



# DRAFT MINUTES

## CITIZENS ADVISORY COMMITTEE

Wednesday, July 25, 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, Hala Hijazi, Becky Hogue, Brian Larkin, Peter Sachs, Peter Tannen, Chris Waddling, and Rachel Zack (9)

CAC Member Absent: John Larson (1)

Transportation Authority staff members present were Michele Beaulieu, Cynthia Fong, Jeff Hobson, Camille Guiriba, Rachel Hiatt, Anna LaForte, Maria Lombardo, Kyle Morales (Intern), Mike Pickford, Alberto Quintanilla, Steve Rehn, Aprile Smith, Mike Tan and Eric Young.

### 2. Chair's Report – INFORMATION

Vice Chair Sachs reported that the Transbay Joint Powers Authority (TJPA) had set a date of August 11th for the grand opening of the Salesforce Transit Center. He noted that the Transportation Authority played a major role in funding and supporting the development of the transit center. He announced the Valencia Street Bike Lanes Public Workshop, scheduled on Saturday, July 28, and said San Francisco Municipal Transportation Agency (SFMTA) planners would be exploring opportunities to upgrade the Valencia Street bike lanes. He said the workshop would gather community feedback on potential design alternatives, associated tradeoffs, and near-term curb management improvements.

Vice Chair Sachs reported that 27 new buses were placed in service from April through June 2018 and that the SFMTA had placed 20 more of the 424 hybrid diesel motor coaches and 7 of the 193 electric trolley coaches into service. He said the remaining 40-foot trolleys were expected to be in service by the end of 2019 and also noted that the next meeting of the CAC would be on September 5, due to the August Board recess.

There was no public comment.

### Consent Agenda

3. Approve the Minutes of the June 27, 2018 Meeting – ACTION
4. Citizens Advisory Committee Appointment – INFORMATION
5. Investment Report and Debt Expenditure Report for the Quarter Ended June 30, 2018 – INFORMATION
6. Progress Report for Van Ness Avenue Bus Rapid Transit Project – INFORMATION

Peter Tannen asked why the Van Ness Bus Rapid Transit (BRT) project had only advanced one percent since the June CAC progress report and what was meant by “abandoned utilities possibly requiring hand excavation.”

Mike Tan, Administrative Engineer, said the project's slow progression was a result of sewer and water trenching, which was a slow process. He said the project completion percentage would not be rising significantly until all underground work was completed. He said in regard to the abandoned utilities lines, there were instances where out of business companies left abandoned properties or gas lines that required hand digging and testing.

Brian Larkin asked if the utility conflicts causing delays to the project were a result of parallel projects on Van Ness Avenue.

Mr. Tan said the delays had been a result of contract negotiation issues with a subcontractor and the need to pothole to locate underground utility lines.

Brian Larkin asked if an earlier delay with a subcontractor was a result of the subcontractor not meeting its Local Business Enterprise (LBE) goals.

Mr. Tan said that particular delay was due to the subcontractor bid coming in higher than the estimated sewer and water work cost. He said Walsh Construction worked with the subcontractor to renegotiate and settle on a cost.

Brian Larkin stated that he would reach out to Transportation Authority staff to further communicate offline.

There was no public comment on the Consent Agenda.

Kian Alavi moved to approve the Consent Agenda, seconded by Becky Hogue.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Hijazi, Hogue, Larkin, Sachs, Tannen, Waddling and Zack (9)

Absent: CAC Members Larson (1)

### **End of Consent Agenda**

#### **7. Update on the 2019 Prop K Strategic Plan 5-Year Prioritization Programs – INFORMATION**

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

Kian Alavi asked if survey responses and trend lines would be made available to the public.

Mr. Pickford said there was a summary of the survey responses and breakdown of projects by district in Attachment 3 of the memo. He said there would be additional demographic data provided.

Kian Alavi asked if there was anything of note from the survey results.

Anna LaForte, Deputy Director for Policy and Programming, said the survey results were consistent with previous outreach efforts with the public requesting better and more reliable transit services as one of the main feedback themes.

Mr. Pickford highlighted Prop K capital investments, like the purchasing of additional buses, that affected reliability and frequency.

Vice Chair Sachs commented on the need for improved communication and outreach from transportation agencies during the implementation phase of approved projects. He said proactive communication and outreach to inform and educate the public of upcoming projects needed to be refined in order to be more effective.

During public comment Ed Mason discussed tree planting and maintenance. He stated that Prop K was intended to fund capital projects and that San Francisco Department of Public Works (DPW) should be responsible for tree planting and maintenance.

After public comment Peter Sachs asked if Muni submitted their project funding proposal list.

Timothy Manglicmot, SFMTA Capital Finance, said the Muni project funding list was recently submitted and noted that the SFMTA had a five-year capital improvement program that was underway in parallel with the Transportation Authority's Prop K Strategic Plan 5YPP.

Ms. LaForte clarified that the Transportation Authority hadn't received the complete list of SFMTA project proposals but was looking forward to receiving it. Ms. LaForte also reiterated that said Transportation Authority staff was interested in CAC feedback on the project list.

Vice Chair Sachs said the M-Line subway needed to be talked about at a strategic level.

Ms. LaForte said an M-Line request had recently been submitted by the SFMTA.

Vice Chair Sachs commented on the Quint Jerrold Connector Road project and stated that the project had been discussed numerous times at CAC and he was disappointed to see it still requesting additional funding. He spoke in favor of fully extending the 48 Quintara bus route and noted that it was in the original 2013 transit effectiveness program list of projects.

There was no public comment.

## **8. Update on Muni Service Equity Strategy Report – INFORMATION**

Tracey Lin, Transportation Planner for the San Francisco Municipal Transportation Authority (SFMTA), presented the item

Myla Ablog asked what operating budget addition meant on Table 2 of the memo and why SFMTA staff had not identified a need for Prop K funding for the new service strategies projects.

Ms. Lin said the SFMTA Fiscal Year 2019 - 2020 operating budget addition was due to increased frequency and represented additional funding that had been incorporated into the operating budget.

Peter Tannen commended the SFMTA for their outreach efforts and proposals to streamline routes based on geography. He asked what the terminals would be if the Muni K and T lines were separated.

Ms. Lin said the separation of the K and T lines were tied to the Central Subway project. She said once that project was completed, the K and T would have their own separate routes.

Peter Tannen asked what solutions were being discussed by the SFMTA to help train operators dealing with congestion at West Portal.

Ms. Lin said she did not have a specific response but line management for operators would be an example on how to help direct train traffic.

Peter Tannen asked if the cost to add NextBus to Muni bus stops was known.

Ms. Lin said she did not know the cost but would follow up with the CAC.

Brian Larkin asked how it was determined which routes were used by seniors and people with disabilities.

Ms. Lin said the SFMTA conducted a Title XI survey every 3 years that looked at rider demographics. She said the survey looked at bus routes and not neighborhoods to determine which routes carried the most seniors and people with disabilities.

Brian Larkin asked when the next Title XI survey would be conducted.

Ms. Lin said the next Title XI survey date was unknown but that the strategy would be updated in 2020.

Chris Waddling asked if the 90-degree angle turn that 9 and 9R 60-foot Muni buses made heading northbound on San Bruno and Silver Avenue was too tight of a turn. He also asked if there were thoughts of moving those bus lines back to Bayshore Boulevard.

Ms. Lin said there were no plans to put the 9 and 9R Muni bus lines back on Bayshore Boulevard and said the 60-foot buses had a better turn radius than the 40-foot buses. She said she would bring the concern back to the operating division.

Chris Waddling said he read an article that discussed the Mission Bay loop needing additional funds and asked if the T Third Muni line receiving new trains was contingent on the completion of the Mission Bay loop.

Ms. Lin said the projects were related but not contingent on one another. She said as the SFMTA released new trains into service they would be added to the T Third line. She also said the completion of Central Subway would increase service on the T Third line.

Vice Chair Sachs asked if the 48 Quintara Muni bus line would run later at night.

Ms. Lin said the 48 Quintara service was only extended during the mid-day.

Peter Tannen noted the technical challenge that would need to be resolved if an electrified Caltrain and Muni electrical wires, consisting of two different voltages, cross over the same intersections. He asked if that potential issue would cause a problem to some of Muni's improvement projects.

Ms. Lin said SFMTA was aware of the challenge and was working on addressing it.

Rachel Zack asked what had changed between the 2016 and 2018 Equity Strategy reports for one new neighborhood to be added.

Ms. Lin said the selected neighborhoods partially came from working groups and internal staff recommendations. She said the neighborhoods were selected based on percentage of low-income households, people of color and vehicle ownership. She said the selection process fit into the matrix from the 2016 cycle.

Rachel Zack asked if the process was a full city analysis or done through working groups.

Ms. Lin said the process was a comprehensive analysis that looked at the city as a whole.

During public comment Jackie Sachs spoke against extending service on the 48 Quintara bus line.

**9. Update on the San Francisco Municipal Transportation Agency's Permit with JUMP Bikes and Companies Seeking Scooter Permits – INFORMATION**

Adrian Leung, Transportation Planner for the SFMTA, presented the item.

Hala Hijazi asked how many companies had applied for permits.

Mr. Leung said that 12 companies had submitted applications.

Rachel Zack asked if there were any accidents reported to the SFMTA during the initial rollout.

Mr. Leung said he was not working with scooters at the time but would follow up with the CAC.

Rachel Zack said a lot of the instructions about where not to park were complex and referenced 'furniture zone' as an example of a non-intuitive term. She asked if the companies were coming up with clear instructions.

Mr. Leung said the lock-to and tether system was the best answer because it would force people into the right places. He also said having a reporting system for errant behavior would also help.

Rachel Zack said the statistics demonstrating women and low-income scooter riders were good things to highlight and asked if the SFMTA had received any tips from peer agencies in regard to preventing the use of scooters on city sidewalks.

Mr. Leung said there were multiple modes of illegal transportation on sidewalks and that it was an issue across many cities. He said better facilities and street designs could lead to less scooters on sidewalks.

Myla Ablog said when GoBike came out there was concern regarding competition with local rental companies and asked if there were similar concerns with JUMP bikes.

Mr. Leung said the SFMTA had talked with local rental companies and an agreement was made that bike share was for short trips and rentals would be for longer trips.

Myla Ablog asked if Ford GoBike was going to have more electric bikes in service.

Mr. Leung replied in the affirmative and said the new electric bikes would be more robust.

Myla Ablog said she had reviewed the JUMP website and asked if JUMP was informing riders that they can lock bikes on poles and not just bike racks.

Mr. Leung said he couldn't comment beyond what was stated on the official website.

Myla Ablog said she was in physical therapy for her hip and benefited from the accessibility of electric bikes. She said she would imagine that scooters would also be helpful for people needing additional assistance.

Chris Waddling suggested that JUMP install bike racks for every bike added and said that a majority of their Bayview bikes were parked out of network each night. He said it was typically easier to get a JUMP bike in Sausalito than in the Bayview. He asked that the SFMTA staff that dealt with enforcement be told that they were not doing a good job of rebalancing the number of available bikes in the Bayview. He asked if there was a time requirement to redistribute bikes, if the SFMTA was meeting their equity rebalancing goals, if San Francisco Public Works (SFPW) collected out of network JUMP bikes, if the public could call 311 to have SFPW collect out of network bikes and if JUMP was fined for having bikes out of network.

Kian Alavi said he was concerned with scooters blocking sidewalks and ADA zones and said there needed to be an incentive to deter the public from illegally parking scooters on sidewalks. He said motorized vehicles should not be ridden in bike lanes or sidewalks and needed to be on the streets. He said bikeshare had not been rolled out in an equitable way and was concerned that private companies had a strangle hold on the city's public infrastructure and were not incentivized to work with communities of concern. He said the city's 10-year no bid contract was a problem for a lot of people who were not being serviced.

Hala Hijazi asked if there was an assessment or study to determine the most demand in the city.

Mr. Leung said Bay Area Bikeshare's original pilot was based on expected demand and that trip-level data showed that high density areas like the Financial District and Market Street had the most demand.

Hala Hijazi asked if residents in low density areas were asking for more bikes in their neighborhoods.

Mr. Leung said there were individual requests and that the SFMTA was working with Districts 10 and 11 to increase the number of bikes in those networks.

Peter Sachs said scooters were filling a need and getting people to places in the city that GoBike and buses had not been able to access. He said scooter were filling in equity solutions and that the SFMTA should issue permits soon.

During public comment Michael McDougal spoke in support of the pilot permit program and said having an overarching framework for permits would be helpful. He said the city needed to think of more flexible ways of using curbs and suggested engaging with private companies to leverage public fund.

Ed Mason asked who in the city was responsible for the enforcement of helmets and if the city faced any liability for possible injuries. He said he frequently observed maintenance vehicles double parked, when dropping off scooters and bicycles, and asked if there was a different way to distribute them. He asked what the relationship was between the Metropolitan Transportation Commission (MTC) and Ford GoBike.

**10. Update on California State Transportation Agency's (CalSTA) Road Charge Pilot Program – INFORMATION**

Kyle Morales, Policy and Programming Intern, presented the item per the staff memorandum

Myla Ablog stated that she participated in the pilot and tested out an automated plug in device. She noted that the device provided her data on how she was driving her car and how to save on fuel economy. She said the plug-in device gamified the driving experience and she unexpectedly found it as a way to be more environmentally aware.

Peter Tannen asked if pay at the pump could be further explained.

Mr. Morales said pay at the pump was still being figured out but with the advancement of technology, the goal would be to have gas pumps communicating via some form of wireless technology with vehicles. He said near term solutions were being looked at by Caltrans and the Federal Highway Administration.

Rachel Zack asked if electrical vehicles should be the goal for the future.

Mr. Morales acknowledged this point, but noted that the average turnover rate for vehicles was 2% - 4% of the state fleet a year and that all electric vehicles was a few decades away. He said in-vehicle telematics would be an easy approach for alternative fuel vehicles.

Kian Alavi said the Department of Motor Vehicles (DMV) could be used to facilitate and track the efficiency of the pilot program. He said the problem would be tracking out of state vehicles.

Mr. Morales said Caltrans assembled an eight-agency working group to see who would be in charge if a road usage charge (RUC) was implemented. He said the working group had not released any formal findings but that a lot of the technology used included a vehicle identification system, which would involve the DMV. He said a helpful scenario for out of state vehicles would be for a grouping of states – in the western region as an example, to implement RUC. He noted that a commerce clause in the constitution mandated same cost of payment for in state and out state drivers so this issue must be addressed.

There was no public comment.

**11. Progress Update on the Treasure Island Mobility Management Agency (TIMMA) – INFORMATION**

Rachel Hiatt, Principal Planner, presented the item per the staff memorandum

Chris Waddling said it was exciting to see the plans coming into shape.

Peter Tannen said he was happy to see plans include AC Transit service to the island.

Ms. Hiatt said reinstating AC Transit was one of the reasons that having a dedicated source of funding (via toll) was so important.

Peter Tannen asked why the current below market rate, 33%, on the island dropped to 27% in the 2035 plan.

Ms. Hiatt said that the current housing stock was not based on any previously adopted goal and that Treasure Island already housed a number of nonprofit agencies.

Brian Larkin asked why the 18-month delay occurred.

Ms. Hiatt said it was a combination of infrastructure and permitting delays and listed land, water and seismic element issues as examples.

Brian Larkin said some of the delays were difficult to accept and hoped that lessons were learned.

Becky Hogue said permit issues were part of the delays and that Treasure Island residents shared similar frustrations.

There was no public comment

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

Kian Alavi requested an update by the SFMTA on double parked vehicles blocking bike lanes on Valencia Street between 16th and 17th Streets.

There was no public comment.

**13. Public Comment**

Ed Mason provided an update on commuter buses in Noe Valley and invited the CAC to see commuter buses committing violations. He noted the lack of enforcement and stated that a commuter bus was removed off Clipper street after two months of reporting.

Jackie Sachs said she hoped Treasure Island did not run into similar issues that were had at Bayview Hunter's Point. She said there was a previous bus line that commuted from the East Bay terminal to Treasure Island.

**14. Adjournment**

The meeting was adjourned at 8:10 p.m.