



# DRAFT MINUTES

## CITIZENS ADVISORY COMMITTEE

Wednesday, September 26, 2018

### 1. Committee Meeting Call to Order

Chair Larson called the meeting to order at 6:08 p.m.

CAC members present: Myla Ablog, Kian Alavi, Robert Gower, Hala Hijazi, Becky Hogue, David Klein, John Larson, Peter Sachs, Peter Tannen, Chris Waddling, and Rachel Zack (8)

CAC Members Absent: Kian Alavi (entered during Item 2), Becky Hogue and Chris Waddling (3)

Transportation Authority staff members present were Priyoti Ahmed, Michelle Beaulieu, Anna LaForte, Maria Lombardo, Linda Meckel, Mike Pickford, Mike Tan, Alberto Quintanilla and Oscar Quintanilla

### 2. Chair's Report – INFORMATION

Chair Larson recognized Brian Larkin, on behalf of the CAC for his outstanding service as Chairman and member of the Citizens Advisory Committee, over the last decade plus. He reported that Brian also served as a member of the Citizens Advisory Committee on Transportation that developed and recommended the city's first half-cent transportation sales tax program, Proposition B, in 1989. Chair Larson opened the floor for Transportation Authority staff to thank Brian. Chair Larson welcomed the newest CAC members David Klein, District 1 representative and Robert Gower, District 11 representative and invited them to make introductory remarks.

Chair Larson reported that Peter Gabancho, SFMTA Project Manager for the Van Ness Bus Rapid Transit project, would provide an update at the October 24, 2018 CAC meeting and would address questions raised by the CAC at the September 5, 2018 meeting. He said Transportation Authority staff would forward the most recent percent complete for the project to the CAC, when made available by the project team.

Chair Larson noted that District 10 community members came together this summer to develop ideas for improved transportation options like a shared community van, local carpool system, and other programs as part of the NTIP-funded District 10 Mobility Study. He said the Transportation Authority project team had turned those ideas into detailed proposals and would be hosting an interactive community event to gather feedback from residents and work together to shape these ideas as they moved toward implementation. He said the event was happening on Saturday, September 29, 2018 at the Southeast Community Facility from 12-3 p.m. and more information was available at [sfcta.org/design-labs](http://sfcta.org/design-labs).

Chair Larson stated Transportation Authority staff would be hosting two community events to update Treasure Island residents on the Treasure Island Transportation Plan and would be gathering feedback about program features. He said the open houses were happening on September 27 and October 1 at the ShipShape Community Center on Treasure Island from 5:30-7:30 p.m. and project staff would be distributing an electronic survey for residents who would not

be able to attend the events. He directed the CAC to [sfcta.org/treasure-island](http://sfcta.org/treasure-island) to learn more.

Chair Larson also reported that Supervisor Brown's hearing request for the San Francisco Municipal Transportation Agency (SFMTA) to explain operational issues was transferred to the Government Audit and Oversight Committee. He said the next Government Audit and Oversight Committee meeting was scheduled for October 3, 2018 and that Transportation Authority staff would continue to keep the CAC updated as to when the hearing gets scheduled.

Chair Larson stated that the California High-Speed Rail Authority was seeking a member of the CAC to join their San Francisco County Community Working Group (CWG) and that the elected CAC member would join the CWG as a representative of the Transportation Authority CAC. He said the San Francisco CWG met quarterly and primarily focused on the San Francisco to San Jose section of the high-speed rail project. He noted that Transportation Authority staff had provided a roles and responsibilities handout and High-Speed Rail fact sheet for their review. He directed interested CAC members to contact Alberto Quintanilla, Clerk of the Board, if they would like to be considered for the working group.

During public comment, Jackie Sachs commended Brian Larkin for his decade plus years of service on the CAC. She noted she had known Mr. Larkin since 1986 and that they both served on the committee that helped develop Proposition B, the predecessor to the Prop K sales tax program.

### **Consent Agenda**

#### **3. Approve the Minutes of the September 5, 2018 Meeting – ACTION**

#### **4. State and Federal Legislation Update – INFORMATION**

There was no public comment on the Consent Agenda.

Peter Tannen moved to approve the Consent Agenda, seconded by Peter Sachs.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Gower, Hijazi, Klein, Larson, Sachs, Tannen, and Zack (9)

Absent: CAC Members Hogue and Waddling (2)

### **End of Consent Agenda**

#### **5. Adopt a Motion of Support to Approve Part 2 of the Fiscal Year 2018/19 Transportation Fund for Clean Air Program of Projects, with Conditions – ACTION**

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

Rachel Zack asked about the difference in cost between the DC chargers and Level 2 chargers.

Mr. Pickford said that DC fast chargers provided approximately 75 miles of range per 30 mins of charging, whereas Level 2 chargers were much cheaper, but typically required plugging in overnight to fully charge a vehicle.

Kian Alavi said he wouldn't vote against a project to help the SFSU students; however, he spoke against the non-competitive contracts awarded to Jump and Motivate and felt it was wrong that they were requesting funds that would subsidize these companies. He said it was important to eliminate no-bid contracts for the benefit of citizens.

Peter Tannen asked how Grace Tabernacle Community Church was identified for an electric charging station and what the criteria was for other faith-based organizations to get involved.

Gerald Bernstein, from California Interfaith, Power and Light, said Grace Tabernacle Community Church had installed excess photovoltaics capacity, were two miles from the nearest public charger and were part of an on-going grant with San Francisco Environment. He said California, Interfaith and Light was currently working with 9 other faith-based organizations that had expressed some interest in chargers, but was also open to working with additional interested congregations.

Peter Sachs said Ford GoBike was a program that had not cared about equity issues, in terms of where they had placed bike stations in the first phases of rollout and was a topic the CAC had previously discussed. He said offering bike share memberships to students who received financial assistance was an improvement, but not enough of an improvement.

Chair Larson asked what the process was for non-Pell grant students interested in receiving year-long passes.

Nick Kordesch, Sustainability Specialist at San Francisco State University (SFSU), said non-Pell grant students would be assisted on a first come first serve basis. Through the Chair, he asked if David Sorrel could speak as SFSU was modelling its program after the one Mr. Sorrel was managing.

David Sorrel, Transportation Demand Manager at University of California Berkeley (UC Berkeley), said SFSU's program was identical to UC Berkeley's 3-year grant project that catered to Economic Opportunity students. He listed the successes UC Berkeley had signing Pell-grant students up for the various Ford GoBike memberships and mentioned non-Pell grant students received memberships on a first come first serve basis. He said UC Berkeley had managed to create a good bond with JUMP and Motivate and stated that 90% of the students he worked with used public transportation to get to campus.

Mr. Kordesch said SFSU had a higher percentage of Pell-grant and commuter students when compared to universities who had already implemented a partnership with Ford GoBike and felt it was a good last mile option for students.

During public comment, Mike McDougal said he was interested in the commuter shuttle program and said that it was a citable offense to load a bike onto a private bus. He recommended that staff look at the disparity of bikes on buses.

Peter Sachs moved to approve the item, seconded by Peter Tannen.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Gower, Hijazi, Klein, Larson, Sachs, Tannen, and Zack (9)

Absent: CAC Members Hogue and Waddling (2)

**6. Adopt a Motion of Support to Permanently Honor and Recognize Michael Robert Painter's Visionary Design, Leadership Skills and Outstanding Contributions to the Presidio Parkway Design and to Urge the Transportation Authority Board to Work with Caltrans and the State Legislature to Explore Naming the Parkway After Him – ACTION**

Peter Tannen, CAC Member, presented the item.

Chair Larson said it would be nice to see the Presidio Parkway named after Michael Robert, creator of the Presidio Parkway design.

Peter Tannen noted that the Transportation Authority Board had approved a resolution at the September 25, 2018 Board meeting (included in the CAC packet) and said he spoke to Senator Scott Wiener about the idea and was told an approved resolution from the state senate and

assembly were required to officially name the parkway in honor of Michael Painter and that it would be important to demonstrate local support.

Rachel Zack thanked Peter Tannen for bringing the item to her attention but said naming the parkway solely after one-person was concerning. She noted the lack of monuments and public spaces named after women and people of color.

During public comment, Jackie Sachs said she was a member of the Doyle Drive Replacement Project advisory committee and worked with Michael Painter. She asked for the meeting to be adjourned in his honor.

Peter Tannen moved to approve the item, seconded by Myla Ablog.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Gower, Hijazi, Klein, Larson, Sachs and Tannen (7)

Nays: CAC Member Zack (1)

Abstained: CAC Member Alavi (1)

Absent: CAC Members Hogue and Waddling (2)

**7. Adopt a Motion of Support for the Allocation of \$1,470,529 in Prop K Sales Tax Funds for Eight Requests, with Conditions, and Appropriation of \$490,000 in Prop K Sales Tax Funds for Three Requests – ACTION**

Oscar Quintanilla, Transportation Planner, and Linda Meckel, Senior Transportation Planner, presented the item per the staff memorandum.

Myla Ablog asked what a continental crosswalk was.

Mr. Quintanilla said continental crosswalks were vertically striped crosswalks that are more visible to vehicles.

Myla Ablog said she was happy to see the various bike and pedestrian improvement projects listed.

Peter Tannen asked for clarification between allocated and appropriated projects.

Mr. Quintanilla said appropriated projects were requests from the Transportation Authority and allocated projects were requests from outside agencies.

Peter Tannen said the Bay Area Rapid Transit (BART) bicycle parking was a good idea and asked if BART had any concerns being one of the first American public agencies to use the Bikeep smart rack system.

Steve Beroldo, BART Program Manager, said Bikeep racks were produced in Estonia and were installed at the 16<sup>th</sup> Street BART station as part of a pilot program. He reported zero bike thefts and said the pilot program demonstrated that Bikeep racks were durable and secure.

Peter Tannen asked if there had been any thought in separating the bike and pedestrian part of the Treasure Island bike pathway facility.

Mike Tan, Administrative Engineer with the Transportation Authority, said the Yerba Buena Island bike pathway project was in its early stages and the design of the bike and pedestrian paths were still being determined. He also noted the challenges associated with roads being on a significant slope.

Peter Tannen asked if the Bicycle Advisory Committee for the San Francisco Board of Supervisors was involved in the project.

Mr. Tan said the Bicycle Advisory Committee had not yet been involved, but would be. He said so far the San Francisco Bicycle Coalition had been involved.

Peter Tannen asked what the process was in selecting 45<sup>th</sup> Avenue and Lincoln Way as part of the Intersection Improvements project.

Jennifer Wong, SFMTA Program Manager, said the intersection of 45<sup>th</sup> Avenue and Lincoln Way was one of the primary gateways into Golden Gate Park and Supervisor Tang had requested improvements. She said on the roadway side there would be increased pedestrian visibility and slower turning from vehicles.

Robert Gower noted a discrepancy between the presentation handout and the presentation slides presented to the CAC.

Mr. Quintanilla said a typo in the presentation slides had been recently corrected.

David Klein asked if the Bicycle Safety Education and Outreach project provided bicycles.

Miriam Sorell, SFMTA Program Manager, said that the in-school education and adult learn to ride classes would provide bicycles, but that classroom classes would not provide bicycles.

David Klein asked if the adult and youth classes would receive an evaluation, similar to the school focused classes.

Ms. Sorell said all classes would be evaluated and that it would be reflected in the request for proposal.

David Klein asked if the Phase 2 of the ConnectSF program considered impacts on low-income housing and affordability, as a result of projects that might be recommended in the San Francisco Transit Corridor Study.

Ms. Meckel said the 50-year vision of ConnectSF was based on equity and tasked with building a more equitable city. She said all involved agencies met weekly to address equity issues and were currently in the needs assessment phase. She said the housing questions would not be answered during the Phase 2 modal study but noted that the metrics used to study the transportation networks included a housing needs question. Ms. Meckel added that ConnectSF had taken into consideration existing policies and would be recommending policies as part of the report.

Kian Alavi noted that increased transit leads to a higher demand to live in an area. He said he looked forward to seeing the results produced by the metrics in order to allow the CAC to track the potential increase in gentrification due to transportation projects. He urged staff to consider correlative pieces that support housing.

Rachel Zack asked if a displacement metric could be implemented.

Ms. Meckel said there were 55 metrics and would check to see what was being tracked for displacement and gentrification.

Kian Alavi mentioned that SFMTA released an article stating that more than half of JUMP bike trips began or ended in communities of concern. He said it was important to be aware of the needs of communities of concerns and ensure that those needs were implemented into the ConnectSF vision.

David Klein said forecasting impacts on affordable housing, etc. was not the only option and suggested studying past projects around the Bay Area that made an impact on the makeup of neighborhoods.

During public comment Mike McDougal supported the ConnectSF vision and encouraged that a

focus be placed on the privatization of public transportation.

After public comment Anna LaForte noted that the 2017 Adult Bicycle Safety Education and Outreach evaluation could be found in the enclosure.

Peter Sachs moved to approve the item, seconded by Kian Alavi.

The item was approved by the following vote:

Ayes: CAC Members Alavi, Gower, Hijazi, Klein, Larson, Sachs, Tannen and Zack (8)

Abstained: CAC Member Ablog (1)

Absent: CAC Members Hogue and Waddling (2)

**8. Adopt a Motion of Support for the Adoption of 13 2019 Prop K 5-Year Prioritization Programs – ACTION**

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

Rachel Zack asked how projects with low prioritization scores nevertheless moved forward in the selection process.

Ms. LaForte said Prop K was one of many different funding sources used by agencies to fund their capital improvement projects. She said by the time projects requested Prop K funding they typically had already been part of an agency's capital improvement program or recommended in a transportation plan.

Kian Alavi asked why street trees qualified for Prop K transportation funding, and said he was concerned that the \$7 million cost was higher than some projects that were more obviously transportation-related.

Ms. LaForte said the \$7 million cost was the total for the full 5-year programming period and said the Prop K Expenditure Plan as approved by the voters included a funding category exclusively for tree planting and maintenance.

Maria Lombardo, Chief Deputy Director added that the Proposition K ordinance specified that Expenditure Plan categories would first be eligible for update in the year 2023.

Chair Larson said the tree planting issue come up at past meetings and speculated that the category was included in the Expenditure Plan because the ability of trees to capture carbon offered some mitigation of transportation impacts. He asked what the overall goal of tree planting was.

Chris Buck, Urban Forester at San Francisco Public Works, said the Urban Forest plan called for a 150% increase in tree canopy throughout the City, and said Proposition E prioritized areas that were in the greatest need of increased tree canopy. He said the big picture vision was to have all city streets lined with trees.

Peter Sachs said an increase in tree canopy coverage was overdue and that the need was evident when flying over San Francisco.

Mr. Buck said that Proposition E funds could only be used for maintenance and not for additional tree planting. He said Public Works was looking for private funds to jumpstart tree planting efforts.

Robert Gower asked what the current funding source was and Mr. Buck replied that Prop K was the only significant source of public funding for tree planting and stressed its importance.

During public comment Ed Mason opposed the use capital funding to support tree planting and said Public Works needed to take control of the trees.

Jackie Sachs said she worked on previous 5YPP updates when she was a member of the CAC and requested that funding be provided for light rail on Geary Boulevard.

Mike McDougal supported the BART guideways projects and urged the CAC to adopt a motion of support.

Kian Alavi moved to approve the item, seconded by Rachel Zack.

The item was approved by the following vote:

Ayes: CAC Members Alavi, Gower, Hijazi, Klein, Larson, Sachs, Tannen and Zack (8)

Abstained: CAC Member Ablog (1)

Absent: CAC Members Hogue and Waddling (2)

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

Cristina Calderón Olea, Better Market Street Program Manager at San Francisco Public Works (SFPW), presented the item.

David Klein asked for percentages that demonstrated the anticipated Muni improvements around capacity and efficiency.

Amy Tran, SFMTA Project Manager, said as an example, the Muni F loop would be able to double its efficiency and slash wait times from 8-9 minutes to 4-5 minutes.

Ms. Olea said that she would send a one-page fact sheet to Transportation Authority staff to share with the CAC.

David Klein commented that the project rendering of the Warfield did not depict the current demographics and asked how the project would benefit current residents. He said private businesses seemed to be the only group benefitting from the project.

Ms. Olea said the rendering was based on a new residential and hotel building that was on the same block as the Warfield. She said the renderings were a new vision of Market Street and meant to help the people that lived and worked along Market Street. Ms. Olea said mid-market would not improve without improving the conditions and activities.

Ms. Zack shared similar concerns regarding the possible displacement of existing residents along Market Street. She said she was looking forward to seeing transportation improvements for bicyclists and asked how fast improvements could be implemented.

Ms. Olea said construction would start in 2020 and said there would not be any transformative changes until environmental clearance was obtained. She said the goal was to ensure Phase 1 was as complete and transformative as possible.

Myla Ablog strongly suggested that SFPW be careful when marketing the project and should avoid language like attracting “desirable people.”

During public comment Ed Mason felt transportation sustainability fees did not cover enough of the costs for new projects urged SFPW to inform the public of any street closures in advance.

**Chair Larson moved to continue Items 10 and 11 due to time constraints, without objection.**

**10. SoMa Ramp Intersection Safety Study Phase 2 Update – INFORMATION**

**11. Update on the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments’ (ABAG) Horizon Planning Initiative – INFORMATION**

**12. Introduction of New Business – INFORMATION**

Myla Ablog requested a presentation from the SFMTA regarding private vehicle use of the red-transit only lanes along Geary Street and its impact on public transit service in San Francisco.

Myla Ablog suggested that staff look at using California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) and how they are used for environmental justice and displacement. She said even though they were imperfect tools, they could help during the planning process of the Transit Corridor Study.

**13. Public Comment**

During general public comment Ed Mason showed photos of idling commuter shuttle buses, buses with no license plates or no permits and additional violations.

Jackie Sachs requested that new Transportation Authority Board and CAC members be provided copies of the 2002 Muni booklet that was discontinued in 2009. She asked for an update on the other 9 to 5 Study.

**14. Adjournment**

Meeting was adjourned in memorial of Michael Painter and Jerry Robbins.

The meeting was adjourned at 8:27 p.m.