



Elijah Saunders <elijah.saunders@sfcta.org>

Meeting for Election Day, Tuesday, 11/08/2022: Item 5

Stephen Gorski <sjgorskilaw@gmail.com>
To: elijah.saunders@sfcta.org, clerk@sfcta.org

Fri, Nov 4, 2022 at 11:10 AM

Dear Mr. Saunders: I vehemently oppose your scheduling an important meeting for Election Day. Item 5 is a controversial grant of nearly \$1 Million to several bicycle groups.

It is bad enough that at the last committee meeting myself and others were in the queue waiting our turn for public comment, when suddenly you announced there were no public commenters and then entertained. Motion which sent the issue to the full board.

You have compounded the problem by scheduling it on Election Day. Even sport teams are not playing games on Tuesday! Shame on you for facilitating this abuse of process and for falling in line for the wishes of SFMTA and Rec/Park,s goals to the detriment of SF residents.

Please reconsider the timing for this meeting and reschedule it for a post-election date. Thank you for your consideration.

Stephen J. Gorski, D4 resident and voter for over 40 years.

Sent from my iPad



Elijah Saunders <elijah.saunders@sfcta.org>

NO more money for the bike collection Nov 8th meeting SFCTA

truffles <truffletemptations@pacbell.net>
To: clerk@sfcta.org

Mon, Nov 7, 2022 at 10:05 AM

Dear SFCTA Commissioners:

I strongly disagree with SFMTA's request for your approval of \$791,758 for more Bike Coalition and bike lane projects:

Bike to Wherever Day Sponsorship 2023: \$41,758.
Bicycle Safety Education and Outreach: \$110,000.
Beale Street Bikeway: \$640,000.

SFMTA and SFCTA keep asking for and granting outrageous amounts of funding for the Bike Coalition and bike-related projects. This does little to nothing to address climate change and perpetuates the fantasy that someday, somehow, vehicle drivers will give up their cars and trucks and ride bikes everywhere. This is pure fiction and a delusion. The only way some people will give up their cars is if you finally realize that the answer is a fast, reliable, safe, and effective transit system, not bikes, plus an effort by SFMTA and SFCTA to encourage those who cannot give up driving, incentives to purchase EVs and for MTA to allocate funds for charging stations.

As long as you prioritize biking as a fiction for fighting climate change in lieu of fixing transit and promoting EV use, I will continue to vote NO on any plea you have for more money from the taxpayer. Here is an outrageous example: ***In June, SFMTA, at the behest of SFMTA, added \$500,000 of Clean Air Funds to an original request for \$356,920 for bike racks because they wanted to spend down Clean Air Funds!*** SFMTA staff could have done better. That \$500,000 in Clean Air Funds that could have funded numerous charging stations around town for EVs. Instead, you squandered it unnecessarily on BIKE RACKS.

Your own Climate Action Plan clearly shows on page 77 that the most effective strategy to reduce greenhouse gasses (GHG) by 2050 is to shift to EVs, 81%. Biking comes in dead last, at 1%. However, you continue to throw money at bikes and the Bike Coalition, and SFMTA colludes with the BC to skew surveys to make it appear that the majority of residents want street closures such as the Great Highway and JFK. MTA funds the Bike Coalition, and the BC pays back by being the propaganda arm of the SFMTA and the SFCTA. (Facts revealed through the Sunshine Ordinance release of SFMTA, SFCTA, RPD, and Bike Coalition emails.)

I will continue to vote against any Proposition put forth by the SFMTA until Jeff Tumlin is gone and more reasonable heads are making decisions at SFMTA. Please stop approving millions for the Bike Coalition and Biking, including the \$791,758 up for approval Nov. 8, 2022.

Sincerely,
Rita Hock
District 4



Elijah Saunders <elijah.saunders@sfcta.org>

Public comment for Nov. 8, 2022 SFCTA meeting

Will Griffith <wgriffith415@gmail.com>
To: clerk@sfcta.org

Sun, Nov 6, 2022 at 9:10 PM

Dear Mr. Saunders, Clerk: Please include this public comment in the permanent file for the Nov. 8, 2022 SFCTA meeting and distribute copies to the Commissioners.

Dear SFCTA Commissioners:

I strongly disagree with SFMTA's request for your approval of \$791,758 for more Bike Coalition and bike lane projects:

Bike to Wherever Day Sponsorship 2023: \$41,758.
Bicycle Safety Education and Outreach: \$110,000.
Beale Street Bikeway: \$640,000.

SFMTA and SFCTA keep asking for and granting outrageous amounts of funding for the Bike Coalition and bike-related projects. This does little to nothing to address climate change and perpetuates the fantasy that someday, somehow, vehicle drivers will give up their cars and trucks and ride bikes everywhere. This is pure fiction and a delusion. The only way some people will give up their cars is if you finally realize that the answer is a fast, reliable, safe, and effective transit system, not bikes, plus an effort by SFMTA and SFCTA to encourage those who cannot give up driving, incentives to purchase EVs and for MTA to allocate funds for charging stations.

As long as you prioritize biking as a fiction for fighting climate change in lieu of fixing transit and promoting EV use, I will continue to vote NO on any plea you have for more money from the taxpayer. Here is an outrageous example: ***In June, SFMTA, at the behest of SFMTA, added \$500,000 of Clean Air Funds to an original request for \$356,920 for bike racks because they wanted to spend down Clean Air Funds!*** SFMTA staff could have done better. That \$500,000 in Clean Air Funds that could have funded numerous charging stations around town for EVs. Instead, you squandered it unnecessarily on BIKE RACKS.

Your own Climate Action Plan clearly shows on page 77 that the most effective strategy to reduce greenhouse gasses (GHG) by 2050 is to shift to EVs, 81%. Biking comes in dead last, at 1%. However, you continue to throw money at bikes and the Bike Coalition, and SFMTA colludes with the BC to skew surveys to make it appear that the majority of residents want street closures such as the Great Highway and JFK. MTA funds the Bike Coalition, and the BC pays back by being the propaganda arm of the SFMTA and the SFCTA. (Facts revealed through the Sunshine Ordinance release of SFMTA, SFCTA, RPD, and Bike Coalition emails.)

I will continue to vote against any Proposition put forth by the SFMTA until Jeff Tumlin is gone and more reasonable heads are making decisions at SFMTA. Please stop approving millions for the Bike Coalition and Biking, including the \$791,758 up for approval Nov. 8, 2022.

Sincerely,
William Griffith

11/7/22, 6:43 PM

SFCTA Mail - Public comment for Nov. 8, 2022 SFCTA meeting

Concerned Residents of the Sunset

--

Will Griffith

Cell: (415)816-6202



Elijah Saunders <elijah.saunders@sfcta.org>

Public Comment for SFCTA Meeting Nov. 8, 2022

'Charles Perkins' via Clerk <clerk@sfcta.org>

Mon, Nov 7, 2022 at 3:50 PM

Reply-To: Charles Perkins <cperkinssf@yahoo.com>

To: "clerk@sfcta.org" <clerk@sfcta.org>

Cc: Gordon Mar <marstaff@sfgov.org>, Gordon Mar <gordon.mar@sfgov.org>, Connie Chan <connie.chan@sfgov.org>, "ChanStaff@sfgov.org" <ChanStaff@sfgov.org>, chanstaff@sfgov.org, "MayorLondonBreed@sfgov.org" <MayorLondonBreed@sfgov.org>, mayorlondonbreed@sfgov.org, "mandelmanstaff@sfgov.org" <mandelmanstaff@sfgov.org>, Supervisor Myrna Melgar <melgarstaff@sfgov.org>, "Ahsha.Safai@sfgov.org" <Ahsha.Safai@sfgov.org>, ahsha.safai@sfgov.org, "Shamann.Walton@sfgov.org" <Shamann.Walton@sfgov.org>, shamann.walton@sfgov.org, "catherine.stefani@sfgov.org" <catherine.stefani@sfgov.org>, "Hillary.Ronen@sfgov.org" <Hillary.Ronen@sfgov.org>, hillary.ronen@sfgov.org, "Ronenstaff@sfgov.org" <Ronenstaff@sfgov.org>, ronenstaff@sfgov.org, "Dean.Preston@sfgov.org" <Dean.Preston@sfgov.org>, dean.preston@sfgov.org, "Aaron.Peskin@sfgov.org" <Aaron.Peskin@sfgov.org>, aaron.peskin@sfgov.org, "matt.dorsey@sfgov.org" <matt.dorsey@sfgov.org>, "Dorseystaff@sfgov.org" <Dorseystaff@sfgov.org>, dorseystaff@sfgov.org

Dear Clerk Saunders: Please include this public comment in the permanent file for the Nov. 8, 2022 meeting and distribute copies to the Commissioners. Thank you.

Dear Supervisor Preston, and the other SFCTA members,

I am a San Francisco resident of over 33 years, and I adamantly oppose even a nickel of my tax dollars being given to the Bike Coalition or spent on its causes (agenda item #7). For one thing, Supervisor Preston recently called for audits of various City departments, and I wholeheartedly agree with this. Before giving another nickel of public tax money to the Bike Coalition and its shadow organization, Walk SF, these organizations need to be pushed to the top of the audit list. Let's not kid ourselves. The Bike Coalition--which Phil Matier has labeled one of San Francisco's two most powerful lobbying groups--is, first and foremost, an agenda-driven political action group. It tags on additional "functions" to its resume to allow allies in city government to give it tax money through sole source contracts, with that money then used to illegally prop up its entire infrastructure. There is little question of improper comingling of funds, and just recently the Bike Coalition demonstrated that it is more than willing to abuse its status and break the law to advance its agenda. In case you're not aware of this, please read here <https://sfstandard.com/politics/jfk-drive-great-highway-sf-bicycle-coalition-walk-campaign/> and watch here <https://www.youtube.com/watch?v=iybDatCtoWU>. These groups are given millions and millions of San Francisco tax money with that they use to advance their political agendas and this most stop.

I also do not support the Bike Coalition's agenda, which, at its core, is to punish people who drive automobiles as much as possible. Need proof? You have heard dozens if not hundreds or thousands of times over the years that bike-friendly expenditures of tax dollars are needed to advance Vision Zero, and are needed to combat climate change. But when it comes to closing San Francisco's Great Highway to drivers, it is indisputable that forcing 18,000 to 20,000 daily drivers off what the City's own statistics show to be the SAFEST two-mile stretch of roadway anywhere in San Francisco onto four preferred detour routes, all of which are high-injury networks (Sloat Boulevard., Lincoln Way, Sunset Boulevard and 19th Avenue), or through residential streets having four-way intersections at every block and where kids are running into streets after balls, cars are pulling off curbs and backing out of driveways into traffic, etc.) makes San Francisco's streets less safe and UNDERMINES Vision Zero. Similarly, there's no question that forcing 18,000 to 20,000 daily drivers off the most fuel-efficient route for traversing the two-mile stretch and causing them to be in their cars longer, logging more miles as they detour out of their ways, in less

fuel-efficient conditions than the Great Highway affords--not to mention the exhaust-causing congestion and even gridlock created elsewhere when the highway is closed--causes additional carbon emissions to be released into the atmosphere. Even though in every other instance the Bike Coalition and its allies cite Vision Zero and climate change and the impetus behind its agenda and why it should be given taxpayers' dollars, it supports closing the Great Highway (and illegally raises money to help make that happen <https://sfstandard.com/politics/jfk-drive-great-highway-sf-bicycle-coalition-walk-campaign/>). How can that be? The truth is that the agenda is, first and foremost, stick it to people who drive cars. I don't support that agenda, and I don't support the Bike Coalition.

I guaranty that my family and I walk more than do 90% of San Franciscans. But like so many families, working people who need to get to jobs, persons with mobility challenges, and so many others, we drive our cars sometimes. I don't want any more tax money being given to the Bike Coalition (or Walk SF) until there has been a full audit by a neutral third party and until the sole source contracts are reexamined. Even then, I don't want public money spent on things like "Bike to Wherever Day," "Bicycle Safety and Outreach," or "Beale Street Bikeway." This money could be far better spent on things that serve the overwhelming majority of San Franciscans rather than special interest groups. I'm not sure if Prop K money can be spent on developing the City's electrical vehicle infrastructure and providing EV incentives, but if so, direct it there and do a service to all San Franciscans. If not, spend it on more busses and trains. But no more public money on these special interests.

Thank you,
Charles Perkins
San Francisco



Elijah Saunders <elijah.saunders@sfcta.org>

Public Comment for SFCTA Meeting Nov. 8, 2022

Patricia Arack <parack@ccsf.edu>

Sun, Nov 6, 2022 at 5:26 PM

To: Transportation Authority <clerk@sfcta.org>

Cc: Gordon Mar <marstaff@sfgov.org>, Gordon Mar <gordon.mar@sfgov.org>, Connie Chan <connie.chan@sfgov.org>, "ChanStaff@sfgov.org" <chanstaff@sfgov.org>, "MayorLondonBreed@sfgov.org" <MayorLondonBreed@sfgov.org>, "mandelmanstaff@sfgov.org" <mandelmanstaff@sfgov.org>, Supervisor Myrna Melgar <melgarstaff@sfgov.org>, "Ahsha.Safai@sfgov.org" <Ahsha.Safai@sfgov.org>, "Shamann.Walton@sfgov.org" <shamann.walton@sfgov.org>, "catherine.stefani@sfgov.org" <catherine.stefani@sfgov.org>, "Hillary.Ronen@sfgov.org" <hillary.ronen@sfgov.org>, "Ronenstaff@sfgov.org" <Ronenstaff@sfgov.org>, "Dean.Preston@sfgov.org" <Dean.Preston@sfgov.org>, "Aaron.Peskin@sfgov.org" <aaron.peskin@sfgov.org>, "matt.dorsey@sfgov.org" <matt.dorsey@sfgov.org>, "Dorseystaff@sfgov.org" <Dorseystaff@sfgov.org>

Dear Mr. Saunders, Clerk: Please include this public comment in the permanent file for the Nov. 8, 2022 meeting and distribute copies to the Commissioners.

Dear SFCTA Commissioners:

I strongly disagree with SFMTA's request for your approval of **\$791,758** for more Bike Coalition and bike lane projects:

Bike to Wherever Day Sponsorship 2023: \$41,758.
Bicycle Safety Education and Outreach: \$110,000.
Beale Street Bikeway: \$640,000.

SFMTA and SFCTA keep asking for and granting outrageous amounts of funding for the Bike Coalition and bike-related projects. This does little to nothing to address climate change and perpetuates the fantasy that someday, somehow vehicle drivers will give up their cars and trucks and ride bikes everywhere. This is pure fiction and a delusion. The only way some people will give up their cars is if you finally realize that the answer is a fast, reliable, safe, and effective transit system, plus an effort by SFMTA and SFCTA to encourage those who cannot give up driving, incentives to purchase EVs and for MTA to allocate funds for charging stations.

As long as you prioritize biking as a fiction for fighting climate change in lieu of fixing transit and promoting EV use, I will continue to vote NO on any plea you have for more money from the taxpayer. Here is an outrageous example: ***In June, SFMTA, at the behest of SFMTA, added almost \$500,000 of Clean Air Funds to a request for \$356,920 for bike racks because they wanted to spend down Clean Air Funds!*** I think SFMTA staff could have done better. That \$500,000 in Clean Air Funds that could have funded numerous charging stations around town for EVs. Instead, you squandered it unnecessarily on BIKE RACKS.

Your own Climate Action Plan clearly shows on page 77 that the most effective strategy to reduce greenhouse gasses (GHG) by 2050 is to shift to EVs, 81%. Bikes trail dead last, at 1%. However, you continue to throw money at bikes and the Bike Coalition, and SFMTA colludes with the BC to skew surveys to make it appear that the majority of residents want street closures such as the Great Highway and JFK. MTA funds the Bike Coalition, and the BC pays back by being the propaganda arm of the SFMTA and the SFCTA. (Facts revealed through the Sunshine Ordinance release of SFMTA, SFCTA, RPD, and Bike Coalition emails.)

I will continue to vote against any Proposition put forth by the SFMTA until Jeff Tumlin is gone and more reasonable heads are making decisions at SFMTA. Please stop approving millions for the

Bike Coalition and Biking, including the \$791,758 up for approval Nov. 8, 2022.

Sincerely,
Patricia Arack
Concerned Residents of the Sunset



Elijah Saunders <elijah.saunders@sfcta.org>

Public Comment for SFCTA Meeting, Nov. 8, 2022

Linda Chan <Lchan1668@hotmail.com>

Sun, Nov 6, 2022 at 8:16 PM

To: Transportation Authority <clerk@sfcta.org>, "Mayor.londonbreed@sfgov.org" <Mayor.londonbreed@sfgov.org>, Gordon Mar <Marstaff@sfgov.org>, "Mar.staff@sfgov.org" <Mar.staff@sfgov.org>, "connie.chan@sfgov.org" <Connie.chan@sfgov.org>, "Chanstaff@sfgov.org" <Chanstaff@sfgov.org>, "Mandelman@sfgov.org" <Mandelman@sfgov.org>, "Melgarstaff@sfgov.org" <Melgarstaff@sfgov.org>, "Ahsha.safai@sfgov.org" <Ahsha.safai@sfgov.org>, "Shamann.walton@sfgov.org" <Shamann.walton@sfgov.org>, "Catherine.Stefanie@sfgov.org" <Catherine.Stefanie@sfgov.org>, "Hillary.ronen@sfgov.org" <Hillary.ronen@sfgov.org>, "Ronenstaff@sfgov.org" <Ronenstaff@sfgov.org>, "Dean.Preston@sfgov.org" <Dean.Preston@sfgov.org>, "Aaron.Preskin@sfgov.org" <Aaron.Preskin@sfgov.org>, "Matt.dorsey@sfgov.org" <Matt.dorsey@sfgov.org>, "Dorseystaff@sfgov.org" <Dorseystaff@sfgov.org>

Dear Mr. Saunders, Clerk: Please include this public comment in the permanent file for the Nov. 8, 2022 meeting and distribute copies to the Commissioners.

Dear SFCTA Commissioners:

I strongly disagree with SFMTA's request for your approval of \$791,758 for more Bike Coalition and bike lane projects:

Bike to Wherever Day Sponsorship 2023: \$41,758.

Bicycle Safety Education and Outreach: \$110,000.

Beale Street Bikeway: \$640,000.

SFMTA and SFCTA keep asking for and granting outrageous amounts of funding for the Bike Coalition and bike-related projects. This does little to nothing to address climate change and perpetuates the fantasy that someday, somehow, vehicle drivers will give up their cars and trucks and ride bikes everywhere. This is pure fiction and a delusion. The only way some people will give up their cars is if you finally realize that the answer is a fast, reliable, safe, and effective transit system, plus an effort by SFMTA and SFCTA to encourage those who cannot give up driving, incentives to purchase EVs and for MTA to allocate funds for charging stations.

As long as you prioritize biking as a fiction for fighting climate change in lieu of fixing transit and promoting EV use, I will continue to vote NO on any plea you have for more money from the taxpayer. Here is an outrageous example: ***In June, SFMTA, at the behest of SFMTA, added \$500,000 of Clean Air Funds to an original request for \$356,920 for bike racks because they wanted to spend down Clean Air Funds!*** I think SFMTA staff could have done better. That \$500,000 in Clean Air Funds that could have funded numerous charging stations around town for EVs. Instead, you squandered it unnecessarily on BIKE RACKS.

Your own Climate Action Plan clearly shows on page 77 that the most effective strategy to reduce greenhouse gasses (GHG) by 2050 is to shift to EVs, 81%. Biking trails dead last, at 1%. However, you continue to throw money at bikes and the Bike Coalition, and SFMTA colludes with the BC to skew surveys to make it appear that the majority of residents want street closures such as the Great Highway and JFK. MTA funds the Bike Coalition, and the BC pays back by being the propaganda arm of the SFMTA and the SFCTA. (Facts revealed through the Sunshine Ordinance release of SFMTA, SFCTA, RPD, and Bike Coalition emails.)

I will continue to vote against any Proposition put forth by the SFMTA until Jeff Tumlin is gone and more reasonable heads are making decisions at SFMTA. Please stop approving millions for the Bike Coalition and Biking, including the \$791,758 up for approval Nov. 8, 2022.

Sincerely,

Linda Chan

Concerned Residents of the Sunset



Elijah Saunders <elijah.saunders@sfcta.org>

PUBLIC COMMENT OPPOSING SFCTA AGENDA ITEM 5: Allocate \$941,758 in Prop K Funds, SFCTA FULL BOARD MEETING 11-8-22

Mary Miles <page364@earthlink.net>

Mon, Nov 7, 2022 at 4:13 PM

To: clerk@sfcta.org, tilly.chang@sfcta.org, Shamann.Walton@sfgov.org, Connie.Chan@sfgov.org, Dorseystaff@sfgov.org, MandelmanStaff@sfgov.org, Gordon.Mar@sfgov.org, Myrna.Melgar@sfgov.org, Aaron.Peskin@sfgov.org, Dean.Preston@sfgov.org, Hilary.Ronen@sfgov.org, Ahsha.Safai@sfgov.org, Catherine.Stefani@sfgov.org

FROM:

Mary Miles

Attorney at Law

[364 Page St., #36](#)[San Francisco, CA 94102](#)email: page364@earthlink.net

TO:

Clerk of the Transportation Authority

SFCTA Board

San Francisco County Transportation Authority

[1455 Market Street, 22nd Floor](#)[San Francisco, CA 94103](#)clerk@sfcta.org**PUBLIC COMMENT OPPOSING SFCTA AGENDA ITEM 5: “Allocate \$941,758 in Prop K Funds and Appropriate \$175,516. . .for Five Requests.”**

This Public Comment OPPOSES SFCTA Agenda Item 5. Please distribute this Comment and attachment to all members of the SFCTA Board in advance of the November 8, 2022 meeting, and place a copy of this Comment in all applicable files.

This Comment OBJECTS to the proposed Resolution allocating \$967,274 in Proposition K public money for bicycling Projects and propaganda, including:

1) **“Bike to Wherever Day” (\$41,758 granted to the San Francisco Bicycle Coalition (“SFBC”) with no competitive bidding).**

The “Bike to Wherever Day” claims to be the former SFBC Project called “Bike to Work Day.” SFBC and SFCTA apparently believe that since the new age of remote work, taxpayers should now fund a bicycling event with free gifts for SFBC to “promote cycling.” (Packet, pdf, p.4.)

SFBC is a private 501(c)(4) lobbying corporation, and should not receive *any* public funds for that purpose. The contracts have for more than a decade been improperly awarded to SFBC with **no competitive bidding**. (See, *e.g.*, Attachment A to this Comment.)

Both SFBC and Walk SF are under investigation by the California Fair Political Practices Commission. (<https://youtu.be/iybDatCtoWU> ; see also, *e.g.*, <https://www.charitynavigator.org/ein/472000881> [“Walk San Francisco” receives failing rating from Charity Navigator based on IRS and other factors].)

The San Francisco Bicycle Coalition has fewer than 10,000 members, less than one percent of San Francisco travelers. According to MTA’s data, the bicycle mode share (preferred travel mode) is less than three percent of San Franciscans. (Corey, Canapary & Galanis Research: San Francisco Municipal Transportation Agency (SFMTA) Travel Decisions Survey 2021, p. 5.)

SFBC should not be awarded any more public money to advertise in its self-interest. The “Bike to Wherever Day” is a frivolous waste of public money for special interest public relations that should now end.

2) **“Bicycle Safety Education and Outreach”** (\$110,000 granted to SFBC with **no competitive bidding**). Again, the SFBC, as a 501(c)(4) lobbying corporation should not receive public funding for “outreach” or “education.” SFCTA’s “Allocation Request Form” falsely claims SFBC was “awarded” this grant “through a competitive bid process.” (Packet, pdf, p. 25.) MTA conducted *no* competitive bidding for that grant. (See, *e.g.*, Attachment A.)

SFCTA should award **no public money to SFBC**.

3) **“Beale Street Bikeway and Transit Lane” (initial outlay of \$640,000, with a total cost of \$2,311,181 for a “cycle trax” bicycle Project in downtown San Francisco).**

SFCTA staff proposes awarding an initial Proposition K allocation of \$640,000 for “a two-way class IV bike facility” between Market and Howard Streets, along with removal of traffic lanes and parking, and other changes to “facilitate bike and pedestrian movements” affecting Mission, Beale, Howard, and Natoma Streets in downtown San Francisco. (Packet, pdf, p. 34.)

The Beale Project has received no environmental review, in plain violation of the California Environmental Quality Act (“CEQA”), Pub. Res. Code §§21000 *et seq.*, since it will clearly have significant impacts, including traffic congestion, energy consumption, parking, VMT, air quality, GHG, and public safety.

The Beale Project will ultimately cost the taxpayers \$3,556,181, including \$970,000 from Prop. K funding. (Packet, pdf p. 38.) The piecemealed \$640,000 proposed *today* is only the beginning of another large bicycle Project that will cause worsened traffic conditions and make driving and parking more miserable for travelers in San Francisco.

Not surprisingly, the Project has “received support” from SFBC and Walk SF. (Packet, pdf, p. 34.) However, those groups are less than one percent of City travelers.

Moreover, SFBC’s publicly funded campaign to force travelers to choose bicycling as their “mode choice” has failed, since MTA’s own data shows that bicyclists are less than 3 percent of the people’s travel mode choice. (Corey, Canapary & Galanis Research: San Francisco Municipal Transportation Agency (SFMTA) Travel Decisions Survey 2021, p. 5.)

With the downsizing and closing of tech offices in the downtown area, millions more for this and other wasteful bicycle Projects should be permanently shelved, and no longer funded with millions in public money.

4) **“Brotherhood Way Safety and Circulation Plan”** (initial outlay of \$175,516) with a later “phase” of \$817,328) for studying street changes in a large area of Southwestern San Francisco that includes major traffic corridors from Park Merced to Daly City.

This proposal initiates the first “phase” of a large Project affecting travel on major streets and freeways (*e.g.*, 19th Street, I-280, Brotherhood Way, and others) (Packet MAP, pdf p. 59.) The Project has received **no environmental review**, and may not lawfully proceed and receive public funding until it does, since it will clearly have significant impacts on including traffic congestion, energy consumption, parking, VMT, air quality, GHG, and public safety. The proposed “study” should be in the form of an Environmental Impact Report (EIR). No other funding should be allocated until that EIR is completed.

SFCTA nevertheless proposes that the public begin funding this Project with \$175,516. (Packet, pdf, p. 53.) The sky is the limit for the Project’s ultimate costs, which are not disclosed.

The “Brotherhood Way Safety and Circulation Plan” should receive NO public funding until *after* an EIR and full mitigation findings are approved. If federal funding is proposed, an EIS should also be completed before any allocation of money.

OPEN MEETING VIOLATIONS

This Comment also objects to SFCTA’s violation of the Brown Act by failing to acknowledge and consider public comment on its October 25, 2022 approval of funding the “Howard Street” Project. (See Attachment B to this Comment.)

Further SFCTA CAC’s failure to allow public comment at its October 26, 2022 CAC meeting on the above bicycle projects now at Item 5 of the SFCTA Agenda violates the Brown Act. CAC’s failure to acknowledge the public comment that it received in approving allocations for the bicycle projects described above also violates the basic purpose of public meeting laws, to allow public input on agenda items.

All of those violations must be addressed by reconsidering the items approved by CAC and this Board on October 25 and 26, 2022.

CONCLUSION

The public’s approval of Proposition K did not contemplate huge expenditures for bicycle projects. This public money should be spent on improving travel for the 97% of the public that does not have the leisure time and money for bicycling.

Because it does not comply with CEQA, please do *not* approve the \$941,758 in more bicycle funding under Proposition K at Agenda Item 5.

For all of the above reasons, SFCTA should not approve any public funding of SFBC activities, and should not approve the Bicycle Projects at Item 5 of the November 8, 2022 Agenda.

Mary Miles

ATTACHMENT: pdf copy of this Comment with Attachments A and B

 11-7-22 ATTACHMENT (CORRECTED).pdf

754K



Elijah Saunders <elijah.saunders@sfcta.org>

Public Comment Re Item No. 5 - SFCTA Meeting on Election Day, November 8, 2022, 10:00 a.m.

Peter Pirolli <peter.pirolli@gmail.com>

Mon, Nov 7, 2022 at 12:52 PM

To: clerk@sfcta.org

Cc: Shamman.Walton@sfcta.org, Gordon.Mar@sfgov.org, "Melgar, Myrna (BOS)" <Myrna.Melgar@sfgov.org>, Connie.Chan@sfgov.org, Dean.Preston@sfgov.org, "Peskin, Aaron (BOS)" <Aaron.Peskin@sfgov.org>, Catherine.Stefani@sfgov.org, MandelmanStaff@sfgov.org, DorseyStaff@sfgov.org, Ahsha.Safai@sfgov.org, Peter Pirolli <peter.pirolli@gmail.com>

I strongly object to any further funding of the San Francisco Bicycle Coalition (SFBC) using Prop K funds—specifically "Bike to Wherever Day" and "Bicycle Safety Education and Outreach".

* I do not want Prop K or any taxes supporting anti-democratic organizations. The SFBC has been legitimately accused of campaign fraud for fundraising against voter-initiated Prop I and for City administration-initiated Prop J. There is more than just an appearance of quid-pro-quo and collusion going on between SFMTA and SFBC.

* I do not want Prop K or any taxes funds spent on activities that are not addressing real transit needs. Teaching people how to ride a bike is not exactly the most pressing issue amongst the thousand of things that should be addressed by SFMTA. At least you have the power to stop SFMTA from blowing through Prop K funds on non-essential transit problems.

* Previously the SFBC was on the receiving end of no-bid, fixed-fee contracts. The claim is now that they will be receiving a contract in response to competitive bid—before the funding has been allocated? Thus has the appearance of being rigged, and the deliverables are essentially intangible and unverifiable.

There is a reason why infrastructure & transit propositions have become unpopular. It is because of the continual incompetence of SFMTA in solving real transit problems, losing Federal matching funds, its inability to complete projects on time or within budget, all while funneling our money into frivolous virtue-signalling activities.

—Peter Pirolli
District 4



Elijah Saunders <elijah.saunders@sfcta.org>

Public Comments Re SFCTA Meeting on Election Day, November 8, 2022, 10:00 a.m.

Judi Gorski <judigorski@gmail.com>

Sat, Nov 5, 2022 at 8:04 AM

To: clerk@sfcta.org

Cc: Shamann Walton <shamann.walton@sfgov.org>, Gordon Mar <gordon.mar@sfgov.org>, myrna.melgar@sfgov.org, Connie Chan <connie.chan@sfgov.org>, Dean Preston <Dean.Preston@sfgov.org>, Aaron Peskin <Aaron.Peskin@sfgov.org>, Catherine Stefani <catherine.stefani@sfgov.org>, DorseyStaff@sfgov.org, Ahsha Safai <Ahsha.Safai@sfgov.org>, Hillary Ronen <Hillary.Ronen@sfgov.org>, mandelmanstaff@sfgov.org, Judi - gmail Gorski <judigorski@gmail.com>

To: The Full SFCTA Board
Elijah Saunders, Clerk

By email to:

clerk@sfcta.org,

Shamann.Walton@sfcta.org, Gordon.Mar@sfgov.org, Myrna.Melgar@sfgov.org, Connie.Chan@sfgov.org,
Dean.Preston@sfgov.org, Aaron.Peskin@sfgov.org, Catherine.Stefani@sfgov.org, MandelmanStaff@sfgov.org,
DorseyStaff@sfgov.org, Ahsha.Safai@sfgov.org, Hilary.Ronen@sfgov.org

From: Judi Gorski (judigorski@gmail.com)

Date: November 5, 2022

Re: Public Comment Re Item No. 5 - SFCTA Meeting on Election Day, November 8, 2022, 10:00 a.m.

Dear SFCTA Board Members and Mr. Saunders,

Please reschedule this meeting to a time that is not on Election Day so that many interested citizens wishing to make live public comments will have the opportunity to do so without a scheduling conflict.

At the Citizens Advisory Committee meeting held October 26, 2022, at 6:00 pm, none of the many members of the public who had called in and were waiting on hold to be allowed to speak were recognized. My understanding is that this may have violated the Brown Act. Additionally, although the many written comments that were emailed in were not expected to be read at the meeting, Clerks in the past have at least announced at the meeting how many comments were received that were either opposed or supportive of the Item to be considered. This was not done, and the public has no idea if the CAC read the comments that were published online prior to the meeting and pertained to this current meeting's Item No. 5.

Please enter into the permanent record and consider at your meeting my written objection to this Meeting's Item No. 5 on the Agenda as my Public Comment.

Item 5 seeks to **“Allocate \$941,758, in Prop K Funds and Appropriate \$175,516, with Conditions, for Five Requests — ACTION*"**

Projects: BART: Hearing Loop at San Francisco Stations (\$150,000).SFCTA: Brotherhood Way Safety and Circulation Plan (\$175,516). SFMTA: Bike to Wherever Day Sponsorship 2023 (\$41,758), Bicycle Safety Education and Outreach (\$110,000), Beale Street Bikeway and Transit Lane (\$640,000).”

Respectfully, I object to my tax dollars in the amount of \$41,758 being spent to sponsor “Bike to Wherever Day 2023.” I object to contributing \$110,000 to “Bicycle Safety Education and Outreach,” and \$640,000 to the “Beale Street Bikeway,” and any amount to any other bicycle-related projects.

It is my understanding that a very small percentage of San Franciscans use bicycles as their main means of transportation. This can be verified by checking **SFMTA's own statistics**. In their Travel Decisions Survey 2021 Summary Report on Page 5, published information indicates that **only 3% of San Franciscans used**

bicycles as their preferred mode of transportation. In my opinion, the special interests of bicyclists should be financed privately by the 3% who are engaging in bicycle-related activities such as “Bike to Wherever Day,” and “Bicycle Safety and Education.” These events can be privately paid, as one does for tennis lessons, skiing lessons or for a gym membership. To deplete City funds to clog up our streets by diverting thousands of motor vehicles to higher injury networks in the name of creating something like the \$640,000 Beale Street Bikeway, is a gross misuse of our taxpayer money.

Please do not allocate the expenditure of Prop K funds to be used for any of the bicycle-related things listed in Item 5 on your Agenda. Thank you for your consideration of this request. An acknowledgment of your receipt of this email would be appreciated.

Sincerely,
Judi Gorski
San Francisco Resident/Voter for 40+ years



Elijah Saunders <elijah.saunders@sfcta.org>

SFCTA Meeting

Tony Villa <tvoobsf@gmail.com>

Sat, Nov 5, 2022 at 2:11 PM

To: Transportation Authority <clerk@sfcta.org>, Shamman.Walton@sfcta.org, "Mar, Gordon (BOS)" <Gordon.Mar@sfgov.org>, Myrna.Melgar@sfgov.org, Connie Chan <Connie.Chan@sfgov.org>, Dean.Preston@sfgov.org, Aaron.Peskin@sfgov.org, Catherine.Stefani@sfgov.org, MandelmanStaff@sfgov.org, DorseyStaff@sfgov.org, Ahsha.Safai@sfgov.org, Hilary.Ronen@sfgov.org

Dear Clerk,

Please forward to all board members for the Nov 8th SFCTA Meeting,

I am a senior citizen and a dying breed in the city. I am a native San Franciscan that still remains living here. Most have left because it is no longer safe and has become a garbage dump. Growing up our transportation system was one of the best in the country. We could get anywhere by bus. Your foolish ideas and spending have ruined the city. What was once the greatest place on earth has been replaced by a transient tech community where our city leaders have bowed down to their money. Look at the tax breaks given to all these companies that have become empty office space. Muni is still broken, most SFMTA projects are over budget and long behind deadlines. Uber and taxi prices have skyrocketed and buses are unreliable. Our streets are not even safe to walk on. Our roads are full of potholes and human feces. Tents lining our streets and people living in cars have become the norm in the family neighborhoods of the city. Yet I don't see this in Pacific Heights, the Sea Cliff, St Francis Woods and other wealthy areas of the city. You cater to the wealthy and neglect the working class. There are waiting lists to get into private schools because our school system is so bad.

Now you want to approve hundreds of thousands of dollars to Walk SF and the bicycle lobby. You give money to SF Bicycle Coalition and Walk SF to use that money to lobby back at the city to do what they want, not what the tax paying public want. The wealthy tech people want more places to ride their bicycles and skateboards and close off the roads to the working class while they are allegedly working from home. Now you have around 30% plus empty office space problem causing the mom and pop adjacent businesses to go broke. Look at Market street now. It's a homeless encampment with the main businesses selling fentanyl.

I was a member of the SF Bike Coalition for over 20 years. The direction was to share the roads and promote bicycle safety. It was a grassroots organization of people who rode bicycles. Not techie millennials to ride electric bicycles up a hill and leave it there for somebody to pick up. I see press releases of teaching kids to ride their bikes to school. In reality it looks good but the kids will most likely get robbed and their bicycles stolen when alone on the streets. Why do I not see anything about telling pedestrians and kids not to look at their cell phones when crossing the street?? I see our youth and adults riding bicycles and staring into their phones... clueless! Why don't you make our

streets and transportation better rather than give millions away that are wasted! Go by any school and you will see lines of cars picking up and driving their kids to school because it's not safe out there. Your closed roads and slow streets only made traffic worse and more dangerous. The empty parklets that you are so proud of create blind spots making the roads even more dangerous. Look how many commercial spots with for rent signs there are with empty parklets taking up parking spaces. Stop wasting money and solve the problems. Giving money to lobby people is not going to solve your problems. Bike to Wherever Day \$41,758?? Why don't you publish this in your travel guides? You, yes you, have made San Francisco the laughing stock of the world.

recommendation to spend **\$941,758 in Prop K funds** for the following:

Bike to Wherever Day Sponsorship 2023: \$41,758.

Bicycle Safety Education and Outreach: \$110,000.

Beale Street Bikeway: \$640,000.

Brotherhood Way Safety and Circulation: \$175,516.

BART Hearing Loop at San Francisco Stations: \$150,000.

\$941,758 of wasted money!! In your meetings, how do you qualify all your past spending to these lobby groups only to show things have gotten worse. We got rid of a failing school board, and a poor district attorney. Which one of you will be next? Your board is like a flock of sheep with no direction. On top of that you are holding this meeting on election day! What is wrong with you people?

I am a senior citizen and a dying breed in the city. I am a native San Franciscan that still remains living here. Most have left because it is no longer safe and has become a garbage dump. Growing up our transportation system was one of the best in the country. We could get anywhere by bus. Your foolish ideas and spending have ruined the city. What was once the greatest place on earth has been replaced by a transient tech community where our city leaders have bowed down to their money. Look at the tax breaks given to all these companies that have become empty office space. Muni is still broken, most SFMTA projects are over budget and long behind deadlines. Uber and taxi prices have skyrocketed and buses are unreliable. Our streets are not even safe to walk on. Our roads are full of potholes and human feces. Tents lining our streets and people living in cars have become the norm in the family neighborhoods of the city. Yet I don't see this in Pacific Heights, the Sea Cliff, St Francis Woods and other wealthy areas of the city. You cater to the wealthy and neglect the working class. There are waiting lists to get into private schools because our school system is so bad.

Now you want to approve hundreds of thousands of dollars to Walk SF and the bicycle lobby. You give money to SF Bicycle Coalition and Walk SF to use that money to lobby back at the city to do what they want, not what the tax paying public want. The wealthy tech people want more places to ride their bicycles and skateboards and close off the

roads to the working class while they are allegedly working from home. Now you have around 30% plus empty office space problem causing the mom and pop adjacent businesses to go broke. Look at Market street now. It's a homeless encampment with the main businesses selling fentanyl.

I was a member of the SF Bike Coalition for over 20 years. The direction was to share the roads and promote bicycle safety. It was a grassroots organization of people who rode bicycles. Not techie millennials to ride electric bicycles up a hill and leave it there for somebody to pick up. I see press releases of teaching kids to ride their bikes to school. In reality it looks good but the kids will most likely get robbed and their bicycles stolen when alone on the streets. Why do I not see anything about telling pedestrians and kids not to look at their cell phones when crossing the street?? I see our youth and adults riding bicycles and staring into their phones... clueless! Why don't you make our streets and transportation better rather than give millions away that are wasted! Go by any school and you will see lines of cars picking up and driving their kids to school because it's not safe out there. Your closed roads and slow streets only made traffic worse and more dangerous. The empty parklets that you are so proud of create blind spots making the roads even more dangerous. Look how many commercial spots with for rent signs there are with empty parklets taking up parking spaces. Stop wasting money and solve the problems. Giving money to lobby people is not going to solve your problems. Bike to Wherever Day \$41,758?? Why don't you publish this in your travel guides? You, yes you, have made San Francisco the laughing stock of the world.

recommendation to spend **\$941,758 in Prop K funds** for the following:

Bike to Wherever Day Sponsorship 2023: \$41,758.

Bicycle Safety Education and Outreach: \$110,000.

Beale Street Bikeway: \$640,000.

Brotherhood Way Safety and Circulation: \$175,516.

BART Hearing Loop at San Francisco Stations: \$150,000.

\$941,758 of wasted money!! In your meetings, how do you qualify all your past spending to these lobby groups only to show things have gotten worse. We got rid of a failing school board, and a poor district attorney. Which one of you will be next? Your board is like a flock of sheep with no direction. Btw... You will get backlash on this! Campaign law violations! If not guilty why did they scramble to give back the money.

<https://www.youtube.com/watch?v=iybDatCtoWU>

Thank you,
Tony Villa