



# **DRAFT MINUTES**

## **Community Advisory Committee**

**Wednesday, May 25, 2022**

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

Vice Chair Klein called the meeting to order at 6:02 p.m.

Present at Roll: Nancy Buffum, Rosa Chen, Robert Gower, David Klein, Jerry Levine, Kevin Ortiz, Eric Rozell, and Kat Siegal (8)

Absent at Roll: John Larson and Peter Tannen (2)

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

Vice Chair Klein announced that the Executive Director's Report presented at the May 10 Transportation Authority Board meeting was sent out to CAC Members and encouraged everyone to read it. He also noted that the next report was anticipated at the June 28 board meeting and would be posted on the agency's website at [www.sfcta.org](http://www.sfcta.org).

There was no public comment.

### **Consent Agenda**

#### **3. Approve the Minutes of the April 27, 2022 Meeting - ACTION**

#### **4. Adopt a Motion of Support to Approve \$1,035,626 in San Francisco Lifeline Transportation Program Cycle 2 Funds for the Bay Area Rapid Transit District's Elevator Attendant Program - ACTION**

#### **5. Adopt a Motion of Support to Authorize the Executive Director to Execute Master Agreements, Program Supplemental Agreements, Cooperative Agreements, Fund Transfer Agreements and Any Amendments Thereto with the California Department of Transportation for Receipt of State Funds for the Brotherhood Way Active Transportation and Open Space Plan in the Amount of \$641,812; and for Planning, Programming, and Monitoring in the Amount of \$259,000- ACTION**

#### **6. State and Federal Legislation Update - INFORMATION**

#### **7. Community Advisory Committee Vacancy - INFORMATION**

There was no public comment.

Member Robert Gower motioned to approve Items 3 through 5 on the consent agenda, seconded by Member Nancy Buffum.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Gower, Klein, Levine, Ortiz, Rozell, and Siegal (8)

Absent: Larson and Tannen (2)

### **End of Consent Agenda**



**8. Adopt a Motion of Support to Allocate \$6,919,800 in Prop K Funds, with Conditions, and Appropriate \$470,000 for Five Requests - ACTION**

**Projects: SFMTA: 1399 Marin Street Maintenance Facility (\$6,619,800), Neighborhood Program (NTIP) Coordination (\$50,000). BART: Balboa Park Station Area Improvements (\$250,000). SFCTA: District 4 Microtransit Business Plan [NTIP Planning] (\$310,000), Treasure Island AV Shuttle Pilot (\$60,000), Neighborhood Program (NTIP) Coordination (\$100,000).**

Anna LaForte, Deputy Director for Policy & Programming; Aliza Paz, Senior Transportation Planner; and Jonathan Rewers, SFMTA Acting Chief Financial Officer, presented the item per the staff memorandum.

Member Jerry Levine asked for clarification on the Potrero Yard Modernization Project, whether the housing would become market rate at some point in the future. Mr. Rewers answered that the Request for Proposals document required a minimum of 50% of the units to be affordable and no transportation dollars would go into the housing component. He continued that agency funding was covering the overall completion of project construction and there was a 30-year agreement with the housing developer, in which contributions to the project from their revenue would offset the long-term construction costs incurred by SFMTA.

Vice Chair Klein asked why the D4 On-Demand Shuttle was seeking full funding from Prop K when board members have an allocation for transportation projects.

Ms. LaForte clarified that the Neighborhood Transportation Improvement Program (NTIP) included funding for each district and that Commissioner Mar requested the study and proposed funding it from the District 4 NTIP funds. She also noted that the enclosure for this item included the remaining amount of NTIP funds for each district, and if CAC members had project ideas to share with their District Supervisor, this could be a source of funding as long as a project was Prop K eligible.

Member Robert Gower asked what size vehicle the Treasure Island Autonomous Vehicle (AV) Shuttle pilot would use.

Mx. Paz responded that it was unknown and a Request For Proposals (RFP) document was released that week to seek a vendor for operations. She continued the RFP did specifically call for an AV shuttle, which had capacity from somewhere between six and 20 people, which would be larger vehicles, not typical sedans or small SUVs seen on the streets.

Member Nancy Buffum asked if the Treasure Island AV Shuttle pilot was a planning study or implementation.

Mx. Paz responded that this would be an implementation of an AV shuttle pilot to provide free rides on the Island, connecting the Administration Building and Ferry Terminal, island destinations, and residential areas. She noted the request was part of a larger effort which included planning in previous years funded by a federal grant. Mx. Paz said a recent grant from the Metropolitan Transportation Commission, combined with the federal grant, would allow for a nine-month pilot starting in roughly spring 2023 and continuing to the end of that year.

Ms. LaForte added that, for clarification, the District 4 On-Demand Shuttle study was a planning project, not implementation.

There was no public comment.

Member Jerry Levine motioned to approve the item, seconded by Member Kat Siegal.



The motion was approved by the following vote:

Ayes: Buffum, Chen, Gower, Klein, Levine, Ortiz, Rozell, and Siegal (8)

Absent: Larson and Tannen (2)

**9. Adopt a Motion of Support to Approve the Fiscal Year 2022/23 Transportation Fund for Clean Air Program of Projects - ACTION**

**Projects: SFE: Emergency Ride Home (\$88,202). SFMTA: Short-Term Bike Parking (\$847,113). SFCTA: Program Administration (\$43,384).**

Mike Pickford, Senior Transportation Planner, presented the item per the staff memorandum.

Vice Chair Klein asked what was the difference between short and long-term bike parking. Mr. Pickford explained that the short-term bike parking project would install the hoop-style racks on sidewalks that are intended for users to leave their bikes for a quick stop as opposed to days at a time. He noted that Board members and members of the public have expressed interest in potential options for longer term secure storage, especially for electric bikes. Vice Chair Klein responded that there were highly frequented areas that could be good potential locations, such as public garages, malls, downtown office buildings, and beaches.

Member Eric Rozell asked if there were conversations around providing smaller or less expensive lockers for scooters since a growing number of scooter users also needed secure parking. Mr. Pickford clarified that the short-term bike parking project under discussion was just for the hoop style bike rack. He said if there was interest in the city's other technologies or bike parking products, SFMTA staff was available to discuss. Mr. Rozell declined for the sake of time but indicated he would appreciate an off line follow up.

During public comment, Edward Mason said that some of the bike hoop racks were placed at bus stops, blocking the back doors of the buses and interfering with the flow of foot traffic exiting the bus. He said that the City should not place the racks there anymore. He also said that private industry scooters were using the public bike hoop racks for free and seldom saw bicyclists using the bike hoops, particularly in the Noe Valley neighborhood. He said that he didn't understand why public money was used to subsidize projects that private industry was using.

Mr. Pickford clarified that there was an SFMTA bike share and scooter share permit program that generated revenue and that funds from that permit program contribute to the short-term bike parking program.

Member Kat Siegal motioned to approve the item, seconded by Member Nancy Buffum.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Gower, Klein, Levine, Ortiz, Rozell, and Siegal (8)

Absent: Larson and Tannen (2)

**10. Adopt a Motion of Support to Adopt the Proposed Fiscal Year 2022/23 Budget and Work Program - ACTION**

Cynthia Fong, Deputy Director for Finance & Administration, presented the item per the staff memorandum.



Member Jerry Levine asked for verification if the majority of costs for Van Ness Bus Rapid Transit were already committed. Anna LaForte answered that the budget does not reflect new costs, but the invoicing process involved delays between agencies incurring costs for their projects and requesting reimbursement from the Transportation Authority.

Vice Chair Klein asked if there were any reasons to refer back to pre-pandemic years for budget comparison towards normal activity. Ms. Fong affirmed that the Transportation Authority made comparisons with pre-pandemic budget flow and saw an upward trend in revenues for a variety of reasons but trends for expenditures depended on what milestones each individual project or program was meeting. She said historical trends in revenues and expenditures are shown in Attachment 6 of the budget memo.

Vice Chair Klein asked if there were any concerns to be aware of, like funds borrowed to make up for a deficit or a scenario that would cause the agency to have to seek more funding. Ms. Fong answered that the agency was very transparent with the CAC and Board and there were no concerns about the budget. She noted that before issuing debt, staff looked carefully into payment options to ensure the agency could repay the borrowed funds within the agency's set schedule. Ms. Fong stated that if any concerns were raised, she would report it back to the Board and CAC to note.

There was no public comment.

Member Eric Rozell motioned to approve the item, seconded by Member Kat Siegal.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Gower, Klein, Levine, Ortiz, Rozell, and Siegal (8)

Absent: Larson and Tannen (2)

#### **11. Major Capital Project Update - Caltrain Modernization- INFORMATION**

Jadie Wasilco, Caltrain Government & Community Affairs Manager, presented the item per the staff memorandum.

Vice Chair Klein asked if given apparent federal support for the project, whether Caltrain was seeking funding directly from the administration and/or earmarks. Ms. Wasilco answered that most of the sources that Caltrain was looking at were discretionary grant programs so the agency would have to ensure the project was eligible to apply as well as being competitive. She noted that staff had positive meetings with delegations and the White House.

Member Eric Rozell asked if there was a way the CAC could be taken on a tour to visit the new electrified trains. Ms. Wasilco answered that the agency was in the process of planning several community events of bringing the trains to each station for the public to view inside and out and would share that info with the CAC once it is set.

There was no public comment.

#### **12. Major Capital Project Update - Better Market Street - INFORMATION**

Cristina Olea, San Francisco Public Works (SFPW) Project Manager, and Jada Jackson, Office of Economic and Workforce Development (OEWD) Project Manager, presented the item per the staff memorandum.

Member Eric Rozell asked about community outreach for public safety and the shared street on Eddy Street depicted on the map in the presentation.



Ms. Olea replied that SFPW, SFMTA, and OEWD had a joint communication team and would be going door-to-door for outreach and continue before construction and after. She said there would also be police officers to help with traffic control. She said that private vehicles were restricted from Market Street in January 2020 and private vehicles will not be allowed in area. Ms. Olea continued the project team will do outreach about bus stops during construction; the contractor will provide subcontractor traffic control; and the sidewalk will have accessible pedestrian pathways. She said the majority of construction will allow for cross street traffic. Ms. Olea said SFPW had a community working group in addition to the business working group and would have the CAC members help with outreach as well.

Member Kat Siegal asked about plans for signage around bicycle detour routes and where to access transit stop for pedestrians.

Ms. Olea replied there would be construction signage in advance of construction zone, changeable message signs, information on SFPW's website, and signage outside the project area possibly on Van Ness Avenue so people could choose alternate routes before they got into construction area. Ms. Olea said that SFPW also worked with San Francisco Police Department to get information out and the Board of Supervisors would be provided with information they could include in their newsletters.

Vice Chair Klein asked what were the lessons learned from Van Ness Project that were being applied, how success was measured, and what the level of engagement was.

Ms. Jackson replied that OEWD was starting early with engagement to let businesses know what resources were available and getting out often to remind people about resources. She continued that OEWD would constantly communicate with the businesses and develop those relationships, noting a business' needs can change over time.

Ms. Olea replied that Ms. Jackson had also worked on Upper Haight and Sixth Street with herself and together they accrued lessons learned from projects that could be applied to Market Street.

Vice Chair Klein asked that due to heavy vehicle traffic and potential for pedestrian safety issues in the area, if there was an opportunity for slow streets around Market Street as a pro-active safety approach.

Ms. Tanner said she would follow up with the appropriate SFMTA staff to get an answer. Ms. Tanner then followed up on Mr. Rozell's previous question about the shared street description for Eddy Street. She said it was dashed because it was a concept staff was looking to develop and apologized the authoring engineer was not accessible at the time and said she would follow up with additional information.

Member Rozell noted that the highlighted street in the presentation map was actually Ellis, one street above Eddy.

Vice Chair Klein suggested to agency staff that it would be good to have some sort of slow street for people to congregate since it was very cramped living conditions with very little outdoor access from the living units. He expressed concern for everyone impacted by the construction in the area, whether they were displaced or unhoused, housed, or just traveling through.

Ms. Tanner answered that the speed limits on all the streets were lowered to 20 miles per hour the year prior and there were restrictions on right turn on red.



Vice Chair Klein and Mr. Rozell both responded that it was difficult to enforce these traffic laws and that folks were still speeding. Vice Chair Klein said he was looking for something more impactful like removing vehicular traffic altogether.

There was no public comment.

**13. Bay Area Transit Transformation Action Plan and Seamless Transit Transformation Act (Senate Bill 917) Update - INFORMATION**

Michelle Beaulieu, Principal Transportation Planner, presented the item.

Member Jerry Levine thanked Ms. Beaulieu for the presentation and said the fare integration effort was close to his heart for many years and hoped within his lifetime there would be some sort of integration plan that was workable.

There was no public comment.

**14. Streets and Freeway Strategy Update - INFORMATION**

Aliza Paz, Senior Transportation Planner, presented the item.

Vice Chair Klein noted the importance of the Streets and Freeways Strategy as it addressed major roads and freeways in the city that have created harms to some communities.

Member Kat Siegal echoed Vice Chair Klein's comments and thanked Mx. Paz for the presentation and said she was glad to see the agency was prioritizing mitigating the impacts of past harms of freeways on communities in San Francisco. She looked forward to seeing further updates on the projects.

There was no public comment.

**Other Items**

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

Member Kat Siegal requested a Vision Zero update of what the city was doing to address the traffic safety crisis, citing seven traffic deaths in May alone. She particularly wanted updates about the Tenderloin as Member Rozell had mentioned earlier in the meeting. She noted the work already planned or done to mitigate safety issues but wanted an opportunity for the CAC to be able to discuss solutions to the traffic violence in the city.

Member Rozell echoed Member Siegal's request and asked for a report and presentation on what the city is doing to ensure enforcement of traffic laws to prevent traffic fatalities.

Maria Lombardo, Chief Deputy Director, answered that there would possibly be a Vision Zero update at the June 7 Transportation Authority Board (pending confirmation) meeting that would address the topics requested by CAC members. She said she would also work with the CAC Chair to schedule a Vision Zero update at the CAC.

Member Buffum echoed Vice Chair Klein's comments about slow streets and members' comments about Vision Zero, suggesting that with the upcoming construction on Market Street it would be good to integrate slow streets in the Vision Zero approach to prevent more potential harm to people residing and traveling in the area.

Member Rozell seconded the suggestion made by Member Buffum.



There was no public comment.

**16. Public Comment**

During general public comment, Edward Mason said that the J line rail slapping on 24th and Church streets had been repaired again, and suggested that the dislodging of the rail was due to the heavy traffic of commuter buses at that intersection and he hoped it wouldn't happen again. He also said there was an uptick in empty commuter buses, which generated more pollution rather than reducing pollution as advocates had said

**17. Adjournment**

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