



DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, November 14, 2017

1. Roll Call

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

Present at Roll Call: Commissioners Cohen, Fewer, Kim, Peskin, Ronen, Sheehy, Tang and Yee (8)

Absent at Roll Call: Commissioners Farrell (entered during Item 2), Breed (entered during item 8) and Safai (entered during item 8) (3)

2. Citizens Advisory Committee Report – INFORMATION

John Larson, Citizens Advisory Committee Member, reported that on Item 8, the Prop K grouped allocations, the CAC recommended approval of the allocation funds as presented. He said that the CAC supported the Valencia Street Bikeway Implementation Plan, which generated substantial discussion and public comment. He mentioned that the Valencia Street bike lanes were last striped in 1999 and that in the ensuing years the street had become a major bike commuter route in the city. He said that development along the corridor had resulted in conflicts and hazards, with Transportation Network Companies (TNCs) and food delivery trucks doubling parking in bike lanes. Mr. Larson said that there was not unanimity among the CAC on the Bike to Work Day request, but that the item was ultimately approved. He reported that on item 10, presentation on the SFMTA's 2017 Facilities Framework, the CAC asked if any of the facilities were historically significant, to which the SFMTA replied that none of the facilities had historic qualities. He said it was also noted that the facilities owned by the city seemed to cluster on the eastern side of the city, which caused concern over whether the geographic distribution of the facilities would hinder efficient growth and development of the city's transportation network. He said that the CAC also heard presentations on the Core Capacity Transit Study and Transportation Climate Sector Action Strategy and that discussion focused on whether the impact of carbon emissions from TNCs and how the single-occupancy rides they provided would be factored into the study. He said that there was interest in resiliency efforts aimed at transportation networks affected by sea level rise and climate change and noted that the CAC requested that representatives from Uber, Lyft, and other TNCs present at a future meeting and share what guidelines were offered to drivers when picking up and dropping off customers.

There was no public comment.

3. Chair's Report – INFORMATION

Chair Peskin commented that in October he had the pleasure of welcoming the Self-Help Counties Coalition (SHCC) to San Francisco for its 28th annual Focus on the Future Conference. He said that the SHCC was the association for the 24 self-help counties that had approved local

revenue measures to fund transportation improvements throughout the state. He said that the theme of this year's conference was "the power of partnerships", which was a fitting message given that it took contributions from all levels of government to plan, fund and deliver costly transportation infrastructure.

Chair Peskin stated that since the mid- 1980s California had proved itself as a leader in self-help and that local revenue sources made up over 75% of transportation revenues in the Bay Area. He said that the federal tax bill being developed contemplated removing funding for commuter benefits, rolling back incentives for alternative fuels, and cutting funds for affordable housing, and that the Transportation Authority needed to continue to be a leader in self-help in the city and the Bay Area. He said that meant preserving and protecting Senate Bill (SB) 1 funds by putting them to work and noted that the city was slated to receive \$60 million per year for pothole repair, active transportation and maintaining transit facilities. He said that there were also funds for transit expansion and congestion relief. Chair Peskin said that the Transportation Authority needed to rebuke those calling for repeal of the funding package, which comprised a mix of reasonable and overdue gas and diesel taxes and vehicle registration fees. He said the Transportation Authority also had the opportunity to support placing SB 595, the regional bridge toll measure, on the ballot in 2018. He said that in December, the Metropolitan Transportation Commission (MTC) would meet to discuss placing the tolling measure, and in turn [if MTC acting in its capacity as the Bay Area Toll Authority decides to move forward with the measure] Bay Area counties would need to act to place the measure on the June 2018 ballot. He said that while SB1 largely addressed maintenance needs, SB 595 would help tackle traffic congestion and transit expansion.

Chair Peskin said that at the local level, the Transportation Authority would continue to work on a potential 2018 revenue measure through the Transportation Task Force to boost transportation funding and provide local match for state and regional funds. He said that as part of that work, he would ask staff to initiate a public opinion survey to gauge public sentiment about various potential funding sources and inform the Task Force's deliberations and recommendations toward the end of the year. He said that as part of the effort, the Board would be engaging its independent oversight consultant to look at the Transportation Authority's budget, administration of Prop K funds, and payment systems, all of which had recently received a clean audit, but could benefit from occasional review and fine-tuning. He noted that the Transportation Authority's debt program was active with the recent bond sale, which was just in time for the roll out of the new Muni light rail vehicles later in the week. He said that he would be away due to travel but congratulated the San Francisco Municipal Transportation Authority (SFMTA) on the milestone, and thanked the Transportation Authority for the successful financing to support delivery of those critical new vehicles.

There was no public comment.

4. Executive Director's Report – INFORMATION

Tilly Chang, Executive Director, presented the Executive Director's Report.

There was no public comment.

Consent Agenda

5. Approve the Minutes of the October 24, 2017 Meeting – ACTION

6. [Final Approval] Approve the San Francisco Transportation Demand Management Plan – ACTION

7. Internal Accounting and Investment Report for the Three Months Ending September 30, 2017 – INFORMATION

There was no public comment on the Consent Agenda.

Commissioner Sheehy moved to approve the Consent Agenda, seconded by Commissioner Kim.

The Consent Agenda was approved without objection by the following vote:

Ayes: Commissioners Cohen, Fewer, Kim, Peskin, Ronen, Sheehy, Tang and Yee (8)

Absent: Commissioners Breed, Farrell, Safai (3)

End of Consent Agenda

8. Allocate \$2,941,939 in Prop K Sales Tax Funds for Five Requests, with Conditions – ACTION

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

Commissioner Ronen thanked Commissioner Sheehy for using his Neighborhood Transportation Improvement Program (NTIP) funds for the Valencia Street Bikeway Implementation Plan, but felt that more could be done. She said that the SFMTA had envisioned South Van Ness Avenue to be the main corridor for cars, Market Street the main corridor for public transit, and Valencia Street the main corridor for bikes, but because of the proliferation of TNCs and Valencia Street's bar and restaurant culture, it had become one of the most dangerous areas for bike riders in the city. She said that protected bike lanes were necessary to ensure the SFMTA's vision of making Valencia Street a true safe bike riding corridor. She said that she sent a letter last week to the directors of Uber and Lyft, stating that they were the only individuals with the ability to urgently fix the situation by geofencing and instructing their drivers to stop double parking on Valencia Street. She said that drivers could instead pick up customers on the side streets of Valencia, which would not interrupt business that fed into the street. She said that she would be meeting with both companies going forward to put increased pressure and suggested that local bodies should be given the ability to mandate that companies like Uber and Lyft prioritize pedestrian and biker safety. She said that she was supportive and looking forward to the results of the Valencia Street Bikeway Implementation Plan.

Commissioner Cohen shared that earlier in the year the SFMTA had planned to remove parking spaces from District 10, but after meetings between District 10 residents and SFMTA staff a decision was made to reverse a ruling to remove bike lanes in favor of additional parking places. She said that she wanted the city to cultivate new cyclists, safe spaces for walkers, and create a better understanding of who bikes in San Francisco. She said that bike education was critical to inform the next generation and build a stronger connection, and asked if the list of schools that would be receiving bicycle safety education classes could be shared with the public.

Ms. LaForte replied that the list of schools that would be receiving the bicycle safety education classes in 2017/18 were Ida B. Wells, SF International, Wallenberg, and Washington High Schools and Alice Fong Yu, Willie Brown, Bessie Carmichael, Everett, and Marina Middle Schools, with elementary schools to be determined. Commissioner Cohen recommended that more work be done in the southeast sector of San Francisco and noted that only one of the schools listed was in District 10.

Commissioner Fewer thanked the SFMTA for its work on Cornwall Street, which she said

continued to be a dangerous intersection for pedestrians and drivers. She noted that there was an elementary school on Cornwall street and that the area had a high volume of pedestrian and car traffic during morning drop off hours. She also thanked the SFMTA for providing Prop K improvements in District 1.

During public comment Julia Raskin, Community Organizer with the San Francisco Bike Coalition, spoke in support of the Valencia Street Bikeway Implementation Plan. She said that the Valencia Street bike lanes were last striped in 1999. She said that San Francisco's population had grown and that more people were biking, particularly on Valencia Street which connected Market and Mission Streets. She said that she supported protected bike lanes on Valencia to improve safety, slow down vehicle traffic, and regulate TNCs and delivery vehicles. She said she looked forward to near-term improvements in the next year and to working with the SFMTA on a longer-term vision for the corridor.

Robert Geshlider spoke in support of the Valencia Street Bikeway Implementation Plan and commented that he rode the Valencia Street corridor daily and the bike lanes had been a benefit to him. He said that the bike lanes had become dangerous the last couple years because of TNCs and were particularly dangerous when riding at night. He said that bicyclists were often forced to swerve onto oncoming traffic because of double parked vehicles in the bike lanes and suggested that the city cite vehicles who parked illegally.

Ana Rivero Rossi spoke in support of the Valencia Street Bikeway Implementation Plan and commented that she had been bike riding on Valencia Street since 2008 and had owned a small business on Valencia Street since 2014. She said that the bike lanes had become dangerous the last two years due to TNCs and delivery vehicles occupying the bike lanes. She said that the Valencia Street Bikeway Implementation Plan would protect bikers and encourage patrons of Valencia Street to bike instead of driving.

Sven Eberlein spoke in support of the Valencia Street Bikeway Implementation Plan and commented that Valencia Street was safer prior to bike lanes being striped in 1999. He said that the protected bike lanes on Cesar Chavez Street had been a success and that he would like to see similar protected bike lanes on Valencia Street.

Kyle Grochmal spoke in support of the Valencia Street Bikeway Implementation Plan and commented that the Valencia Street bike lanes were unusable due to lack of enforcement of illegally parked vehicles. He said that he was concerned that families who biked with children on Valencia Street would not have proper protections, but was looking forward to the implementation of protected bike lanes.

Roger Lake spoke in support of the Valencia Street Bikeway Implementation Plan and commented that a barrier was needed to protect Valencia Street bikers and without a barrier, vehicles would continue to block bike lanes.

Matt Brezina spoke in support of the Valencia Street Bikeway Implementation Plan and commented that he organized a group to form "People Protected Bike Lanes" that blocked bike lanes from vehicles. He said the Valencia bike lane was constructed in 1999 and was used by more capable riders, but needed to be designed for bicyclists with varying degrees of experience.

Jiro Yamamoto spoke in support of the Valencia Street Bikeway Implementation Plan and commented that he had been commuting in San Francisco for the past 33 years. He said that it was important for young children learning how to ride in the city to see adults riding in a relaxed manner. He urged the Board to pass the implementation plan.

Ivan Abeshaus, resident on 19th Street off Valencia Street, spoke in support of the Valencia Street Bikeway Implementation Plan and commented that while the bike lanes helped transform Valencia Street and the neighborhood, they were now outdated. He said that the current bike lanes did not consider the impacts from TNC and food delivery vehicles. He said that the traffic in and out of bike lanes was a significant issue and he knew of several people who had stopped using the bike lanes as a result.

Josh Philippi, general manager of Mission Street Bicycle Company, spoke in support of the Valencia Street Bikeway Implementation Plan and commented that as a business owner who catered to bicyclists, he had heard numerous stories from riders who had dangerous encounters on Valencia Street.

Paul Valdez, resident of San Francisco for the past 26 years, spoke in support of the Valencia Street Bikeway Implementation Plan and commented that he was a volunteer member of the San Francisco Bike Coalition. He said that he supported commuting by bike in the city because it was sustainable and healthy, but the increase of TNCs had caused his everyday bike rides to become less joyous. He said that as an organizer for “The Ride of Silence San Francisco”, an annual bike ride to honor cyclists who were killed while riding their bikes, he knew that lives could have been saved if protected bike lanes were set in place.

Jeremy Apthorp spoke in support of the Valencia Street Bikeway Implementation Plan and commented that cycling was the most equitable form of transportation and supported Commissioner Cohen’s stance that bicycle education was needed at San Francisco schools in District 10.

Kelsey Roedner spoke in support of the Valencia Street Bikeway Implementation Plan and commented that she biked from 22nd Street to Market Street every day. She said that Valencia Street no longer felt like a true walking and biking corridor and believed that an increase of cars blocking bike lanes were responsible. She said that riding on Valencia Street had left her feeling shaken, scared, and angry and enforcement of double parked cars would help solve the issue. She urged the Board to approve funding to install protected bike lanes on Valencia Street.

Christopher Digiamo spoke in support of the Valencia Street Bikeway Implementation Plan and commented that as an experienced cyclist he was unaware of the dangers of Valencia Street until his partner began to cycle. He said that as a volunteer at the San Francisco Bike Kitchen, he had numerous conversations with cyclists who feared riding on Valencia Street and had chosen to avoid riding on the street.

Richard Gurling, volunteer with the San Francisco Bike Coalition, spoke in support of the Valencia Street Bikeway Implementation Plan and commented that as a bike commuter safety was a big concern and mentioned that he had been hit by a Muni bus 13 years ago. He said that vehicles and bicycles needed to have their own lanes and without them accidents would happen.

Nicolette Newman spoke in support of the Valencia Street Bikeway Implementation Plan and commented that preventative safety barriers for bicyclists was a better alternative than risking the lives of bike riders.

After public comment, Commissioner Ronen thanked the public for their comments and support for protective bike lanes. She said that she heard bicyclists were using the red bus lanes instead of the bike corridor and spoke to how dangerous Valencia Street had become. She said that she had asked the SFMTA to increase enforcement of double parked vehicles on Valencia Street and mentioned that she would be meeting again with the SFMTA. She said that she was fearful that

someone would get severely injured or killed if the protected bike lanes did not get installed expeditiously. She said that it was important to push TNCs to regulate how their drivers travel through San Francisco.

Commissioner Sheehy commented that he stood with the “People Protected Bike Lanes” and saw firsthand the dangers of Valencia Street and believed there were quick action steps that the SFMTA could take to improve bike lanes, and asked if there was a way to implement protected bike lanes in phases. Jamie Parks, Livable Streets Section Leader at the SFMTA, replied that the SFMTA had looked at near term options to improve safety and that part of the plan was to create a phased implementation structure for Valencia Street. He said that if all parties agreed on near term options that they could be implemented before the completion of the yearlong study. Commissioner Sheehy requested that the SFMTA follow up with his office to further discuss the topic.

Commissioner Kim thanked Commissioners Sheehy and Ronen for moving forward on safety improvements on Valencia Street and mentioned that she had previously looked at the South of Market and Tenderloin with the SFMTA and was thankful that a protected bike lane now existed on Folsom Street. She said that the protected bike lane from Division Street through 4th Street was making a difference after only one week of being installed. She said that she had assumed that Valencia Street was one of the safer bike routes, but after biking through the street she recognized the danger and had felt safer riding down the South of Market corridor. She thanked members of the public for commenting and supporting safer bike lanes on Valencia Street and said the installation of a protected bike lane on Folsom Street was an example of how quickly the SFMTA could deliver near term solutions.

Commissioner Breed asked if this was the first year of the Youth Bicycle Education Program. Ms. LaForte replied that it was not the first year and had been in effect for the last six years. Commissioner Breed asked for specification on the allocation of expenses and if bike equipment was purchased every time the program was funded. John Knox, Planning Program Manager at the SFMTA, replied that bike equipment was allocated every year of the classes and that there was a helmet allocation. He said that new helmets were purchased every year for health purposes, and that the helmets were given to the students to keep. He said that bikes were not purchased every year and that the bike allocation was for a new part of the program and would be property of the SFMTA to use in the future.

Commissioner Breed asked what outreach was conducted to students who attended schools with bike education classes. Mr. Knox replied that 100 percent of the students attending the bicycle education classes were from schools offering the program and that the classes were incorporated into the students’ physical education classes. Commissioner Breed asked what feedback the SFMTA had received from high school students who had received the classes. Mr. Knox replied that students had expressed a high appreciation from the students that were surveyed before the classes to assess comfortability and skill set. He said that the SFMTA produced an annual report that broke down the progress and feedback from each school that participated in the program and that he would distribute a copy of the program. Commissioner Breed asked if all the expenses listed for staffing were necessary to coordinate the classes. Mr. Knox replied that the program was organized with the YMCA and that YBike coordinated with the school districts and the physical education teachers over a three-year period. He said that because of the program, certain San Francisco Unified School District schools now offered the program without any Prop K funds.

Commissioner Breed asked why there was no line item for the transportation of the bikes, to

which Mr. Knox replied that there was a line item related to YBike's transportation of bikes from school to school. Commissioner Breed asked if the SFMTA had a breakdown of the sponsorship item for Bike to Work Day and asked to see a specific budget breakdown. Mr. Knox replied that the SFMTA was just one of many sponsors of Bike to Work Day and that the sponsorship item demonstrated their sponsorship amount and the staff time utilized. Commissioner Breed asked why the construction item was listed under sponsorship, to which Ms. LaForte replied that the construction item fit best with that phase of the Prop K funding. She added that there were materials in the enclosure that provided an overview of the classes that were provided each school last year.

Commissioner Ronen requested that the Transportation Authority and the SFMTA provide an update on the near-term progress on Valencia Street within the next three months. Ms. LaForte replied that an updated report would be available March 1, 2018.

Commissioner Sheehy moved to approve the item, seconded by Commissioner Ronen.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Sheehy, Tang and Yee (10)

Absent: Commissioner Safai (1)

9. **Award Three-Year Professional Services Contracts, with an Option to extend for Two Additional One-Year Periods, to WSP USA and Resource Systems Group, Inc. in a Combined Amount Not to Exceed \$400,000 for On-Call Modeling Services – ACTION**

Dan Tischler, Senior Transportation Planner, presented the item per the staff memorandum.

There was no public comment.

Commissioner Cohen moved to approve the item, seconded by Commissioner Farrell.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Sheehy, Tang and Yee (10)

Absent: Commissioner Safai (1)

10. **Presentation on the San Francisco Municipal Transportation Agency's 2017 Facilities Framework – INFORMATION**

Anna LaForte introduced the item and Jonathan Rewers, Design Strategy and Delivery Manager at the SFMTA, presented the item.

There was no public comment.

Chair Peskin asked about the status of the new facility in scenario one of the presentation. Mr. Rewers replied that the SFMTA was continuing to work on negotiations and scoping and said that over the summer the SFMTA had utilized a consultant to obtain performance criteria. He added that any agreement with a private developer on a new facility would need to meet the agency's core transit needs, and that the SFMTA would continue to monitor the real estate market and hoped to have an update by the end of the year.

Other Items

11. Introduction of New Items – INFORMATION

Chair Peskin voiced concerned over a proposal to stop the cable car line on California Street a half hour earlier at 11:30 p.m. because as the city became more cosmopolitan it did not make sense to shut down a transit line that was used by visitors and residents traveling in the east-west directions. He asked that the Board work with the SFMTA to figure out why the proposal was being raised.

12. Public Comment

During public comment, Andrew Yip spoke about political leadership and true morality in culture.

13. Adjournment

The meeting was adjourned at 11:34 a.m.