



DRAFT MINUTES

Community Advisory Committee

Wednesday, April 27, 2022

1. Call to Order

Chair Larson called the meeting to order at 6:15 p.m.

Present at Roll: Nancy Buffum, David Klein, John Larson, Eric Rozell, Kat Siegal, and Peter Tannen (6)

Absent at Roll: Rosa Chen (arrived during Consent Agenda), Robert Gower, Jerry Levine (arrived during Item 8), and Kevin Ortiz (arrived during Item 2) (4)

2. Chair's Report - INFORMATION

Chair Larson led members in bidding farewell to Sophia Tupuola, representative for District 10, who had stepped down from the CAC. He thanked and recognized her service to the CAC, bringing a needed voice to the CAC, and wished her well in all her endeavors. Vice Chair David Klein appreciated Ms. Tupuola's advocacy for inclusion across all communities, ensuring the city was being proactive about supporting and including marginalized and underserved communities. Chief Deputy Director Maria Lombardo echoed member's comments and appreciated Ms. Tupuola's service on the CAC on behalf of staff.

Ms. Tupuola noted the experience taught her to continue to bring forth her most authentic self in these discussions, pointing out the need to thrive in safe places. She expressed hope for an environment that support folks most impacted by institutional harms, and said she hoped the vacancy would be filled by someone who is also surviving at the margins of society and taking a place of power.

Member Kevin Ortiz recognized and thanked Ms. Tupuola for her work on the CAC, advocating for equity and underserved communities. He noted the difference her contributions had made on the CAC.

Chair Larson said that the first ever joint meeting of the Transportation Authority and the Board of Supervisors was a 12+ hour meeting, focused on John F. Kennedy Drive in Golden Gate Park. He said the Transportation Authority Board unanimously approved the Access Equity Study prepared by Transportation Authority staff. He said there was extensive public comment which included thoughtful perspectives on access equity from various perspectives such as income, race, geography (e.g., distance from the park), age, and disability. Chair Larson continued that the Board of Supervisors approved the Mayor's car free ordinance with some amendments and sent Supervisor Chan's ordinance to Land Use Committee pending California Environmental Quality Act analysis.

Chair Larson reported that due to the length of yesterday's joint meeting, there was no Executive Director's Report presented to the Board at the April 26 meeting.



Chair Larson announced that three Neighborhood Transportation Program planning studies have outreach underway with efforts specifically in Districts 5, 6, and 7. He listed:

- The Octavia Improvements Study sought a final round of input to prioritize recommendations for implementation through Octavia Impact Fee funds with the survey live and a virtual town hall scheduled for May 3 at 6 pm.
- The Treasure Island Supplemental Transportation Study was launching initial outreach to understand Treasure Island resident and workers' unmet needs for on-off Island travel with public surveys planned to go live in May, in parallel with other multilingual outreach efforts including town halls, community meetings, and social media engagement.
- The Ocean Avenue Mobility Action Plan outreach was a partnership with Task Force members to bring the project priorities of the broader community into the Task Force's deliberation process with public surveys planned to go live in May, in parallel with other multilingual outreach efforts including town halls, community meetings, and social media engagement

The Chair added that people could visit sfcta.org to learn more about each study's outreach opportunities.

Chair Larson also announced that the Metropolitan Transportation Commission approved the 2022 Transportation Expenditure Plan earlier in the day. He said the next step would be introduction of an ordinance to reauthorize the sales tax to fund the new expenditure plan at the Board of Supervisors, which was expected in early May, anticipated to be followed by actions in the June/July timeframe to place it on the November 2022 ballot.

There was no public comment.

Consent Agenda

- 3. Approve the Minutes of the March 23, 2022 Meeting - ACTION**
- 4. Adopt a Motion of Support to Award a Three-Year Professional Services Contract to WMH Corporation in an Amount Not to Exceed \$2,700,000 for the Design Phase and Caltrans Right-of-Way Approval of the Hillcrest Road Widening Project - ACTION**
- 5. Community Advisory Committee Vacancy - INFORMATION**
- 6. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Nine Months Ending March 31, 2022 - INFORMATION**

During public comment, Edward Mason asked about the contract award for the Hillcrest Road Widening Project. He wondered if the single lane would go southbound from Treasure Island to Yerba Buena Island, if the bicycle lane would be bi-directional or one directional, and if any of the private property development companies on Yerba Buena Island would help fund the infrastructure necessary for the island's growing development.

After public comment, Chair Larson commented that the caller's questions would be addressed at a later meeting as the project moved forward.

David Klein motioned to approve Items 3 and 4 on the consent agenda, seconded by Nancy Buffum.

The motion was approved by the following vote:



Ayes: Buffum, Chen, Klein, Larson, Ortiz, Rozell, Siegal, and Tannen (8)

Absent: Gower and Levine (2)

End of Consent Agenda

7. Adopt a Motion of Support to Allocate \$2,790,000 in Prop K Funds, with Conditions, for Two Requests - ACTION

Projects: BART: Elevator Modernization, Phase 1.3: Powell St. and Civic Center (\$1,290,000), Traction Power Substation Replacement, Powell St. Station (\$1,500,000).

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

Member Kevin Ortiz thanked staff for the presentation and asked whether, if other funds, such as a Federal earmark, were received for this elevator work, could the Prop K funds be repurposed. He said that he had heard of an earmark for an Embarcadero Station elevator. Ms. LaForte answered that the Embarcadero project was a separate project that focused on constructing a new elevator at that station. She said that the Transportation Authority had supported that project with One Bay Area Grant funds and that those local funds supplemented and were not replaced by the Federal earmark funds. She said that the subject project was part of a larger project including elevators at other stations and that it could be possible there would be an earmark request for other elements of the larger project or the construction phase of the project in the future.

Vice Chair David Klein asked how the disability community was being consulted on the elevator designs to ensure these improvements are what they want. He said that he remembered detailed discussions around seating design for Muni's light rail vehicles and buses and how they did or didn't address the needs of people with disabilities.

Aileen Hernandez, BART Principal Grants Officer, said that the project team had presented to BART's Accessibility Task Force multiple times, including in January, and that they had provided input on elements of the project and that they requested to be involved in testing the improvements. She said that since this request was meant to modernize existing elevators, there were fewer options to change accessibility.

Jin Cao, BART Project Manager, added that the project is still early in development and that during the design phase accessibility of the elevators would be assessed.

Mr. Klein suggested that the project team continue to discuss the project with accessibility stakeholders during the design phase.

There was no public comment.

Peter Tannen motioned to approve the item, seconded by Kevin Ortiz.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Klein, Larson, Ortiz, Rozell, Siegal, and Tannen (8)

Absent: Gower and Levine (2)

8. Adopt a Motion of Support to Adopt the One Bay Area Grant (OBAG) Cycle 3 County Framework and Recommend Programming \$7,082,400 of San Francisco's Estimated Share of OBAG Funds to the San Francisco Municipal Transportation Agency's Safe Routes to School Non-Infrastructure Program, \$2,200,000 to the Transportation



Authority for Congestion Management Agency Planning, and \$52,855,600 to Projects to be Selected Through a Call for Projects - ACTION

Kaley Lyons, Senior Transportation Planner, and Crysta Highfield, SFMTA Safe Routes to School Program Coordinator, presented the item per the staff memorandum.

Member Buffum asked if the planned restructuring of the Safe Routes to School (SRTS) Non-Infrastructure Program would have an impact on the level of funding available for direct services, i.e., activities conducted at schools.

Ms. Highfield responded that a complete response would not be available until bids come in during the Request for Proposals (RFP) process, but the RFP solicitation would have a higher budget level than what currently goes to the consultants on the project, so proportionally there would be more going to the implementation side. She said, however, that this was not certain until RFP responses came in because it would depend on the internal division of the contractors between administration and implementation.

Member Kat Siegal asked if there was an element of the SRTS Non-Infrastructure that included identifying and mitigating safety barriers in the environment around schools, in particular at schools with a high active mode share already.

Ms. Highfield responded that the SRTS Non-Infrastructure Program provided a coordination role and there were SFMTA teams focused on infrastructure improvements. She said the SRTS Non-Infrastructure Program heard and collected concerns from schools and provided that information to the appropriate SFMTA team to do physical inspections and implement improvements based on site feasibility.

Ms. Lyons added that the funds being discussed were for the SRTS Non-Infrastructure Program but that did not preclude SRTS capital projects from receiving funding under the OBAG Cycle 3 County Program open call for projects.

During public comment, Edward Mason asked what the youngest age was for engagement in the program, the youngest age for bicycle training, and the average distance traveled by the various modes. He also asked if there was a program regarding appropriate behavior on transit by young individuals and what program there was to encourage proper behavior by young people on transit.

After public comment, Chair Larson noted the caller's questions and commented that hopefully these would be addressed staff gave updates on the program in the coming months.

Kat Siegal motioned to approve the item, seconded by David Klein.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Klein, Larson, Siegal, and Tannen (6)

Abstain: Levine and Rozell (2)

Absent: Gower and Ortiz (2)

9. Adopt a Motion of Support to Award a Two-Year Professional Services Contract to Mark Thomas & Company, Inc. in an Amount Not to Exceed \$1,850,000 for the Design Phase and Caltrans Right-of-Way Approval of the I-280 Southbound Ocean Avenue Off-Ramp Project - ACTION

Mike Tan, Senior Engineer, presented the item per the staff memorandum.



Chair Larson commented that it had taken eight years, since he first came on the CAC, to address this location and didn't see much difference in the rendering for improvement but understood that there have been permits and environmental reviews that may have taken awhile.

Member Siegal asked if the new traffic signal was for the westbound direction and if it would involve adding a pedestrian crossing across Ocean Avenue at the intersection.

Mr. Tan answered the K-line light rail is half inch above the street surface which would require the street grade to be evened out and this could lead to challenges such as track replacement there are beyond the scope of the project. He added, if the project installs a signal for the crosswalk, then the K-line may experience additional delays at this location due to a series of traffic signals within a short distance. However, Mr. Tan said the project team will consider this request with the understanding that there may be tradeoffs such as K-line and eastbound traffic delays. Lastly, he noted that adjusting the tracks and street grade for ADA could also be challenging.

Member Eric Rozell echoed Ms. Siegal's comments to add a crosswalk on Ocean Avenue, and he suggested exploring a speed table as a potential option for raising the surface without changing the track.

Member Buffum asked if the projections made assumptions on traffic volume.

Mr. Tan responded that the project team has analyzed traffic projections out to 2035 and this work led to a decision to expand the off-ramp to two lanes to increase capacity. He said Ocean Avenue would also see an increase in traffic due to development west of City College.

There was no public comment.

Chair Larson motioned to approve the item, seconded by Eric Rozell.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Klein, Larson, Levine, Rozell, Siegal, and Tannen (8)

Absent: Gower and Ortiz (2)

10. Adopt a Motion of Support to Award Contracts to Seventeen Shortlisted Consultant Teams for a Three-Year Period, with an Option to Extend for Two Additional One-Year Periods, for a Combined Amount Not to Exceed \$8,000,000 for On-Call Project Management and Engineering Services - ACTION

Recommend Consultant Teams: Access Planning Ltd.; Alta Planning + Design Inc.; Arup North America Ltd.; Brierley Associates; Cole Management & Engineering, Inc.; Dabri, Inc.; Gall Zeidler Consultants, LLC; HNTB Corporation; Mark Thomas & Company; McMillen Jacobs Associates; Mott MacDonald Group, Inc.; Parisi Transportation Consulting; Parsons Transportation Group, Inc.; PGH Wong Engineering, Inc.; TY Lin International; WMH Corporation; and WSP USA, Inc.

Yana Waldman, Assistant Deputy Director for Capital Projects, presented the item per the staff memorandum.

Chair Larson asked if staff reached the Disadvantaged Business Enterprise (DBE) they set.

Ms. Waldman answered that all the teams met or exceeded the DBE goal [12%] in their Statements of Qualifications. She continued by explaining that the agency would set



DBE, Small Business Enterprise, and/or Local Business Enterprise goals for each future task order issued.

There was no public comment.

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

The motion was approved by the following vote:

Ayes: Buffum, Chen, Klein, Larson, Levine, Rozell, Siegal, and Tannen (8)

Absent: Gower and Ortiz (2)

11. Preliminary Fiscal Year 2022/23 Budget and Work Program - INFORMATION

Chair Larson continued the item to next meeting.

Ms. Lombardo commented that if members had questions on the item, to contact staff, and noted that the item would come back as an action item at the next meeting.

12. Golden Gate Park, John F. Kennedy Drive Access Equity Study Report - INFORMATION

Aliza Paz, Senior Transportation Planner, presented the item.

Member Kat Siegal asked for clarification on the differences in the change in visits by race and ethnicity between the data collection efforts.

Mx. Paz responded that the phone/email survey found that there was not a big difference in respondents within Equity Priority Communities (EPCs) in Districts 3, 10, and 11 between pre- and during-COVID periods. She said the intercept survey was showing the race and ethnicity by their overall representation in their survey compared to the representation of the 10% of respondents who reported that they visit the park less after the full time close of John F. Kennedy (JFK) Drive to vehicle.

Mr. Klein asked for clarification on where the project is at in the sequence of events.

Mx. Paz responded that the Transportation Authority Board accepted the Golden Gate Park JFK Drive Access Equity Study Report and the Board of Supervisors voted to approve the full closure of JFK Drive and that there was a resolution to maintain the existing closure of JFK Drive, paired with programmatic improvements, some of which were included in the Access Equity Study report. Mx. Paz noted that there were other programs that the City had included.

Ms. Buffum thanked Mx. Paz for the study, noted that it was important work, and that one takeaway was that there were challenges with accessing the park. She expressed hope that access was not focused only on JFK Drive in the future and that the city looked at access on a larger scale, rather than focused on parking and driving.

Member Peter Tannen asked if there was an intention to build protected bike lanes to the park from each of the three district studies.

Mx. Paz responded that the bike lane improvements were identified in the focus groups, related to a discussion on access barriers, and were not included in the alternatives that were assessed by the Transportation Authority.

Chair Larson asked for clarification on the Community Based Organization (CBO) Shuttle, and if these shuttles would have set routes and which CBOs would participate. He noted that the shuttles had the potential to solve some transit issues.



Mr. Stokle offered to follow-up with a response as he was not able to reply due to audio issues.

Ms. Siegal thanked the Mx. Paz for the study and expressed that the study was valuable in a larger context, not just related to JFK Drive, and would like to see more of this type of work. She specifically asked about the opportunity for direct and fast transit connections to the park and if there were collaborations with the city to implement these, specifically related to next steps.

Mx. Paz offered to follow-up with a response from City staff.

Chair Larson echoed the comments from Ms. Siegal and applauded Commissioner Shamann Walton for spearheading the study to allow for a better understanding of equity questions.

Mx. Paz noted that in the appendix of the report and towards the end of the report that there were more details on the programs that were assessed, with information from City staff.

Ms. Buffum asked if access had been focused heavily on parking and commented that it would be better solved for the broader park access issue, rather than focused on just one issue.

Mr. Stokle responded that, in general, RPD wanted to get people to anywhere in the park but recognized that the eastern park was the focus. He expressed that there needed to be coordination between RPD and SFMTA because RPD could address transportation within the park but SFMTA had to get people from the city and region to the park. He clarified that the city was not focused on JFK Drive and was focused on getting people to the full park. Mr. Stokle said the Golden Gate Park Master Plan recognized that the city needed to get people to the park by all modes but, to a lesser extent, by driving.

Chair Larson thanked Mr. Stokle for the response and asked Mx. Paz to circle back with unanswered questions.

Mr. Stokle added that there was a Museum Access for all Program that had already been started to bring people from the focus districts of the Access Equity Study to the park.

During public comment, a caller expressed that the study was cutting out people with disabilities and expressed that they would never be able to use the shuttle because of the programming that RPD was planning. The caller commented that the study was being dishonest about the work and the impact it had on people with disabilities and seniors and noted that it was very hard to walk from the parking garage to where they want to go and it was even harder to park outside the park and walk in, since they couldn't walk that far. They noted that of the ferris wheel ride (within the park) \$18 per ticket proceeds, only \$1 went back to the city. The caller also said the study did not talk about regular working class families who do not know about the program and wanted to take their whole family, including grandparents, children, and picnic supplies into the park.

Other Items

13. Introduction of New Business - INFORMATION



Chair Larson reported that he did a follow-up on CAC meeting format, in-person versus remote, and the result was that members did not have a strong opinion on either method of meeting. He said that members and staff would try to have an in-person meeting in May at the Transportation Authority offices on 1455 Market Street, but would await word from staff if that would be possible.

Member Jerry Levine commented that it had been so long since the CAC had met at the Transportation Authority offices that he looked forward to meeting again in-person.

Mr. Levine commented that a restaurant owner from Van Ness Avenue that he spoke with was unhappy with the lack of the support from Muni. He asked if there was a way to connect this person to Muni staff. Ms. Lombardo answered that the correct contact would be at the Office of Economic and Workforce Development and she could pass the information directly to Mr. Levine.

Member Eric Rozell asked how overall impact of the city's redistricting process would affect CAC member representation, commenting that his neighborhood would likely no longer be part of District 6. Chair Larson answered that staff would have some information at the next meeting.

There was no public comment.

14. Public Comment

During general public comment, Julie Soo, Commissioner for the San Francisco Sheriff's Department Oversight Board speaking on her own behalf, commented that it seemed that there was not enough information on the JFK Drive item for the CAC to assess everything, particularly since Supervisor Connie Chan's proposal was continued to a future San Francisco Board of Supervisors Committee of the Whole hearing with California Environmental Quality Act and ADA issues remaining to be addressed. She also expressed concern about the surveys since many of the RPD staff were members of the San Francisco Bicycle Coalition and were biased in terms of the actual survey results. Ms. Soo asked the CAC to re-review and look more robustly at the equity and ADA issues, citing that Supervisor Catherine Stefani was also troubled by the equity and ADA issues. Ms. Soo noted that a lot of monolingual communities came out to speak during the Joint Special Transportation Authority Board Meeting with the Board of Supervisors and wondered if the CAC conducted meetings with language access, especially with surveys, citing that the City and County of San Francisco had an equal access to services ordinance requiring meetings, surveys, and materials to be relayed in various languages.

A caller echoed some comments from the previous caller and said that San Francisco voters in the year 2000 rejected the previously temporary closures on Saturdays, so with Mayor London Breed's ordinance to keep JFK Drive closed 24/7, seniors or those with disabilities could never visit any park attractions at night. The caller continued that it was not necessary to close the road at night and called it unfair and cruel to voters who rejected the road closure before. They hoped the CAC could make a difference as representatives and give feedback to city decision makers to reverse the closure because it completely favored bicyclists, and the majority of people weren't aware of the closure and would find the park blocked off to them. They called the closure racist, classist, and ageist.

15. Adjournment

The meeting was adjourned at 8:22 p.m.