



DRAFT MINUTES

Community Advisory Committee

Wednesday, June 22, 2022

1. Call to Order

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

Present at Roll: Nancy Buffum, Rosa Chen, Robert Gower, John Larson, Jerry Levine, Kevin Ortiz, Eric Rozell, Kat Siegal, and Peter Tannen (9)

Absent at Roll: David Klein (1)

2. Chair's Report – INFORMATION

Chair John Larson announced that the June CAC meeting fell before the second Transportation Authority Board meeting of the month so the staff would email the link to CAC members for the June 28th Executive Director's Report, which will be posted on the agency's website along with past reports at www.sfcta.org.

The Chair noted that in relation to CAC members' expressed interest, the Board heard an update on Safe Streets on June 7th and would hear a presentation on the 2021 Traffic Fatality Report on June 28th. He encouraged interested parties to watch the meetings at sfgovtv.org. Chair Larson announced the CAC would receive a Vision Zero update at the September 27 meeting (due to police staff availability), including a focus on enforcement and how slow streets could be part of the Vision Zero toolkit.

Chair Larson announced that the California Department of Transportation (Caltrans) was seeking innovative and transformative project nominations for the federal Reconnecting Communities Pilot program. He explained that the pilot funds could be used to equitably and safely restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities that created barriers to mobility, access, or economic development.

Chair Larson also announced that BART would celebrate 50 years in September at the Lake Merritt BART Station on September 10 from 11 a.m. to 4 p.m., and would include discounted BART fares at 50% off on top of already discounted fares for the month of September on Clipper. He said more information could be found at bart.gov/50years.

Member Robert Gower requested a moment to acknowledge the Muni incident between West Portal and Castro stations in which one passenger fatally shot another passenger, emphasizing a need for safety on public transit and the efforts of city planners to ensure the system could be as safe as possible.

Member Eric Rozell announced that the Tenderloin had seen three traffic related fatalities within a six or seven week period, as well as some in the Mission neighborhood, and urged everyone to think more about Vision Zero and different approaches in the development of self-enforcing street designs to reduce the amount of traffic fatalities due to reckless driving.

Chair Larson commented that it was a worrying time in terms of traffic behavior and street violence, and it was sobering given that he also rode that particular Muni line and in general with traveling the



streets as a pedestrian. The Chair added that the CAC should prepare to have an in depth discussion on these types of topics with city staff presenting at future meetings in upcoming months.

Chair Larson discussed the 50-year anniversary of BART and the history involved in its implementation, including myths and realities associated with its development.

Chair Larson announced that it would be his last meeting as CAC Chair and member, that he was resigning, and that Commissioner Melgar was poised to appoint a new representative for District 7 to the CAC. He added that he valued the several years he had served on the CAC, constantly impressed by the knowledge, caliber, and commitment of the community members that have served on the committee. The Chair also shared that others have been impressed by the CAC for its depth of questioning and thoughtfulness of discussion on transportation issues. He also thanked Transportation Authority staff for their preparation, expertise, and responsiveness in support of the CAC and Board. Chair Larson noted that Peter Tannen would remain the longest tenured member of the CAC, having already been in membership since Chair Larson was appointed by former Supervisor Norman Yee, and said he hoped to meet CAC members at a future in-person meeting.

There was no public comment.

Multiple CAC members expressed appreciation and praised Chair Larson for the capable and respectful way in which he managed the meetings. Chief Deputy Maria Lombardo echoed thanks to Chair Larson for his service on behalf of staff with a special acknowledgement of his leadership during the transition to virtual meetings and his thorough reports to the Board.

Consent Agenda

3. Approve the Minutes of the May 25, 2022 Meeting – ACTION

4. Community Advisory Committee Vacancy – INFORMATION

There was no public comment.

Member Robert Gower motioned to approve the minutes, seconded by Member Jerry Levine.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Gower, Larson, Levine, Ortiz, Rozell, Siegal, and Tannen (9)

Absent: Klein (1)

End of Consent Agenda

5. Adopt a Motion of Support to Allocate \$17,739,152 in Prop K Funds, with Conditions, and Appropriate \$307, 000 for Seven Requests – ACTION

Projects: BART: BART Tunnel Water Intrusion Mitigation (\$1,269, 471). SFMTA: Paratransit (\$13,300,000). SFPW: Street Repair and Cleaning Equipment (\$983,021), Public Sidewalk and Curb Repair (\$637,680), Tree Planting and Establishment (\$1,548,980). SFCTA: Duboce Triangle Neighborhood [NTIP Capital] (\$7, 000), District 1 Multimodal Transportation Study [NTIP Planning] (\$300,000).

Mike Pickford, Senior Transportation Planner, and Rachel Hiatt, Deputy Director for Planning, presented the item per the staff memorandum.

Member Peter Tannen asked for clarification about the project location for the Slow Duboce Triangle intersections and said that Noe and Sanchez don't intersect.

Mr. Pickford responded that staff would follow up on the exact location and correct the packet materials. [During public comment later in the meeting, Hans Galland with Duboce Triangle



Neighborhood Association clarified that intersections to be studied were Duboce and Sanchez and 14th and Sanchez.]

Mr. Tannen asked about the UC Berkeley students' experience with hosting public meetings and dealing with contentious issues, such as traffic calming, in regards to their role in the Slow Duboce Triangle study.

Chair John Larson asked about tree establishment and what happens to the trees after three years and how the transfer of responsibility works.

Victoria Chan, San Francisco Public Works, responded that after the three years of tree establishment, the established trees then fall under the Prop E street tree maintenance plan, which provides funding for watering.

During public comment, Edward Mason said that it was sad that Public Works had to come to the Transportation Authority to replace the primary street repair and cleaning equipment they are responsible for. He also said that San Francisco goes through public sidewalk and repair issues annually, including funding repairs to cracks in the new sidewalks and curbs that were recently replaced. He said that the response to the cracks from Public Works is that it is normal for concrete to crack. He also said there is a deficiency in the specifications and preparation for concrete sidewalks and curbs and that every new project has hairline cracks in it and that those cracks had been documented. He asked how many hours it takes to plant a tree and said that he would like to know the rate per hour to plant a tree. He said that advocates should be going to the City budget to plant the trees and not be coming to the Transportation Authority for funding. He asked if the Slow Duboce Triangle study is only happening because of COVID, which he said was the reason other programs, such as Slow Streets, were implemented. He said it just seemed like a feel-good, nice thing to have.

During public comment, Hans Galland from the Duboce Triangle Neighborhood Association (DTNA), clarified that the intersections in the Slow Duboce Triangle Study are Duboce and Sanchez and Sanchez and 14th. He also said that all the work the UC Berkeley students are doing on the study is under the supervision of DTNA, specifically under a subgroup of the Land Use Committee and himself. He said he has 10-15 years of community engagement work experience.

After public comment, Chair Larson asked about the quality of concrete and cement that we use now as compared to what we used in the past that results in hairline cracks appearing. He said he wondered if it was a result of curb cuts. He asked if the hairline cracks reduce the functional lifespan of the concrete.

Nicholas Crawford, Superintendent of the Bureau of Urban Forestry for Public Works, said he would be interested in the details of the data collection that Mr. Mason referenced, regarding the sidewalk cracks. He stated that they use the same specifications for contractors and internal crews to follow for concrete installation. He said he thinks the biggest cause of cracks is the dramatic uplift caused by tree roots. He said he has asked contractors about hairline cracking and stated that if it's not a structural flaw then it's just cosmetic. He said it is something he would like to look into more.

Chair Larson said that the issue of cracking concrete had been raised routinely in public comment related to concrete construction issues so he said he wanted to follow up on it.

Mr. Pickford clarified regarding the Slow Duboce Triangle Study, that there will be traffic calming on Noe Street and Sanchez Street, not at their intersection. He also said that the study will have Transportation Authority staff oversight, in addition to the DTNA oversight.

Member Ortiz motioned to approve the item, seconded by Member Siegal.



The motion was approved by the following vote:

Ayes: Buffum, Chen, Gower, Larson, Levine, Ortiz, Rozell, Siegal, and Tannen (9)

Absent: Klein (1)

6. Adopt a Motion of Support to Accept the Pennsylvania Avenue Extension Project Initiation Report – ACTION

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

Member Eric Rozell asked what the elevation of the tunnel in the study area would be and raised concerns about future sea-level rise in the area which was relatively close to the Bay. He asked what considerations were being made and what impact it would have on the project. He also asked if it was reasonable to build the new alignment on top of the area rather than take it underground.

Ms. Waldman answered the sea-level rise would be studied more during the pre-environmental and environmental phases. She added that the 2018 Railyard Alignment and Benefits (RAB) evaluated whether the trains should remain on the surface or go underground and the preferred option was to place the trains in a below-grade tunnel. Ms. Waldman acknowledged groundwater intrusion was a challenge with tunnels but said there are a lot of waterproofing methods that could be used.

Chair Larson asked how the Downtown Rail Extension (DTX) and the Southeast Rail Station Study projects coordinated with Pennsylvania Avenue Extension (PAX) project to make sure all the interfaces would come together as one.

Ms. Waldman answered that as part of the process, the Transportation Authority had a Technical Advisory Group which consisted of the Transportation Authority, Caltrain, California High-Speed Rail Authority, Transbay Joint Powers Authority, San Francisco Planning Department, San Francisco Public Utilities Commission, Caltrans, SFMTA, etc., and the group had all been working together to make sure everything was coordinated. She also noted that a specific point that the PAX study covered was those interfaces, especially at the DTX railyard redevelopment which had a lot of things going on and the timing of it was very important. She continued that one of the reasons the project would continue into a pre-environmental phase for the next 18 months was that the railyards and DTX were continuing to develop, and the project team needed to make sure the interface would be very well coordinated so the project team could move forward with a clear understanding before moving into the environmental phase.

Chair Larson asked if there was any way that the Transportation Authority could access the Federal Reconnecting Communities Pilot program, since the tunnel would reconnect these communities from Mission Bay, or if there was any planning or other grant funding available.

Ms. Waldman responded that the project team would be pursuing every available funding source that would be potentially applicable to the project and focusing on a robust funding plan would be one of the tasks for the next phase of work.

Chair Larson expressed that it was always exciting to think about things that were going to happen in the future with trains eventually getting into the train box at Salesforce Transit Center, and he would be following the project as a civilian as the project went forward. He thanked Ms. Waldman for the presentation

During public comment, Roland Lebrun commented on the project plans. He said alignment was correct except for using the first 1000 feet as the exiting tunnel and transitioning to an underground tunnel just north of the 23rd Street. Mr. Lebrun suggested a station at 7th Street instead of having stations at Mariposa Street and at 4th and Townsend streets. He also said there was no written



explanation about the right of way cost and there was no need to acquire new right of way. Mr. Lebrun said he hoped the project would be done in five years since he started following the project 10 years ago.

Edward Mason asked for clarification if there would be any freight traffic expected in the project alignment or if there would strictly be passenger traffic with Caltrain and high-speed rail. He also asked if there would be any freight from Pier 80 on the spur line, or if there would be any conflicts.

After public comment, Chair Larson asked Ms. Waldman to respond to the freight question.

Ms. Waldman confirmed there was no freight connection points on the current line and the PAX recommended replacement would also not be carrying freight traffic as currently planned and designed.

Member Buffum motioned to approve the item, seconded by Member Tannen.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Gower, Larson, Levine, Ortiz, Rozell, Siegal, and Tannen (9)

Absent: Klein (1)

7. State and Federal Legislation Update – INFORMATION

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

Member Peter Tannen observed that he thought some of the bills on the watch list were worthy of support. He asked staff to explain the procedure for developing recommendations about what positions the Transportation Authority should take on bills.

Ms. Crabbe answered that the agency's state legislation advocate sent regular updates and recommendations on transportation bills. She noted that staff also worked closely with SFMTA and the Metropolitan Transportation Commission, in particular, as well as the other Congestion Management Agencies, the statewide Self Help Counties Coalition, and other advocacy organizations to identify bills that could impact the Transportation Authority and transportation in general. She said that staff tried to keep efforts focused on bills that would have the biggest impact on San Francisco and where the Transportation Authority's advocacy could have the most impact in Sacramento.

Ms. Lombardo added that, when bills came out at the beginning of the session, staff focused on research, and typically added them to the watch list rather than recommending positions before a full analysis of the bill's impacts was performed. She said that sometimes bills were placed on the watch list rather than recommended for a position if substantial amendments were expected.

Ms. Crabbe noted that staff wanted to make sure that the Transportation Authority took a position when it had a strong and compelling reason to do so, and that positions could potentially be seen as more meaningful when they were taken sparingly.

Chair Larson recalled that in a prior job he had encountered a situation where a bill that they weren't following because it was on an unrelated topic was hollowed out and amended to address a completely different matter that was directly related to the work he was doing.

Ms. Crabbe responded that the agency's state legislative advocate carefully watched for amendments like those on the Transportation Authority's behalf.

Chair Larson stated that it was important to understand the process of developing positions on bills and appreciated Member Tannen's questions. He encouraged other members to bring up bills of interest at future meetings for discussion and to inform staff.



There was no public comment.

Other Items

8. Introduction of New Business – INFORMATION

Member Buffum requested a briefing on the future of slow streets, particularly on the District 1 design and placement of neighborways, which would be helpful to the CAC, since there was a lot of information to follow. Member Gower added to Member Buffum's request, citing confusion with stakeholders and appreciated clarification on how the process of implementing slow streets worked. Member Rozell also echoed the request.

Member Ortiz requested an analysis on potential revenue loss related to the Prop A Muni and Safe Streets bond measure fail, and what was the Transportation Authority perspective on that issue, as the city approached the November ballot event.

Member Tannen requested SFMTA bring a presentation to the CAC explaining temporary street closures, particularly related to pedestrian access. He recalled not being allowed by security guards to walk across Grove Street after the Warriors parade and had to make a detour of 10 blocks on Market Street to get back to Grove Street.

Member Levine requested an update on the Van Ness project performance, either in writing or through an SFMTA presentation at a future CAC meeting.

Member Ortiz requested a presentation from SFMTA and BART on transit safety protocols, particularly involving active shooters. Member Rozell echoed Member Ortiz's request and added that a survey from his organization showed that seniors were greatly concerned about station and bus safety. He also recalled an incident involving assault on a bicyclist. Chair Larson noted that it seemed odd that people are coming out of a shared difficulty like the pandemic with more conflict and incivility.

Member Siegal requested an update, given the state of traffic violence, on city department efforts to employ a fleet of smaller vehicles rather than larger ones. She noted the amount of San Francisco Public Works (SFPW) and Department of Recreation and Parks trucks with empty flatbeds traveling in pedestrian areas of parks. Ms. Siegal also wanted to know if new restrictions on funding could be made to city fleets and if it was possible to employ smaller, lighter weight vehicles for tasks instead as a way to improve safety. Chair Larson said that people had made multiple requests before about standardizing municipal fleets to be carbon neutral not just meet emissions standards. Ms. Siegal said even an electric truck still a heavy vehicle and hoped there was a way to reduce that presence on the roads. Chair Larson concurred.

Chair Larson requested an update on current corridor plans to address issues on the Muni M line, between West Portal and Park Merced stations, citing past plans to underground the route.

There was no public comment.

9. Public Comment

During general public comment, Edward Mason sent farewell to Chair Larson and appreciated him for his professionalism and presentations to the Board. Mr. Mason requested that SFPW sort street repairs by address since there were duplicate requests in District 8 for the same address. He also commented on the commuter buses in his neighborhood still running idle or without many passengers, contributing to emissions pollution.

Roland Lebrun congratulated Member Tannen for being reappointed to the CAC and echoed the previous caller's comments about Chair Larson's departure, adding that he was going to miss him



but also looked forward to the new CAC Chair. He also commented that the CAC should imitate the TJPA CAC and DTX Executive Steering Committee meeting models for public comment access to include real-time Webex access, including a countdown clock.

Mr. Lebrun said he was pushing for a 7th Street station because it was a better connection to Central Subway, noting the lack of a direct connecting from 4th and Townsend to the Central Subway. He said a 7th Street station would allow for a loop above the station that would allow for passengers to transfer between Caltrain and Muni within a span of 40 feet.

Chair Larson appreciated Mr. Mason and Mr. Lebrun's comments. With respect to Mr. Mason's comments on the commuter shuttles, he noted that with more folks working remotely and the large shuttles running near empty, he agreed with Mr. Mason that it really was time to re-evaluate the size of those vehicles. Chair Larson also recognized Mr. Mason's devotion as a member of the public in fulfilling his civic duty.

10. Adjournment

The meeting was adjourned at 7:41 p.m.