



# ***DRAFT MINUTES***

## **Community Advisory Committee**

**Wednesday, December 1, 2021**

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

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

Present at Roll: Nancy Buffum, Rosa Chen, John Larson, Jerry Levine, Stephanie Liu, Kevin Ortiz, Peter Tannen, Sophia Tupuola (8)

Absent at Roll: Robert Gower and David Klein (2)

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

Chair Larson invited Community Advisory Committee (CAC) member Rosa Chen, who is serving on the Expenditure Plan Advisory Committee (EPAC) to give an update. Ms. Chen shared that in their most recent meeting, discussions were focused on the San Francisco Municipal Transportation Authority's (SFMTA's) paratransit program and whether and how to increase sales tax funding for this program within the preliminary draft New Expenditure Plan. She said the EPAC also received an update from staff on outreach that has been done to date. Ms. Chen shared that the next EPAC meeting will be held virtually on Thursday, December 9 at 6 p.m., where the EPAC will continue to discuss funding levels for various programs in the draft Expenditure Plan. Referring to an item later on the agenda she stated that the Transportation Authority is shifting its focus from the June 2022 election to the November 2022 election for a potential ballot measure, and as a result the EPAC schedule has been revised to extend the duration of the EPAC to February 2022, when they anticipate taking action to recommend a new Expenditure Plan.

Chair Larson acknowledged that Vision Zero efforts were of great interest to CAC members and others and encouraged people to watch or listen to the December 14 Transportation Authority Board meeting at 10 a.m. as there would be a presentation on severe injury trends and another on the final Vision Zero Action Strategy.

Chair Larson announced that it was member Stephanie Liu's last meeting with the CAC as her term was expiring in December and she would not be seeking reappointment. He shared his appreciation for her comments and questions both at CAC meetings and with staff in between meetings. He said that she would be missed and encouraged her to call in during public comment at future meetings.

Ms. Liu remarked that due to her term being mostly spent during the pandemic, it seemed to go by particularly quickly. She thanked members and staff for the experience, adding that she learned a great deal through the other committee members and the questions brought up during discussions. She thanked staff for being responsive to her questions and that she was impressed by the amount of knowledge and engagement from all involved.



On behalf of Transportation Authority staff, Maria Lombardo, Chief Deputy Director, echoed Chair Larson's appreciation for Ms. Liu's contributions to the CAC and encouraged her to stay in touch with the CAC and staff.

There was no public comment.

**3. Nominations for 2022 Community Advisory Committee Chair and Vice Chair - INFORMATION**

Nancy Buffum nominated John Larson for Chair and John Larson accepted. There were no further nominations for Chair.

John Larson nominated David Klein for Vice Chair in his absence. There were no further nominations for Vice Chair.

There was no public comment.

**Consent Agenda**

**4. Approve the Minutes of the October 27, 2021 Meeting - ACTION\***

**5. Approve the 2022 Community Advisory Committee Meeting Schedule - ACTION\***

**6. Community Advisory Committee Vacancy - INFORMATION**

There was no public comment.

Jerry Levine motioned to approve the consent agenda, seconded by Sophia Tupuola.

The consent agenda was approved by the following vote:

Ayes: Buffum, Chen, Larson, Levine, Liu, Ortiz, Tannen, Tupuola (8)

Absent: Gower, Klein (2)

**End of Consent Agenda**

**7. Major Capital Project: Better Market Street - INFORMATION**

Cristina Calderón Olea, Project Manager, San Francisco Department of Public Works (SFPW), presented the item.

Jerry Levine, commented on the \$12 million soft costs budget, and asked what was all included in the soft costs.

Ms. Olea replied that soft costs include construction engineering and construction management costs - both of which involve SFPW and San Francisco Municipal Transportation Agency (SFMTA) staff. She added that there is also some budget for the Public Utilities Commission as they will be providing sewer work to improve drainage, as well as the installation of new catch basins along the curb ramps. She continued by stating that there are costs associated with diesel bus substitutions during the planned closures on Market Street.

Mr. Levine asked if they anticipate the \$12 million being sufficient for soft costs.

Ms. Olea replied that it is an estimate of their costs based off previous construction projects. She added that it also includes any work that is being performed by the city, such as traffic striping and the installation of new traffic signs.

Peter Tannen asked if during the off-peak hours and the closure periods, would bicycles be prohibited on Market Street.



Ms. Olea replied that bicycles would be detoured to Mission Street during the closures and non-peak hours. She added that if a bicyclist was going to a business along Market Street, they would have to dismount from their bike, and walk their bike on the sidewalk. She said the sidewalks will be open and they will always provide a throughway for pedestrians. Ms. Olea also noted that the street right-of-way has tight constraints such as no parking spaces and no gutter and with majority of the work being done in the curb lane, they don't want bikes riding in the center lane with the tracks.

Mr. Tannen stated that from reading the memo, the plans for handling bicycle trips during construction wasn't clear and suggested better highlighting that information in future memos.

Kevin Ortiz said he would like to see a breakdown of the soft costs.

Ms. Olea shared a slide with the soft costs breakdown.

Britt Tanner, SFMTA project staff noted that the soft cost breakdown had since been updated as the numbers are changing constantly and said that the numbers that were presented predated any addendums. She encouraged the CAC to look at the line items as providing a sense of scale as to what soft costs are anticipated.

Mr. Ortiz thanked Ms. Olea and Ms. Tanner and noted that the information provided was helpful and encouraged including this information in future materials.

During public comment Edward Mason inquired about the total amount of money spent over the last decade for Better Market Street, noting how the project scope and cost had expanded significantly over time. He also asked if taxi access would be restricted and asked what they are doing for the disabled community who may need to get to a location on the corridor.

Chair Larson invited Ms. Olea to respond to Mr. Mason's comments.

Ms. Tanner said that approximately \$23 million was spent on 30% design and environmental review for the full corridor. She added that phase 1 including the original design and subsequent re-design was approximately \$20 million.

Ms. Olea confirmed that \$43 million had been spent over the course of 11 years. She said the first project Memorandum of Understanding, among the five departments was signed in August of 2010. She said they completed 30% design for the full corridor in order to secure environmental clearance, and they created two designs for phase 1 because of the scope changes that happened in 2020.

With regard to the taxi access, Ms. Tanner replied that she didn't recall if they were allowed in the transit only lane or not, but the curb lane would be closed, and she would follow up once she got an answer.

Mr. Ortiz asked about the outreach to taxi drivers and asked what specific blocks would impact bicycle travel on Market Street, adding that he was a regular bike commuter to mid-Market.

Ms. Tanner said they have been in coordination with the Taxi Workers Alliance by attending their board/committee meetings and getting their feedback. She said most recently they have worked closely to develop a survey on the current restrictions on Market Street and the proposal to remove taxis from the center lane. With regard to the bike restrictions, she noted that bikes would be restricted between 8<sup>th</sup> and 5<sup>th</sup> streets from 7:30 a.m. to 7:30 p.m., but the peak direction would still remain open. She said they believe many people would find it more convenient to avoid Market Street during



construction, while others may shift their trips and try to get to work before 9:30 a.m. to take advantage of the bike lanes when open.

**8. Adopt a Motion of Support to Allocate \$11,216,003 in Prop K Funds and \$3,000,000 in TNC Tax Funds, with Conditions, and Appropriate \$3,500,000 in Prop K Funds for Eight Requests - ACTION**

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

Chair Larson asked if the Junipero Serra Boulevard Pavement Renovation project would require the entire corridor to be shut down during construction, or if it would be implemented in phases.

Ramon Kong, SFPW, noted that the corridor was a major collector connecting I-280 with the Twin Peaks area, and said SFPW would work with SFMTA to minimize impacts from construction. He affirmed that work would be done in phases and said the project team was developing a phasing plan.

Mr. Tannen asked if the Page Slow Street project team had researched how slow streets had been implemented in other cities or countries.

Mark Dreger, SFMTA, answered affirmatively. He said each slow street was unique and said the project team was seeking ways for the slow street project to express the character of Page Street. He said the team was field testing designs for barriers and signage and would try to be innovative while drawing on best practices from other jurisdictions as relevant.

Mr. Tannen commented that it would be helpful if the agenda packet included maps of all the projects for which funds were being requested.

Nancy Buffum commented that the pedestrian crossings at the intersection of Ocean and Junipero Serra were very difficult, even for pedestrians crossing from the transit island. She pointed out that there was an elementary school nearby and many parents wouldn't allow their children to walk to school because of the dangerous conditions for pedestrians. She asked if anything could be done as part of the paving project to tie together neighborhoods divided by the corridor.

Mr. Kong said the scope of the paving project didn't include streetscape redesign and pedestrian improvements were limited to new curb ramps and crosswalk striping. He mentioned that a new traffic signal was being constructed as part of a separate project.

Chair Larson said he would reach out to Commissioner Melgar, the District 7 commissioner, to ask if any other pedestrian improvements were planned for the corridor.

Ms. Buffum commented that the St Francis Circle improvements had made a big difference and suggested the area around Ocean and Junipero Serra deserved improvements of similar quality.

Bryant Woo, SFMTA, acknowledged that the crossing at Ocean and Junipero Serra was wide. He said he had participated in the public outreach that followed the death of the elementary school student and said in addition to the new signal mentioned by Mr. Kong, SFMTA had ensured that painted crossings were in good shape, increased enforcement of the 15 mph speed zone, increased the number of crossing guards to three, extended crossing guard hours to accommodate late-arriving students, and



increased the pedestrian crossing time at the existing traffic signal.

Mr. Ortiz asked if public outreach for the Page Slow Street project had addressed impacts on businesses.

Mark Dreger said the Page Street project had been a unique effort and SFMTA had conducted deep outreach despite the difficulties caused by the COVID-19 pandemic. He said SFMTA staff was trying to speak with everyone, had conducted a survey, sent mailers, and said outreach efforts were continuing.

During public comment, Peter Belvin from the Potrero neighborhood expressed support for FY22 Vision Zero Quick-Build Program Implementation, especially along the 17<sup>th</sup> Street corridor. He noted several businesses that publicly supported the project.

Scott Feeney expressed support for the Vision Zero Quick-Build project, especially the protected bikeway on 17<sup>th</sup> Street. He noted two community organizations that had expressed support for the project and said it supported the City's equity goals.

Cliff Berger expressed support for the Vision Zero Quick-Build project and its improvements along 17<sup>th</sup> Street, which would facilitate a protected bike route connecting Potrero Hill to Market Street.

Eric Rozell expressed support for the Vision Zero Quick-Build project, and asked why the project materials did not reflect the commitment in the Vision Zero Action Strategy to 20 miles per year.

A caller expressed support for the Vision Zero Quick-Build project and noted that more bicyclists were using corridor, including increasing numbers of medical professionals and children, despite the fact that the bike lane was currently unprotected.

Ed Mason commented that there were cracks in most of the recently constructed curb ramps and said Public Works should make sure the construction quality was better.

Jerry Levine motioned to approve the item, seconded by Kevin Ortiz.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Larson, Levine, Liu, Ortiz, Tannen, Tupuola (8)

Absent: Gower, Klein (2)

**9. Adopt a Motion of Support to Approve the 2021 San Francisco Congestion Management Program - ACTION**

Bhargava Sana, Senior Transportation Modeler, presented the item per the staff memorandum.

Chair Larson remarked that the information presented showed the impact of the pandemic, pretty dramatically, on the way that people get around.

Sophia Tupuola asked how the performance data was being made more accessible to people in District 10 since they have been historically under-represented, specifically to people who are not comfortable using technology.

Chair Larson additionally asked how the data was being broken down and presented to a wider audience.



Mr. Sana responded that in addition to the data being available on publicly accessible interactive websites, the information was also laid out in both tabular and map forms in the Congestion Management Program (CMP) report and its technical appendices.

Chair Larson added that one could find the scope and inclusion of the different areas of the city in the attached documents.

Mr. Ortiz remarked that he would like to see more detailed traffic count data at the hourly level in addition to the Average Daily Traffic (ADT) numbers presented. He said it would help draw comparisons between peak and off-peak traffic patterns. Mr. Ortiz also asked a second question about outreach and how information in the congestion tracker was being made available to people and communities who might not have internet access.

Mr. Sana responded that the Transportation Authority does have more detailed traffic counts data available even for 15-minute intervals that can be provided if requested. He said the data were aggregated to the peak periods and presented in the CMP report. In response to the outreach question, Mr. Sana said it is possible to provide the data in non-digital form as well. He also said that the Transportation Authority did not have an explicit outreach program associated with the CMP but is open to discussing the possibility.

Ms. Lombardo added that if there were a specific community group that were interested, staff would reach out to them and present the information in an accessible way.

Chair Larson commented that it might be good to work on a greater outreach plan.

During public comment, Edward Mason said that everything in the mode share charts was in percentages, and they would like to know the absolute numbers. He also mentioned that for regional trips there had been an exclusion of private commuter buses which had been reported in the past. He felt that commuter buses were a net generator of pollution because their occupancy has been very low after the pandemic.

Peter Tannen motioned to approve the item, seconded by Sophia Tupuola.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Larson, Levine, Liu, Ortiz, Tannen, Tupuola (8)

Absent: Gower, Klein (2)

Chair Larson left the meeting. Given the absence of the Vice Chair, Nancy Buffum nominated Jerry Levine to serve as Chair Pro Tem, seconded by Stephanie Liu.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Levine, Liu, Ortiz, Tannen, Tupuola (7)

Absent: Gower, Klein, Larson (3)

## **10. ConnectSF and the San Francisco Transportation Plan Update - INFORMATION**

Aliza Paz, Senior Transportation Planner presented the item.

During public comment, Edward Mason said he was interested in knowing how the developer fees are calculated into revenues to increase the funding growth. With respect to the 5-minute network, he said this would have residents walk further to get to a 5 minute network and noted that there are concerns for people who are not able to



walk that extra distance. Mr. Mason added that paratransit requests will go up and this will be expensive.

**11. Update on Schedule and Outreach Efforts for Development of a New Expenditure Plan for the Half-Cent Sales Tax - INFORMATION**

Michelle Beaulieu, Principal Transportation Planner, presented the item per the staff memorandum.

During public comment, Ed Mason commented that for first five meetings of the EPAC, approximately a third of the members had been absent, though committee alternates were present in some cases. He also noted that some phone surveys had really tricky questions and seemed designed to produce a certain outcome. He cautioned that surveys used for public outreach should be carefully designed to avoid introducing bias into the results.

**12. State and Federal Legislation Update - INFORMATION**

Amber Crabbe, Public Policy Manager, presented the item per the staff memorandum.

There was no public comment.

**Other Items**

**13. Introduction of New Business - INFORMATION**

Mr. Ortiz asked staff to bring a masterplan or methodology for community outreach that the Transportation Authority uses for its projects.

There was no public comment.

**14. Public Comment**

During public comment, Edward Mason noted that every curb ramp that has been installed recently has cracks in it, and he doesn't think they are getting their money's worth from Public Works. With regard to the SFMTA's Commuter Bus program, Mr. Mason shared his disappointment in the continuation of seeing empty buses and stated that they are a net generator of pollution.

**15. Adjournment**

The meeting was adjourned at 8:10 p.m.