



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, November 10, 2020

1. Roll Call

Chair Peskin called the meeting to order at 10:02 a.m.

Present at Roll Call: Commissioners Fewer, Haney, Mar, Preston, Peskin, Ronen, Stefani, and Walton (9)

Absent at Roll Call: Commissioners Mandelman (entered during Item 2), Safai (entered during item 4), and Yee (entered during item 2) (3)

Chair Peskin made a motion to excuse Vice Chair Mandelman for the beginning part of the meeting, seconded by Commissioner Stefani. The motion to excuse was approved without objection.

2. CAC Chair's Report - INFORMATION

John Larson, Chair of the Citizens Advisory Committee (CAC), reported out from the October 28 CAC meeting on the discussion regarding the Prop K Allocation requests on the agenda. CAC Chair Larson shared that there was a disagreement within the CAC regarding the San Francisco Municipal Transportation Agency's (SFMTA's) request for \$200,000 for the Curbside Pickup Zones Pilot related to the Shared Spaces program instituted into response to the COVID-19 pandemic. He shared that some of the CAC members felt that because the curbside pickup zones were benefitting e-commerce companies engaged in food deliveries and services, that the private sector should be paying more and contributing to the pilot. He added that others felt that the zones were public resources that were initiated by commercial establishments on the streets, so public dollars would be appropriate. CAC Chair Larson shared that given the track record with the companies limiting their data sharing, some members still felt the pilot item should be severed and voted on separately. However, he added that majority of the CAC felt that the concerns were not compelling enough to delay the pilot and voted against severing the request. He shared, in the end, the Prop K Allocation request recommendation was approved on a 7-4 vote, with a request that a more in depth presentation on the SFMTA's curbside management strategy be presented to the CAC in the near future.

With respect to the Portsmouth Square Community Based Transportation Plan Final Report, CAC Chair Larson shared that the CAC was supportive of the improvements proposed, given the difficulty of pedestrian access and the multiple levels of the square and the overall need for a more inviting space. He shared that during public comment in response to the plan to accommodate and coordinate casino buses at the Hilton Hotel, a member of the public opined that the buses needed to be controlled while also paying a franchise fee similar to corporate bus shuttles.



Lastly, CAC Chair Larson reported on the presentation on the changes to the Better Market Street project. He shared that CAC members felt that the revised scope was a great loss to the corridor. He added that a member commented that it seems the heart has been gutted out of the plan. Chair Larson also shared more specific concerns on the downsizing of the scope, which included questioning the wisdom of putting bicycles into the street and sharing space with vehicles. He also shared a concern with disability access on the reconfigured center loading platforms, and the uneven brick pavers that will remain in place. Chair Larson stated that another concern regarding downscaling was driven by a grant deadline imperative to start building resulting in missed opportunities to coordinate the streetscape improvements with mid-market construction projects that are currently underway, which would necessitate future disruptions after the buildings were complete. Lastly, he shared that a question regarding the revisitation of the scope once the results of the election and prospects for additional funding from the government became clearer.

There was no public comment.

3. Approve the Minutes of the October 27, 2020 Meeting - ACTION

There was no public comment on the minutes.

Commissioner Mandelman moved to approve the minutes, seconded by Commissioner Yee.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Fewer, Haney, Mandelman, Mar, Preston, Peskin, Ronen, Stefani, Walton and Yee (10)

Nays: (0)

Absent: Commissioner Safai (1)

4. Appoint One Member to the Citizens Advisory Committee - ACTION

Aprile Smith, Senior Transportation Planner, Policy and Programming, presented the item.

Commissioner Stefani expressed her support in re-appointing Jerry Levine for the District 2 CAC position.

Jerry Levine appeared before the Board and thanked Commissioner Stefani for her recommendation and provided a brief summary of his qualifications.

During public comment David Pilpel shared his support for Jerry Levine's reappointment.

Commissioner Stefani moved to approve the item, seconded by Chair Peskin.

The item was approved without objection by the following vote:

Ayes: Commissioners Fewer, Haney, Mar, Preston, Peskin, Ronen, Safai, Stefani, Walton and Yee (10)

Nays: (0)

Excused: Commissioner Mandelman (1)



5. Allocate \$745,651 in Prop K Sales Tax Funds, with Conditions, for Three Requests - ACTION

Mike Pickford, Senior Transportation Planner and Francesca Napolitan, Curb Access Manager for SFMTA presented the item.

Commissioner Ronen thanked staff for renaming the request for the Visitacion Valley and Portola Community Based Transportation Plan to include the Portola neighborhood. She said that the Portola often gets overlooked and makes up a large portion of the plan area. She said that she looked forward to engaging in the planning effort. Commissioner Ronen said she was not happy with the \$200,000 request for Curbside Pickup Zones Pilot Evaluation, saying that she didn't understand why public space would be devoted to private delivery companies that don't treat their workers like the employees that they are.

Hank Willson, Policy Manager in Parking and Curb Management for SFMTA, said that the Shared Spaces Program had been 100% small business/merchant driven. He said that SFMTA tries to approve all requests for shared spaces and only deny requests when they can't physically locate a zone or for a transportation reason (e.g. blocking a bus stop). He said there are no fees for this program. He added there had been many applications and SFMTA hasn't had a chance to evaluate how well they're working and how to operate the program moving forward because they are too busy approving applications.

Chair Peskin noted that the budget for the project was one third of a million dollars, including \$200,000 in requested Prop K funding. He asked what the Prop K funds would be used for.

Ms. Napolitan replied that Prop K funding would be used for video data collection. She said that from other projects, they know this is the best way to collect data, as it is difficult to collect in person. She said the data collection would cover roughly 20-30 blocks. She said Prop K would also fund outreach, including talking to merchants about how the program meets their needs.

Chair Peskin asked staff to elaborate on the video data collection, whether it involved installing cameras and whether it would be conducted by SFMTA staff or a third party.

Ms. Napolitan replied that SFMTA used video data collection for curb management projects in the Inner Sunset and on Valencia. She said that SFMTA didn't have the camera infrastructure, so they would hire a data collection firm to place cameras, collect and visually look at footage to count vehicles, conflicts, dwell time, and types of vehicles. She said video allowed them to better understand abuse and dwell time to know how long it takes to do pickups, near misses with cyclists, problems with commercial vehicles, and other issues.

Chair Peskin asked where the 20-30 blocks would be located.

Ms. Napolitan replied that part of developing the data collection plan would be to identify blocks throughout the city, in different commercial areas, and select locations with high bike usage and transit routes, as well, to understand conflicts.

Chair Peskin asked whether the pickup zones are considered shared space zones. Ms. Napolitan replied that they were.



Chair Peskin said that he knew how many zones there were, with many zones in District 3, and that he could provide anecdotal data about dwell times, how well the zones were working both anecdotally and from feedback from merchants, based on his regular walks around dense areas in his neighborhood, such as Grant Avenue and Green Street, without spending as much as SFMTA was proposing.

Mr. Willson said that the proposed cost for the project was in line with other similar projects. He said that they could spend less money, but that it would mean doing less data collection and less outreach.

Chair Peskin said that Ms. Napolitan had provided a robust presentation on the policy considerations of curb management and said that he thought SFMTA could act based on the information that is already known about managing curb space, rather than spending months and the requested funds on the proposed project.

Commissioner Walton thanked staff for preparing for the Visitacion Valley and Portola Community Based Transportation Plan. He said there was a lot of work to be done, especially related to Caltrain and possible development and growth in the area. With regard to the Curbside Pickup Zones Pilot Evaluation request, he asked if the camera plan had been vetted by the appropriate City offices.

Mr. Willson said that the project had not yet gone through steps required for surveillance review, but that it would.

Commissioner Walton said that it was important to vet locations of cameras now. He said he supports shared spaces but has seen some problems with neighbors not understanding the need of businesses to operate outside. He said there were some issues starting to arise related to shared spaces that are causing problems in communities that need to be worked through. He said that as things move forward, and as cameras are used, they need to be vetted.

Mr. Willson acknowledged that these were good points. He stated that SFMTA was just talking about curbside pickup zones for this project and that, when using cameras, they would not be focused on people gathered in dining spaces, only on cars pulling in and out.

Commissioner Walton replied that cameras capture a lot of information.

Commissioner Yee said that he strongly supported the request for \$500,000 in Prop K funds for Citywide Daylighting. He said that he had authored the Board of Supervisors resolution requesting that SFMTA develop a comprehensive daylighting plan and that those funds were the resources needed to make daylighting happen. Regarding curbside pickup zones, he said that the City needs to better understand the zones. He said that they have 10 minute metered green zones and asked why SFMTA could not just create more of them and potentially generate a small amount of revenue as well.

Ms. Napolitan said that there were a number of issues around the functionality of green zones. She said that disabled parking placard abuse was an issue, as vehicles with placards are not held to time limits of those zones. She added that placard holders often park in the zones for more than 15 minutes, meaning the green zones are not readily available for other users. She said another issue in neighborhood commercial districts where parking is metered, is that restrictions end at 6 p.m., even though there is a big need for short term parking in the evening for dinner take-out activities. She said SFMTA has not done follow up data collection on how well these



work in evening and that enforcement was more difficult if the meters are no longer on.

Commissioner Yee asked whether the City had meters that operate later than 6 p.m.

Mr. Willson replied that they do exist, but also are not very common. He said there were few in Mission Bay near Oracle Park and the Embarcadero that operated until 10 p.m., but that the vast majority shut off at 6 p.m.

Commissioner Yee said that his point was that SFMTA could operate more existing meters later into the evening.

Mr. Willson said that SFMTA was in the early stages of talking to merchant groups in areas where businesses are open later. He said that meters should be operating later in some of these areas, but right now the limitation is that they stop at 6 p.m. He said that if green zones were used properly, they would be a good way to address challenges SFMTA sees, but that there was a distinction between parking and loading. He said that the curbside pickup zones require active loading, which was easier to enforce and observe, so there were enforcement benefits to move to a loading model versus a parking model.

Commissioner Mandelman said he was not sure the City had enough information on behaviors at the curbside pickup zones and that the request made sense to him. He said that on Castro and Valencia Street there are different feelings among merchants and different ways that the zones were being used. He said that since they have this new program, it would be a mistake to not gather this data. He thanked SFMTA and said that without being provided additional resources, the agency has been trying to approve shared spaces permits as quickly as possible. He said that SFMTA was not going to be able to analyze the program without additional resources, so funding to look at the program makes sense.

Chair Peskin asked Commissioner Mandelman to clarify whether he was referring to the temporary no parking signs that SFMTA has been approving for curbside pickup zones. Commissioner Mandelman confirmed and said that they were all over the place and that they'd been a godsend for some people and a nightmare for others.

Chair Peskin said that in the early days of the pandemic, the temporary no parking signs made sense. He said that now, as many parking spaces are being occupied by other shared spaces uses, having the temporary no parking signs on metered spaces was making less and less sense. He said SFMTA could do this experiment for free by taking the temporary pickup zone signs down and getting Parking Control Officers out to enforce the existing rules. He said the City would hear feedback from constituents and that SFMTA could implement this next week.

Commissioner Mandelman said he didn't know if they should take all the curbside pickup zone signs down the following week due to what's happening with COVID-19 cases.

Mr. Willson said that there were a lot of businesses depending heavily on curbside pickup that had completely shifted their business models to takeout. He said that the shared spaces program had been extended until June 2021, so it made sense to evaluate the zones now.

Chair Peskin said that he sees fights among merchants every day regarding the zones.



He said he has seen people using these zones to park their personal vehicle in front of their business. He suggested considering turning all meters into 10 minute meters and taking down the shared spaces signs and turning them into real white zones.

Commissioner Fewer asked whether SFMTA had done data collection on the proportion of users of the curbside pickup zones that were individuals versus pickup companies, such as Doordash and Ubereats.

Ms. Napolitan said that they had no data. She said that the proposed project would collect data on who the users were and that she expected it to vary by the business the zone was serving. She said that pickup zones were not just being used by restaurants, but that retail shops, personal services, and coffee shops were also requesting them.

Commissioner Fewer said that if they're finding that a majority of curbside pickup zones are being used by these companies, then it's time they look at generating revenue from the use of those curbsides. She said it was different if individuals were the primary users, but that the companies were gouging restaurants and stores, profiting from this, and it should be a consideration of this body.

During public comment, Roland Lebrun commented on the Visitacion Valley and Portola Community Based Transportation Plan stating that he was concerned about the safety of the connection between Muni light rail station at Sunnydale Avenue and the Bayshore Caltrain station. He said he had used this connection many times, and that when that closed, there was no option but to drive. He said that, on June 17, 2014 there was a \$2 million Prop K allocation related to this location and nothing happened after that. He said that he raised this concern at a community meeting and SFMTA staff said they would explain what happened, but that he hadn't heard anything. He said that if he can't get answers, he would issue a public records request shortly to get to bottom of it.

Cole Rose said that she supported approval of the Citywide Daylighting request. She said that she did not use a car because San Francisco was a good walking city, but it could be a great walking city. She said that Vision Zero was critical and when WalkSF volunteers surveyed locations to see where daylighting had or had not happened yet in the Mission, over half of the locations surveyed had not, even crossings on Harrison Street that were on the High Injury Network had no daylighting. She said there had been a 14% reduction in crashes in the Tenderloin after an earlier effort to add daylighting to intersections and that San Francisco needed this on High Injury Network locations across the city. Regarding the Curbside Pickup Zones request, she said that she didn't use those and that she resented the model, but that double parking was an issue as cyclist, so she supported allocating funding to do the work.

Brian Haagsman said that he strongly supported the Visitacion Valley and Portola Community Based Transportation Plan and Citywide Daylighting requests. He said that he was looking forward to engaging on daylighting. He said that drivers not yielding to pedestrians in crosswalks is a top three reason pedestrians get hit. He said that daylighting was a cheap and effective way to eliminate this. He said that WalkSF had organized volunteers to collect data to see where daylighting had been completed in the Mission and that they found significant street improvements over the last few years, but that more than half of the locations did not have completed daylighting, so he expressed his appreciation for the funding. He said daylighting



needed to be completed across the High Injury Network as soon as possible and he also asked SFMTA to cut down the timeline of the daylighting project shorter than 15 months, and then come back for more funding.

David Pilpel commented that if the allocation request for Curbside Pickup Zones Pilot Evaluation was approved, the Board should add a condition that SFMTA must go through applicable privacy and surveillance ordinance requirements prior to implementing the program, so that concerns are addressed in advance of implementation.

Cat Carter, with San Francisco Transit Riders said that she supported funding to collect data on curb use, as double parking was a safety concern and slows down Muni.

Chair Peskin said that he shared the concern with some CAC members that Transportation Network Companies (TNC) are not participating in funding the Curbside Pickup Zones Pilot Evaluation project in any way. He asked SFMTA staff if they had requested TNC companies to financially participate.

Mr. Willson replied that SFMTA had a lot of conversations with delivery companies and TNC over the past few years as they worked on the Curb Management Strategy and that in strategy there are recommendations to study ways to do curb pricing. He said that the strategy identified the need to start charging people for curb use, including TNCs and delivery. He added that while SFMTA worked on this and sought the Board's assistance with that legislation, there were present real challenges on the street that needed to be addressed.

Chair Peskin asked for clarification on SFMTA not asking the companies to participate financially to fund the current request. Mr. Willson replied that that was correct.

Commissioner Ronen commented that it was not okay that the SFMTA had not asked for financial participation. She said that she would like to sever the Curbside Pickup Zones Pilot Evaluation request from the rest of the item.

Commissioner Ronen motioned to sever the Curbside Pickup Zones Pilot request from the other two requests, seconded by Commissioner Walton.

The motion was approved by the following vote:

Ayes: Fewer, Haney, Mar, Preston, Peskin, Ronen, Safai, Walton and Yee (9)

Nays: Commissioners Mandelman, Stefani (2)

Commissioner Ronen motioned to not approve the Curbside Pickup Zones Pilot request, seconded by Commissioner Mar.

The motion was approved without objection by the following vote:

Ayes: Commissioners Fewer, Haney, Mar, Mandelman, Preston, Peskin, Ronen, Safai, Stefani, Walton and Yee (11)

Nays: (0)

Commissioner Ronen motioned to approve the remaining two requests, seconded by Commissioner Yee.

The item was approved without objection by the following vote:

Ayes: Commissioners Fewer, Haney, Mar, Mandelman, Preston, Peskin, Ronen,



Safai, Stefani, Walton and Yee (11)

Nays: (0)

6. Adopt the Portsmouth Square Community Based Transportation Plan Final Report - ACTION

Hugh Louch, Deputy Director for Planning, presented the item.

Chair Peskin thanked Transportation Authority staff and particularly, the many stakeholders in the community that have participated in the study. He also thanked the voters of San Francisco for voting for Proposition A, which he added will lead to the re-design of Portsmouth Square Park, which should incorporate the recommendations of the subject study.

There was no public comment

Commissioner Mandelman moved to approve the item, seconded by Commissioner Yee.

The item was approved without objection by the following vote:

Ayes: Commissioners Fewer, Haney, Mar, Mandelman, Preston, Peskin, Ronen, Stefani, Walton and Yee (10)

Nays: (0)

Absent: Commissioner Safai (1)

7. Walk San Francisco's Congestion Pricing Outreach - INFORMATION

Jodie Medeiros, Executive Director, Walk SF, presented the item.

Chair Peskin asked whether there were any Chinese people or monolingual Chinese participants in Walk SF's outreach. Ms. Medeiros stated that they offered Chinese translation but that no group took them up on that, adding that because of COVID their outreach was cut short.

Chair Peskin asked whether there was any plan to go back to the monolingual Chinese community, and whether any participants of Chinese ethnicity participated. Ms. Medeiros stated that they didn't have any monolingual Chinese speakers that requested translation, but that they have handed over their outreach lists to Transportation Authority staff and are confident that staff will go out and do outreach to these groups. She added that they did collect demographic information from participants and she would share the information with the Board.

Commissioner Walton asked whether the organizations presented were the exhaustive list of groups that were talked to. Ms. Medeiros replied yes, and stated they had 3 groups in Bayview Hunters Point.

Commissioner Walton asked what was the process to add groups because the list was not sufficient. Ms. Medeiros said that Walk SF's outreach was a limited outreach and was conducted before the Transportation Authority's, adding that the Transportation Authority has a more robust list of community groups they are going out to.

Rachel Hiatt, Assistant Deputy Director for Planning, expressed appreciation for Walk SF's initial outreach and stated that the Transportation Authority's Downtown Congestion Pricing Study team has built on it and will return next month to the Board



with an update on outreach conducted for the study. She said that the project team has conducted in-language outreach in Chinese and has heard the same themes as Walk SF did.

Commissioner Walton stated that he wanted to make sure they are getting information that is reflective of how the community feels.

Tilly Chang, Executive Director, added that some of the groups that the project team have met with are Young Community Developers (YCD), A. Phillip Randolph Institute (APRI), Self Help for the Elderly, Chinese Newcomers, Excelsior Works, and many others in the Mission and OMI. She said that staff will continue to seek outreach partners particularly in the SOMA and the Central City SRO Collaborative.

Commissioner Haney asked if there was intentional outreach being done to people who drive. He added that the difference of opinion may be among people who drive and those who don't, and asked whether they've been able to speak with residents who are regular drivers, and people who own or work at small businesses in these neighborhoods. He stated that the concerns have come from people who drive and that we need to understand their experiences, including whether there are certain incentives that would work for them to switch to public transportation.

Ms. Medeiros replied that the question of how people generally get around was asked. She added that most people in SOMA and the Tenderloin responded that they used their two feet or Muni, and most people in Bayview were drivers. She stated that the opinions were generally reflective of how they get around. She reiterated that the responses received were a small sampling versus the amount the Transportation Authority has received through its larger effort.

Ms. Hiatt stated that their informational update next month will provide a comprehensive report on outreach conducted for the Downtown Congestion Pricing Study, but she was able to report that the project team has reached people who rely of all modes of transportation and has asked people for demographic information. She noted that the project team has found that many people are multimodal, choosing different modes depending on their trip. She stated that the project team has conducted targeted outreach to reach drivers including flyer in downtown garages.

Commissioner Haney said that it's important while designing the potential program to also understand why and when people drive that live and work in these areas and to understand how they can address equity. He added that there are people who drive in the Tenderloin and it's important they are able to reach them.

Commissioner Fewer emphasized the need to have monolingual Chinese speakers at the table and said she is glad that the Transportation Authority is doing more outreach. She stated that results were not valid if they did not include the voices of monolingual Chinese speakers.

Ms. Hiatt said that Transportation Authority-led outreach has done many events in the Chinese language, and that staff will report on the outreach more at a future meeting,

Commissioner Ronen asked why the Mission and Portola were not included. Ms. Medeiros replied that they had a very limited scope based on a grant, and that the Transportation Authority is doing a much more robust outreach.



Commissioner Ronen stated that they have had so many tragic deaths recently in both neighborhoods and are grieving from those and she hoped the Transportation Authority can prioritize both neighborhoods.

During public comment, Francisco Da Costa shared his frustrations with the outreach study and stated that the presentation was not enough, adding that the presenters are far removed from the pain and suffering.

David Pilpel stated that he hopes this is only part of the considerable outreach that will be needed on this issue, adding that it should be both in targeted communities and citywide and in language. He stated that one of the points made is that people want to be heard and felt, and the norm should be for all projects that comments get catalogued, responded to, and published so the public can access the information. He stated that this relates to Better Market Street and also applies to this item, so that when people take the time to engage, their comments are heard and responded to and perhaps there is a change in the direction of the policy based on the public involvement.

8. Major Capital Project Update - Better Market Street - INFORMATION

Cristina Calderón Olea, Project Manager at San Francisco Public Works (SFPW), presented the item.

Alaric Degrafinried, Acting Director of SFPW, added that they were working on a compromise for all users based on the public comments.

During public comment, Brian Wiedenmeier, San Francisco Bicycle Coalition (SFBC) Executive Director, emphasized the importance of public outreach and engagement when drastic changes were made to projects such as Better Market Street. He thanked the staff at SFPW and SFMTA for extending the outreach period to the remainder of the month and for offering a survey so the public could provide feedback on the project design. He recognized the project constraints, including the economic challenges of delivering the project as originally approved and designed. He also recognized the need to start the project to take advantage of the federal funds. He said the SFBC members expressed that the safety of the bikeway design did not meet the standards of a project called "Better Market Street". He said he looked forward to working with city staff to make improvements where possible and to realize a Market Street that the entire city could be proud of and that this was a once in a generation chance to make improvements to Market Street.

A commenter said he was involved in local politics due to this project. He expressed frustration and said that with bicyclists having to share the road with motorists, children, the elderly, and tourists would not bike on Market Street. He said the redesign was upsetting and hoped that the Commission and city would reconsider the design and find a way to separate the bicyclists and motorists. He agreed with Brian Wiedenmeier and said it was a once in a generation opportunity to redesign Market Street into a corridor that everyone is proud of.

David Pilpel said he provided public comment at the project open house and had asked staff to post the comments, questions and responses from this round of outreach. He said given the funding available now, the design changes were reasonable. He hoped that staff would ensure that the new design was in the approved environmental document to avoid future CEQA appeals. Mr. Pilpel said



many of the commenters during the recent virtual open houses were angry, combative, entitled and he encouraged civility during the meetings.

Matt Brezina, an organizer with People Protected, said he has owned a business on Market Street for six years and lived within three blocks of Market Street for ten years and said this project was the first civic effort he was involved in ten years ago. He said he was deeply disturbed by what he now called "Worse Market Street". He said taxis, trucks and private vehicles always drove fast on new pavement. He added that bicyclists would be forced to share a lane with dangerous motorists and pedestrians and bicyclists would have speeding motorists threatening their lives at intersections. He said Market Street was a High Injury Corridor and 5th and Market was the deadliest intersection on the corridor. He said he understood the budget constraint and how hard it was for staff to operate during the COVID-19 pandemic and added that a sidewalk level bikeway was needed for vulnerable users. He said the unaddressed problem was that taxis and illegal vehicles using Market Street as a cut-through, speed and that speed tables would not fix the speeding. He said if a protected bikeway was not installed, turn barriers should be installed every two blocks.

Paul Valdez, a District 9 resident with a daily Market Street commute, said he has shared his thoughts and experiences over the last decade at workshops and meetings. He said he was shocked and disappointed that the sidewalk level bikeway was removed from the project and that it was non-visionary to water down the safety and enjoyability features of the project. He said this new design would not encourage new riders, families and visitors to choose biking as a safe and sustainable way to travel down Market Street. He said he understood the budget constraints and the impact of the COVID-19 pandemic; however, the design was rushed and lacked community outreach. He said he was baffled why sharrows would be introduced as a safety feature on Market Street and that green paint did not protect, did not save lives and that sharing the road could be deadly. He encouraged the design to include safety elements.

Francisco Da Costa said he had provided input to the project and said the safety was important. He commented that there should have been more public outreach. He encouraged the city to stop the project and said that they were wasting funds during a pandemic.

Dave Alexander feared that the watered-down design would be applied to the entire corridor. He wanted to ensure that the project had the best protection for all users. He said the project should include movable barriers to keep unwanted vehicles out of the curb lane. He echoed Matt Brezina's comments about installing right turn only infrastructure every two blocks to keep motorists from speeding down Market Street.

Cole Rose asked why the F-Loop was still vital to the plan when other features were eliminated for the plan. She said the F-Loop arose late in the planning process and it primarily served tourists who wanted to travel between Fisherman's Wharf and the Powell Street cable car.

Jodie Medeiros, Walk San Francisco, thanked the city staff for extending the outreach and sending a survey to help improve engagement. She said she understood the constraints and asked for options for what could be done with the funding constraints. She said Walk San Francisco's biggest concern was that five out of top ten



intersections were along Market Street and that part of the solution was Car-Free Market Street, but they had not seen a plan for reducing private vehicles along the corridor. She added that demonstration projects could happen now.

Commissioner Haney asked how many responses were received from the virtual open house and what the responses have been.

Ms. Olea said they were still collecting comments and that the survey would be posted by tomorrow. She said they received 25 verbal comments through the virtual open house and 50 comments through email between November 4 and November 9. She said the comments and questions would be posted on the project website. Ms. Olea said most of the responses have been from bicyclists, who are mostly disappointed with the design changes and would have liked to see a protected bikeway in the project. There were a few bicyclists in support of the redesign who were comfortable riding in the street. Ms. Olea said that there were a few questions about transit service along the corridor and concern with all transit being in the center lane. She said the models showed that they could accommodate up to a 20 percent increase in transit. From disability advocates and the disabled, they heard support for keeping taxis on Market Street as part of paratransit and support for keeping the full sidewalk width for pedestrians.

Commissioner Haney asked if there were modifications considered as a result of the feedback.

Ms. Olea said they were open to treatments and improvements that did not require them to move the curb line. She said they already implemented a painted buffer and a raised curb to separate vehicle lanes as well as a speed table in the curb lane to reduce speeds and calm traffic. She said they were looking into the speed limit along Market Street and forced right turns for taxis and delivery vehicles. Ms. Olea said they were open to additional suggestions and remarked that she agreed with Jodie Medeiros, that they could implement demonstration and quick build projects now.

Commissioner Haney said there was a fundamental disagreement between project staff and the public about the design and he remained concerned that people who biked regularly on Market strongly disagreed that this design provided adequate safety improvements. He said safety was a goal of the project and hoped that they could continue to work with the public and seek to achieve the goal of safety for bicyclists, pedestrians, and public transit. He asked how the final approval would work for the changes.

Ms. Olea said Commissioner Haney was right in that most bicyclists would like a dedicated bikeway but the challenge was they could not provide dedicated bicycle space without narrowing the sidewalk by at least 10 feet and relocating utilities to remove conflicts from the bikeway. She said they received environmental clearance at the state and federal levels and did not change the project description because they intended to have additional improvements later. She said they were taking parking and traffic legislation to the SFMTA Board and emphasized that they were not delegating any improvements and were not changing environmental documents.

Commissioner Haney sought clarification and asked if they needed additional final approvals.



Ms. Olea said additional approvals were not needed for the first phase of the project and that this was a multiphase project. She said they originally thought they could reconstruct Market Street from building face to building face as part of the first construction contract, but it was determined that it could not be done in one contract as there insufficient funding. She said the first phase would be focused on roadway, maintenance, and state of good repair, and they would need to finish the sidewalk and public realm improvements later.

Britt Tanner, SFMTA, said they would take the speed tables and minor loading zone changes to the SFMTA Board in January 2021.

Commissioner Haney asked for an update after this process was complete.

Ms. Olea said they would present during a regular quarterly update or sooner if requested by the Transportation Authority Chair or staff.

Director Chang noted there was still about \$11 million in sales tax funds for construction of Better Market Street that would need to be approved by the Board for allocation.

9. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2020 - INFORMATION

Cynthia Fong, Deputy Director for Finance and Administration presented the item.

There was no public comment.

Other Items

10. Introduction of New Items - INFORMATION

There were no new items introduced.

11. Public Comment

There was no public comment.

12. Adjournment

The meeting was adjourned at 12:33 p.m.