



DRAFT MINUTES

Community Advisory Committee

Wednesday, June 28, 2023

1. Committee Meeting Call to Order

Chair Ortiz called the meeting to order at 6:04 p.m.

CAC members present at Roll: Rosa Chen, Najuawanda Daniels, Sean Kim, Jerry Levine, Kevin Ortiz, and Kat Siegal(6)

CAC Members Absent at Roll: Sara Barz, Mariko Davidson, Calvin Ho, Rachael Ortega and Eric Rozell (5)

2. Chair's Report - INFORMATION

Chair Ortiz reported that Fitch Ratings maintained the Transportation Authority's AAA bond rating for a third consecutive year. Next, Chair Ortiz announced that the Transportation Authority held a groundbreaking event for the West Side Bridges project, which would seismically retrofit the eight existing bridge structures along Treasure Island Road and ramps connecting to the Bay Bridge. The project would expand access to both Treasure and Yerba Buena Islands for existing and future residents and is expected to be completed in 2026. The Chair then reported that Senator Weiner introduced Senate Bill (SB) 532 which would increase the tolls on Bay Area bridges by \$1.50 for five years to help Bay Area transit agencies avoid cutting service due to financial shortfalls. SB 532 would raise \$900 million in new revenue for transit and would require a 2/3 vote by the Legislature to become law. Afterwards, the Chair reported that the Transportation Authority joined with San Francisco Municipal Transportation Agency (SFMTA) staff to provide comments to the California Public Utilities Commission (CPUC) on a variety of topics related to autonomous vehicles (AV). He said that the Transportation Authority and SFMTA jointly met with CPUC leadership and transportation advocacy groups and this meeting resulted in the CPUC rescheduling Cruise and Waymo's permit expansion hearing from June 29th to July 13th. Finally, the Chair announced public engagement opportunities for Prop L investment prioritization and the Link21 project that were also described in the June Executive Director's Report which was posted on the agency's website (www.sfcta.org).

During public comment, Roland Lebrun commented that if the Link21 transbay tunnel comes into the Salesforce transit center, the technology will not be BART technology.

Consent Agenda

3. Approve the Minutes of the May 24, 2023 Meeting - ACTION

4. State and Federal Legislation Update – INFORMATION*



5. Major Capital Project Update: Caltrain Modernization Program - INFORMATION*

During public comment, Roland Lebrun stated that the minutes of the May 24th CAC meeting were incorrect as he did not reference the 22nd Street Caltrain station, rather the Bayshore Station. He then alerted the CAC to his plans to advise the Caltrain Board to reconfigure the entire electric multiple unit (EMU) fleet.

Ed Mason stated that he opposed Assembly Bill 25 and that he was apprehensive of future private scooter regulation.

Vice Chair Siegal moved to approve the minutes with the amendment described by Mr. Lebrun, seconded by Jerry Levine.

The minutes were approved by the following vote:

Ayes: CAC Members Barz, Chen, Daniels, Kim, Levine, Ortiz, Rozell and Siegal (6)

Absent: CAC Members Barz, Davidson, Ho, Ortega, and Rozell, (5)

End of Consent Agenda

6. Adopt a Motion of Support to Adopt Four 2023 Prop L 5-Year Prioritization Programs and Amend the Prop L Strategic Plan Baseline – ACTION*

Camille Cauchois, Assistant Transportation Planner, presented the item per the staff memorandum.

Member Kim asked which fund sources fund the repair to sidewalks damaged by street trees since the Prop L funds only fund sidewalk repair for non tree-related damage.

Anna LaForte, Deputy Director for Policy & Programming, responded that the voters passed Prop E in 2016 establishing a General Fund set aside for tree maintenance and that sidewalk repair related to street tree damage was also eligible for funding.

There was no public comment.

Vice Chair Siegal moved to approve the item, seconded by Member Kim.

The item was approved by the following vote:

Ayes: CAC Members Barz, Chen, Daniels, Kim, Levine, Ortiz, and Siegal (7)

Absent: CAC Members Davidson, Ho, Ortega, and Rozell (4)

7. Adopt a Motion of Support to Allocate \$998,000 and Appropriate \$100,000 in Prop L Funds, with Conditions, and Allocate \$300,000 in Prop AA Funds for 4 Requests – ACTION*

Lynda Viray, Transportation Planner, presented the item per the staff memorandum.

Member Kim commented that he supported the projects in the allocation request, especially the Neighborhood Transportation Program and the Street Repair and Cleaning Equipment. He stated that for several years he observed street cleaning on Geary Boulevard and that after the street cleaning equipment passed by, the street did not appear clean. He explained that merchants had to clean the street again and



therefore he understood that the equipment upgrade and replacement were necessary. He commented on the urgent backlog of public sidewalk and curb repair requests along Geary Boulevard. He asked if San Francisco Public Works (SFPW) could explain the different color markings, such as red or green, on the street related to sidewalk and curb repair and if they indicated tree damage or other reasons.

Victoria Chan, Capital Planning and Finance at SFPW, responded that SFPW had a two part process which included a Street Use and Mapping Division that worked on the inspection part of the sidewalk and curb damage and then the Bureau of Urban Forestry group that worked on the cement program. She invited Marianna Williams, SFPW to respond more fully.

Ms. Williams, SFPW, responded that the green markings on the sidewalk indicated a tree related issue. She explained the green marking meant the Street Use and Mapping Division had inspected the area and the Bureau of Urban Forestry would follow up. She added this process was how SFPW identified locations for repair and explained other color markings were for underground service alerts. She said the red marking indicated electrical lines, other yellow/pink/green/white markings indicated different utilities located in the area, gray markings indicated inspections completed by the Sanitation and Streets Commission, and green markings indicated SFPW inspections.

Member Kim asked how the schedule was determined within the district to fix public sidewalks.

Ms. Williams responded that SFPW had a prioritization schedule with a ranking. She explained they dispersed the work evenly throughout every district, but urgent calls would be prioritized higher. She said SFPW evaluated locations for prioritization to address vulnerable populations around areas such as hospitals, schools, senior citizens centers, etc.. She added that these were some of the various factors SFPW considered when prioritizing locations for sidewalk repair.

Member Kim asked if SFPW planned their schedule for sidewalks damaged by trees and sidewalks damaged by other reasons together or separately.

Ms. Williams responded that SFPW had two different divisions with one taking care of tree related sidewalk repairs, and the other taking care of general sidewalk and curb repair. She explained they utilized different measures to address repairs and each division had its own maintenance crew of the sidewalk.

Vice Chair Siegal commented that the Salesforce Transit Center was relatively new and asked why the media players and screens had reached the end of their useful life and if the replacement equipment would have a longer useful life.

R.E. Walsh, Facility Director at Transbay Joint Power Authority (TJPA), responded that the items that TJPA would replace would be just the media players or mini computers within the kiosks and other wayfinding devices. He explained the screens were towards the end of their useful life, but they did not need to be replaced yet, while the media players useful life was four to five years and they were at the five-year mark. He said the media players had failed and required reboots when they remained stuck on the welcome screen. He said the new media players would have a slightly longer useful life - a six year range, with the ability to enhance them for a longer lifespan.



Member Barz asked about the number of full-size street sweepers that SFPW had in their fleet.

Ms. Chan responded that she didn't have the exact number on hand but estimated that SFPW's current fleet inventory was in the mid-thirties. She explained some street sweepers were decommissioned and others were still in repair. She said they still had a backlog to replace an additional five that were not California Air Resources Board compliant.

Member Barz asked if SFPW had small street sweepers that could service protected bike lanes.

Ms. Chan responded that she did not have that number available as SFPW's fleet manager was unavailable. She said there were discussions about replacing the small street sweepers as they were towards the end of their useful life.

Chair Ortiz asked when the remaining five street sweepers would be replaced and what was the useful life of SFPW's street sweeper fleet.

Ms. Chan responded that SFPW worked with the Office of Public Finance to purchase thirteen street sweepers so a portion of SFPW's inventory was relatively new and in good working condition. She explained they were dealing with a tight general fund in the next fiscal year but would continue to request equipment through their budget processes for further replacements. She explained the allocation request would be for one and added they were also considering rental options in the interim to bolster their fleet.

Chair Ortiz requested a presentation about SFPW's plans for replacement and possibly expansion of the street sweeper fleet over the next five years.

During public comment, Edward Mason commented that every member of the CAC should observe the sidewalk and curb replacement and check if there was a hairline crack in it. He explained that he had documented the hairline cracks that had developed on 23rd Street from Church to Castro from sidewalk and ramp repairs and new installations. He said the United Nations called on the cement and concrete industry to improve their production process because they contributed to about 8% of the world's pollution through manufacturing cement. He said there were new methods of cement that were coming on the market, but they were very expensive. He said that he could go to San Jose and observe the same repairs and the same installation of curb ramps but there were no cracks. He added it was an exception when he saw a curb ramp that had a crack in it in San Jose. He said he did not know whether it was a function of workmanship, materials, underlying pavement, or another reason.

Roland Lebrun commented that he was glad to see TJPA's collaboration with the Metropolitan Transportation Commission who was coordinating the regional wayfinding effort. He asked if TJPA had any plans to improve wayfinding for the visually impaired.

Chair Ortiz asked TJPA staff to respond and Mr. Walsh replied that more budget was needed to implement wayfinding for the visually impaired, but it was something TJPA would like to do in the future. He said TJPA would like to incorporate this improvement in maps and review some other applications that could better assist all



people.

Member Levine moved to approve the item, seconded by Vice Chair Siegal.

The item was approved by the following vote:

Ayes: CAC Members Barz, Chen, Daniels, Kim, Levine, Ortiz, and Siegal (7)

Absent: CAC Members Davidson, Ho, Ortega, and Rozell (4)

8. Adopt a Motion of Support to Approve the Revised Procurement Policy and Travel, Conference, Training and Business Expense Reimbursement Policy – ACTION*

Item 8 was called out of order prior to Item 6. Cynthia Fong, Deputy Director for Finance and Administration, presented the item per the staff memorandum.

There was no public comment.

Member Levine moved to approve the item, seconded by Member Chen.

The item was approved by the following vote:

Ayes: CAC Members Barz, Chen, Daniels, Kim, Levine, Ortiz, Rozell and Siegal (6)

Absent: CAC Members Barz, Davidson, Ho, Ortega, and Rozell, (5)

9. Adopt a Motion of Support to Approve the Fiscal Year 2023/24 Transportation Fund for Clean Air Program of Projects – ACTION*

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

Member Levine asked about the process for determining where and how bicycle racks were sited and installed.

Jason Hyde, Bike Parking Coordinator with SFMTA Livable Streets, replied that about half of bike racks were installed in response to requests received through 311 or the online bike rack request webpage, and the other half were installed in a proactive manner. He stated that Livable Streets staff worked with project managers of corridor and neighborhood projects in Equity Priority Communities, looked at data on bike and scooter share in Equity Priority Communities, and kept track of where bike racks were being installed to identify gaps in the bike parking network. He noted that the SFMTA was installing more bike racks in front of multifamily buildings.

Member Levine asked if any car parking spaces would be taken up by bike racks.

Mr. Hyde responded that the request-based bike corral program placed bike parking corrals in parking spaces outside of businesses that requested, sponsored, and maintained them. He stated that the SFMTA had not received many bike corral requests in the past few years and had received more requests from businesses for shared spaces. He stated that the SFMTA had transitioned to a more proactive approach to installing bike corrals by installing small corrals at recently daylight intersections. He stated that this approach provided the double benefit of providing additional bike parking and ensuring that daylight zones were kept free of automobiles.



Vice Chair Siegel thanked SFMTA staff for the bike parking program and noted specifically her appreciation for the bike racks in front of her apartment building and the businesses she frequented, noting that the presence of bike parking made a difference in her decision-making about travel choices. She stated that the map of recent bike rack installations showed more sparse bike rack installation in the city's southern and south-eastern neighborhoods, including in the Bayview, Excelsior, and Lake Merced neighborhoods. She asked if there were plans to work with community-based organizations in these areas to proactively install bike racks.

Mr. Hyde stated that the map was of recent rack installations, and that a map of all existing bike racks would look a little different with more racks in some of those areas. He stated that this didn't mean there was no work to be done in these neighborhoods. He stated the SFMTA was partnering with local organizations on the Bayview Community-Based Transportation Plan to determine how bicycle parking could be incorporated into the plan. He stated that the SFMTA had just won an MTC Mobility Hub grant, which would be used to conduct a transportation survey and research interest in bike racks in San Francisco's southeast neighborhoods, as well as promote SFMTA's bike rack request webpage. He stated that the SFMTA would continue to proactively install bike racks, focusing on commercial corridors and multi-unit residential buildings.

Vice Chair Siegel asked whether the SFMTA was considering expanding long-term, secure bike parking options, like bike lockers.

Mr. Hyde stated that the SFMTA was about to launch a pilot program for bike hangers, which would provide shared, secure, longer-term on-street covered bike lockers. He stated that the SFMTA was working with the Yerba Buena Community Benefit District to pilot bike hangers at two locations, one in front of the Metreon and the other at 2nd Street and Howard Street, which would be installed in the next one to two months. He stated that the pilot would run for two years, following which the SFMTA would assess the feasibility of expanding the program to other locations in the city.

Member Barz asked how the assumptions for emissions reductions from the Emergency Ride Home program had been arrived at.

Mr. Pickford stated that the emissions benefits of the program derived from the sense of confidence that the program provided about the use of sustainable modes. He stated that the program assumed that some people would not use sustainable transportation modes if this program - which ensured them a reliable ride home in case of an emergency, did not exist.

Anna Dagum, Emergency Ride Home program manager at San Francisco Environment (SFE), stated that the program received about eight reimbursement requests per quarter. She stated that a significant portion of the funding requested would be used on a marketing campaign. She stated that the program's reimbursement form asked participants how likely they were to continue using sustainable transportation modes for their commute if the program did not exist. She stated that the goal of the marketing campaign was for everybody in San Francisco to be aware of the program and provide an incentive for sustainable commuting. She stated that the program acted as a safety net for sustainable commuting.

Member Barz asked what evidence there was that people were aware of the program



and thus that the program was providing an emissions benefit.

Ms. Dagum responded that there hadn't been any kind of survey on the topic, but added that she administered the Commuter Benefits Ordinance, and informed companies of the Emergency Ride Home program whenever they filled out compliance of the Ordinance. She stated that informing the public of the program fell mostly to SFE's marketing efforts, which had increased in the past two years. She stated that she believed previous iterations of the program had funded reimbursements and operations alone, and asked Mr. Pickford to confirm.

Mr. Pickford stated that he believed a marketing component of the program had always been funded. He stated that the Transportation Authority would work more closely with SFE to make sure that the increased marketing funding was used effectively, that the program was tightly integrated with upcoming transportation demand management market analysis and strategic planning efforts, and that SFE worked with partner agencies, like BART and SFMTA, to spread awareness of the program.

Member Barz expressed concern that she had worked in San Francisco for some time and heard about this program during orientation for each new job, but that the program had never been brought up again after orientation. She stated her understanding that the program operated primarily as insurance rather than as a reimbursement strategy and expressed that the program displayed a lot of hope but not a lot of rigor. She said she would like to see an annual evaluation of the program to assess its performance. She stated that the number of reimbursements per quarter did demonstrate that this was a robustly used program.

Mr. Pickford stated that the Transportation Authority would work with SFE to incorporate program evaluation into the budget.

Anna LaForte added that the recommended funding would go towards outreach with the goal of increasing usage of the program. She noted a few opportunities for program publicity, including Bay Pass and Commuter Check outreach. She stated that the quarterly reports that the Transportation Authority received on the program included counts of people reached via various outreach means. She stated that the Bay Area Air Quality Management District's assumptions of greenhouse gas reductions were based on historic trends and outcomes. She noted that the pool of potential users of the program was very large, and that this factored into the calculations of greenhouse gas reductions for the program.

Member Daniels expressed excitement about the increased promotion of the Emergency Ride Home program, and thanked vehicle drivers who paid their registration fees and thereby allowed this funding to exist.

Member Kim asked whether the amount of funding recommended for the taxi electrification project would be enough relative to expected interest in the rebate program from taxi companies.

Mr. Pickford stated that the number of vehicles listed in the funding application was an estimate based on interest levels the SFMTA had determined in consultation with the taxi industry. He stated that rebates would be provided until all funding was exhausted, and the exact number of reimbursed vehicles was at present unknown.



Forest Barnes, planner with SFMTA's Taxi, Access & Mobility Services, added that the estimate for the number of vehicle rebates was based on the average age of vehicles in taxi fleets. He stated that the exact number could not be determined because rebates would vary in amount in different situations. For example, the SFMTA expected that most drivers of 2010-2012 model vehicles would choose to scrap their old vehicles and receive a higher rebate for their new electric taxis, while drivers of newer vehicles may choose to take a lower rebate and sell their old vehicle, rather than scrap it.

Member Chen expressed concern about the accessibility of the Emergency Ride Home program, as the complicated reimbursement form could be a deterrent to using the service. She stated that she hoped the accessibility of the program would be considered and improved in order to boost program usage.

Chair Ortiz said that the approach to installing bike racks throughout the city seemed piecemeal, as some bike racks were installed in response to requests through the SFMTA website, and the program did not have a systematic, culturally responsive approach. He recalled a previous briefing he'd had with Transportation Authority staff about the possibility of working with community-based organizations to install bike racks with cultural markers of the communities they were located in. He gave an example of representing the Mission's Latinx community with flaming heart bike racks. He stated that these bike racks could be ordered in bulk and installed along commercial corridors like Valencia, Mission, 24th, and 16th Streets. He stated that this could be a way to partner with local communities on the implementation of community-based transportation plans. He asked to connect with staff to talk about designing culturally responsive bike corrals with local communities.

Mr. Hyde noted a few examples of the SFMTA's partnership with local communities to install custom bike racks, including the Yerba Buena Community Benefit District and the Noe Valley Association. In partnership with the Yerba Buena Community Benefit District, the SFMTA installed custom bike racks that celebrated Filipino-American heritage, which were funded by a separate grant from TFCA. He stated that he was happy to connect with Chair Ortiz about this topic.

During public comment, Edward Mason stated that he hoped the SFMTA would not place bike racks at bus stops. He cited an example of a bus stop at southbound Mission and 14th Street, where bike racks installed at the stop blocked the bus doors. He stated that there had been bike racks at the 8th Street stop on the eastbound Mission bus line which also blocked the bus doors, though two of the racks had been removed. He stated that he'd experienced a bike rack blocking the bus doors while riding SamTrans. He recommended that SFMTA not place bike racks at bus stops to keep them free of potentially dangerous obstructions.

Chair Ortiz seconded Mr. Mason's comments and proposed that staff consider moving bike racks at bus stops so as not to obstruct people getting on or off the bus.

Vice Chair Siegal moved to approve the item, seconded by Member Daniels.

The item was approved by the following vote:

Ayes: CAC Members Barz, Chen, Daniels, Kim, Levine, Ortiz, and Siegal (7)

Absent: CAC Members Davidson, Ho, Ortega, and Rozell (4)



10. Introduction of New Business - INFORMATION

Member Levine stated that there had been a lot of news and interest in autonomous (AVs) over the last couple weeks, including a report that they had interfered with emergency response vehicles 66 times so far in 2023. He stated that he understood AV were regulated at the state level but asked for information on what the City could potentially do to regulate AV companies.

Vice Chair Siegal asked for an update on the planned Oak Street Quick-Build which the Transportation Authority funded back in 2021. She asked to either connect with someone from SFMTA or for a presentation on the issues of traffic throughput and Fire Department's street width requirements in relation to the planned Quick-Builds in the Tenderloin. She described the conflicting needs for parking, pedestrian, and community needs with vehicle throughput to the Bay Bridge. She asked for more information on the tradeoffs and constraints.

Member Kim stated that there was mobility data available through SF-CHAMP that showed shifted traffic patterns post-pandemic. He stated that it would be helpful to better understand the current, post-pandemic traffic patterns. Next, Mr. Kim stated that sales tax revenue were likely to be lower than originally estimated due to decreased economic activity and asked what adjustments, if any, City agencies were making in response to that.

Chair Ortiz asked for a one and five year forecast of SFPW street sweepers that would need to be replaced. He next asked for an update on SFMTA Quick-Build projects as well as an explanation for the Valencia center running bike lane construction delays. Finally, he asked for more information on pedestrian scrambles and successful peer examples and how well pedestrian scrambles worked overall.

Vice Chair Siegal echoed Chair Ortiz's request for more information on the Valencia bike lane construction delays, and specifically addressing the confusion with wayfinding and communication.

During public comment, Roland Lebrun stated that it would be helpful if people could capture video evidence of AVs behaving badly and post that publicly.

11. Public Comment

During public comment, Ed Mason stated that Waymo supported a culture of convenience and that he recently saw a Waymo vehicle loading in a restricted white zone. He then stated that corporate commuter buses averaged a daily ridership of 12,000 riders in fiscal year 2019, which has fallen to a daily ridership of 4,000 in fiscal year 2023.

Roland Lebrun commented that the information from Vice Chair Melgar Paris trip report out was mind-blowing and should be agendaized at a future CAC meeting. He stated that the Grand Paris Express project, in particular, caught his attention.

12. Adjournment

The meeting was adjourned at 7:53 p.m.