



AGENDA

PLANS AND PROGRAMS COMMITTEE Meeting Notice

Date: Tuesday, December 6, 2016; 10:00 a.m.
Location: Chamber Room 250, City Hall
Commissioners: Tang (Chair), Farrell (Vice Chair), Avalos, Breed and Peskin

Clerk: Steve Stamos

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1.	Roll Call	
2.	Citizens Advisory Committee Report – INFORMATION*	3
3.	Approve the Minutes of the November 15, 2016 Meeting – ACTION*	11
4.	Recommend Appointment of One Member to the Citizens Advisory Committee – ACTION*	13

The Transportation Authority has an eleven-member Citizens Advisory Committee (CAC). CAC members serve two-year terms. Per the Transportation Authority's Administrative Code, the Plans and Programs Committee recommends and the Transportation Authority Board appoints individuals to fill any CAC vacancies. Neither Transportation Authority staff nor the CAC make any recommendations on CAC appointments, but we maintain an up-to-date database of applications for CAC membership. A chart with information about current CAC members is attached, showing ethnicity, gender, neighborhood of residence, and affiliation. There is one vacancy on the CAC requiring committee action. The vacancy is the result of the term expiration of Chris Waddling (District 10 resident), who is seeking reappointment. Attachment 1 shows current CAC membership and Attachment 2 lists applicants.

5.	Recommend Allocation of \$6,507,592 in Prop K Funds, with Conditions, for Five Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION*	19
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As summarized in Attachments 1 and 2, we have five requests from the San Francisco Municipal Transportation Agency (SFMTA) totaling \$6,507,592 in Prop K funds to present to the Plans and Programs Committee. The SFMTA has requested \$4.3 million to complete the planning and environmental phases for the Geneva-Harney Bus Rapid Transit project, which was a development commitment for the Candlestick/Hunters Point Shipyard development. The SFMTA has also requested \$540,000 to study the feasibility of extending the T-Third light rail line from Chinatown to North Beach and the Fisherman's Wharf area; \$718,215 to replace 27 paratransit vans that have reached the end of their useful lives; and \$634,600 to replace power and communications wiring in the Muni Metro subway at Van Ness Station. Finally, the SFMTA has requested \$276,603 in Neighborhood Transportation Improvement Program capital funds for the first phase of street improvements recommended in the Transportation Authority's Alemany Interchange Improvement Study.

6.	Findings of Child Transportation Survey Report – INFORMATION*	29
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Initiated at the request of Commissioner Tang, the Child Transportation Study research effort was led by the

Plans and Programs Committee Meeting Agenda

Transportation Authority, the Mayor's Office and the San Francisco Municipal Transportation Agency (SFMTA). The goal of the effort was to provide more in-depth and comprehensive information on school transportation issues in San Francisco and to identify potential solutions to help mitigate school commute difficulties. The issues and potential solutions were informed by an inventory and review of existing data sources, focus groups, and an in-depth survey of over 1,700 parents of Kindergarten through 5th grade children on their school commutes and preferences. This research revealed that the automobile is the dominant school commute mode, with bicycling and walking comprising less than 10% of all commutes. School commutes can be surprisingly long and complicated because they are often coordinated with other activities such as parents' or caregivers' work commutes and aftercare needs. The high share of auto usage results in congestion impacts focused around school sites at specific times of day, although the overall contribution to citywide congestion is marginal. Most critically, there was a relatively high level of dissatisfaction with school commutes, with over 60% of parents either actively seeking or being open to school commute alternatives. The study report concludes with a set of recommendations that include scoping a pilot program to offer shuttle services in a select geographic area, identification of a preferred mobile application to support carpooling to school, investment in programs that encourage bicycling and walking to school, and improving and expanding transit options to improve competitiveness with driving and reduce barriers to transit. The Study was funded by the Transportation Authority's Prop K transportation sales tax funds and the SFMTA.

7. Introduction of New Items – INFORMATION

During this segment of the meeting, Committee members may make comments on items not specifically listed above, or introduce or request items for future consideration.

8. Public Comment

9. Adjournment

* Additional materials

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, November 30, 2016 Meeting

1. Committee Meeting Call to Order

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

CAC members present were Myla Ablog, Becky Hogue, Brian Larkin, John Larson, Santiago Lerma, Jacqualine Sachs, Shannon Wells-Mongiovi, Chris Waddling (Chair) and Bradley Wiedmaier (9).

Transportation Authority staff members present were Executive Director Tilly Chang, Joe Castiglione, Camille Guiriba, Seon Joo Kim, Anna LaForte, Maria Lombardo and Steve Rehn.

2. Chair's Report – INFORMATION

Chair Waddling gave a brief review of the local election results, stating that Proposition J (charter amendment creating fund programs for homeless services and transportation improvements) had passed, but Proposition K (half-cent sales tax to fund the programs created by Proposition J) had failed. He said the San Francisco Board of Supervisors would have three new members come January, and therefore the Transportation Authority's Board of Commissioners would also have three new members. Chair Waddling said that because Peter Tannen could not attend the November 30 CAC meeting, a planned information item that he had requested on bus and train bunching would be postponed until the January meeting. A planned presentation on the Central Subway project was also postponed to January due to staff availability. Chair Waddling said a Central Subway tour for the CAC that was requested by Peter Tannen would be arranged by staff if CAC members expressed an interest. Finally, Chair Waddling announced that a special CAC meeting had been tentatively scheduled for January 11, 2017 pending CAC approval of Item 6.

There was no public comment.

Consent Calendar

3. **Approve the Minutes of the October 26, 2016 Meeting – ACTION**
4. **Adopt a Motion of Support to Increase the Amount of the Professional Services Contract with Parsons Brinckerhoff, Inc. by \$960,000, to a Total Amount Not to Exceed \$1,210,000 through December 31, 2019 for System Engineering Services for the Treasure Island Mobility Management Program, and to Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION**
5. **Adopt a Motion of Support for the Approval of the 2017 State and Federal Legislative Program – ACTION**
6. **Approve the 2017 Meeting Schedule for the Citizens Advisory Committee – ACTION**

7. Citizen Advisory Committee Appointment – INFORMATION

Bradley Wiedmaier said the minutes of the October 26th CAC meeting had mischaracterized his request for a new agenda item concerning the increase in rideshare services. He said his request was specifically about the impact of ride sharing on congestion. Regarding Item 5, he said the legislative program should emphasize that any efforts to streamline the California Environmental Quality Act (CEQA) should nevertheless uphold the goals of the Act. He said CEQA should not be weakened, especially with regard to public input.

Jaqualine Sachs asked when her request for an information item on the Other 9 to 5 report would make it onto a CAC agenda. Maria Lombardo, Chief Deputy Director, said the item would be scheduled for early 2017.

There was no public comment

Brian Larkin moved to approve the item, seconded by Jacqueline Sachs.

The Consent Calendar was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larkin, Larson, Lerma, J. Sachs, Wells-Mongiovi, Waddling and Wiedmaier (9)

Absent: CAC Members P. Sachs and Tannen (2)

End of Consent Calendar

8. Nominations for 2017 Citizens Advisory Committee Chair and Vice Chair– INFORMATION

Chair Waddling read aloud the nomination procedures for the annual election of Chair and Vice Chair of the CAC.

Chair Waddling opened the floor for nominations for the Chair seat.

John Larson nominated Chris Waddling for Chair, who accepted the nomination. There were no further nominations.

Chair Waddling opened the floor for nominations for the Vice Chair seat.

Santiago Lerma nominated Bradley Wiedmaier, who accepted the nomination. John Larson nominated Peter Sachs in absentia. There were no further nominations.

During public comment, Tilly Chang, Executive Director, expressed her thanks to the CAC for its service. She said staff and the Board valued the CAC's input on the City's transportation issues.

9. Commuter Shuttle Hub Study – INFORMATION

Sarah Jones, Director of Planning at the San Francisco Municipal Transportation Agency (SFMTA), presented information on SFMTA's shuttle program. Camille Guiriba, Transportation Planner, presented the results of the Transportation Authority's Commuter Shuttle Hub Study.

Shannon Wells-Mongiovi asked about the number of non-participating shuttle companies, and whether a list of such companies existed. Ms. Jones said she was not sure if SFMTA knew the number. She said some of the most prominent shuttle companies and services did not participate, such as University of California at San Francisco and Academy of Art University, as they would receive little or no benefit from participating. She said greater enforcement might help SFMTA understand the number of non-participating shuttle companies. Ms. Wells-Mongiovi observed that only a small number of locations in the Sunset, Richmond and Presidio areas were modeled in the Commuter Shuttle Hub Study, with only one scenario considering hubs on the west side of the city

and none with hubs in the Richmond. Ms. Guiriba responded that the scenario design process was informed by existing shuttle boarding location patterns, with a majority of boardings occurring in the Northeast quadrant of the City. She said the study assumed that Richmond-area shuttle users would take transit to their nearest hub location. Ms. Wells-Mongiovi said it was difficult to get to and from the Richmond via transit.

Jacqueline Sachs described how, at the intersection of California and Divisadero Streets, senior and disabled transit users were unable to safely access 24-line and 1-line Muni vehicles because of private shuttles blocking Muni bus stops. She also observed that good management of curb access for paratransit, paramedics, and Uber was important near facilities for the senior and disabled population. Ms. Jones replied that she would follow up with Ms. Sachs about these locations. She said this example illustrated a major reason for moving away from shared Muni zone model, as well as the challenges of locating shuttle stops.

Bradley Wiedmaier inquired about having local shuttles throughout the city that linked up with commuter shuttle hubs. Ms. Jones replied that SFMTA had not looked at this alternative. She observed that the technology companies worked directly with shuttle providers, and that SFMTA only regulated street usage. Ms. Jones suggested that the approach Mr. Wiedmaier described might involve more parties and would require additional study. Ms. Jones also noted that a key intent of the hub model was that hubs would be accessible by Muni transit vehicles. She said there were many potential transportation alternatives, and mentioned the possibility of a crowdsourced hub location. Mr. Wiedmaier observed that there were many different shuttle services competing in the same neighborhoods, and suggested that the impacts on neighborhoods would be reduced if shuttle boarding locations were pooled to hubs. He also noted that vehicle emissions and Vehicle Miles Traveled (VMT) would be high even with a hub scenario. Ms. Jones observed that San Francisco's shuttle program had been a breakthrough in regulating new forms of transportation. However, she noted that it was a first step, and that the shuttle discussion had not yet taken place at the regional level. Mr. Wiedmaier envisioned a fleet of pooled city commuter vehicles, possibly for use by other city residents during the day. Ms. Jones responded that the Hub Study tried to design hubs so that they could also be served by public transit vehicles, but said SFMTA probably wouldn't create new services. Mr. Wiedmaier asked if Bus Rapid Transit (BRT) streets such as Van Ness Avenue or Geary Boulevard would be designed to accommodate private shuttles, or if shuttle stops would be prohibited. Ms. Jones replied that she thought it was likely that stop locations on those streets would be moved so that there would be no competition with BRT.

Santiago Lerma asked if the mode shift analysis was based on actual survey data of shuttle users. Ms. Guiriba replied that it was not, and that it was based on the SF-CHAMP mode choice model and used inputs such as boarding locations, destinations, and travel times by different modes. Mr. Lerma suggested that this meant the study couldn't actually predict how people would change modes, since there was no data on how many shuttle users had the option to drive cars. He said the SFMTA assumed the program was reducing automobile traffic but could not really verify the claim. Ms. Guiriba acknowledged the need for more and better data about the shuttle users and shuttle trips, including data such as automobile ownership.

Chair Waddling raised concerns about the assumptions and errors in any kind of modeling study. He said day-to-day variation could affect model results based on sample data. He also said single percentage point estimates weren't helpful to decision-makers, suggesting that estimates should include plus/minus standard deviation. He noted that there were 166 million VMT each day in the Bay Area, so the impacts from shuttle hubs would represent a tiny share of total regional VMT. He speculated that all shuttles could be eliminated with no observable impact on traffic. Chair Waddling also asked how carpools were handled in the model. Joe Castiglione, Deputy Director for

Technology, Data & Analysis, replied that limitations in the analysis were partly due to limited data, such as the actual origins and destinations of shuttle passengers. He said the study adapted the SF-CHAMP mode choice model for work trips. He said that while the model included a great deal of data about a variety of alternatives, there were still limitations that required the study to limit the set of alternatives. He said for instance, the study did consider using a “shared ride” mode, but couldn’t because of limitations in the data available from the Google Maps program interface (API), which was used to estimate travel times. Mr. Castiglione said the Google Maps data didn’t provide a way of distinguishing travel times for carpools, so the study was limited to analyzing a single drive mode. He said it would be possible to model the actual number of vehicles based on existing data and assumptions about vehicle occupancy.

John Larson observed that absent any statutory change, it would not be possible to eliminate commuter shuttles from City streets. He agreed that any modeling scenario involved uncertainty, but argued that modeling was nevertheless worthwhile. He said it was not surprising that going to a hub system would shift some trips to automobiles because of the reduced number of boarding locations and the likelihood that shuttle riders could afford to own cars. Mr. Larson questioned the value of a major change to the shuttle program, acknowledging the annoyances created by shuttles but suggesting that they mainly could be addressed through enforcement. He observed that rideshare services also created annoyances (such as stopping mid-block to load/off-load passengers), and noted that the City simply had limited enforcement and legislative authority.

During public comment, Bob Planthold said the Commuter Shuttle Hub Study ignored people with disabilities, despite the fact that the disabled community was a protected class whereas shuttle riders were not. He expressed frustration with the way commuter shuttles interfered with curb access to Muni vehicles. Mr. Planthold took issue with other aspects of the analysis, saying that the household travel survey data on which the mode choice analysis was based on could be 10 or more years old and thus out of date. He also said the emissions analysis was inadequate because it did not consider different emissions rates of surface arterials versus much higher speed freeway speeds.

Ed Mason observed that violations by commuter shuttles were continuing, and said that SFMTA’s shuttle program had harmed neighborhoods to accommodate corporations. As examples, he observed the high number of buses per hour in the morning and said the program had shifted curb space from use by Muni and residential parking to shuttle loading zones. He agreed with Mr. Planthold that the environmental modeling in the Hub Study could have been better. He suggested that the Bay Area Council should coordinate commuter shuttles, noting the connection with regional development, such as the Apple and Facebook campus expansions. He predicted that coupled with the lack of planned housing in Silicon Valley, the new jobs would lead to more commuter shuttles in San Francisco. He advocated for a regional bus system.

Phoebe Cutler asserted that the City had more leverage over commuter shuttles than it chose to exercise. She said low parking requirements at corporate campuses forced commuters to take shuttles. She said corporations should take more responsibility for commuter impacts and coordinate to develop imaginative transportation solutions.

Peter Warfield, Library User’s Association, expressed concern that SFMTA’s decision to remove stops near the library on the 19-line was made with insufficient consideration of the impacts to library users. He estimated the change had resulted in 400,000 additional street crossings. He also expressed concern that a system of shuttle hubs would have negative impacts on pedestrians, especially disabled pedestrians. He expressed concern that the shuttle buses not only reduced access to Muni buses, but obscured them from waiting passengers. He said the Caltrain station should be a hub in any system of shuttle hubs. He also suggested consideration of longer term changes, such as people changing home or work locations to reduce commutes. Finally, he observed that there

seemed to be a lot of empty capacity on the shuttles, questioning the need for such large vehicles.

10. Adopt a Motion of Support for the Allocation of \$6,507,592 in Prop K Funds, with Conditions, for Five Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

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

Chair Waddling commented on the Alemany Interchange Improvement Phase 1 project, suggesting specific enhancements such as reducing the speed limit and installing soft-hit posts along the buffered bike lanes in the west bound direction of Alemany Boulevard. He said that in the east bound direction of Alemany Boulevard and San Bruno Avenue, hashed areas on either side of the roads were often ignored by drivers and suggested adding physical barriers to prevent this issue. He expressed his support for this project and commented that it was a good example of how the Transportation Authority could successfully lead the interagency coordination of a complex project with multiple players. He urged the Transportation Authority to play this role actively for more projects. John Larson expressed his support for the project and agreement with Chair Waddling's suggested improvements, which was echoed by Shannon Wells-Mongiovi. Ms. LaForte noted that soft-hit posts were part of the project scope. Mr. Larson also noted that he had observed the flooding problems that would have to be addressed in the next phase of the project involving a new pedestrian/bicyclist path.

Brian Larkin asked about the Transit Modal Concept Study. Camille Guiriba, Transportation Planner, responded that Transit Modal Concept Study was a component of Connect SF, a long-range transportation planning process, and that this study would look at the overall transit network and evaluate the needs over the next several decades. She added that the T-Third Phase 3 Feasibility Study would feed into the Transit Modal Concept Study.

Mr. Larkin asked about the possibility of considering a rail service through Geary Boulevard in the T-Third Phase 3 Feasibility Study. Liz Brisson, Major Corridors Planning Manager at the San Francisco Municipal Transportation Agency (SFMTA), responded that SFMTA would continue to consider Geary Boulevard in coordination with other efforts, such as the Transit Modal Concept Study and the Subway Vision. Ms. Brisson clarified that, in the next year and half, the Feasibility Study would mainly build upon the previous technical work performed through the T-Third Phase 3 Initial Study. She stated that the findings of the Feasibility Study would be informed by a robust outreach to be conducted with the requested Prop K funds.

Chair Waddling noted that regarding the Geneva-Harney Bus Rapid Transit (BRT) project, he had heard a generally favorable sentiment from neighbors but some concerns over the benefits to existing residents versus future residents. He said that with respect to the Central Segment, Little Hollywood residents were against the Blanken/Lathrop Couplet and preferred the Beatty Avenue option. He added that most everyone seemed to prefer the Beatty option except for Recology. He said he expected some positive public feedback on the new third option through the northern portion of the Recology campus.

Bradley Wiedmaier asked how the SFMTA had developed the Geneva-Harney BRT proposal from scratch where the routes and services and future developments did not currently exist. Kenya Wheeler, Senior Environmental Planner at the SFMTA, responded that residents were using a bus service along Bayshore Boulevard and San Bruno Avenue, but there was no direct connection between Balboa Park to Bayshore Boulevard. He pointed out that the BRT proposal was based on a feasibility analysis and the transportation demand model, which projected what types of trip would be made and how new transit corridors could serve these trips throughout the corridor in the next

20-25 years, as well as the land use analysis, which projected the additional development and its impact on ridership. He also mentioned that ridership from the west, east and south of the project location was anticipated to increase, including new homes in the east of U.S. 101 and many developments under construction in the west of U.S. 101. He said the requested Prop K funds would fund extensive community outreach, conceptual engineering, and environment review preparation.

Mr. Wiedmaier further asked about flexibility of the design, given several future development scenarios. Mr. Wheeler responded that in addition to its potential to deliver a high-quality service at a relatively low cost, the advantage of the BRT system was its flexibility, so it would be possible to relocate BRT stops or make adjustment to accommodate future changes. Mr. Wheeler added that the Balboa Park CAC has asked about light-rail transit (LRT) service in the corridor and he explained that the SFMTA would take a high-level look at LRT service, but would not clear it in the subject environmental study as it was considered more of a longer-term option, if it were pursued.

Jacqueline Sachs asked if the Geneva-Harney BRT had a privately funded component. Ms. LaForte explained that the Eastern Segment was funded by the private developer, and the Western Segment was funded by General Obligation bond funds, Prop K, and other funding sources.

During public comment, Edward Mason commented regarding the T-Third Phase 3 Feasibility Study that the limited budget should be spent on Fix-it-First projects rather than long-range projects such as a future light-rail extension, especially given the recent failure of the new transportation revenue measure.

Peter Warfield asked CAC members to reconsider the Replace 27 Paratransit Vans project, putting it on pause until SFMTA conducted an analysis on the paratransit vehicle that fatally struck Lurilla Harris in June 2016. He urged identification of the cause and whether there should be changes to the vehicles before procuring more of them. Mr. Warfield commented that the center boarding islands that were planned for the Van Ness Avenue BRT posed safety risks to pedestrians, especially people with disabilities. He commented he was skeptical of the outreach planned as part of the Geneva-Harney BRT project, based on his experience with SFMTA's poor outreach on the 7th and 8th Street Safety project near library.

Mr. Larson moved to approve the item, seconded by Ms. Hogue.

The item was approved by the following vote:

Ayes: CAC Members Hogue, Larkin, Larson, Lerma, J. Sachs, Waddling and Wells-Mongiovi (7)

Abstain: CAC Member Wiedmaier (1)

Absent: CAC Member Ablog, P. Sachs, and Tannen (3)

11. Findings of Child Transportation Survey Report – INFORMATION

Joe Castiglione, Deputy Director of Technology, Data & Analysis, presented the item per the staff memorandum.

Chris Waddling asked about the potential to provide incentives for parents to send their children to local schools. Mr. Castiglione responded that school choice was a controversial issue and beyond the scope of this relatively small effort; thus, the study team decided not to address it as part of the study. He observed that while school choice offered opportunities that might not be available at a local school it comes at a cost to parents, children, and the transportation system. Becky Hogue added that some neighborhoods, such as on Treasure Island, did not have a local school.

John Larson asked for further explanation on the “school tripper” Muni runs. Mr. Castiglione responded that it would involve targeting routes at particular times of day at certain locations, possibly with route deviations, and that the idea was based on discussions the San Francisco Municipal Transportation Agency had with the school district, but not well developed yet.

Brian Larkin asked if the school district was considering resuming the school bus program. Mr. Castiglione responded that the school district currently provided limited school bus service for certain populations. He said that in his conversations with the school district, he received no indication that they would expand that service. He added that one suggestion was to consider finding ways to pool rides for children from all types of schools (public, private, etc.) that were in close proximity to one another.

There was no public comment.

12. Introduction of New Business – INFORMATION

Becky Hogue said on October 21st she had represented the CAC at the ribbon-cutting ceremony for the Yerba Buena Island ramps project. She said the event was exciting for Treasure Island residents and was well attended. She said the weekend shuttle service from the parking lot to the bicycle facility had begun and seemed to be working well.

John Larson said he had taken an opportunity to walk the length of the bike path from the East Bay side. He said there was a park ranger giving visitors directions to the shuttle, and that he also had occasion to drive on the new ramp..

Bradley Wiedmaier said he had difficulty returning to the October CAC meeting after it had begun because the lobby security staff was unsure of procedures for accommodating late-arriving attendees. He wondered if the CAC was in violation of open meeting laws. Maria Lombardo said that staff had worked out a procedure with building security personnel so people could get up to the meeting at any time, but that staff would make it a point to remind building security of the procedure prior to each meeting.

Santiago Lerma commented that at a previous meeting he and Mr. Wiedmaier had raised questions about the impact of ride-sharing services and looked forward to a future information item on the issue. He acknowledged that there may not be much data on this and commented that the shuttle program was an accommodation of public resources for use by private corporations, and that the participating companies should be expected to provide the data needed for evaluating and improving the program.

During public comment Peter Warfield, Library Users Association, said pedestrian accidents were greatly under-reported, and said the Department of Public Health reported that approximately two-thirds of injuries treated at city hospitals resulted from pedestrian collisions. He also said there was a lack of clarity in the SFMTA’s use of collision statistics by not differentiating between collisions involving motor vehicles, bicycles or other pedestrians. He suggested more coverage of pedestrian issues in future CAC agendas and stressed the importance of obtaining good data on pedestrian collisions if the City wants to meet its Vision Zero goals.

Ed Mason provided examples of violations by commuter shuttles at 24th and Sanchez and on Market Street between Duboce and Church Streets, and said he felt shuttle operators were not making an effort to comply with shuttle program rules or with other relevant laws. He advocated for more vigorous enforcement.

13. Public Comment

During public comment, Peter Warfield pointed out that according to the presentation on the

shuttle program, shuttles provided only about 10,000 rides daily. He wondered what the comparable figure was for Muni's transit service, and suggested that the effort to accommodate private shuttles was disproportionate to their share of total transit passengers. He also criticized SFMTA's outreach efforts for its 7th and 8th Street Safety Project, saying that the outreach did not include signage and that it was unclear whether the public library had been included in the direct-mail notifications. He recommended that the CAC consider the details of SFMTA outreach efforts when planned as part of a transportation project.

Jacqueline Sachs asked that staff provide the CAC with the contact information for all members. She also asked staff to send members a full schedule of upcoming meetings just approved for 2017

14. Adjournment

The meeting was adjourned at 8:22 p.m.



DRAFT MINUTES

PLANS AND PROGRAMS COMMITTEE

Tuesday, November 15, 2016

1. Roll Call

Vice Chair Farrell called the meeting to order at 10:04 a.m. The following members were:

Present at Roll Call: Commissioners Avalos, Farrell and Peskin (3)

Absent at Roll Call: Commissioners Breed (entered during Item 5) and Tang (2)

2. Citizens Advisory Committee Report – INFORMATION

Chris Waddling, Chair of the Citizens Advisory Committee (CAC), reported that at its October 26 meeting, the CAC considered and unanimously passed Item 4 from the agenda. He said regarding Item 4, the Prop K Grouped Allocation, the CAC mainly had clarification questions regarding the degree to which funding would leverage federal dollars and the need to continue cable car operations and replace gear boxes in the future. He said regarding Item 5, the Subway Vision, the CAC had questions regarding how land use was affected by the city's subways and transit systems, how property value and demographics would be impacted by subways, and how the accessibility needs of low-income communities would be taken into account.

There was no public comment.

3. Approve the Minutes of the October 11, 2016 Meeting – ACTION

There was no public comment.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Avalos, Farrell and Peskin (3)

Absent: Commissioners Breed and Tang (2)

4. Recommend Allocation of \$3,149,000 in Prop K Funds, with Conditions, for Three Requests and Appropriation of \$100,000 in Prop K Funds for One Request, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules, and a Commitment to Allocate \$325,000 in Prop K Funds – ACTION

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

Commissioner Avalos stated that there was a need for greater and safer pedestrian access from the south side of Alemany Boulevard to the farmers' market, and asked if the current work being done on Alemany Boulevard would address that. Ms. LaForte replied that there was a presentation given at the October Finance Committee regarding the Alemany Interchange Improvement Study, which was funded with District 9 Neighborhood Transportation Improvement Program funds. She said there were two phases of near-term improvements that the study was recommending, the first of which would be presented as an allocation to the December Plans and Programs

Committee for lane reconfiguration and installing better striping to guide traffic. She said the second phase of improvements were for a multi-use path and signal that would provide better access to the farmers' market, however due to drainage aspects the project would have to be coordinated with the San Francisco Public Utilities Commission.

The item approved without objection by the following vote:

Ayes: Commissioners Avalos, Farrell and Peskin (3)

Absent: Commissioners Breed and Tang (2)

5. Update on the Subway Master Plan – INFORMATION

Michael Schwartz, Principal Transportation Planner, and Graham Satterwhite, Principal Transportation Planner at the San Francisco Municipal Transportation Agency, presented the item.

Commissioner Avalos stated that he appreciated the pop-up outreach events as they helped capture input from a variety of transit riders.

There was no public comment.

6. Introduction of New Items – INFORMATION

There was no public comment.

7. Public Comment

During public comment, Andrew Yip spoke about virtues.

8. Adjournment

The meeting was adjourned at 10:33 a.m.



Memorandum

Date: 12.01.16 **RE:** Plans and Programs Committee
December 6, 2016

To: Plans and Programs Committee: Commissioners Tang (Chair), Farrell (Vice Chair), Avalos, Breed, Peskin and Wiener (Ex Officio)

From: Maria Lombardo – Chief Deputy Director *mel*

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Recommend Appointment of One Member to the Citizens Advisory Committee

Summary

The Transportation Authority has an eleven-member Citizens Advisory Committee (CAC). CAC members serve two-year terms. Per the Transportation Authority's Administrative Code, the Plans and Programs Committee recommends and the Transportation Authority Board appoints individuals to fill any CAC vacancies. Neither Transportation Authority staff nor the CAC make any recommendations on CAC appointments, but we maintain an up-to-date database of applications for CAC membership. A chart with information about current CAC members is attached, showing ethnicity, gender, neighborhood of residence, and affiliation. There is one vacancy on the CAC requiring committee action. The vacancy is the result of the term expiration of Chris Waddling (District 10 resident), who is seeking reappointment. Attachment 1 shows current CAC membership and Attachment 2 lists applicants.

BACKGROUND

There is one vacancy on the Citizens Advisory Committee (CAC) requiring Plans and Programs Committee action. The vacancy is the result of the term expiration of Chris Waddling (District 10 resident). There are currently 33 applicants, in addition to Mr. Waddling who is seeking reappointment, to consider for the existing vacancy.

DISCUSSION

The CAC is comprised of eleven members. The selection of each member is recommended at-large by the Plans and Programs Committee (Committee) and approved by the Transportation Authority Board. Per Section 6.2(f) of the Transportation Authority's Administrative Code, the eleven-member CAC:

“...shall include representatives from various segments of the community, including public policy organizations, labor, business, senior citizens, the disabled, environmentalists, and the neighborhoods; and reflect broad transportation interests.”

An applicant must be a San Francisco resident to be considered eligible for appointment. Attachment 1 is a tabular summary of the current CAC composition. Attachment 2 provides similar information on current applicants for CAC appointment. Applicants are asked to provide residential location and areas of interest. Applicants provide ethnicity and gender information on a voluntary basis. CAC applications

are distributed and accepted on a continuous basis. CAC applications were solicited through the Transportation Authority's website, Commissioners' offices, and email blasts to community-based organizations, advocacy groups, business organizations, as well as at public meetings attended by Transportation Authority staff or hosted by the Transportation Authority.

All applicants have been advised that they need to appear in person before the Committee in order to be appointed, unless they have previously appeared before the Committee. If a candidate is unable to appear before the Committee, they may appear at the following Board meeting in order to be eligible for appointment. An asterisk following the candidate's name in Attachment 2 indicates that the applicant has not previously appeared before the Committee.

ALTERNATIVES

1. Recommend appointment of one member to the CAC.
2. Defer action until additional outreach can be conducted.

CAC POSITION

None. The CAC does not make recommendations on the appointment of CAC members.

FINANCIAL IMPACTS

None.

RECOMMENDATION

None. Staff does not make recommendations on the appointment of CAC members.

Attachments (2):

1. Matrix of CAC Members
2. Matrix of CAC Applicants

Enclosure:

1. CAC Applications

Attachment 1

CITIZENS ADVISORY COMMITTEE ¹

Name	Gender	Ethnicity	District	Neighborhood	Affiliation	First Appointed	Term Expiration
Chris Waddling, Chair	M	NP	10	Silver Terrace	Neighborhood	Dec 12	Dec 16
Myla Ablog	F	Filipina	5	Japantown/Western Addition	Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen	Sep 13	Mar 17
Jacqueline Sachs	F	C	2	Western Addition	Disabled, Neighborhood	Jun 97	Jul 17
Peter Sachs, Vice Chair	M	NP	4	Outer Sunset	Environmental, Labor, Public Policy	Jul 15	Jul 17
Becky Hogue	F	C	6	Treasure Island	Disabled, Neighborhood	Dec 15	Dec 17
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 08	Feb 18
John Larson	M	NP	7	Miraloma Park	Environment, Neighborhood, Public Policy	Mar 14	Mar 18
Bradley Wiedmaier	M	C	3	Lower Nob Hill	Disabled, Labor, Senior Citizen	Apr 16	Apr 18
Brian Larkin	M	NP	1	Richmond	Neighborhood	May 04	Jul 18
Santiago Lerma	M	H	9	Mission	Business, Environmental, Labor, Neighborhood, Public Policy	Dec 14	Sep 18
Shannon Wells-Mongiovi	F	NP	11	Excelsior	Environment, Neighborhood, Public Policy	Sep 16	Sep 18

A – Asian

AA – African American

AI – American Indian or Alaska Native

C – Caucasian

H/L – Hispanic or Latino

NH – Native Hawaiian or Other Pacific Islander

NP – Not Provided (Voluntary Information)

¹ Shading denotes open seats on the CAC.

Attachment 2 (Updated 12.01.16)

APPLICANTS

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
1 Charles Baird*	M	NP	6	South of Market	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
2 Margaret Bonner*	F	C	5	West NOPA	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
3 Michael Buzinover*	M	C	6	Alamo Square	Business, Environment, Labor, Public Policy
4 Virginia Calkins*	F	C	6	South of Market	Business, Environment, Neighborhood, Public Policy
5 Karwana Dyson*	F	AA	10	Bayview Hunters Point	Business, Neighborhood
6 Peter Fortune	M	NP	2	Marina	Business, Neighborhood, Public Policy, Senior Citizen
7 William Frymann*	M	C	8	Castro/Eureka Valley	Environment, Neighborhood, Public Policy
8 Fabian Gallardo*	M	H/L	7	Lakeside	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
9 Beth Hoffman	NP	C	11	Mission Terrace	Environment, Labor, Neighborhood, Public Policy, Senior Citizen
10 Doreen Horstun	F	NP	6	South of Market	Environment, Labor, Neighborhood, Public Policy
11 Adam Hugo-Holman	M	C	11	Excelsior	Business, Environment, Neighborhood, Public Policy
12 Johnny Jaramillo*	M	AI	2	Pacific Heights / Van Ness Corridor	Business, Environment, Labor, Neighborhood, Public Policy
13 Lee Jewell*	M	C	5	Hayes Valley	Disabled, Neighborhood, Senior Citizen
14 Jack Kleytman*	M	C	4	Outer Sunset	Business, Neighborhood
15 Roger Kuo	M	A	3	Financial District	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
16 Joseph Lake	M	C	6	South of Market	Environment, Labor, Neighborhood, Public Policy

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
17 Marlo McGriff	M	AA	8	Mission-Dolores	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
18 Rachel Morgan*	F	NP	3	South of Market	Business, Disabled, Neighborhood, Public Policy
19 Nathan Nayman*	M	C	7	Balboa Terrace / West Portal	NP
20 Ifeyinwa Nzerem*	F	AA	10	Bayview/Silver Terrace	Disabled, Environment, Neighborhood, Senior Citizen
21 James Pierre Louis*	M	AA	3	Financial District / Embarcadero	Environment, Neighborhood
22 Steven Riess*	M	C	6	South Beach	Business, Disabled, Environment, Neighborhood, Senior Citizen
23 Glenn Savage*	M	NP	2	Pacific Heights	Business, Neighborhood, Public Policy
24 Deborah Schrimmer	F	C	5	Cole Valley	Neighborhood, Public Policy
25 Daniel Sisson	M	C/H	1	Inner Richmond	Business, Neighborhood, Public Policy
26 Matthew Stevens	M	NP	11	Excelsior	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
27 Elliott Talbot*	NP	NP	2	Marina	Neighborhood, Public Policy
28 Jayeson Vance*	M	C	11	Oceanview	Environment, Labor, Neighborhood, Public Policy, Senior Citizen
29 Rudyard Vance*	M	AA	7	Ingleside Terrace	Business, Environment, Neighborhood, Senior Citizen
30 Chris Waddling	M	C	10	Silver Terrace	Environment, Neighborhood, Public Policy
31 Ladonna Williams*	F	C	11	Ingleside Heights	Business, Neighborhood, Public Policy
32 Jeffrey Wood	M	NP	8	Noe Valley	Environment, Labor, Neighborhood, Public Policy
33 Rachel Zack*	F	C	3	Union Square / Nob Hill	Environment, Labor, Neighborhood, Public Policy
34 David Zebker*	NP	NP	6	Tenderloin	Environment

A – Asian	AA – African American	AI – American Indian or Alaska Native	C – Caucasian	H/L – Hispanic or Latino
	NH – Native Hawaiian or Other Pacific Islander	NP – Not Provided (Voluntary Information)		

* Applicant has not appeared before the Plans and Programs Committee.



Memorandum

Date: 12.01.2016 **RE:** Plans and Programs Committee
December 6, 2016

To: Plans and Programs Committee: Commissioners Tang (Chair), Farrell (Vice Chair), Avalos, Breed, Peskin and Wiener (Ex Officio)

From: Anna LaForte – Deputy Director for Policy and Programming *all*

Through: Tilly Chang – Executive Director *TCC*

Subject: **ACTION** – Recommend Allocation of \$6,507,592 in Prop K Funds, with Conditions, for Five Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have five requests from the San Francisco Municipal Transportation Agency (SFMTA) totaling \$6,507,592 in Prop K funds to present to the Plans and Programs Committee. The SFMTA has requested \$4.3 million to complete the planning and environmental phases for the Geneva-Harney Bus Rapid Transit project, which was a development commitment for the Candlestick/Hunters Point Shipyard development. The SFMTA has also requested \$540,000 to study the feasibility of extending the T-Third light rail line from Chinatown to North Beach and the Fisherman's Wharf area; \$718,215 to replace 27 paratransit vans that have reached the end of their useful lives; and \$634,600 to replace power and communications wiring in the Muni Metro subway at Van Ness Station. Finally, the SFMTA has requested \$276,603 in Neighborhood Transportation Improvement Program capital funds for the first phase of street improvements recommended in the Transportation Authority's Alemany Interchange Improvement Study.

BACKGROUND

We have received five requests for a total of \$6,507,592 in Prop K funds to present to the Plans and Programs Committee at its December 6, 2016 meeting, for potential Board approval on December 13, 2016. As shown in Attachment 1, the requests come from the following Prop K categories:

- Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network
- Transit Enhancements
- Vehicles – Muni
- Guideways – Muni
- Visitacion Valley Watershed
- Upgrades to Major Arterials

Transportation Authority Board adoption of a Prop K 5-Year Prioritization Program (5YPP) is a prerequisite for allocation of funds from these programmatic categories.

DISCUSSION

The purpose of this memorandum is to present five Prop K requests totaling \$6,507,592 to the Plans and Programs Committee and to seek a motion of support to allocate the funds as requested. Attachment 1 summarizes the requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project are included in the attached Allocation Request Forms.

Staff Recommendation: Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest.

Transportation Authority staff and project sponsors will attend the Plans and Programs Committee meeting to provide brief presentations on some of the specific requests and to respond to any questions that the Plans and Programs Committee may have.

ALTERNATIVES

1. Recommend allocation of \$6,507,592 in Prop K funds, with conditions, for five requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Recommend allocation of \$6,507,592 in Prop K funds, with conditions, for five requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this item at its November 30, 2016 meeting and adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

This action would allocate \$6,507,592 in Fiscal Year (FY) 2016/17 Prop K sales tax funds, with conditions, for five requests. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4, Prop K Allocation Summary – FY 2016/17, shows the total approved FY 2016/17 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations and cash flows that are the subject of this memorandum.

Sufficient funds are included in the proposed FY 2016/17 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

RECOMMENDATION

Recommend allocation of \$6,507,592 in Prop K funds, with conditions, for five requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

Attachments (4):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary – FY 2016/17

Enclosure:

1. Prop K/Prop AA Allocation Request Forms (5)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	1, 16, 27	SFMTA	Geneva-Harney BRT	\$ 4,338,174	\$ 4,404,612	varies	2%	Planning, Environmental	10, 11
Prop K	16	SFMTA	T-Third Phase 3 Feasibility Study	\$ 540,000	\$ 1,250,000	74%	57%	Planning	3
Prop K	17M	SFMTA	Replace 27 Paratransit Vans	\$ 718,215	\$ 2,666,535	84%	73%	Design, Procurement	Citywide
Prop K	22M	SFMTA	Subway Wiring - Van Ness Station	\$ 634,600	\$ 3,173,000	78%	80%	Construction	5
Prop K	30	SFMTA	Alemany Interchange Improvement Phase 1 [NTIP Capital]	\$ 276,603	\$ 276,603	83%	0%	Design, Construction	9
TOTAL				\$ 6,507,592	\$ 11,770,750	50%	45%		

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2014 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2012 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

² Acronym: SFMTA (San Francisco Municipal Transportation Agency).

³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K or non-Prop AA funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions ¹

EP Line No./Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
1, 16, 27	SFMTA	Geneva-Harney BRT	\$ 4,338,174	<p>The Geneva-Harney Bus Rapid Transit (BRT) line is a proposed rapid transit service between Balboa Park BART/Muni Station and Hunters Point Shipyard that will provide existing and future neighborhoods along the San Mateo-San Francisco County border with a bus connection to the border area's key regional transit system hubs. Specifically, BRT service was a development commitment for the Candlestick/Hunters Point Shipyard development. Funding is requested to finish the planning phase and complete the environmental phase of the project's Central Segment between Executive Park and the Daly City/San Francisco border near the Cow Palace. Environmental clearance is anticipated by June 2019 with the project open for use by 2023.</p>
16	SFMTA	T-Third Phase 3 Feasibility Study	\$ 540,000	<p>Requested funds will leverage \$710,000 in Prop B General Funds to study the feasibility of extending T-Third light rail transit service from Chinatown to North Beach and the Fisherman's Wharf area. Building on the findings in the T-Third Phase 3 Initial Study (2015), SFMTA will develop and analyze route alignment concepts (surface and subway), station locations, land use and economic development issues within the study area, cost estimates and funding strategies. SFMTA expects to start work in December 2016 and will conduct extensive community and stakeholder outreach as part of this project. Any decision to further advance the T-Third Phase 3 will be made within the context of a Transit Modal Study that will launch in summer 2017 as part of the multi-agency ConnectSF process (http://connectsf.org/). The goal of the modal study is to identify the City's next transit expansion priorities.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
17M	SFMTA	Replace 27 Paratransit Vans	\$ 718,215	Funds will leverage \$1.9 million in federal funds to develop specifications and procure replacements for twenty-seven Class B paratransit vans that have reached the end of their useful lives. Each new 22-foot van will provide seating for up to 12 passengers and 2 wheelchair positions. SFMTA's fleet of 112 paratransit vans are used for its SF Access service, which provides pre-scheduled, shared-ride door-to-door service to persons with disabilities who are unable to independently ride fixed-route transit. SFMTA expects to begin procuring the new vehicles by June 2017 and to have the new vehicles in service by December 2017.
22M	SFMTA	Subway Wiring - Van Ness Station	\$ 634,600	Requested funds will leverage \$2.5 million in federal funds to replace power and communications wiring in the Muni Metro subway at Van Ness Station. The wiring, which powers and controls critical wayside equipment (track switches, signals, and Automatic Train Control System sensors), has become unstable and must be replaced to maintain safe and reliable subway service. The project will not require interruption of subway service since most of the work will take place during non-revenue hours. SFMTA anticipates project completion by June 2018.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
30	SFMTA	Alemany Interchange Improvement Phase 1 [NTIP Capital]	\$ 276,603	Neighborhood Transportation Improvement (NTIP) funds will be used to implement Phase 1 recommendations from the Transportation Authority's Alemany Interchange Improvement Study (also NTIP funded), including a road diet of reducing vehicle travel lanes from six to four, a buffered bike lane, painted bulb outs (at Alemany/San Bruno), a painted left turn bike box (at Alemany/Bayshore), painted conflict markers, and upgraded sharrows. This project will improve multimodal accessibility, connectivity, and safety at this dangerous interchange. Design is anticipated to be complete by December 2017 with the project open for use by March 2018.
TOTAL			\$ 6,507,592	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendation
1, 16, 27	SFMTA	Geneva-Harney BRT	\$ 4,338,174	<p>Multi-phase allocation is recommended to enable the SFMTA to quickly finish up the planning/preliminary engineering phase and to transition smoothly to the environmental phase. The SFMTA estimates that the environmental clearance phase needs to start in the next few months to enable the project to meet the 2023 date to start operations.</p> <p>5-Year Prioritization Program (5YPP) Amendments: The recommended allocation is contingent upon amendments to three 5YPPs as follows: 1.) Amend the Transit Enhancements 5YPP to add the subject project and program \$1,983,175 in funds deobligated from an allocation made in a previous 5YPP cycle to the Automatic Fare Collection Program to the subject project. 2.) Amend the Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5YPP to add the subject project and program \$540,000 from the Muni Forward Implementation of TEP project to the subject project. SFMTA will still have sufficient programming (over \$3.3 million) to advance the next generation of Muni Forward priorities in the near term. 3.) Amend the New and Upgraded Streets Visitation Valley Watershed 5YPP to program \$500,000 from the Bi-County - Interim Solutions Placeholder project to the subject project. See attached 5YPP amendments for details.</p>
16	SFMTA	T-Third Phase 3 Feasibility Study	\$ 540,000	<p>5YPP Amendment: The recommended allocation is contingent upon a concurrent amendment of the Transit Enhancements 5YPP to add the project with funds deobligated from a previous 5YPP cycle. See attached 5YPP amendment for details.</p> <p>Prior to release of the draft final report in December 2017, SFMTA will present key findings and recommendations to the SFCTA Citizens Advisory Committee and Board of Commissioners. The SFCTA staff or a designated oversight consultant will participate in the study technical advisory committee.</p>
17M	SFMTA	Replace 27 Paratransit Vans	\$ 718,215	<p>5YPP Amendment: The recommended allocation is contingent upon a concurrent amendment of the Vehicles-Muni 5YPP to add the subject project and re-program \$718,215 in unneeded funds deobligated from the Replace 50 40-foot Neoplan Motor Coaches project to the subject project in FY 2016/17. See attached 5YPP amendment for details.</p>
22M	SFMTA	Subway Wiring - Van Ness Station	\$ 634,600	
30	SFMTA	Alemany Interchange Improvement Phase 1 [NTIP Capital]	\$ 276,603	<p>We are recommending a multi-phase allocation for design and construction phases given the straightforward nature of the scope (i.e. striping) and short duration of the construction phase.</p>

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendation
TOTAL			\$ 6,507,592	

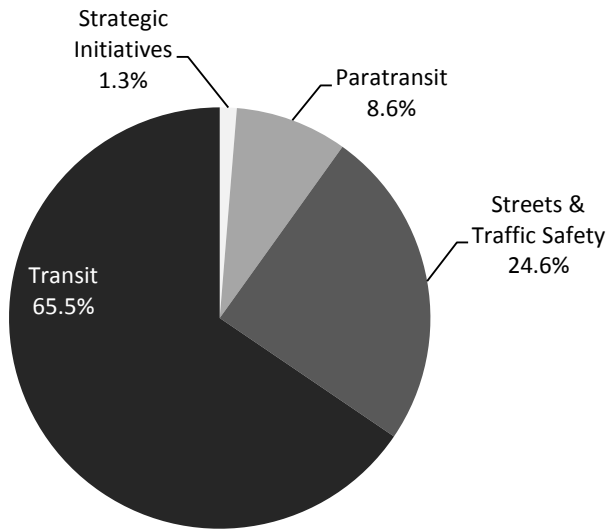
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2016/17**

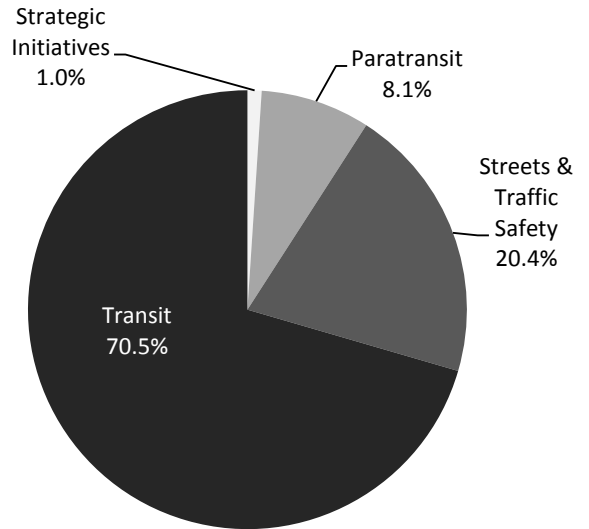
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21
Prior Allocations	\$ 65,611,207	\$ 39,091,305	\$ 17,373,926	\$ 9,145,976	\$ -	\$ -
Current Request(s)	\$ 6,507,592	\$ 1,621,388	\$ 3,212,030	\$ 1,674,174	\$ -	\$ -
New Total Allocations	\$ 72,118,799	\$ 40,712,693	\$ 20,585,956	\$ 10,820,150	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2016/17 allocations approved to date, along with the current recommended

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date





Memorandum

Date: 12.01.16 **RE:** Plans and Programs Committee
December 6, 2016

To: Plan and Programs Committee: Commissioners Tang (Chair), Farrell (Vice Chair), Avalos, Breed, Peskin and Wiener (Ex Officio)

From: Joe Castiglione – Deputy Director for Technology, Data & Analysis *JC*

Through: Tilly Chang – Executive Director *TC*

Subject: **INFORMATION** – Findings of Child Transportation Survey Report

Summary

Initiated at the request of Commissioner Tang, the Child Transportation Study research effort was led by the Transportation Authority, the Mayor’s Office and the San Francisco Municipal Transportation Agency (SFMTA). The goal of the effort was to provide more in-depth and comprehensive information on school transportation issues in San Francisco and to identify potential solutions to help mitigate school commute difficulties. The issues and potential solutions were informed by an inventory and review of existing data sources, focus groups, and an in-depth survey of over 1,700 parents of Kindergarten through 5th grade children on their school commutes and preferences. This research revealed that the automobile is the dominant school commute mode, with bicycling and walking comprising less than 10% of all commutes. School commutes can be surprisingly long and complicated because they are often coordinated with other activities such as parents’ or caregivers’ work commutes and aftercare needs. The high share of auto usage results in congestion impacts focused around school sites at specific times of day, although the overall contribution to citywide congestion is marginal. Most critically, there was a relatively high level of dissatisfaction with school commutes, with over 60% of parents either actively seeking or being open to school commute alternatives. The study report concludes with a set of recommendations that include scoping a pilot program to offer shuttle services in a select geographic area, identification of a preferred mobile application to support carpooling to school, investment in programs that encourage bicycling and walking to school, and improving and expanding transit options to improve competitiveness with driving and reduce barriers to transit. The Study was funded by the Transportation Authority’s Prop K transportation sales tax funds and the SFMTA.

BACKGROUND

San Francisco does not offer yellow school bus transportation to most students, and as a result most parents and caregivers must arrange their own transportation to school and aftercare programs. While elected officials often hear about school commute challenges and the 2013 San Francisco Transportation Plan identified school transportation as a special market warranting further study, the extent of the school commute challenge has not been well understood. The Child Transportation Survey research was initiated in order to inventory all past research on San Francisco school commutes, conduct new research on existing school commute alternatives and preferences via focus groups and a survey, and to develop recommendations for improving school commutes.

DISCUSSION

The extent of the school commute challenge in San Francisco has not been well understood because no comprehensive data sources exist that describe the existing commute patterns, issues and preferences. While some information is available on how public school children get to school, little is known about the transportation patterns of students in private or parochial schools, nor about parent attitudes towards the school commute. In addition, no attempts have been made to quantify the impacts of school-related driving on the city's congestion problem. Finally, despite the school commute challenges faced by parents and caregivers, no study has examined whether parents are seeking alternatives to their current choices. To fill these gaps in understanding, Commissioner Tang initiated the Child Transportation Study research effort which was led by the Transportation Authority, the Mayor's Office and the San Francisco Municipal Transportation Agency (SFMTA). The Child Transportation Study set out to identify existing information on school commutes in San Francisco, provide findings regarding critical school commute questions and to propose a set of recommendations. Four key research questions included:

1. How do parents get small children to and from school?
2. What impact does school-related driving have on the transportation system?
3. What challenges do parents face when getting children to/from school?
4. How interested are parents in alternatives to their current transportation choices?

The Study was funded by the Transportation Authority's Prop K transportation sales tax funds and the SFMTA.

EXISTING INFORMATION

The first study task was a review of existing data sources and literature relevant to school transportation, including population and demographic data; enrollment data from the San Francisco Unified School District (SFSUD), the Archdiocese of San Francisco, and from private schools and school location data. Key demographic findings included:

- About 45,000 Kindergarten through 5th grade schoolchildren are enrolled in San Francisco schools
- Most children live in the west, south, and southeast parts of the city
- Schools are distributed all over the city, but relatively few are located in South of Market and northern Potrero/Dogpatch

Other existing sources that were reviewed and guided development of the survey included the SFSUD Student Commute Study, the Bay Area Parents' Survey on Reasons for Driving to School, the San Francisco Department of Public Health/Department of Environment Parent Focus Groups on Transportation to School, and the San Francisco Transportation Plan 2013 Update.

STUDY FINDINGS

Key findings for the four primary research questions included:

How do parents get small children to and from school? Most parents drive their children to school and afterschool programs, consistent with the findings of other prior studies. In addition, it was found that rates of driving are higher among those who live farther from their school, more educated populations, and residents of the central and southwestern parts of the city.

What impact does school-related driving have on the transportation system? Parents driving their children to school contributes a small amount of overall driving mileage in San Francisco, but causes localized congestion issues around specific schools during pickup and drop-off times.

What challenges do parents face when getting children to/from school? San Francisco school commutes were surprisingly long given the city's size, with about 20% of respondents having 4+ mile school commutes. Complicating matters for most parents is that the schools are not on the way to work, and that most parents have children in aftercare and therefore are picking up during rush hour. In addition, lack of transportation options is limiting choices for aftercare and enrichment programs.

How interested are parents in alternatives to their current school transportation choices? Users of public transit and long-distance commuters are most interested in alternatives to their current commute, and those walking and biking were least interested in alternatives. This reflects the fact that public transit users and long-distance commuters are less satisfied than users of other school commute modes. Those seeking alternative commute options are most interested in other buses, shuttles, or carpools, and least interested in bicycling. Interest in shuttles is highest among those with longer commute distances and those living in the southeastern section of the city, while interest in carpooling is highest among those living in the central and northwest sections of the city.

STUDY RECOMMENDATIONS

Scope a program or public-private partnership to offer shuttle service in a select geographic area on a pilot basis: Parents were most interested in shuttles as an alternative to their current commute, and many indicated at least some willingness to pay for such services. Additional research would be needed to develop a scope for a pilot program to provide shuttle services to parents.

Consider selection of a preferred mobile application to support carpooling to school: There was strong parent interest in carpooling to school, ideally supported through a mobile application. However, in order to be successful it is likely that a preferred application would need to be identified in order to ensure a critical mass of users.

Continue investment in programs that encourage bicycling and walking to school: Parents who are already walking and bicycling to school are much more satisfied with their school commute than parents who use other modes of travel, and use of non-motorized modes should be sustained.

Improve and expand transit options to improve transit competitiveness with driving and reduce barriers to transit: Despite being the second most popular mode for school commutes, the survey revealed that transit also had the highest share of dissatisfaction. It was suggested that Muni align routes to more effectively serve schools, including more "school tripper" runs and that Muni consider "family passes" to support use of Muni for escorting children to school.

ALTERNATIVES

None. This is an information item.

CAC POSITION

None. This is an information item.

FINANCIAL IMPACTS

None. This is an information item.

RECOMMENDATION

None. This is an information item.

Attachment:

1. Findings of the Child Transportation Survey Report



Findings of the Child Transportation Survey

NOVEMBER 2016



SFMTA
Municipal
Transportation
Agency





ACKNOWLEDGEMENTS

David Latterman of Fall Line Analytics was the primary author of this report, and led the analysis described herein.

We wish to also thank the following individuals and organizations who contributed to the development of this report.

Transportation Authority Commissioner Katy Tang
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Executive Summary

The K–5 school commute in San Francisco is very difficult for parents and caregivers, and stresses San Francisco’s transportation network in the mornings and afternoons. While there are some data on San Francisco Unified School District students’ school commute choices, no previous studies have examined whether parents are seeking alternatives to their current commute choices, or what alternatives would be most appealing. A group of city agencies and elected officials determined that a more in-depth and comprehensive study of school transportation was needed to identify potential solutions to mitigate school transportation difficulties.

Guided by SFCTA Commissioner Katy Tang, the Mayor’s Office, SFCTA and SFMTA, Fall Line Analytics led the research efforts to answer these questions for public, private, and parochial students. The research consisted of three parts:

1. Research all past San Francisco and other governmental data on school transportation, and compile a list of available data
2. Conduct three focus groups with parents and caregivers
3. Conduct an in-depth survey of parents of K–5 children on their school commutes and alternatives preferences

The research on existing governmental data was used to identify key issues to be explored in the focus group and survey. The primary focus of this report is to document the results of the survey. The child transportation survey was an online-only instrument promoted through many channels including parents’ groups, listservs, school officials, paid advertisements, and news coverage. Special effort was taken to reach monolingual Chinese and Latino populations, and the African-American community.

There were 1,746 valid completed surveys that were used for analysis, divided among the three languages. Results were weighted to match proper San Francisco demographics, then cleaned and coded. The results were tabulated and analyzed by Fall Line Analytics and the SFCTA. Summary results include the following, categorized by research question.

How do parents get elementary school children to and from school and afterschool programs?

- Most parents drive their children to school and afterschool programs—57% of total respondents drive their children to school, 52% drive to pick their children up at the school bell, and 70% drive to pick their children up from afterschool programs. Rates of driving are higher among those who live farther from their school, more educated populations, and residents of the central and southwestern parts of the city. Public transit is the next most common choice, comprising between 14% and 27% of school and aftercare pickup and drop-off trips. Walking, biking, carpooling and other options all generally capture less than 10% of school commute trips.

What impact does school transportation have on the transportation system in terms of the amount of driving and congestion generated?

- Models estimate that parents driving their children to and from school generate between 60,000 and 80,000 vehicle miles per day. While this represents a relatively small amount of the approximately 9 million vehicle miles travelled in San Francisco, these trips can cause extreme congestion around schools during pickup and dropoff times.

What challenges do parents face when getting kids to school and aftercare programs?

- About 20% of respondents have school commutes longer than four miles, and approximately 30% have school commutes between two and four miles. These distances are beyond easy walk or bike commutes for most parents, forcing parents or caregivers to drive or take public transportation.
- For most parents (65%), school is not on the way to work. Many parents drive on to work after dropoff.
- Over 50% of parents have children in aftercare and the vast majority are picking up children after 5:00pm, during rush hour. Because of this difficulty, parents feel their choices are more limited for aftercare options. Many parents make aftercare decisions based solely on transportation. This suggests that aftercare transportation issues must be considered in coordination with school commute issues.

How interested are parents in alternatives to their current transportation choices, particularly choices that could reduce private automobile travel and associated congestion impacts?

- About 20% of respondents are actively interested in or currently seeking an alternative to their current commute, and 40% are open to alternatives. Users of public transit and long-distance commuters were most interested in alternatives to their current commute, and those walking and biking were least interested in alternatives.
- Those seeking alternative commute options are most interested in school buses, shuttles, or carpools, and least interested in bicycling. The survey (and focus groups) tested shuttles and carpooling extensively, as these were seen as the most likely ways to reduce traffic for longer-distance commuters. There was significant support for shuttles and carpools, as long as certain criteria are met.
- Top desired features of shuttle services included driver background checks, text upon arrival, familiarity with the driver, and serving aftercare programs. Desired features of carpools included availability of an easy-to-use app administered by the school, and that ride-matching be within each individual school community and not across multiple schools.

There was strong support among parents across all areas of the city and all demographic groups that the city should help improve school commutes. This report gives several recommendations at the end, a number of which pertain to instituting a pilot shuttle program. More research will be needed to develop such a pilot.

Finally, it is important to note that this study focused on transportation issues, and the research and subsequent recommendations pertain to the transportation network and parents' preferences. This study did not address internal public transportation protocols, or issues of school choice.

Introduction

Elected officials in San Francisco frequently hear from their constituents about the challenge of getting children to school. Like many cities around the country, San Francisco no longer offers yellow school bus transportation to many students, and as a result most parents and caregivers must arrange their own transportation to school and aftercare programs. The extent of the challenge is not well understood because no comprehensive data source exists on school transportation in San Francisco. The SFCTA's 2013 San Francisco Transportation Plan identified school transportation as a special market warranting further study."

For example, some information is available on how public school children get to school, but little is known about the transportation patterns of students in private or parochial schools, nor about parent attitudes towards the school commute. In addition, many perceive that school-related driving adds to the city's congestion problem, but no attempts have been made to quantify the impact. Finally, no previous studies have examined whether parents are seeking alternatives to their current choices, or what alternatives would be most appealing. To fill this gap in understanding, a group of city agencies and elected officials determined that more in-depth and comprehensive study of school transportation was needed to help answer the following questions:

1. How do parents get elementary school children to and from school and afterschool programs?
2. What impact does school transportation have on the transportation system in terms of the amount of driving and congestion generated?
3. What challenges do parents face when getting kids to school and aftercare programs?
4. How interested are parents in alternatives to their current transportation choices, particularly choices that could reduce private automobile travel and associated congestion impacts?

To investigate these questions, the San Francisco County Transportation Authority commissioned the Child Transportation Study in partnership with the San Francisco Mayor's Office, and at the request of District 4 Supervisor Katy Tang. A stakeholder group consisting of representatives of the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco Department of Public Health (DPH), the San Francisco Department of Environment (SFE), the San Francisco Unified School District (SFSUD), the Department of Children, Youth and Families, San Francisco YMCA, and others, provided input into the study direction and products. The work was funded jointly by the SFCTA and SFMTA, and completed by Fall Line Analytics and SFCTA.

The study focused on parents of elementary school children in public, private, and parochial schools, since they have fewer transportation options than parents of older, more independent children. For younger children, parents are primarily making the decisions for them. The study included the following components:

- A brief review of previous surveys and focus groups relevant to school transportation in San Francisco;
- A review of recent school transportation work and data by several San Francisco agencies;
- Three focus groups with parents of elementary school children;
- A survey covering commute choices, opinions of the commute, and examining alternatives;
- An estimate of driving miles generated by San Francisco parents of K–5 students.

The research focused primarily on investigating parents' attitudes towards their mode of travel (car, carpool, mass transit, school bus, walk, bike, etc) to school and afterschool programs. Parent concerns regarding access issues at specific schools (e.g. localized congestion, inadequate space for pickup and dropoff, bus stop siting) were not an explicit focus, but these issues came up during focus groups.

The ultimate purpose of the survey and other components of the research was to inform whether the city should pursue additional study or partnerships to help expand school transportation options for parents of elementary school children.

The remainder of this report is organized as follows:

- Existing data and research summary
- Methodology
- Focus group summary
- Survey findings
- Recommendations

Summary of Existing Data and Research

The first study task was a brief review of existing data sources and literature relevant to school transportation in the San Francisco Bay Area, including population and demographic data from the U.S. Census; enrollment data from the SF-SUD, Archdiocese of San Francisco, and from private school web sites; school location data; recent transportation survey results from San Francisco agencies; and miscellaneous other sources.

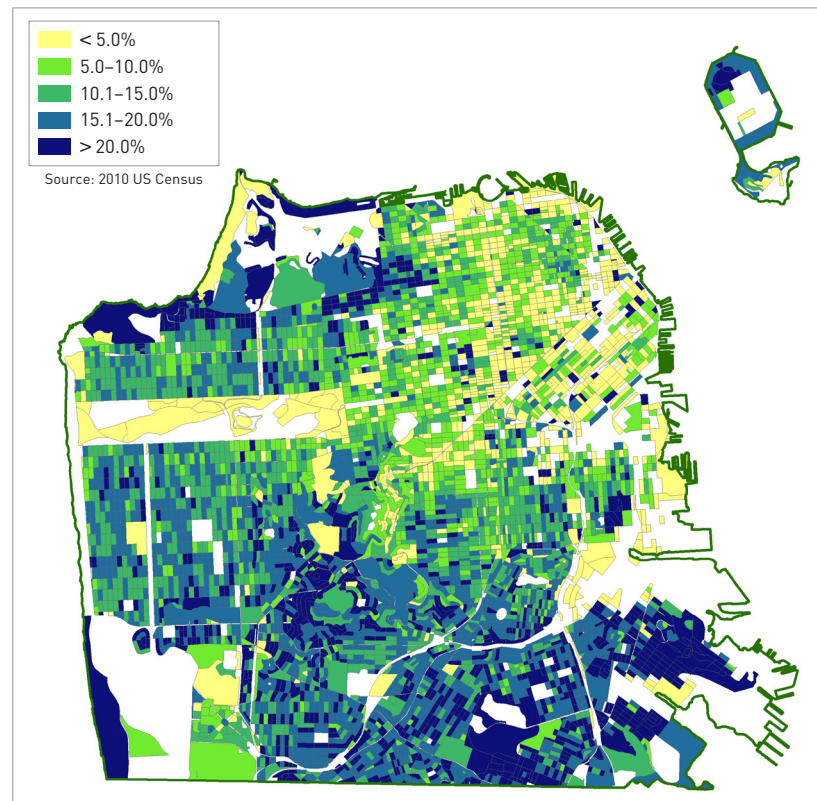
Key demographic findings include:

- About 45,000 K–5 schoolchildren are enrolled in San Francisco schools.
- Most children live in the West, South, and Southeast parts of the city (Figure 1).
- Schools are distributed all over the city, except for the South of Market (SoMa) and northern Potrero/Dogpatch neighborhoods, which have relatively few schools (Figure 2, next page).

Key findings from recent, relevant surveys include:

- **SFSUD Student Commute Study:** The San Francisco Unified School District regularly conducts a survey of how students in grades K, 5, 6, and 9 arrive at school. The survey results have consistently shown that a little over half of public elementary school students are driven to school by their parents, about one quarter walk to school, about 10% take public transit, and another 10% yellow school buses.¹ Very few students bicycle or carpool to school.
- **Bay Area Parents' Survey on Reasons for Driving to School:** A 2007 survey of the parents of children aged 10–14 in the East San Francisco Bay cities of Oakland, Berkeley, Albany, and Richmond found that parents who were driving their children to school a short distance (less than two miles) cited convenience and saving time as the top reason, and that rates of walking and bicycling decline with distance. The study recommended that programs to encourage walking and bicycling to school should take parental convenience and time constraints into account by providing ways children can walk to school supervised by someone other than a parent, and that schools should take a multimodal approach to pupil transportation.²

FIGURE 1. Percent of population age 0–18 by US Census Block



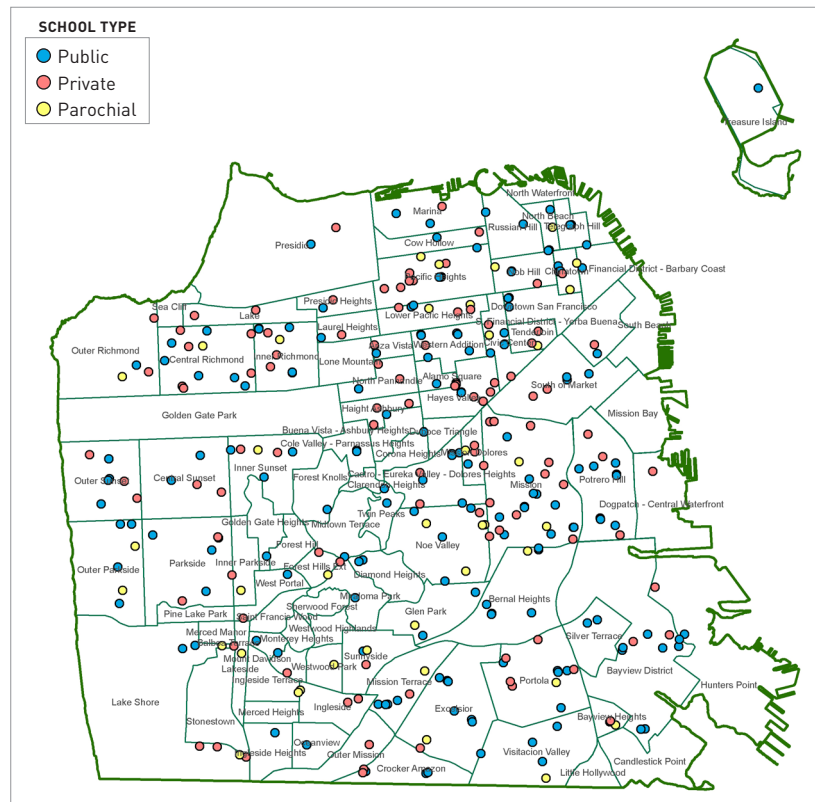
¹ Source: <http://sfsaferoutes.org/resources/commute-study/>

² Source: McDonald, N., and Aalborg, A. Why Parents Drive Children to School: Implications for Safe Routes to Schools Programs. *Journal of the American Planning Association*, Summer 2009, Vol. 75, No. 3.

- San Francisco Department of Public Health / San Francisco Department of Environment Parent Focus Groups on Transportation to School.** To inform development of a new school transportation toolkit for parents, the SFDPH and SFE conducted interviews and focus groups with 33 families at five SFSUD schools. This qualitative research provided impressions of the reasons why some parents may be driving their children to school. Several parents mentioned concerns about traffic circulation around schools during pickup and dropoff, and several mentioned interest in having a mobile-phone application to support carpooling to school.

- San Francisco Transportation Plan Update 2013.** As part of the 2013 update to the county's long range transportation plan, the SFCTA and DCYF hosted a student focus group, a parent focus group, and an online survey. The survey included over 1100 completions by parents and students. Key findings from the student and parent survey mirrored those of the general population - that vehicles are often overcrowded, service can be unreliable, travel times lengthy and safety may also be concern.

FIGURE 2. Map of San Francisco neighborhoods and locations of public, private, and parochial schools



Focus Groups

As part of the overall Child Transportation Survey research project, Fall Line Analytics conducted three focus groups in San Francisco to: 1) inform the design of the survey instrument and 2) better understand the detailed opinions of San Francisco parents and caregivers on the school commute. Table 1 shows the details of the three groups. The groups were moderated by David Latterman of Fall Line Analytics, in English, using a script that can be found in Appendix 1. SFCTA staff also attended the groups, which were recorded on site. The groups had four main sections: Understanding the dropoff commute, understanding the pickup commute, discussing potential alternatives, and detailing shuttles and carpools.

In all three focus groups, it was clear the participants are unhappy with their school commute. Most of the participants reported driving their children to school and from school or aftercare; a few took Muni and a couple lived close enough to walk their children to school. Drivers stated that the traffic is heavy in the morning and worse for

TABLE 1. Focus group details

LOCATION	DATE	DEMOGRAPHIC TARGET
Sunset Community Center	March 26, 2016	Chinese parents
Rooftop Elementary School	April 14, 2016	Mixed, centrally-located citywide school
Ella Hill Hutch Community Center	April 17, 2016	African-American parents and aftercare workers

those who have children in aftercare. In fact, the participants were making aftercare decisions based on the very difficult afternoon commute.

Nearly all of the participants wanted to see some kind of shared transportation system to take their children to and from school/aftercare. There was

mild interest in carpooling, but the schools would need to take a large role in establishing this system. There was a lot of support for a shuttle system, especially in the Sunset and Western Addition groups, but safety was a huge concern and any system would either need to be government sponsored or provided through a public-private partnership.

Survey

The child transportation survey was intended to ascertain 1) commute modes of parents and caregivers while taking their children to and from school and afterschool programs; 2) parents attitudes towards their current mode of transportation to school and afterschool programs; and 3) parent interest in alternative transportation options. This section describes the survey methodology and key findings.

SURVEY METHODOLOGY

The survey was fielded over a period of six weeks where it was formally open from May 10, 2016 through June 24, 2016. After filtering all of the responses, there were 1,746 valid completed surveys used for analysis. The instrument can be found in Appendix 2.

Key aspects of the methodology included:

- **School type.** It was decided early on to survey parents who have kids in all school types, especially because there were limited data on the commute data and opinions of parents who send their children to private and parochial schools. As this survey was about transportation specifically and not schools themselves, it was determined that the school commute is a citywide issue and therefore affects all parents.
- **Online format supplemented by paper surveys.** There were several options available to field the survey, including telephone, live administration, online, and mail. To field this survey in Spring 2016, we determined that online was the most efficient and cost-effective mode for the survey. Moreover, it could accommodate lengthier questionnaires and more complex branching sequences. However, some paper surveys were distributed to increase response rates from under-represented populations. The survey was offered in English, Spanish, and Chinese.
- **K-5 parents only.** The survey focused on the parents of elementary school children because they face the greatest constraints when making school transportation decisions. This was limited to Kindergarten—5th grade parents only to avoid sampling parents who have children in middle schools (many San Francisco middle schools include grade 6). In the event that a parent had multiple children in elementary school, the survey instructed parents to answer questions based on their youngest child.

The study team distributed the survey via the following channels

- Facebook ads to adult San Francisco residents, including ads in English, Chinese, and Spanish
- Archdiocese of San Francisco (email sent to all school principals for distribution to parents)
- Direct contacts with many public school officials with a request to distribute to parents
- Direct contact with many school Parent Teacher Associations, including the citywide PTA

In order to ensure a strong sample size from some of the harder-to-reach ethnic groups of San Francisco, the online survey was also supplemented by paper questionnaires distributed through partnerships with local community organizations such as the Bayview YMCA and other organizations in Western Addition. Project staff reached out to several non-profits serving the Latino, African-American, and Chinese communities with varying degrees of success. Dozens of elected officials were also contacted, including the Board of Supervisors and the Board of Education, to distribute the survey links to their networks.

Although over 3000 respondents began or at least opened the survey online, there were 1,746 valid completed surveys that were used for analysis, divided among the three languages. Table 2 shows the final number of valid responses were obtained.

Valid surveys were determined by several criteria, including:

- A completed instrument that included the weighting demographic variables
- Residence and a school in San Francisco
- A child in K–5
- Manual inspection for missing variables or unreliable response patterns

TABLE 2. Survey Responses by Language

LANGUAGES	TOTAL (STARTED)	COMPLETION AND RACE	VALID AFTER	
			SCHOOL AND RESIDENCE	MANUAL INSPECTION
English	3077	1763	1710	1654
Chinese	218	66	61	58
Spanish	182	34	34	34
TOTAL	3477	1863	1805	1746

The surveys were then weighted to match the demographics of San Francisco parents and residents. Results were weighted by ethnicity first (using US Census ACS 2014 5-year table of the ethnicities of children from 5–14, the age group most aligned with the students in the survey), and then by parents' level of education (US Census ACS 5-year table of education levels of San Francisco adults over age 25). A few missing values for education had to be imputed so these respondents would not be excluded. In general, the respondents who took the survey were more likely to be white and more highly educated than the normal San Francisco population, and the weights served to correct that.

Finally, the surveys were cleaned for the standardization of responses, recoded where necessary, and compiled into statistical software (SPSS) for analysis. Some variable notes:

- Home neighborhood—the survey provided 100 home neighborhood choices. Neighborhoods were defined based on a San Francisco neighborhoods map obtained from the Open Data SF web site. A neighborhood map is located in Appendix 3
- City section. The respondent's home neighborhood and school were each assigned to major geographic section of the city. See Appendix 4 for a map of city sections.
- Home to school distances. Home to school distance was estimated two ways: 1) A crow flies distance from the home neighborhood polygon centroid to the school location; and 2) using the Transportation Authority's travel modeling software. The software computed the shortest path between the center of the respondent's home neighborhood and the respondents' school location. The actual distance could vary.

FINDINGS

This section summarizes key survey findings relevant to the research questions presented earlier. Topline frequencies and selected demographic crosstabs for each question are presented in an Excel file that accompanies this report, where each question is in a separate worksheet. A full crosstab book, in pdf format, is also available upon request.

1. HOW DO PARENTS GET SMALL CHILDREN TO AND FROM SCHOOL?

Most parents drive their children to school and afterschool programs.

The survey responses indicate that the majority of respondents of school-aged children drive their children to school (57% overall). Similarly, 52% of respondents drive to pick their children up from school, and 70% from afterschool (Table 3). This number matches well with data from the San Francisco Unified School District Student

TABLE 3. Modeshare by time/place of commute

	PERCENT MODE SHARE BY PICKUP TYPE		
	DROPOFF AT SCHOOL	PICKUP FROM SCHOOL AT THE BELL	PICKUP FROM ON-SITE AFTERCARE
Driven by a family member or caregiver - only family members in the car	56.5%	52.1%	70.0%
Public transit (Muni bus, BART, or light rail)	14.0%	26.7%	18.2%
Carpool with other families	8.2%	1.6%	3.0%
Walk	7.8%	10.6%	4.1%
Other bus, like yellow school bus	7.6%	6.8%	1.9%
Bike	3.3%	0.7%	1.5%
Other (please fill in)	2.2%	0.8%	0.8%
Scooter or skateboard	0.3%	0.3%	0.0%
Taxi or rideshare service like Lyft, Uber, or Shuddle	0.1%	0.6%	0.5%
Shuttle transporting multiple children	0.1%	0.0%	0.0%

Transportation Survey,³ which shows that 52% of public school elementary and middle school trips are made with only student and driver in the vehicle. After driving, the second most commonly selected mode to school was public transit, with 14% of respondents using this mode for dropoff and 18–27% for pickup. Nearly all other modes are under 10%.

Rates of driving are higher among those who live farther from their school, more educated populations, and residents of the central and southwestern parts of the city.

The study team used modeling software to estimate the distance of the shortest path between the center of the home neighborhood and the school site, in order to examine mode share by distance traveled. Figures 3, 4, and 5 (next page) illustrate the drive-to-school mode share by estimated distance to school, by type of commute.

Interestingly, driving rates don't linearly increase as the distance travelled get larger. For morning dropoff, distances of 3–4 miles see the largest share of driving (73%). This distance range also sees the largest share of driving for parents who pick their kids up at the school bell (82%), but for aftercare pickup the distance range with the highest driving share is 2–3 miles. This may be due to the fact that parents are likely to be coming home from work, which may influence mode choices differently than a midday pickup from school. Walking percentages are unsurprisingly the largest for the shortest distances, and public transit varies—its largest share is 30% at aftercare pickup, making for a difficult evening commute.

Rates of driving were highest in the central and southwestern parts of the city, as shown in Figure 6 (page 11) and among those with higher levels of education. Transit use also varied by city section, but walking generally did not. Other factors such as ethnicity and number of adults responsible for the school commute did not appear to be strongly related to rates of driving.

2. WHAT IMPACT DOES SCHOOL-RELATED DRIVING HAVE ON THE TRANSPORTATION SYSTEM?

Parents driving their children to school contributes a small amount of overall driving mileage in San Francisco, but causes localized congestion issues around specific schools during pickup and dropoff times.

This study was initiated in part to identify ways to reduce the need for parents driving children to school because of the perception that school-related travel is contributing significantly to congestion around the city. One desired outcome of the study was an estimate of how much driving is being generated by school related travel,

³ <http://sfsaferoutes.org/resources/commute-study/>

FIGURE 3. Mode share by distance for morning dropoff, 'drive alone' and 'public transit' are labeled for reference

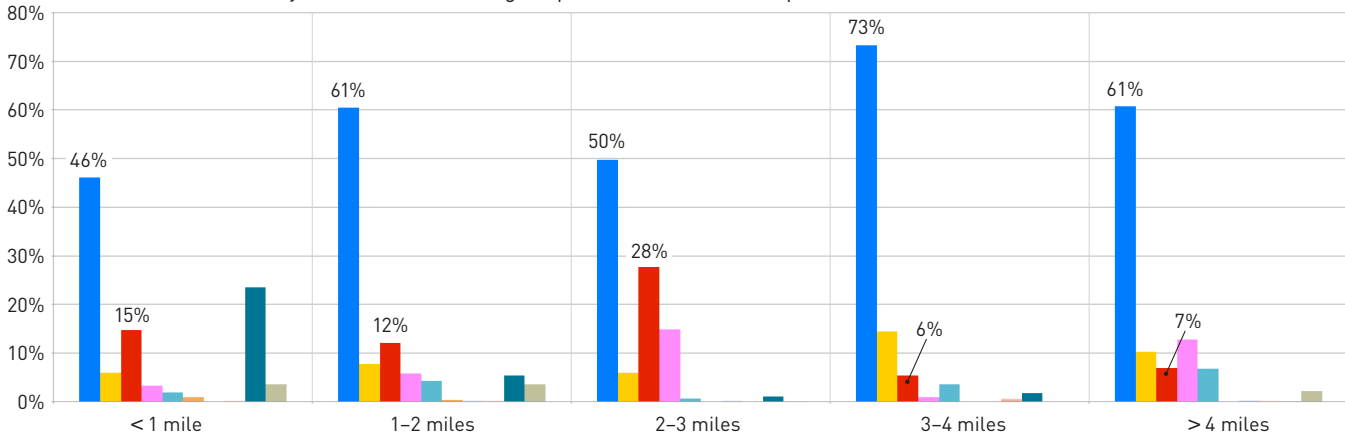


FIGURE 4. Mode share by distance for afternoon pickup at school bell, 'drive alone' and 'public transit' are labeled for reference

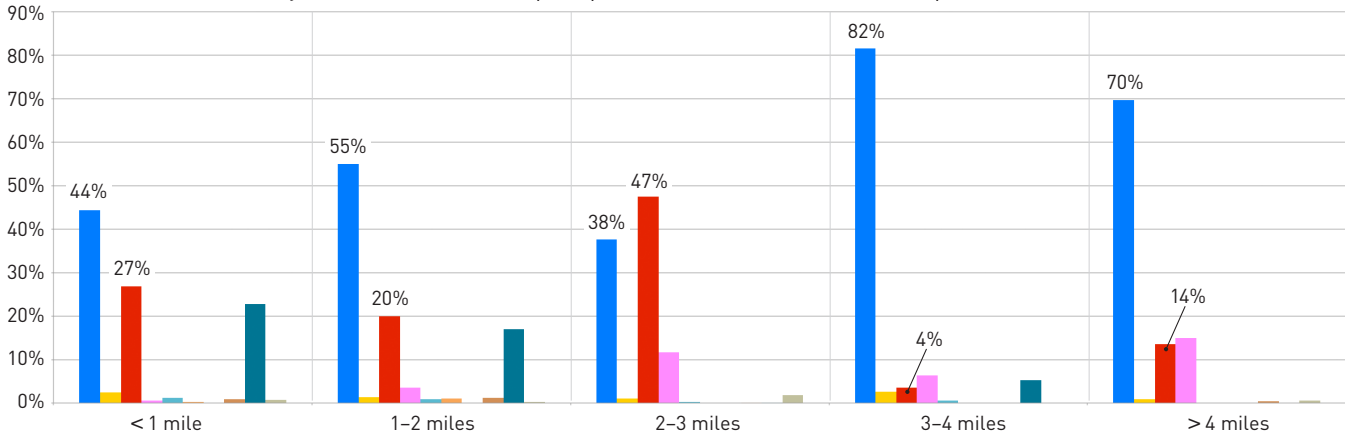
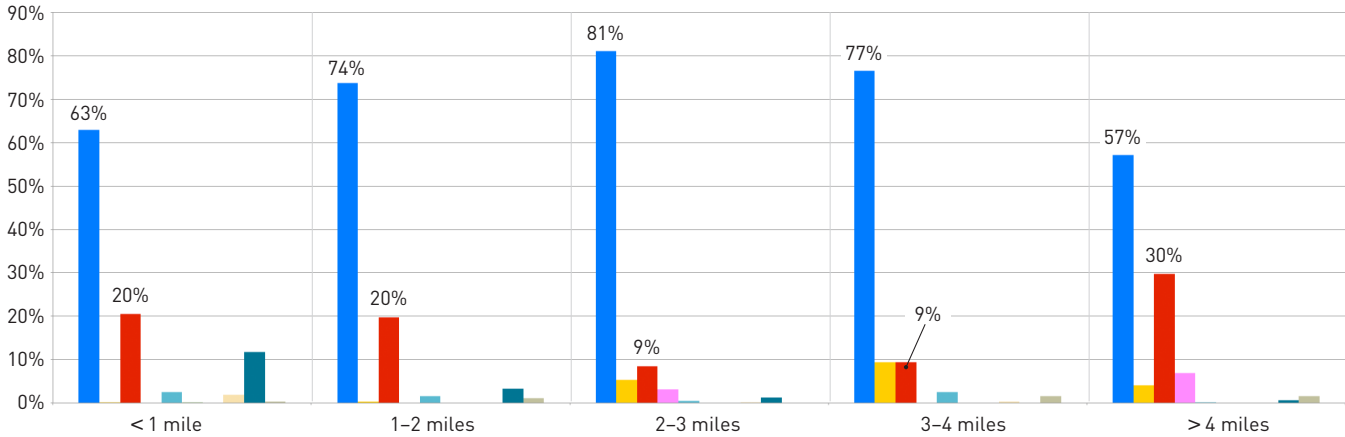
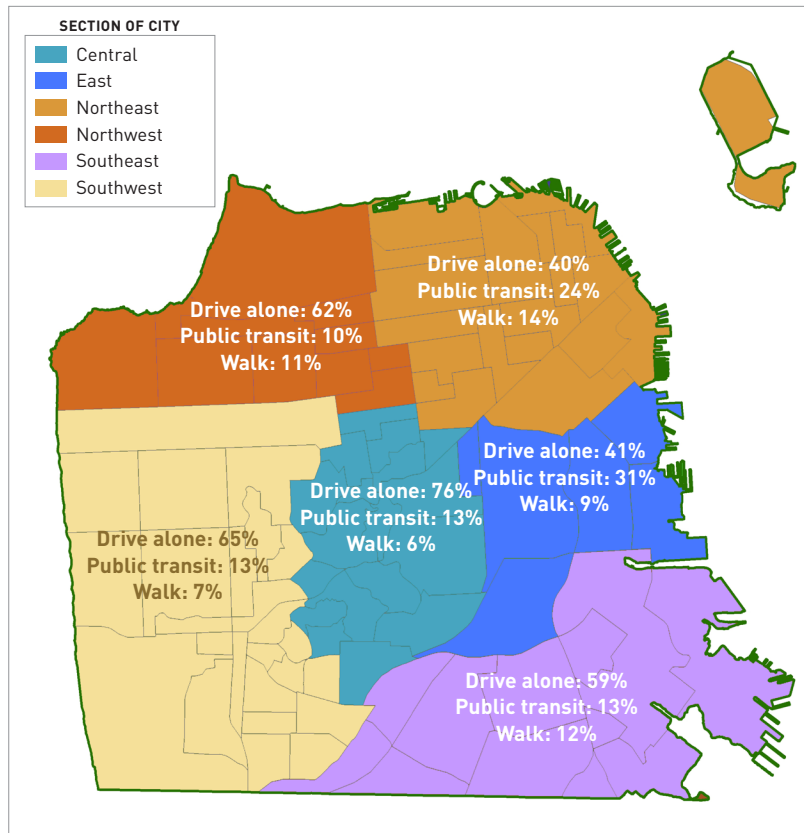


FIGURE 5. Mode share by distance for aftercare pickup at school (no aftercare), 'drive alone' and 'public transit' are labeled or reference



- Driven by a family member or caregiver (only family members in the car)
- Carpool with other families
- Public transit (Muni bus, BART, or light rail)
- Other bus (e.g., yellow school bus)
- Bike
- Scooter or skateboard
- Shuttle transporting multiple children
- Taxi or rideshare service (e.g., Lyft, Uber, or Shuddle)
- Walk
- Other

FIGURE 6. Top three modes of commuting to school by home city section



and the resulting transportation system impacts (e.g. congestion).

The study team used the survey results and other sources to estimate that approximately 60,000 miles are driven daily in San Francisco by parents taking K–5 children to and from school. See Appendix 5 for details on the assumptions used in the estimate. This is a small share of vehicle miles travelled in San Francisco, which has approximately 9 million daily vehicle miles of travel, over 3 million of which occur during morning and evening peak commute periods combined.⁴

The team did not attempt to directly model the congestion impacts of school related travel but they are likely minimal relative to other sources. However, congestion may still be significant in the immediate vicinity of different schools during pick up and dropoff times. During focus groups for this and prior studies,⁵ several individuals noted frustration with congestion issues during pickup

and dropoff, and a need for improved vehicle circulation around certain schools.

It is important to note, however, that most San Francisco traffic—as a rule—moves towards downtown in the morning and away from downtown in the afternoon. Children in San Francisco generally live away from downtown, and travel either to their local school or a school not located downtown. School commute traffic may therefore contribute more to localized neighborhood congestion.

Table 4 illustrates roughly where school-related travel is occurring by showing a matrix of the share of respondents by their school city section and home city section. The largest percentage of school location for every home

⁴ Source: Caltrans - California 2013 Public Road Data - Table 6, Daily Vehicle Miles of Travel Estimates by Jurisdiction, and SFCTA SF CHAMP Travel Forecasting Model 2012 base year estimate.

⁵ Including recent focus groups completed by the San Francisco DPH and San Francisco Department of Environment to inform development of a school transportation toolkit.

TABLE 4. Percentages of school city section attendance by home city section (column percentages)

CITY SECTION FOR SCHOOL	CITY SECTION FOR HOME NEIGHBORHOOD					
	CENTRAL	EAST	NORTHEAST	NORTHWEST	SOUTHEAST	SOUTHWEST
Central	50.2%	32.6%	23.8%	17.2%	11.7%	18.0%
East	18.9%	39.1%	17.1%	8.0%	25.2%	5.4%
Northeast	10.3%	7.4%	44.9%	26.6%	6.1%	6.8%
Northwest	9.0%	1.5%	12.0%	41.0%	0.4%	6.4%
Southeast	2.8%	16.1%	0.9%	0.1%	45.4%	2.6%
Southwest	8.8%	3.4%	1.3%	7.0%	11.3%	60.9%

neighborhood is the same neighborhood, meaning a lot of the travel to schools is localized. However, a large percentage of east section parents travel to the central section (33%), and many southeast parents travel to the east section (25%).

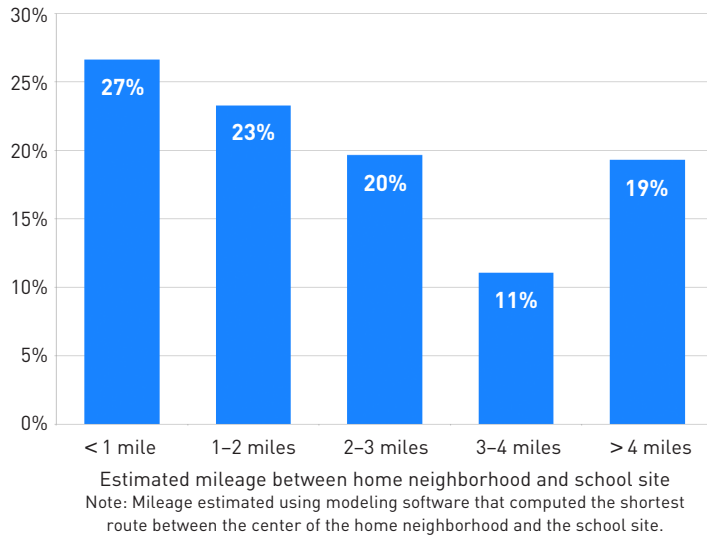
3. WHAT CHALLENGES DO PARENTS FACE WHEN GETTING CHILDREN TO/FROM SCHOOL?

Both the surveys and focus groups help illuminate some of the challenges faced by parents in transporting children to school. One clear challenge is the fact that as noted above, the majority of parents are shouldering the responsibility of taking children to school themselves in the family’s private car. Additional challenges are discussed below.

About 20% of respondents have 4+ mile school commutes

As discussed above, the study team estimated the distance between the home neighborhood to school, and found that about half of respondents live within about 2 miles of their school, but a significant share—almost

FIGURE 7. Share of respondents by approximate distance between home and school site



20%—are living four or more miles away (Figure 7). Many of the longest-distance trips were made by individuals living in the southwestern part of the city, which has the second-highest percentage of parents driving their children to school.

Table 5 shows average distance travelled by school type and by city section, which shows private school children are traveling the farthest distance (2.7 miles). Southwest residents going to charter schools are traveling the farthest overall (4.5 miles), and the shortest distances are by Central parochial and charter parents (1.3 miles).

For most parents, school is not on the way to work .

Respondents were asked if their child’s school was on the way to their workplace. About 42% reported that school was a “little out of the way”

and 23% thought it was “very out of the way”. These results did not vary significantly across demographic or geographic groups, and confirm that most parents are detouring to take their children to school.

Most parents have children in aftercare and therefore are picking up during rush hour.

Many respondents indicated they had children in after care either every day (46% respondents) or some days (13% of respondents). These parents contend with the additional challenge of rush hour traffic. Figure 8 (next page) shows that over two-thirds of respondents picked up their children from aftercare after 5:00 PM, in the middle of rush hour. In all of the focus groups, this was also mentioned as a particularly difficult challenge.

TABLE 5. Mean distance traveled by school type and home geography

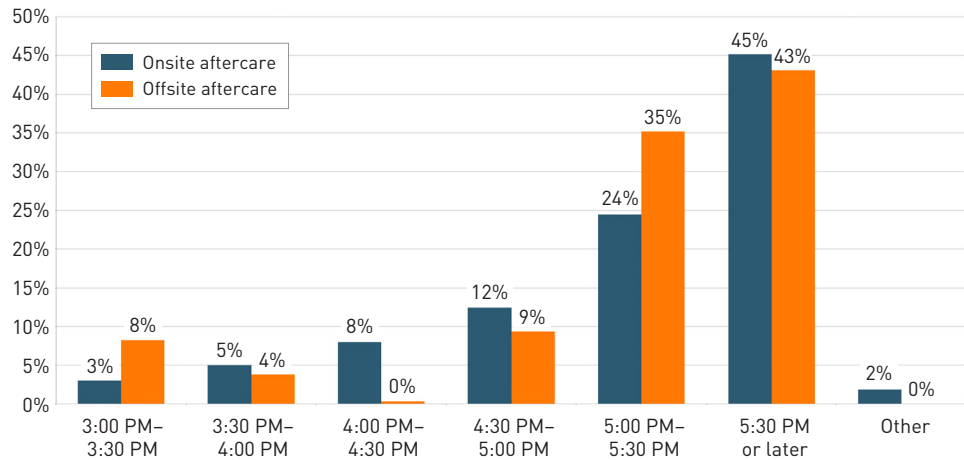
TYPE OF SCHOOL	TOTAL	CENTRAL	EAST	NORTHEAST	NORTHWEST	SOUTHEAST	SOUTHWEST
Public	2.4	1.4	2.1	1.5	2.5	3.1	2.5
Private	2.7	2.7	2.4	2.3	2.9	3.2	3.0
Parochial	2.0	1.3	1.9	3.6	1.8	1.7	1.8
Southwest	2.5	1.3	1.3	2.8	5.5	3.0	4.5

Lack of transportation options is limiting parents' choices for aftercare and enrichment programs.

Survey respondents were asked whether there are aftercare options (e.g. cultural, arts, sports, or academic programs) throughout San Francisco that they would like to pursue but can't because of lack of convenient transportation. About

65% of respondents indicated at least one type of aftercare program that they would like to do but can't because of transportation constraints. The challenge of aftercare is also revealed with the responses to "How important it is that a transportation system reaches these aftercare options (as well as getting children to and from school)", where 72% responded either 'very important' or 'extremely important'.

FIGURE 8. Aftercare pickup times from onsite and offsite



4. HOW INTERESTED ARE PARENTS IN ALTERNATIVES TO THEIR CURRENT SCHOOL TRANSPORTATION CHOICES?

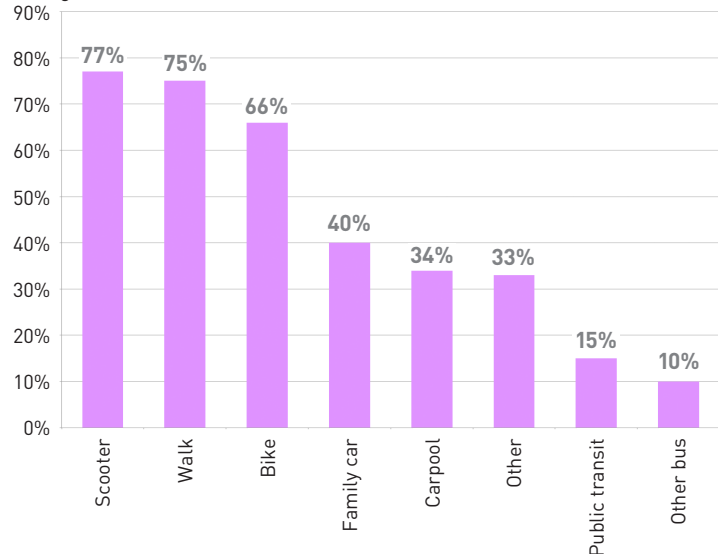
About 20% of respondents are actively interested in or currently seeking an alternative to their current commute, and 40% are open to alternatives.

When asked about their overall satisfaction with the school commute, almost 40% said that their current mode of travel is the best option for their family and probably not going to change. Another 40% said they would be open to other possibilities, and the final 20% said they were either actively interested in or currently seeking alternatives to their current commute.

Users of public transit and long-distance commuters were most interested in alternatives to their current commute, and those walking and biking were least interested in alternatives.

Figure 9 shows overall commute satisfaction, as indicated by the percentage who said that their commute mode was the best option for their family and not going to change, was highest for those who walk and bike (75% and 66% respectively), followed by drivers and carpoolers (40% and 34%), and last by public transit users (15%). Public transit users were disproportionately zero-vehicle households; in other words, the transit dependent.

FIGURE 9. Percent of respondents—by commute mode—indicating that their commute option was the best for them and not going to change



Transit users and longer distance commuters were less satisfied than others.

The median commute distance among those who said they are "actively thinking about or

currently exploring” ways to change their commute was about 2.5 miles, or about 25% longer than the overall median of 2.0 miles.

Those seeking alternative commute options are most interested in other buses, shuttles, or carpools, and least interested in bicycling.

Overall, survey respondents indicated the most interest in ‘other buses’ (57%), shuttles (54%), and carpooling (50%) as alternatives to their current mode of travel to school. Respondents were least interested in bicycling, with about 70% indicating that they had never tried bicycling and were not interested in doing so. This result was consistent for the sub-group of individuals who said they were either actively thinking about changing or currently exploring ways to change their commute.

Interest in shuttles is highest among those with longer commute distances and those living in the southeastern section of the city.

The survey also asked a series of questions about shuttles and carpooling specifically. This was done to provide more detailed options on these alternatives, which may be the only viable alternatives to driving for parents who live outside of a convenient walking or bicycling distance from their school.

Regarding shuttles, about 62% of respondents said that they may use or would like to use shuttles in the future, and about the same percentage indicated being willing to pay something to use a shuttle service (40% said between \$1 and \$25 weekly; almost 20% said between \$25 and \$50). Willingness to pay was highest for those with longer commutes (Figure 10) but was relatively similar geographically. The percentage of respondents willing to pay something for a shuttle service was between 55% and 63% for every home city section except the northwest, where the percentage was 47%.

Interest in carpooling is highest among those living in the central and northwest sections of the city.

About 50% of respondents said they may use or would like to use carpooling in the future, and interest was greatest in the central and northwest sections of the city (Figure 11).

Top desired features of shuttle services included driver background checks, text upon arrival, familiarity with the driver, and serving aftercare programs.

The survey tested agree/disagree statements for specific features of shuttles and carpools, which are summarized in Figures 12 and 13 (next page), respectively. For shuttles, top desired attributes included background checks for the shuttle driver, communication with parent via texts upon the child’s arrival at school, having a consistent/familiar driver, and having the shuttle provide service to aftercare in addition to school. Top desired

FIGURE 10. Percent of respondents, by home city section, willing to pay something for a shuttle service

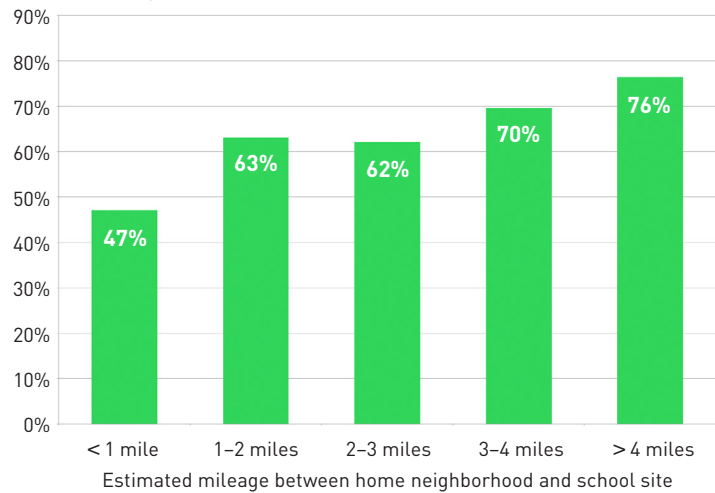
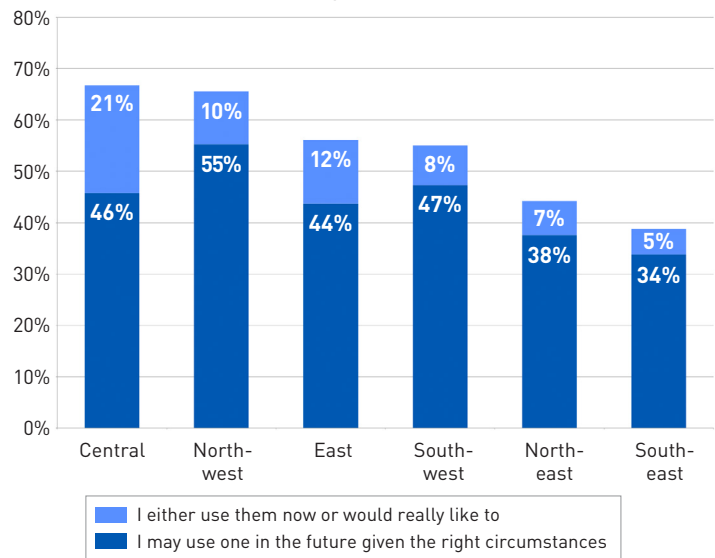
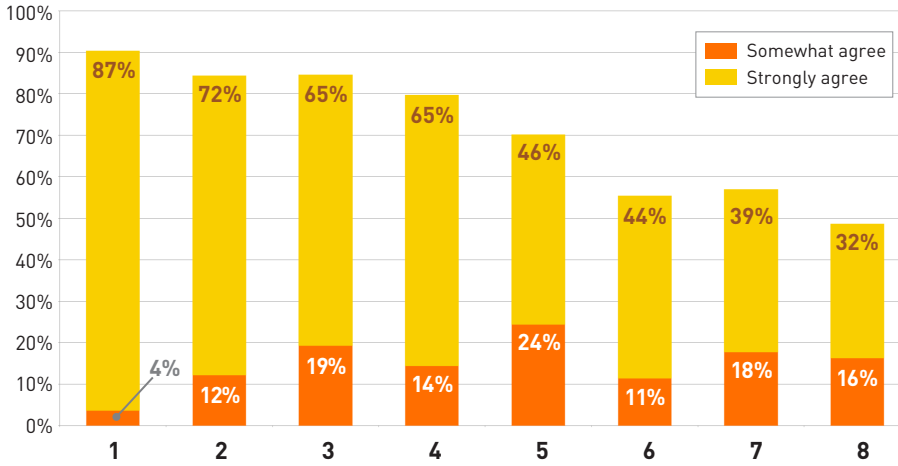


FIGURE 11. Interest in carpooling and home city section



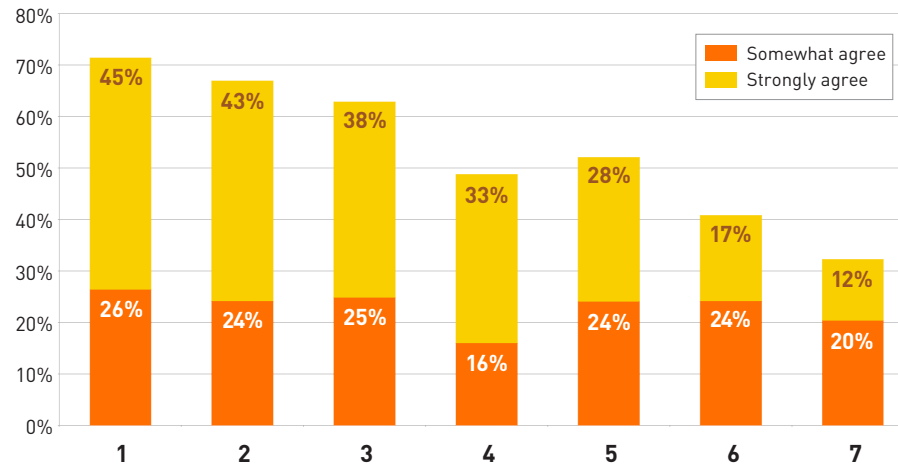
features of a carpooling program included having carpooling be available in both the morning and afternoon, including only other children from the same school (not nearby schools), and having a mobile application to help with finding carpools.

FIGURE 12. ‘Somewhat’ and ‘strongly’ agree percentages for shuttle attributes, ordered by ‘total agree’



1. The driver needs to have a complete background check
2. I should get a text upon safe arrival to or from school
3. We should have the same driver every day, and have a chance to meet him/her
4. The shuttle should do an after-care circuit from my school
5. The shuttle should come straight to my door before and after school
6. The shuttle should only transport my child(ren) to and from school
7. Children should be picked up from a nearby bus stop no more than five minutes away
8. The driver must be a government employee

FIGURE 13. ‘Somewhat’ and ‘strongly’ agree percentages for carpool attributes, ordered by ‘total agree’



1. A carpool should be available for both mornings and afternoons
2. A carpool should only be with kids of my school
3. I'd like an app to help run the carpool
4. A carpool system should be managed or administered by the school
5. A carpool would be more valuable in the morning
6. I'd be willing to drive in a carpool
7. A carpool should include close-by schools, not just my own

Recommendations and next steps

The survey results and focus groups paint a picture of the difficult school commute that faces many San Francisco parents of young children. Parents must take time from busy schedules to transport children to school and aftercare programs, many travel several miles during congested periods, and most must detour out of the way to work to complete their dropoff. These results varied little by respondent demographic characteristics or geography, (with a few exceptions as noted previously), showing that the school transportation problem is affecting all types of families across the city.

Because the commute is so challenging, most parents are interested in alternatives to their current situation, with about 60% indicating that they are either interested in or actively seeking an alternative to their current mode of travel to school. Parents are most interested in shared transportation options, such as shuttles and carpools, that take the burden of the school commute off of their shoulders, and want options that will connect them not just to school but to aftercare programs. The needs of transit-dependent families also warrants special

attention. Taken together, these findings indicate that further work to explore expansion of school transportation alternatives is needed and appropriate. The recommendations below suggest how alternatives could be developed.

Scope a program or public-private partnership to offer shuttle service in a select geographic area on a pilot basis.

Parents were most interested in shuttles as an alternative to their current commute, and many indicated at least some willingness to pay for such services. Additional research would be needed to develop a scope for a pilot program to provide shuttle services to parents. This effort could include researching the experiences of other jurisdictions in providing and funding shuttle or private bus services to school. San Francisco's challenges are not unique. The UC Berkeley Center for Cities and Schools 2014 "Beyond the Yellow Bus: Promising Practices for Maximizing Access to Opportunity Through Innovations in Student Transportation" describes an overall national shift towards privatization of school transportation, and cites many examples of privately contracted school transportation services. One example is Ride-to-School, a fee-based student transportation service that is contracted through the school, but paid for by parents, that currently holds about 1,200 contracts across North America. In addition, the Bayview Moves van sharing pilot program may provide a template through which community organizations are able to pool transportation resources.

Identifying a geographic area or areas most suitable for a shuttle pilot program is also necessary. This will involve identifying the neighborhoods with the greatest likely potential demand or need (e.g. to close equity gaps) for such services. The results from this survey can be used to identify the best neighborhoods, but a second survey may be required. Also, this may require extensive demographic research of both neighborhood schoolchildren, and school data on where their students live. A pilot program needs to begin where there are enough children going to the same or nearby places.

A critical aspect of this effort will involve working with transit agencies to examine issues pertaining to transportation logistics and to avoid conflicts with other agencies, to identify either fixed transportation routes and bus stops or flexible, demand responsive solutions and to address questions such as whether school shuttles should utilize Muni bus stops. A Request for Information (RFI) from shuttle providers can be used to help gauge the degree to which shuttle providers are interested in providing school transportation and what their funding requirements would be.

Informed by the identified operational and financial considerations, an organizational and funding model can be developed. The results from the RFI and the willingness-to-pay information from this survey can help inform estimates of the degree to which subsidy (public or private) is needed for shuttle service to be viable and available to families with a range of means. This information could then inform development of one or more organizational and funding models for shuttle operation. Additionally, issues of insurance, liability, and other logistical issues would need to be addressed. Identifying funding support for the duration of the pilot program will also be required if the selected organizational model involves subsidy of the shuttle system. Finally, additional focus groups and a more specific market research survey towards targeted parents to refine the shuttle attributes required to make the program successful will be helpful. The child transportation survey documented in this report indicated some of what parents want to see in a shuttle program, like background checks and consistent drivers, but more research is needed.

Consider selection of a preferred mobile application to support carpooling to school, and enlist more direct help from the schools.

The survey results indicated strong parent interest in carpooling to school, with about half of respondents saying they were interested in trying carpooling. During focus groups, some parents suggested that a mobile application would be helpful in supporting them to carpool more frequently. This suggestion also surfaced in the recent focus groups completed by the San Francisco Department of Environment and the San Francisco Department of Public Health, as noted in the literature summary.

Many carpooling apps do exist, but one of the major problems is that there is no preferred app, or an app that is

sponsored and promoted by SFUSD or other school districts. With so many apps, each one has difficulty reaching a critical mass needed to ensure success. If one app is sponsored or selected, and then promoted appropriately, perhaps enough parents would be willing to try it. If enrollment is insufficient, parents will be unable to find carpool matches. Some previous efforts to promote carpooling among parents of schoolchildren had limited success, like SFE's School Pool, so this effort would need to be approached carefully to ensure a different result.

San Francisco already has a relationship with Google/Waze, and they have a carpooling app. A private/public partnership could be created to try to test this app and sustain a large user base for various schools.

Continue investment in programs that encourage bicycling and walking to school and further investigate barriers to bicycling and walking especially among families living close to schools.

The survey results indicated that parents who are already walking and bicycling to school are much more satisfied with their school commute than parents who use other modes of travel. At the same time, parents who are not currently walking and bicycling are largely not interested in trying. About 70% and 50% respectively reported that they had never tried bicycling or walking to school and were not interested.

The survey did not ask specifically why parents are not interested in walking or bicycling, but the research summarized at the beginning of this report and the focus group results suggest that the amount of time it takes to walk and bicycle, coupled with concerns about safety and challenging topography make bicycling and walking less attractive for parents.

San Francisco's Safe Routes to Schools program is focused on making walking and bicycling to school easier and safer, and overcoming barriers to bicycling and walking. Additionally, the San Francisco Municipal Transportation Agency has numerous capital projects underway designed to improve the safety of walking and bicycling throughout the city. The city should continue to invest in these programs and consider deeper study of barriers to bicycling and walking especially among parents who live close to their schools. Creative solutions will be needed to encourage parents to consider bicycling and walking as attractive options.

Improve and expand transit options to improve transit competitiveness with driving and reduce barriers to transit.

Despite being the second most popular mode for school commutes, the survey revealed that transit also had the highest share amongst all modes of people stating that they've tried it but it didn't work for their family. The stakeholder group and focus groups identified a number of potential reasons for this dissatisfaction, including route alignments that don't serve schools effectively, service reliability and costs. Specifically, it was suggested that Muni align routes to more effectively serve schools, including more "school tripper" runs. This school commute demand could both exploit existing offpeak transit capacity, as well as be served by rush hour transit capacity. A further suggestion was to Implement a Muni "family pass" to support use of Muni for escorting children



to school. For households that use Muni for school, or perhaps don't own cars, Family passes would help alleviate the financial burden for parents who must accompany their children to school. This could be particularly effective for parents of younger children.



Findings of the Child Transportation Survey

REPORT APPENDICES

NOVEMBER 2016



SFMTA
Municipal
Transportation
Agency



Appendix 1. Focus group script

1. (5 min) Introduce members
 - a. Where they live
 - b. # of kids, ages, and where they go to school
2. (15 min) Discuss morning commute
 - a. What you typically do
 - b. Opinions on it (i.e., convenience, timeliness)
 - c. What do you or where you go do after dropoff
3. (20 min) Afternoon commute
 - a. With or without aftercare (whether kid is in aftercare is part of this)
 - b. How pickup fits into day, i.e. do you pick up from work or home
 - c. Do you wish there were other aftercare options?
4. (25 min) Discussion of alternatives
 - a. What would you consider
 - b. What factors matter
5. (15 min) Shuttles and carpools
 - a. Would you or do you use
 - b. Discuss factors in deciding whether or not to use
 - c. Is there another 'new' option here?
 - d. Second would/do you use ask

Appendix 2. Survey instrument

Note: the actual instrument was online, but this is the paper version of the survey that was given to a few respondents. Except for a few branching options, this matches the online instrument.

Child transportation survey

The San Francisco County Transportation Authority (SFCTA) and the Mayor's Office of Transportation are conducting a San Francisco-wide survey for families whose kids are in kindergarten through fifth grade, in public, private, or parochial schools located in San Francisco. This survey should take about ten minutes, and the results will be COMPLETELY CONFIDENTIAL. If you are responsible for the commute of more than one child, please complete the survey for the youngest child. We really appreciate your responses and thanks!

Section 1 - A little bit about you. Remember, please complete only for the youngest child.

Is your child in public, private, or parochial school?

- Public
- Private
- Parochial
- Charter/Other

What school does your child attend? _____

How many children do you have at this school?

- 1
- 2
- 3
- 4

Do you have children at other schools?

- Yes
- No

What neighborhood do you live in? _____

How many adults in your household are responsible for the school commute? In other words, how many different people do dropoff, pickup, etc.? _____

Does your household own one or more cars?

- Yes
- No

Section 2 - About your morning commute. Remember, please complete only for the youngest child.

How does your child typically get to school? Think about what you do 3-5 times per week.

- Driven by a family member or caregiver - only family members in the car
- Carpool with other families
- Public transit (Muni bus, BART, or light rail)
- Other bus, like yellow school bus
- Bike
- Scooter or skateboard
- Private shuttle transporting multiple children
- Taxi or rideshare service like Lyft, Uber, or Shuddle
- Walk
- Other (please fill in) _____

What time does your child typically get to school?

- 7:00 AM
- 7:15 AM
- 7:30 AM
- 7:45 AM
- 8:00 AM
- 8:15 AM
- 8:30 AM
- 8:45 AM
- 9:00 AM
- Other _____

Where do you go after your child goes to school?

- Back home (including if you work at home)
- To work (not at home)
- Other _____

IF YOU GO WORK How do you get to work?

- Drive alone
- Public transit (Muni bus, BART, or light rail)
- Walk
- Bike
- Services like Lyft or Uber
- Carpool
- Other _____

IF YOU GO TO WORK Is your child's school generally on the way to work, or would you consider it out of the way?

- School is generally on the way to work
- School is a little out of the way
- School is very out of the way

Section 3 - About your afternoon commute. Remember, please complete only for the youngest child.

Does your child attend an aftercare program?

- Yes, everyday GO TO BLOCK 2
- Yes, but only some days per week GO TO BLOCK 2
- No, s/he is picked up from school and taken home, on errands, etc. GO TO BLOCK 1
- No, s/he is picked up from school and brought to an enrichment activity (i.e music lessons, art, karate, etc)
GO TO BLOCK 1

BLOCK 1*Please answer questions in block 1 only if your previous answer was "No". If "Yes", please skip to Block 2.*

What time is s/he typically picked up?

- 2:00 PM - 2:30 PM
- 2:30 PM - 3:00 PM
- 3:00 PM - 3:30 PM
- 4:00 PM or later
- Other _____

How does your child typically get home from school?

- Driven by a family member or caregiver - only family members in the car
- Carpool with other families
- Public transit (Muni bus, BART, or light rail)
- Other bus, like yellow school bus
- Bike
- Scooter or skateboard
- Private shuttle transporting multiple children
- Taxi or rideshare service like Lyft, Uber, or Shuddle
- Walk
- Other (please fill in) _____

Where is the person picking your child up coming from right before your child is picked up?

- Work
- Home
- N/A (child gets home by himself/herself)
- Other _____

Does your school offer onsite aftercare?

- Yes
- No
- Not sure

IF NO OR NOT SURE Would you use onsite aftercare if it were available?

- Yes
- No
- Not Sure

PLEASE GO TO SECTION 4

BLOCK 2

Is aftercare at your school onsite or offsite?

- Onsite
- Offsite

If onsite please answer the next three questions. If offsite, please answer the questions after those.

IF ONSITE What time is s/he typically picked up?

- 3:00 PM - 3:30 PM
- 3:30 PM - 4:00 PM
- 4:00 PM - 4:30 PM
- 4:30 PM - 5:00 PM
- 5:00 PM - 5:30 PM
- 5:30 PM - 6:00 PM
- Other _____

IF ONSITE How is your child typically picked up from aftercare?

- Driven by a family member or caregiver - only family members in the car
- Carpool with other families
- Public transit (Muni bus, BART, or light rail)
- Other bus, like yellow school bus
- Bike
- Scooter or skateboard
- Private shuttle transporting multiple children
- Taxi or rideshare service like Lyft, Uber, or Shuddle
- Walk
- Other (please fill in) _____

IF ONSITE Where is the person picking your child up coming from right before your child is picked up?

- Work
- Home
- Other

GO TO SECTION 4, IF YOUR CHILDCARE IS OFFSITE PLEASE ANSWER THE FOLLOWING QUESTIONS

IF OFFSITE Please write the neighborhood of your child's aftercare. _____

IF OFFSITE How did your child get to this location from school?

- School took him/her
- You or someone else took him/her
- Children took themselves
- Other _____

IF OFFSITE What was the mode of transportation to this location?

- Driven by a family member or caregiver - only family members in the car
- Carpool with other families
- Public transit (Muni bus, BART, or light rail)
- Other bus, like yellow school bus
- Bike
- Scooter or skateboard
- Private shuttle transporting multiple children
- Taxi or rideshare service like Lyft, Uber, or Shuddle
- Walk
- Other _____

IF OFFSITE What time is s/he typically picked up from aftercare?

- 3:00 PM - 3:30 PM
- 3:30 PM - 4:00 PM
- 4:00 PM - 4:30 PM
- 4:30 PM - 5:00 PM
- 5:00 PM - 5:30 PM
- 5:30 PM - 6:00 PM
- Other _____

IF OFFSITE How are your children typically picked up from aftercare?

- Driven by a family member or caregiver - only family members in the car
- Carpool with other families
- Public transit (Muni bus, BART, or light rail)
- Other bus, like yellow school bus
- Bike
- Scooter or skateboard
- Private shuttle transporting multiple children
- Taxi or rideshare service like Lyft, Uber, or Shuddle
- Walk
- Other (please fill in) _____

IF OFFSITE Does your school offer onsite aftercare?

- Yes
- No
- Not sure

IF NO OR NOT SURE Would you use onsite aftercare if it were available?

- Yes
- No
- Not sure

Section 5 - Carpool and shuttles. Remember, please complete only for the youngest child.

More and more, private shuttles are taking kids to their respective schools. We are interested if this is something that you are using or would consider for your children.

If there were a shuttle service available to you in your area, please tell us what you'd be willing to pay per week to use it? Enter whatever value you wish, and enter zero if you have no desire to use a shuttle system. _____

Thinking about a shuttle service that takes your children to and from school, for each of the following statements about shuttles, please tell us how much you agree or disagree with the following statements.

	Strongly disagree	Somewhat disagree	I'm not familiar with this	Neither agree nor disagree	Somewhat agree	Strongly agree
• The shuttle should come straight to my door before and after school	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Children should be picked up from a nearby bus stop no more than 5 minutes away	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• We should have the same driver every day, and I have a chance to meet her/her	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• This driver needs to have a complete background check	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• The driver must be a government employee	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• The shuttle should only transport my child(ren) to and from school	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• I need to have a real-time app on my phone so I can track the shuttle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• The shuttle should do an aftercare circuit from my school	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• I should get a text upon safe arrival to or from school	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Overall, what would you say your opinion is on private shuttles that transport children to and from school?

- I don't think these should be part of the school transportation system
- They're okay for other people but I'm not really interested
- I'm not really sure
- I may use one in the future given the right circumstances
- I either use them now or would really like to

Carpooling is an option for some parents who don't wish to drive every day. We are interested if this is something that you are using or would consider for your children. Of the following statements about a carpool system, please rate how strongly you agree or disagree with them (check one).

	Strongly disagree	Somewhat disagree	I'm not familiar with this	Neither agree nor disagree	Somewhat agree	Strongly agree
• A carpool system should be managed or administered by the school	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• I'd like an app to help run the carpool	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• A carpool should only be with kids of my school	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• A carpool should include close-by schools, not just my own	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• I'd be willing to drive in a carpool	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• A carpool should be available for both mornings and afternoons	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• A carpool would be more valuable in the morning	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Overall, what would you say your opinion is of carpooling with other families?

- I don't think these should be part of the school transportation system
- They're okay for other people but I'm not really interested
- I'm not really sure
- I may use one in the future given the right circumstances
- I either use one now or would really like to

Section 6 - A little more on aftercare. Remember, please complete only for the youngest child.

Are there aftercare options throughout San Francisco that you would like to do but can't because you can't find convenient transportation (check all that apply)?

- Cultural institutions
- Arts programs
- Sports programs
- Academic programs
- None
- Other _____

How important it is that a transportation system reaches these aftercare options (as well as getting kids to and from school)?

- Extremely important
- Very important
- Moderately important
- Slightly important
- Not at all important

Section 7 - Respondent demographics

Are you Hispanic or Latino?

- Yes
- No

What is your race?

- White alone
- Black or African American alone
- American Indian and Alaska Native alone
- Asian alone
- Native Hawaiian and Other Pacific Islander alone
- Some other race alone
- Two or more races

IF ASIAN ALONE OR NATIVE HAWAIIAN/OTHER PI Are you...

- Chinese
- Korean
- Filipino
- Japanese
- Vietnamese
- South Asian
- Thai
- Samoan
- Other _____

Do you rent or own your home?

- Rent
- Own
- Other

What is the highest level of education attained by any member in your household?

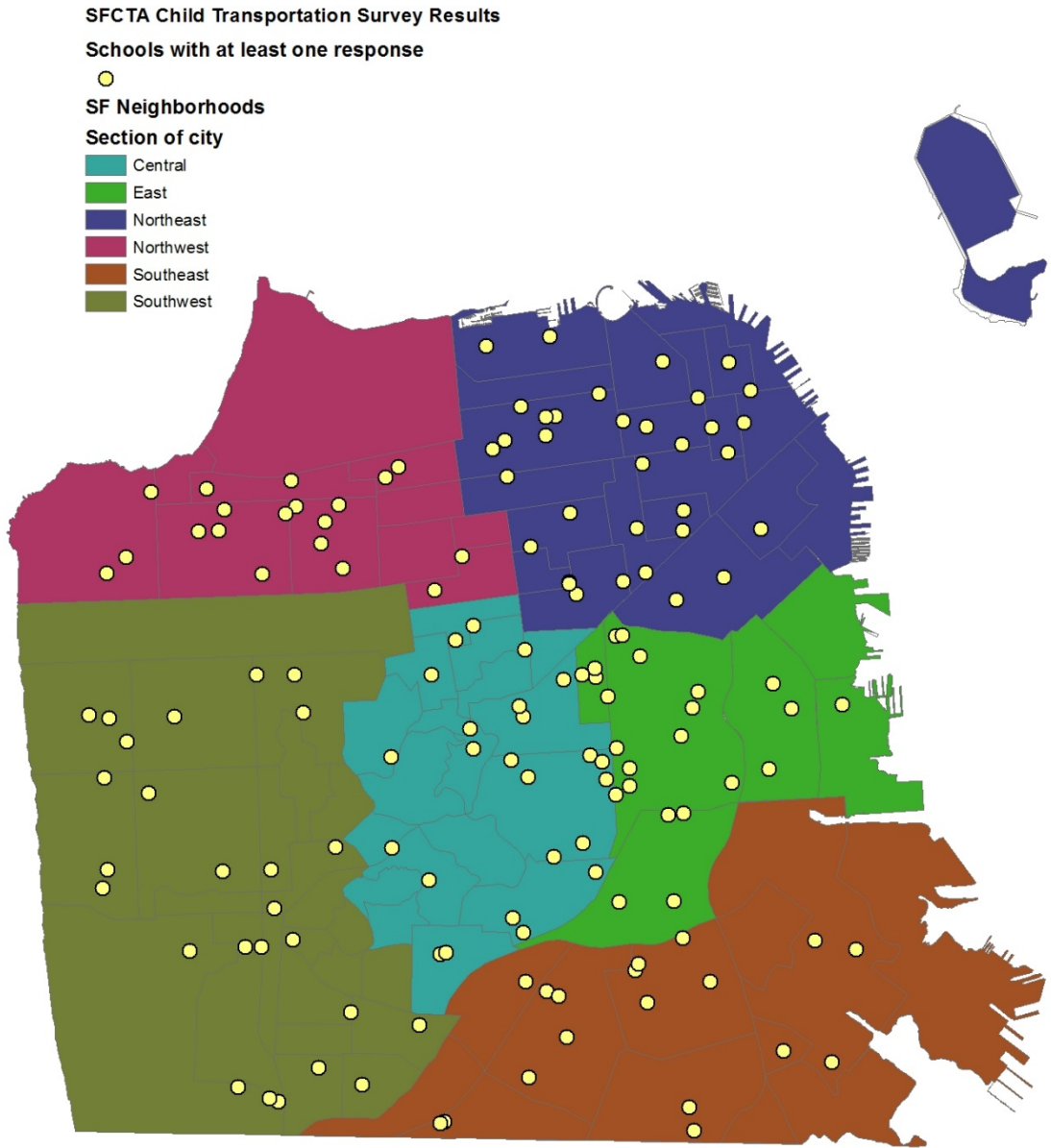
- No high school, high school degree, or GED
- Some college
- Associates or other 2-year degree
- Bachelors or other 4-year degree
- Post-graduate work or completion

What is your age range?

- Under 30
- 31-39
- 40-49
- 50-59
- 60 or over

Thank you so much for your responses! They are greatly appreciated.

Appendix 3. City section map



Appendix 4. Neighborhood map



Appendix 5. School Related Travel, Mileage Estimate Methodology

Earlier work in this project and this survey have been used to create three crude models of vehicle miles traveled per day for elementary school parents, with two of them from other data sources and one from this survey.

Data from a 2014 SFUSD survey was used to estimate that parents of *public* elementary school-aged children drove around 47,300 miles per day in the city, either via single vehicle occupancy or a carpool. If this is extended to private and parochial school children, which public school attendance is about 65% of the total school share⁶, then we can estimate that parent drive children in grades K-5 nearly 73,000 miles per day in San Francisco.

NHTS data from 2009 indicate that parents drive 14-18 miles per week in the San Francisco area (2.8 to 3.6 miles per day) on schooldays. There are around 40,000 children in elementary school in San Francisco, and although it is difficult to directly calculate total number of families driving from the survey, 36% of respondents had children other schools, and 30% had multiple children at the same school. Thus 33% of respondents drove their one child to school, and another 36% had to presumably drive on to another school. We use this to reduce 40,000 children to 69%, or 27,600 families.

If 65% of families drive, according to the survey, either alone or via carpool, that yields 17,940 families driving per day. Using the NHTS driving ranges results in a range of miles driven per day by parents of elementary school children: the low end is 50,232 miles per day and the high end is 64,584 miles per day.

The survey results can be used to create a third model of vehicle miles traveled by elementary school parents who drive alone or carpool. Using the distance traveled from home (midpoint of neighborhood) to school we can calculate approximate miles traveled per day. Table 6 shows the mean values traveled by mode for dropoff and pickup.

Table 6: mean distances traveled per respondent for commute types

	Mean distance dropoff	Mean distance pickup from school	Mean distance from aftercare
Drive alone	1.95	1.91	1.79
Carpool	2.22	1.34	2.98

Percentages generated from the survey pertaining to mode share for dropoff and pickup are applied to the estimated number of families that have elementary school-aged children. From the survey, 41% of families pick their children up directly from school at least some days, and 59% of children attend aftercare. Table 7 breaks shows the percentages applied to 27,600 total families, and then uses the mean miles travel for each mode to calculate the total miles traveled.

⁶ We came at this number through deduction. We have exact numbers for SFUSD and charter students and parochial students from the Archdiocese. The rest are assumed to be private school students.

Table 7: Calculation of miles driven by SOV or carpool by parents for K-5 children

		27,600 families total	Mean miles per mode	Total miles
Dropoff SOV	57% of all families	15,732	1.95	30,677
Dropoff Carpool	8% of all families	2,208	2.22	4,902
Pickup from school SOV	52% of 41% of families	5,884	1.91	11,238
Pickup from school Carpool	2% of 41% of families	226	1.34	303
Pickup from aftercare SOV	40% of 59% of families	6,514	1.79	11,660
Pickup from aftercare Carpool	3% of 59% of families	489	2.98	1,457
			Total:	60,237

Although the models presented here are generalized, they all give relatively similar values for total number of miles travelled per day for elementary school families, averaging 63,548 miles per day. The results are summarized below:

- Model 1: SFUSD survey: 73,000 miles per day
- Model 2: NHTS data: 50,232 - 64,584 miles per day
- Model 3: Child transportation survey: 60,237 miles per day
- Model average: 63,548 miles per day