



DRAFT MINUTES

Citizens Advisory Committee

Wednesday, March 24, 2021

1. Call to Order

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

Present at Roll: Rosa Chen, Robert Gower, John Larson, Jerry Levine, Stephanie Liu, Peter Tannen, and Danielle Thoe (7)

Absent at Roll: Nancy Buffum, (entered during item 3), David Klein, Kevin Ortiz, Sophia Tupuola (4)

2. Chair's Report - INFORMATION

Chair Larson reported that at the most recent San Francisco County Transportation Authority (Transportation Authority) Board meeting, the Board reappointed Sophia Tupuola to the Citizens Advisory Committee (CAC) District 10 seat, and appointed Rosa Chen to the District 3 seat. He welcomed Rosa to the committee and invited her to say a few remarks.

Rosa Chen thanked Chair Larson and said that she is excited to be a part of the CAC. She said she was born and raised in Chinatown and briefly described some of her experience working on transportation issues and projects with Chinatown Trip and with the community.

Chair Larson added that he was at the Board meeting when Rosa's nomination was approved on its first reading and said that he is glad they have gained another valuable member who is well versed in the issues that District 3 is currently facing.

Chair Larson reported that CAC members were provided the link to the Executive Director's Report that was presented a day prior at the Transportation Authority Board meeting. He highlighted the District 4 Mobility Study Townhall on March 27 at 10 a.m. and shared that the Transportation Authority staff would be joining Commissioner Mar and city staff for a virtual open house to share the preliminary findings from the evaluation of the alternative long-term configurations for the Great Highway. He said they would also present concepts to improve walking, biking, and transit in the Outer Sunset and Parkside neighborhoods. He encouraged interested parties to register on the sfcta.org website.

With respect to the major capital updates, he shared that staff had the Van Ness Bus Rapid Transit, Pennsylvania Avenue Alignment, and Fare Free Muni items on deck to be agendaized for the upcoming CAC meetings.

There was no public comment.



Consent Agenda

3. **Approve the Minutes of the February 24, 2021 Meeting - ACTION***
4. **Adopt a Motion of Support to Approve Up to \$3,012,914 in San Francisco's Estimated Fiscal Year 2021/22 State Transit Assistance County Block Grant Funds for Paratransit - ACTION***
5. **Adopt a Motion of Support to Adopt a Position of Support for AB 550 (Chiu) - ACTION***
6. **Adopt a Motion of Support to Award a Two-Year Professional Services Contract to WMH Corporation, in an Amount Not to Exceed \$1,700,000, for Engineering and Environmental Consulting Services for the U.S. 101/I-280 Managed Lanes and Bus Project - ACTION***

With respect to Item #5, Danielle Thoe voiced her support for Assembly Bill (AB) 550 (Chiu) and said she is excited that they are getting to automatic speed enforcement and highlighted the SFMTA's re-rolling out of enforcement of car-free Market Street. She said it takes time and money for people to physically be on the streets enforcing, and said she hopes to see this [AB 550] lead to other creative solutions for these critical projects.

There was no public comment.

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

The consent agenda was approved by the following vote:

Ayes: Chen, Gower, Larson, Levine, Liu, Tannen, Thoe (7)

Abstain: Buffum (1)

Absent: Klein, Ortiz, Tupuola (3)

End of Consent Agenda

7. **Adopt a Motion of Support to Allocate \$1,200,000 in Prop K Funds, with Conditions for Three Requests - ACTION***

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

Robert Gower asked whether the timing of the Traffic Calming Removal and Replacement request was appropriate, and whether it was a better use of resources than installations of new traffic calming devices.

Damon Curtis, with the San Francisco Municipal Transportation Authority (SFMTA), answered that in most cases the handful of speed bumps recommended for replacement each year were in bad condition and no longer functional. He said replacing them would provide functional traffic calming devices where they had already been approved and established. Mr. Curtis said the replacement program was separate from SFMTA's application-based program, so proposed replacement locations were not in competition with requests for new devices.

Chair Larson requested that the CAC receive a presentation on the quick-build improvements proposed for the Lake Merced Quick Build project when the planning work for that project was complete.



Anna LaForte said staff would alert the CAC about public events, community meetings and the proposed virtual public hearing associated with the project. She also anticipated that SFMTA would request Prop K funds for the construction phase, and the request would include details of the proposed improvements.

Peter Tannen asked if locations of traffic calming devices to be designed and constructed as part of the Vision Zero Proactive Traffic Calming - Visitacion Valley and Portola Neighborhoods would be prioritized from the list on page 21 of the enclosure.

Anna LaForte answered affirmatively, adding that those options arose from planning work performed by the Department of Public Health.

During public comment Roland Lebrun asked why consideration of the policy-level amendment to the Prop K Downtown Extension - Phasing and Partial Design grant bypassed the CAC. He also requested that staff implement a better virtual platform for CAC meetings.

Chair Larson motioned to approve the item, seconded by Peter Tannen.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Gower, Larson, Levine, Liu, Tannen, Thoe (8)

Nays: (0)

Absent: Klein, Ortiz, Tupuola (3)

8. Adopt a Motion of Support to Amend the Adopted Fiscal Year 2020/21 Budget to Decrease Revenues by \$16.8 Million, Decrease Expenditures by \$18.6 Million and Decrease Other Financing Sources by \$50.0 Million for a Total Net Decrease in Fund Balance of \$48.2 Million - ACTION*

Lily Yu, Principal Management Analyst presented the item.

Danielle Thoe said it looked like most of the projects with delayed reimbursements or delayed delivery seemed to be on the bigger scale of longer-term projects and she understood that the changes in funds proposed were not significant. With respect to the TNC Tax quick build projects, Ms. Thoe noted staff's explanation that SFMTA would be using other funds first, and asked if there would be any impact on the number of quick builds they would be able to deliver this year, noting that the premise behind the quick build program is to get things done quickly.

Anna LaForte, Deputy Director for Policy and Programming, said that project delivery is not impacted and all that is changing is which fund source is being billed first.

Peter Tannen, noted that on page 53, the memo mentions that the SFMTA LRV procurements have been delayed due to the impacts of COVID, which made sense. Mr. Tannen said this reminded him that there had been complaints about seat heights and configuration, lack of forward-facing seats, etc. and he asked if there had been any changes to the procurement due to this.

Ms. Lombardo added that her recollection was that the SFMTA had decided to make some changes to the seat configuration and that staff would follow up with the SFMTA to confirm.

Chair Larson said he expected the budget would be disrupted due to the pandemic but noted that the 13% revision downward in sales tax revenues was smaller than he anticipated. Further, since some work has slowed, reducing expenditures, things



seemed to balance out a little in the budget.

Chief Deputy Maria Lombardo said part of the reason there is a minimal change right now is coming into the year the agency was conservative and lowered sales tax revenues. Ms. Lombardo said that year over year compared to pre-pandemic, sales tax revenues were down about 30%.

Ms. Yu confirmed that and added that actuals in the prior year came in at \$99 million and this year's budget reduced anticipated sales tax revenues to \$93 million. Pre-pandemic, Ms. Yu said revenues were in the \$110-115 million range.

Chair Larson said he appreciated the good staff planning.

During public comment, Roland Lebrun said that San Francisco sales tax revenues are down about 30% which is better than the forecasted 35%. In contrast, he said that Santa Clara is only county in the Bay Area that is up 7% year over year over last year. Mr. Lebrun continued by noting that at the Metropolitan Transportation Commission (MTC) Programming and Allocation Committee, it shows that VTA has a \$96.8 million surplus and VTA just got another \$39 million this morning. Mr. Lebrun asked what happened to equity, noting that the federal relief funds were supposed to be compensation for both the drop in sales tax and fare revenue. He said the money should be going to San Francisco and other places that deserve it.

Chair Larson asked staff to look into Mr. Lebrun's comment to see if MTC is addressing equity in the distribution of the federal relief funds.

Ms. Lombardo said she said MTC has partially addressed equity. She said staff would follow up with either a memo to the CAC or agendaize the topic, noting the distribution of funds was a bit complicated for an on-the-spot answer.

Danielle Thoe motioned to approve the item, seconded by Robert Gower.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Gower, Larson, Levine, Liu, Tannen, Thoe (8)

Nays: (0)

Absent: Klein, Ortiz, Tupuola (3)

9. Adopt a Motion of Support to Approve the Schedule and Process for Development of a New Expenditure Plan for Reauthorization of the Local Sales Tax for Transportation and Establish an Expenditure Plan Advisory Committee Structure - ACTION*

Michelle Beaulieu, Principal Transportation Planner, presented the item.

Jerry Levine asked if reauthorization would fare better at a general election in November rather than in June.

Ms. Beaulieu responded that the process includes a voter opinion survey before going to the ballot which would help inform the recommendation for timing to the Board.

Maria Lombardo, Chief Deputy Director, added that it may seem easier during a general election to reach the required 2/3 vote threshold, but that another consideration is how many and what other measures, particularly other revenue measures, are also eyeing the same ballot.

Chair Larson asked for clarification on the timeline of the current Prop K Expenditure Plan.



Ms. Beaulieu said the current Prop K Expenditure Plan is a 30-year plan [extending to Fiscal Year 2033/34], and if voters approve a new plan, it would supersede the current one.

Chair Larson asked why a new plan is being considered now.

Ms. Beaulieu responded that the Transportation Authority is planning to go back to the voters now because most of the major capital projects are under construction or complete and this would allow a chance to reset the Expenditure Plan and include new priorities such as some of the ideas that emerge through ongoing planning work from ConnectSF and the San Francisco Transportation Plan or other efforts. She added that some on-going programs are also running out of funds.

During public comment, Edward Mason commented that the staff memo included maintaining funding for ongoing programs and asked if there was potential for carryover or if the new Expenditure Plan would be a blank slate. He also asked if money would be given to San Francisco Public Works. He said that under street and traffic safety, Prop K includes street resurfacing, and asked if that meant curb-to-curb or if it included encroaching onto sidewalks for sidewalk repair. He said clarification was needed about what this program should fund. He said there needs to be a discussion about whether or not to fund Public Works and if it should be funded through the General Fund instead, noting projects on sidewalks are their responsibility and they should not come to the Transportation Authority for funding. He said he would like clarification to avoid unintended consequences.

Chair Larson commented that these were interesting questions and encouraged interested community members to apply for the Expenditure Plan Advisory Committee where issues could be brought up and elaborated on.

Jerry Levine motioned to approve the item, seconded by Nancy Buffum.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Gower, Larson, Levine, Liu, Tannen, Thoe (8)

Nays: (0)

Absent: Klein, Ortiz, Tupuola (3)

10. Adopt a Motion of Support to Amend the San Francisco Municipal Transportation Agency's Business Relocation Transportation Demand Management Project, with Conditions - ACTION*

Mike Pickford, Senior Transportation Planner presented the item.

Danielle Thoe raised question surrounding the COVID recovery and asked if these kinds of efforts needed to be tied to a particular employer, being that there is going to be plenty of people who will start commuting back-and-forth, and in some cases some employers may not qualify for this. She said she is concerned about the influx of traffic for people who previously drove into the city as well as people who may not be so inclined to take transit. She asked if there was an opportunity to reach out to employees directly who might not have an employer interested in participating or that does not meet the requirements for employer size.

Crysta Highfield with SFMTA replied that they have a set of target businesses to maximize impact, but said the SFMTA would welcome businesses that reach out to them and that the SFMTA would make it as easy as possible for them to reach out even



if they are outside of their target employer size range. She added that they will give businesses outside of their target the same support as any business on their initial prioritization list which is really just for proactive outreach. She said SFMTA's approach is intended to be flexible based on what they are learning so they can modify their approach as needed.

Chair Larson motioned to approve the item, seconded by Stephanie Liu.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Gower, Larson, Levine, Liu, Tannen, Thoe (8)

Nays: (0)

Absent: Klein, Ortiz, Tupuola (3)

11. San Francisco Municipal Transportation Agency Transportation Recovery Plan - INFORMATION*

Julie Kirschbaum, Director of Transit and Tom Maguire, Director of Streets with SMFTA presented the item.

Peter Tannen pointed out that on page 90, with respect to the bar graphs, he was surprised that the fares in 2021 were at such small portions compared to 2020.

Ms. Kirschbaum replied that the revenue was not coming back commensurate with their ridership and in fact they have seen a very stable trend of fares remaining down about 90%. She said that it was the kind of thing that when they get to the Spring they can reevaluate and if the fares have recovered, they will have more money to invest. She added that because they have not seen that trend, despite a steady increase in ridership and in service, the finance folks were fairly conservative in that area.

Mr. Tannen asked what the disconnect was between ridership and fare for 2021.

Ms. Kirschbaum replied that they need to do a little more research to understand it, but she speculated that the demographics of their riders have changed, and people that are more likely to qualify for Muni's free and subsidized programs are riding the system in a higher proportion right now. She said a lot of people are either staying home or taking other modes like driving and have been exercising their choice. She added that SFMTA is also bringing back fare inspection and trying to bring it back in a way that is respectful of the current national dialogue around policing and enforcement.

Jerry Levine thanked SFMTA staff for their presentation and said that he had a number of questions, but they did a great job answering most of them. He said that he thinks it is important once the new lines come on again that they initiate a public information campaign to inform the public. He said that the users have the right to know when the service becomes available, but if you do not give people sufficient advanced notice, they cannot get their schedules adjusted in time. He added that this is critical to getting success right off the bat. He also raised a concern with witnessing 80% of bicycle riders riding both on the sidewalk and bike lanes while riding in and out between pedestrians on The Embarcadero, and he asked why it is allowable for the bikes to be on the sidewalk.

Mr. Maguire replied that the SFMTA's approach has been primarily to build better and better facilities within the roadways so that as many cyclists as possible, especially those who have the confidence to ride on the street, do so. He said at this point from Harrison Street up to the Ferry Building, they now have a protected bike lane on the



street and its one of the more densely traveled, so they are trying to design improvements to shift the bicyclists onto the street as possible while they also work with the Port to continue that strategy further south towards the ballpark. He said it is tricky further south because they do not want to compromise the Muni right of way or move the lanes around too much. Mr. Maguire acknowledged the jurisdiction issue with the Port but reiterated their strategy to provide safe designs that draw cyclists to use the street.

Mr. Levine said it is frustrating to witness easily 80% of bike riders were on the sidewalk.

Robert Gower thanked the SFMTA staff for a concise yet informative presentation. He made a comment as it relates to the Embarcadero stating that use of the sidewalk is really the only route for cyclists to access the Third Street bridge to head down south towards the Dogpatch area, without having to deal with the King Street traffic, acknowledging the tension there.

With respect to the Muni rail designs, Mr. Gower asked for clarification on the J Church not entering into to the Market Street subway when the subway system reopens. He asked what the rationale was and what will be done to ensure passengers can safely transfer, particularly when they are heading outbound. He pointed out that the map shows that riders would be transferring from the N Judah to the J Church above ground, which is a bit of a distance and he also inquired how riders who need to use a ramp would transfer, being that there is a ramp for the N Judah but not a service ramp for the J Church line.

Ms. Kirschbaum responded that the reason for creating the transfer points rather than putting everything into the subway has to do with a challenge that they were seeing pre-COVID. She said they were seeing a lot of routine congestion in the subway and were running many more trains than they could reliably accommodate. She said they really see a need to run fewer trains that are longer so that they have more consistent service and service that people can rely on. She added that they were seeing slower travel times and more variable travel times as a result of this congestion and particularly people were getting stuck on the train between Forest Hill and West Portal for long periods of time on the way home, and coming in, particularly between Montgomery and Embarcadero, being at the station but not able to get off the train. She said SFMTA focused on the J church in particular because it is a one car train and SFMTA thought would it work better outside of the subway. She said J line customers have the option of taking the N Judah and walking down, but she believes most will take the subway service to the Church station and transfer there, where the raised platforms are right there to make a connect. Ms. Kirschbaum said that as demand increases, they will fold in more shuttles to keep up with the subway demand and, hopefully, soon they will have 3 car trains in the subway to carry that demand.

Mr. Gower replied that he hopes that as the as ridership continues to increase, the J Church passengers are actually able to board those trains, which get really crowded by the time they get to the Van Ness area. He said there is a lot of concern in District 11 around these changes.

Mr. Gower also directed a question towards Mr. Maguire in regard to the bicycle network. He said in the map presented, he noticed there were hazard markers placed south of Glen Park where San Jose has a bike exit and then complicated ways to continue the journey. Mr. Gower what level of community involvement they were undertaking to address those areas of concern.



Mr. Maguire replied that right now their focus is on building out as much of the slow street network with temporary materials and starting to work with the SFMTA Board to legislate some of them as permanent. He said the hazards and some of the gaps in the map are areas they want to fix as they recover from the pandemic. He added that they are in close consultation with communities in a couple of neighborhoods including the Valencia Street corridor, where they are working very closely to upgrade the bike lane. He said they are very open to having conversations with folks who are affected by the admittedly imperfect access points to the San Jose bike lane. He said they have been trying to make some upgrades there in response to some crashes that have taken place, including some safe hit posts that they plan to install this summer, but their focus of their outreach is on the slow street network right now. Mr. Maguire said they will continue to work with all stakeholders interested in bike lanes to fix hot spots as they come up.

Chair Larson said he is interested in the hilltop connection in District 7, between Forest Hill and Glen Park, and said he is interested to know the combination of service in the 36 and 52 and how they are being paired.

Ms. Kirschbaum responded that with using three buses which was kind of all they could squeeze out in in the short term, they are basically creating two loops. She said that the 36 and 52 on Diamond Heights will run as one route and they are still discussing whether to give it a new number or whether they just call it the 36/52. She said she is happy to send the draft map through the Transportation Authority staff for distribution to the CAC. She said it essentially will work as one route and provide some improved connectivity that does not currently exist.

Chair Larson said he is happy to hear that because there was kind of a big gap when they lost a lot of their main neighborhood bus services. He asked about the reopening of Twin Peaks Boulevard to cars and asked why it had been reopened noting that while it is a tourist/recreational type destination there doesn't seem to be much through traffic. He also asked if there would be further discussion similar to what is happening on the Great Highway closure.

Mr. Maguire replied that the SFMTA Board in early March did make the decision to reopen the Twin Peaks Boulevard to Portola Drive, but to permanently close the connection to Burnet Avenue. He said that was a decision made to create as much car-free space as possible on top of the hill, expanding the footprint of the figure 8 that they made car-free a couple years ago, but it does preserve access for people whose only way to get to the top of Twin Peaks is by car, including people with disabilities. Mr. Maguire added that it was an important compromise that they hashed out in a public process with residents and with citywide stakeholders, and that it was a theme that was going to permeate their discussions about the Great Highway and Golden Gate Park as well. He said he is thrilled to have all that car free space along the beach and park, and he wants to find ways to preserve those routes while also making sure that they address the accessibility issues which are related to people with disabilities who are unable to bike at the park and also people who do not have a good transit connection or their travel patterns make it impossible to get there without driving. He said they are not closing the park to people who drive there as there are 5000 parking spaces in Golden Gate Park, and they want to make it equitable and accessible for everyone.

Nancy Buffum raised a question on increased recreational use of Ocean Beach and the Great Highway and the increased potential use of public transit. She said she is concerned about the N Judah and the L-Taraval and local buses being able to take on



the burden of all the people who are now coming to these areas and wants to know if that is being taken into consideration in SFMTA's plans for restoring service to the western edge.

Ms. Kirschbaum said that is one of the many reasons why they will be bringing back the 18 route in August, and why they are anxious to see the N Judah, which is the main bus substitute rail line where they are experiencing crowding, return to rail. She said they are looking at a multi-modal, walking, biking, transit, as well as driving access to this new recreational opportunity.

Ms. Buffum added that before the pandemic, the weekend use of the N Judah to get to Ocean Beach was really high, and now the traffic that the neighbors are complaining about is actually weekend traffic from people coming to recreate.

Chair Larson thanked SFMTA staff for their presentation and time.

During public comment, Hayden Miller, a San Francisco high school student, said he is very concerned with service restoration, especially as schools reopen. He said that 85% of service is not going to be able to get more than 50% of San Francisco Unified School District (SFUSD) high school students who depend on Muni to get the school, to get there safely and on time. He said before the pandemic at 100% service, there was not enough buses to get everybody to school. Mr. Miller said they need to look at short term fixes like reducing the amount of stops that the 29 Sunset makes, saying a stop on every block on Sunset is unnecessary, and look at bringing back more light rail lines. He said they have 40 rail operators who are getting sent home early, as well as other operators doing DSW work for other city departments, but the city needs Muni service. He said the restoration will be frustrating for the public, a mess when school opens, and as a result, some may not return to using Muni because of it.

Edward Mason said that the overriding philosophy should be a trust in transit. He suggested using the transit vehicle destination signs for advertising the reopening (e.g. welcome back) and advertising Muni hiring. With respect to J church, he said the original contract with Alcatel called for 100 train sets an hour through the subway, which he said was never achieved and yet, Muni accepted it. He said now there will be 30 train sets an hour going through the subway according to some presentations he has seen. Mr. Mason said it is so frustrated with the J being truncated until there is a new train control system in place. Mr. Mason reiterated the need to use the Muni destination signs for everyone to see, not to Muni passengers, to encourage folks to try transit.

Luke Bornheimer, a father, resident of District 8, and one of the organizers of the car-free JFK rally this past weekend. He thanked Directors Kirschbaum and Maguire for their presentation and work. He urged the CAC to support slow streets and the continuation and permanency of car-free JFK and the Great Highway. He said it has been one of the most positive things that came out of 2020, noting that it's good to see a diverse crowd as well as see what it does positively for public space and land. He acknowledged concerns about access for persons with disabilities, low-income people and people from the southern part of the city. He urged the CAC to support slow streets and car-free JFK and also increasing transit service and reliability and educating the public about all the 2000+ free parking spaces in the park already as well as along Fulton and Lincoln. He said the coalition is working to keep JFK car-free and also to help improve access for low income persons and persons with disabilities.

Chair encouraged public commenters to apply to one of the advisory committees to



get more voices, especially young and diverse voices, as part of the conversation.

12. Connect SF Transit Strategy Update - INFORMATION*

Hugh Louch, Deputy Director for Planning, and Kansai Uchida, Principal Planner at SFMTA, delivered the presentation.

Chair Larson noted this topic will be back before the CAC in the future.

Mr. Louch indicated that CAC members would be provided information about upcoming outreach meetings.

During public comment, Edward Mason expressed that even with the new train control system, the long-term plan keeps the J line truncated which is a disservice to people with disabilities who will have difficulty transferring from the J line stop at Market and Church to the subway since the transfer requires them to travel six lanes across Market Street to access the elevator. He suggested that the J line should be returned to the subway once a new automatic train control system is installed.

Other Items

13. Introduction of New Business - INFORMATION*

There were no new items introduced.

14. Public Comment

During public comment Roland Lebrun reiterated requests for presentations on the Pennsylvania Avenue Extension and Downtown Rail Extension. He said there are a lot of unaddressed issues that need to be presented before asking for more money for these projects.

Edward Mason said that Muni has embarked on the electric bus program, whereas Santa Clara Valley Transportation Authority (SFVTA) and SamTrans already have electric busses along with San Francisco international Airport (SFO). He said that in light of all the requirements for electricity he suggested a hydrogen fuel cell back up plan.

15. Adjournment

The meeting was adjourned at 8:46 p.m.