision Zero Action Strategy, which outlines the initiatives and actions the city will take to advance Vision Zero and work to meet its goal to eliminate traffic fatalities by 2024. He said to ensure the update represents the input of San Francisco's diverse communities, SFMTA has created a survey and Story Map. He added that the survey serves as an opportunity to inform the priorities and initiatives for safer streets and the Story Map provides context by laying out current strategies and policies. Chair Larson shared that the survey will be available online until March 5th in English, Spanish, Chinese, and Filipino, and SFMTA staff will provide a Vision Zero Action Strategy update to the CAC and Board this spring. He provided the following link to view the story map and online survey: <https://www.sfmta.com/getting-around/walk/vision-zero-sf>.

Chair Larson also reported that for nearly a year, San Francisco lacked Muni Metro service in the Market Street subway. He shared that at their recent Board meeting, SFMTA announced they would be bringing back Muni Metro service from West Portal to the Embarcadero by May of 2021. He said that if the city continues to dictate COVID - 19 restrictions and vaccination rates, it is possible that the targeted reopening date can be accelerated. He reported that bus service is anticipated to continue to run in place of trains on the K-Ingleside, L-Taraval and M-Ocean View through spring. He also added that SFMTA said that bringing back the trains would allow them to reallocate bus resources and workforce towards other transit routes, and other priorities such as state of good repair, Vision Zero and Slow Streets.

Chair Larson reported that staff anticipates that Jeffrey Tumlin, SFMTA Director of Transportation, will present on SFMTA's Transportation Recovery plans to support the "reopening" of the city to the Transportation Authority Board in late March. He said he would like to request that staff reach out to Director Tumlin to invite him to present on the same topic at the March 24th CAC meeting.



Lastly, Chair Larson followed up on comments made at the last CAC meeting and said he is working with staff to develop a regular schedule for major capital project updates to the CAC. He said he wants to be able to provide a look ahead so that they know what to expect, but also said that staff has asked for flexibility to juggle the schedule when unexpected issues arise that should be addressed in a timely fashion. He added that he would like to stagger the updates so that they have a more manageable agenda. Chair Larson shared that the regular updates for projects include: Better Market Street, Potrero Yard Modernization, Van Ness Bus Rapid Transit (BRT), and Caltrain Electrification. Others with as needed/when there is something to report may include Central Subway, Downtown Extension, and Pennsylvania Alignment.

Peter Tannen asked if the Muni Metro would be serving passengers in only one direction.

Maria Lombardo, Chief Deputy Director, clarified that it would be operating in both directions.

There was no public comment.

### **Consent Agenda**

#### **3. Citizen Advisory Committee Vacancy - INFORMATION**

#### **4. Approve the Minutes of the January 27, 2021 Meeting - ACTION**

There was no public comment.

Peter Tannen motioned to approve the consent agenda, seconded by Jerry Levine.

The motion was approved by the following vote:

**Ayes: CAC Members Gower, Klein, Larson, Levine, Liu, Ortiz, Tannen. Thoe, Tupuola (9)**

**Nays: (0)**

**Absent: Buffum (1)**

### **End of Consent Agenda**

#### **5. Racial Equity Action Plan - Phase 1 Internal Programs & Policies - INFORMATION**

Camille Guiriba, Senior Transportation Planner, presented the item.

Robert Gower expressed his appreciation for the plan.

David Klein expressed appreciation for the work towards the plan and for public agencies holding themselves accountable and making participation equitable. He noted that demographics is suggested for leadership, but that data is only provided for all staff. He asked if demographic data could be provided for the management and possibly mid-level staff. Cynthia Fong, Deputy Director for Finance and Administration responded that the Transportation Authority has fewer than 10 members of our leadership team, and the City Attorney has indicated that this means the agency does not have to indicate demographics for the management team because it would be too easy to identify individuals based on the data.



Mr. Klein indicated that he understands the point but expressed concern about the City Attorney's logic. He indicated that much information is already available online and that he does not agree that the agency should follow this direction.

Ms. Fong said she would bring that feedback back to the City Office of Racial Equity.

Ms. Tupuola expressed thanks to Ms. Guiriba for the presentation and said she was excited to see the outcomes in the future. Ms. Guiriba indicated that staff would provide periodic updates the CAC.

Mr. Ortiz expressed appreciation for this work and agreed with Mr. Klein that we should present leadership demographics and should expand leadership if needed so that we would be over the 10 person threshold. He also indicated a desire to see data on the age distribution for leadership as well as information about promotional pathways and the demographics of staff receiving promotions.

Ms. Guiriba indicated that there are specific actions (not all are shown in the slides) to track promotions. Mr. Ortiz appreciated that this was being pursued and flagged that SFMTA has only one Latina among its leadership and would like to review this information for the Transportation Authority as well.

Mr. Ortiz also asked how many employees the Transportation Authority has. Ms. Fong confirmed that the agency has 43 staff currently.

Ms. Thoe also expressed appreciation for this work and extensive set of actions. She encouraged staff to bring back an item to change the CAC's name change to Community Advisory Committee instead of Citizens Advisory Committee as soon as possible. She also suggested, in relation to Section 1.3 about investing in a diverse talent pool, that Transportation Authority's work lends itself to limited term duration internships, for example for NTIP projects. She would like to see a diversity internship/apprenticeship type program developed similar to what other Bay Area organizations are working on to try and diversify the transportation planning field.

Ms. Guiriba appreciated Ms. Thoe's comments and indicated that staff hope was to bring the Administrative Code changes back soon.

Mr. Larson agreed that the CAC name change is small but significant.

Mr. Levine expressed thanks and indicated support for others comments. Regarding the City Attorney's direction on demographics, he asked if that is a mandate or if the agency can disclose demographics if desired. Ms. Guiriba indicated that staff would check with the Office of Racial Equity and explore sharing this information.

Mr. Larson indicated his support for this work and said he looks forward to seeing upcoming Administrative Code changes.

There was no public comment.

## **6. Major Capital Update: Downtown Rail Extension - INFORMATION**

Jesse Koehler, Rail Program Manager, presented the item.

Chair Larson referenced the Link 21 proposal, highlighting that the Salesforce Transit Center train box was said to have the capabilities to potentially allow trains to run through



it to/from the Bay Area, and asked if that was a project they would continue and coordinate with.

Mr. Koehler replied that the agency partners see the Downtown Rail Extension (DTX) project as a foundational project and that the multi-agency DTX team is coordinating with the Link 21 team, which he added is staffed by BART and Capital Corridor. He said that the project is a linchpin to not only the Peninsula connection but longer term rail connectivity into the East Bay, and ultimately Sacramento.

Stephen Polechronis with the Transbay Joint Powers Authority (TJPA) echoed Mr. Koehler's comments and said they have been coordinating with the sponsors of the Link 21 project for several years. He said they prepared two technical memos outlining various connections and routes that a future link 21 connection can take east out of the transit center. He added that they are working to ensure that whatever they do in terms of the extension of the train box, that it does not preclude that connection. Mr. Polechronis said that Link 21 staff is working on procuring an environmental consultant that will help them study and make decisions of the route that is used, and TJPA will make sure that the east end of the train box will accommodate a future prospect transbay connection.

Chair Larson asked about the Pennsylvania Avenue alignment, and the sequencing of the projects in the future.

Mr. Koehler said they are considering a lot of different scenarios. He said it's important to note that the DTX project has a fully approved Record of Decisions including the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA), and said they are very ready to move the project into intensive design and delivery. He shared that the Pennsylvania Avenue Extension (PAX) project is in an early, pre-environmental stage, and depending on how the timing of the projects work over time, there may or may not be opportunities to coordinate implementation of the projects in a more efficient manner. He added that right now they want to be prepared to not only deliver DTX but deliver it in a fashion that when PAX is ready, it can be delivered with no harm done to either of the projects.

Chair Larson asked if there were technological advances in construction, that relate to tunnel technology that they can use to help reconceive the project.

Mr. Polechronis replied yes and provided an example of earth pressure balance machines. He said they press up against the face of the unexcavated earth and are more efficient and safer for the operators as well as the tunneling activity itself. He added, they are also looking into sequential excavation methods, a European way of tunneling, which will be more efficient and cost effective. He also shared examples of advances in street decking technology and said that it could help them minimize disruption, speed up construction, reduce impacts, and save money.

During public comment Roland Lebrun suggested that there should be a condition to the allocation where the costs per element are broken down. He said the DTX and PAX should be able to be implemented for under \$1 billion. With respect to Link 21, he suggested inviting the same team that presented at the January TJPA CAC meeting.

Edward Mason said in the past there was discussion of the platform levels to accommodate high speed rail. With regard to Link 21, he asked about the platform levels



required and asked if there would be a downward spiral related to platform heights when it is time to begin negotiations.

Mr. Polechronis said because of the different operating styles between high-speed rail and Caltrain, that it is typical to have dedicated platforms for each service. He said because the Caltrain cars have high and low doors, there is an unusual situation where a train breaks down, that way they can have interchangeability. He said they are working with BART, and it may be a Caltrain-type service that will go through the station.

**7. Adopt a Motion of Support to Allocate \$945,258 in Prop K Funds, with Conditions, and \$2,020,000 in Prop AA Funds for Four Requests - ACTION**

Mike Pickford, Senior Transportation Planner, presented the item.

Chair Larson asked how pavement conditions were assessed and how the city schedules assessments.

Ramon Kong, Pavement Program Manager with San Francisco Public Works, replied that they have consultants that survey the city by driving around and scoring every street using electronic sensors. He said that the information is stored in Public Works' database and is used to calculate the Pavement Condition Index (PCI) for each street. Mr. Kong shared that they survey the pavements every year for about two months in November and December. He said that the citywide average PCI was 74.

Stephanie Liu asked how the success metrics for Bike to Wherever Day, previously known as Bike to Work Day, had changed compared to last year.

Mr. Pickford replied that in 2020 SFMTA measured a 4% increase in riders on Bike to Wherever last year. He introduced Crysta Highfield with SFMTA to respond to Ms. Liu's question.

Ms. Highfield said that neither last year or the current year are expected to be comparable to past years Bike to Work Days. She said they are measuring the same metrics as prior years, including bike counts, the number of people being directly reached by promotions, and the number of incentive items, such as tote bags, given out. She said instead of comparing year to year, they are focusing on comparing the weeks before and after the event and day of. She said it still gives them a good idea of whether the event successfully encouraged biking.

Ms. Liu asked if the goal was not only to encourage biking overall, but to also shift trips for those who would get into a car instead of transit because of the pandemic.

Ms. Highfield responded that it was and said if they could encourage anyone to ride a bike, they would be happy. She said that they have a broader target beyond those who might otherwise drive cars, and that they want to encourage those transit riders who might be afraid of using transit during the pandemic or facing crowding on their transit route by making biking accessible, easier, and lowering the barriers to get more people to try it out.

Ms. Liu said that focusing Bike to Wherever Day on Slow Streets this year made a lot of sense and she asked if there will be education efforts to increase awareness around Slow Streets.



Ms. Highfield said promotion for Slow Streets is ongoing, and the organizer of the event, the San Francisco Bicycle Coalition (SFBC), intends to do a broader outreach for slow streets before the event. She said that the SFBC was very supportive of Slow Streets in general.

David Klein asked where the bike counters that collect ridership data would be and where incentive tote bag distributions would be located. He asked how they would distribute throughout the city and if they are concentrated in certain districts. He said that concentrated locations could skew data.

Mr. Pickford said that SFMTA has permanently installed bike counters around the city and that staff would send the CAC a map of the counter locations. He said that the locations of the energizer stations have not yet been finalized, but that the energizer stations would be located in each supervisorial district.

Danielle Thoe noted that there was not a written requirement in the allocation request that the energizer stations be spread through all of the districts, as there had been in prior years. She suggested that energizer stations and incentive distribution locations be required to be in each supervisorial district.

Mr. Pickford agreed and said staff would add a condition to the allocation request requiring energizer stations in all supervisorial districts.

During public comment, Roland Lebrun said that repairing the Guadalupe River Bridge was important to supporting Caltrain service along the entire corridor.

Chair Larson agreed, and said it is important to remember how the whole Caltrain route has an impact on San Francisco and that is why we contribute money to bridges and other infrastructure outside of San Francisco.

Brian Wiedenmeier, Executive Director of SFBC shared his support of the allocation request for Bike to Wherever Day. He said that SFBC would be the main organizer of Bike to Wherever Day, which is being branded that way in response to the pandemic and in recognition that people bike for many reasons. He said that they have a commitment to adding energizer stations in each supervisorial district in the scope and had no issues with making that a condition of the allocation. With regard to promotion, he said they will have a robust marketing plan that will reach people in multiple languages across multiple channels, encouraging people to choose biking. He said this was the time to promote biking, to take advantage of the growing Slow Streets network, and to address the pressures that transit systems are facing, and to prevent a return to single occupant vehicle trips after the pandemic.

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

The motion was approved by the following vote:

**Ayes: CAC Members Gower, Klein, Larson, Levine, Liu, Ortiz, Tannen. Thoe, Tupuola (10)**

**Nays: (0)**



**8. Adopt a Motion to Support the City and County of San Francisco's Project Nominations for \$6,359,000 in Senate Bill 1 Local Partnership Program Formulaic Program Funds - ACTION**

Kaley Lyons, Senior Transportation Planner, presented the item.

Peter Tannen asked about the \$20 million available in incentive funding and how that was distributed among jurisdictions passing new measures.

Ms. Lyons responded that \$20 million is available each cycle, with a maximum amount of \$5 million per jurisdiction. She said that if more than four jurisdictions pass measures that cycle, the amount distributed to each jurisdiction is proportionately reduced.

Kevin Ortiz commented on the 13<sup>th</sup> Street Safety Project, indicating that a lot of development was happening in the area and would like to make sure residents are aware of protections they may need to have in place as development continues in the area.

Chair Larson indicated support for the focus on Vision Zero in the projects presented. He referenced a recent pedestrian fatality in District 7 and said that Vision Zero should remain a priority.

During public comment, Edward Mason asked that funds be conditioned on receiving regular updates after completion of the projects. He said there should be comparison after new improvements are made as efforts are made to engineer solutions to reach the goal of Vision Zero. He said receiving reports would allow an analysis on the effectiveness of engineering solutions and whether there was a lack of police enforcement preventing the traffic incidents from occurring.

Anna LaForte, Deputy Director for Policy and Programming, responded that the CAC and Board recently approved a Prop K allocation request for Safe Streets Evaluation. She said SFMTA has been and would continue doing annual reporting on the effectiveness of Vision Zero safety improvements being implemented. She said the 2020 evaluation report would be released in the summer of 2021 and the 2021 report would be released the year after, funded through the recent Prop K allocation.

Mr. Ortiz expressed support for making a motion but would like a timely report back on project progress in six months.

Ms. LaForte indicated that within six months the funds would likely just becoming available to the projects. Mr. Ortiz said he would like a timely report back.

Ms. LaForte indicated that some of the projects have Prop K funds as matching funds so the CAC would receive updates via that avenue and said updates could be provided on any of the projects.

Mr. Ortiz said with that information from staff, he was willing to make a motion to support the item as proposed.

Kevin Ortiz motioned to approve the item, seconded by David Klein.

The motion was approved by the following vote:

**Ayes: CAC Members Buffum, Gower, Klein, Larson, Levine, Liu, Ortiz, Tannen, Thoe, Tupuola (10)**

**Nays: (0)**



**9. Adopt a Motion of Support to Approve the Transportation Authority's Project Nominations for \$10,444,302 from the Safe and Seamless Mobility Quick-Strike Program - ACTION**

Kaley Lyons, Senior Transportation Planner, presented the item.

Sophia Tupuola asked how the COVID-19 pandemic has affected implementation of the Safe Routes to School (SRTS) Non-Infrastructure Program and whether the focus would be on Communities of Concern and ensuring vulnerable populations are getting equitable access to schools and community learning hubs.

Ana Vasudeo, SFMTA, responded that current programming has been adapted to live on a virtual platform as well as in-person. She said the current program serves 103 schools and prioritizes 33 schools based on equity considerations such as Free and Reduced Price Meal program participation and the High Injury Network. She also noted that students may not be traveling to schools but are traveling to community learning hubs that are providing free Wi-Fi and other resources. She said the SRTS program had partnered with community learning hubs to host some education offerings and looks forward to serving schools this coming year.

Jerry Levine asked if a full funding plan must be in place for each project by the time funds were awarded.

Ms. Lyons responded that each project would need to have a full funding plan in place. She explained that the Folsom Streetscape Project has an outstanding request for Active Transportation Program Regional funds and if those were not awarded, the project would be scaled accordingly. She said staff were working closely with project sponsors and were confident in the funding plans put forward.

Mr. Levine asked if awards would be scaled back if the remaining funds from other sources were not available for a project.

Ms. LaForte responded that these were federal funds that must be fully obligated by September 2022 and Caltrans would require a fully funded project or useful segment at that time. She said there were decision points between now and then regarding the level of funding, but staff were confident these projects would be fully funded by that time, with coordination continuing between now and then.

Mr. Levine expressed that he wanted to be sure it would not reach a point where funds would need to be given back.

Peter Tannen asked for a description of protected corners, in relation to the Folsom Streetscape Project.

Alan Uy, SFMTA, answered that a protected corner was a corner that provides physically separated moves between turning vehicles and bicycles going through, including treatments such as concrete islands or signal separation.

Mr. Tannen asked about the two-way protected bikeway proposed for Folsom Street, indicating that it was used in short stretches, but there were already bike lanes on Howard Street in one direction and Folsom Street in the other which seems safer since it avoids bicyclists navigating intersections with traffic going the opposite direction.





Mr. Uy responded that the two-way design was developed through community and stakeholder outreach. He said the main concern going westbound on Howard Street was bicyclists making a jog on 11<sup>th</sup> Street to get to Folsom Street. He said stakeholders also voiced concern about numerous closures in the area and wanted to have a reliable option to get to the Rincon hill area and the Mission District without detours and unprotected bike facilities.

Mr. Tannen asked why the transit only lane shifts from one side of the street to the other side on 5<sup>th</sup> Street.

Mr. Uy said the need to get to the left is for closer access to the new Central Subway portal at 4<sup>th</sup> and Folsom streets and indicated that a majority of bus routes that would be on Folsom Street would be making a left on 3rd Street, so they need to be prepared for that movement. He said the decision was made after meeting with Muni operators and discussing their safety concerns.

Nancy Buffum expressed the importance of continuity for the Safe Routes to School program and said families were having difficulties handling the pandemic and was pleased with the emphasis on working with Communities of Concern and community learning hubs. She also said that keeping the program high profile during this period is important as parents think about going back to school and consider walking and biking as a way to get there. She also said that physical movement makes a big difference in a child's ability to concentrate, and it is important to encourage exercise and use that in messaging.

Chair Larson expressed agreement that it is imperative that once children go back to school, they can transition safely. He also said that traffic and movement is different now and as people go back to school and work, they are used to different patterns and it is important to make sure people are safe and conflicts do not increase.

During public comment, Christopher White, Program Director at San Francisco Bicycle Coalition, thanked the CAC and staff for considering the proposal and recognizing the importance of the program in creating a culture of sustainable, safe transportation, especially during this time. He said that during the pandemic, the SRTS partnership had remained nimble while schools and families have a reduced ability to engage. He said they had shifted programs online, developed a downloadable guide, and conducted webinars with a very large demand. He said they held a Biking with Children webinar four times and had over 425 registrants. He also said that in addition to working with community learning hubs, they had also been working with community-based organizations at food distribution sites, talking to people about their concerns. He said SFBC would be doing a Spanish language workshop for recent arrivals as well. He expressed that SRTS will only become more important as there would be some concern about usual ways of getting to school, such as transit and carpools, and stemming the tide of turning to single occupant vehicles would be critical.

Nancy Buffum motioned to approve the item, seconded by Kevin Ortiz.

**The motion was approved by the following vote:**

**Ayes: CAC Members Buffum, Gower, Klein, Larson, Levine, Liu, Ortiz, Tannen, Thoe, Tupuola (10)**

**Nays: (0)**



## Other Items

### **10. Introduction of New Business – INFORMATION**

Kevin Ortiz said that \$10 billion in federal funds for removal of federal freeways was coming in to play and he would like to learn more about the Transportation Authority's plans for some of these projects for freeway removal. Since the allocations are coming up soon, he asked to hear about this at the next meeting coming up to get a good understanding of how these allocations will be used, for what projects, and also providing time to air community concerns, which he noted is always a best practice.

Mr. Larson said he would appreciate hearing more about this topic, as well.

Robert Gower said he had an escalation based on community concerns that he would like to see addressed in a presentation at an upcoming meeting. Mr. Gower described concerns related to the interplay of different agencies over the issue of street sanitation in District 11, citing the San Jose Avenue corridor where there are large dumpings. He said that the community is struggling and needs help with identifying the appropriate entities to get the garbage off the streets and cleaned up, both for the safety of vehicles trying to get through and the bike lanes, which are completely blocked in places. Mr. Gower said calls to 311 weren't proving to be effective.

Chair Larson agreed and added that he has too witnessed the garbage dumped along the San Jose Avenue corridor, noting he sometimes uses the segment near the Monterey exit and has observed large pieces of trash like carpets in the roadway.

Mr. Gower said it's become precipitously worse over the past six months and the community is struggling to find the right resources to address the dumping and associated safety concerns.

Chair Larson appreciated that this is likely an area where are intersections of many different agencies that have jurisdiction in this area.

David Klein inquired about any longitudinal trends regarding district-by-district budget appropriations to projects. He said they are all taxpayers and wants to see if they are all receiving a good amount of investment in their unique districts. He said this information may already be somewhere and he would appreciate being directed to it. He said he is curious how monies, as well as projects themselves – since it isn't just about the amount of investment but the type of investments, how many residents can benefit, etc. are invested. Mr. Klein said he sees meeting by meeting where the funds are going, but he lacks a sense of continuity prior to his time about how these investments are made across the city. He said he didn't have a preference about whether it's a chart or a heat map, looking a Prop K or fund source by fund source, but he would like an update or layout about how the investments are made across the city, and he leaves it up to staff to offer the best way to present it.

Chair Larson acknowledged the request. He noted there are more transit intensive areas in the city, but it is good to remember that there are transportation needs all over the place.

Nancy Buffum said she just learned yesterday that there would be temporary HOV lanes on Lombard and Park Presidio to help speed up Muni because these are state highways, and the proposal is that they are HOV 2, which she said is a very low bar. Ms. Buffum



continued by stating that the lanes should be set at a higher bar such as HOV 3 because HOV 2 means it will be a Muni and Uber/Lyft lane. She expressed concerns about traffic impacts of Uber and Lyft and reiterated that the lanes should be starting at a higher bar as not doing so could potentially cause more traffic issues. She suggested it might be worth talking to SFMTA about the choice of HOV 2 or HOV 3 for those lanes.

With regard to the freeway removal request he made earlier, Mr. Ortiz asked for a traffic impact report, which he acknowledged would be a longer term effort. He also said he would be interested in hearing about development plans if there was a freeway removed, such as the freeway at the Octavia exist.

Mr. Ortiz reminded staff of his prior request regarding a potential Prop K allocation for a Free Muni Program, which he hoped would be agendized at an upcoming meeting.

There was no public comment.

#### **11. Public Comment**

During public comment, Roland Lebrun said it is critical that they reach out to BART for a Link 21 presentation. He also asked the staff to consider changing to a different meeting platform.

Chair Larson said he, too, would like to hear a Link 21 update in the near future.

#### **12. Adjournment**

The meeting was adjourned at 8:19 pm