

SF BAC minutes 01_25_2020

Monday, January 25, 2021

- **Roll Call – Determination of Quorum**

Meeting start time: 6:33 pm

Present: D1, D2, D3, D4, D5, D6, D7, D8, D9 D10

Absent: D11

Announcements & Acknowledgments -

- Meeting via Zoom.
- Anne Brask's D4, last meeting as she is moving.

Approve Minutes – BAC Meeting

- Marc wants to update one sentence, and will approve upon.
- Unanimously approved.

Public Comments -

- No comments tonight.

Committee Member Reports (*Information*)

Report	Discussion
Chairman	<ul style="list-style-type: none">● Some BAC representatives need to reapply. Recent change from Sup. Peskin, no longer need to go before the Rules Committee, is a supervisor appointment.
Committee reports	<ul style="list-style-type: none">● D1: No report this month.● D2: No report● D3: Asked supervisor's office about the autonomous vehicle permit, wants to understand better how they are regulated in SF.● D4: No report. Am curious how the sunset explanation plans are with Bay Wheels.● D5: No report. Supervisor's office said they will have a lot more to report next month.● D6: No report.● D7: Chair report.● D8: Absent.● D9: Absent

- D10: No report.
- D11: Absent.

6. Governmental Reports

Agency	Discussion
SFPD Report: Lt. Bill Conley	<ul style="list-style-type: none"> ● First time attending the BAC meeting. Raised in SF, and has been in the Police Department for 26+ years. Bicycling and pedestrian safety is of top priority for Chief and himself. ● Currently is acting Captain of the Richmond District. ● Numbers of citations are not what he wants them to be. Crimes have gone up in the Richmond, thus diverting resources. ● Traffic enforcement operation on the 20th, not going to see the numbers from before the pandemic. ● Has good communication from the traffic division. ● Hope that moving forward wants to help with education and enforcement. Anything we can do to get numbers down is what we need to push. Education for drivers, and also bikes and pedestrians. ● We strive for Focus on the Five. ● Officers on every shift for traffic enforcement. That in combo with the solos are the numbers we see. ● The most recent stats, from Sept, can email the Chair with the most recent ones. Right now they are low due to pandemic. ● Questions: <ul style="list-style-type: none"> ○ D7: Great Highway, what kind of problems are there? ○ A: There's complaints of speed in that area, balboa from coming down the hill. Fulton towards the beach also see a lot of speeding. Motorcycle officers also are on Geary. ○ D6: Curious in 2021, as we start to see the relationship between community and police, what other levers can you explore other than enforcement? ○ A: At the Richmond station, we are ramping up communication. We have community meetings every month. They ask questions, and we are transparent about the answers. It's been a tough year for the whole city. When I talk to people in the community about their anger and frustrations, I get it, I think people are in a heightened

state of annoyance. When people email me, I email back. When people call me, I call back. Hearing the problem is an important aspect of what you are describing. They understand that I'm willing to listen, and want to think outside the box, as you mentioned. After communication, then we need to develop a plan. I'm not an expert, but I love learning and listening. The solutions don't always work, but I'm willing to try.

- D3: Thanks for being out there and being understanding of the needs of cyclists.
 - A:
 - D10: Thank you for having an open ear to hearing the frustrations happening now. What concerns me is street safety. The spike in sideshows, is concerning. What is SFPD doing to coordinate with CHP?
 - A: When they began a few months ago, took some time to come up with an action plan on how to respond to them. Part of the allure is the spontaneity. The department has a plan, led by the traffic division. There's now a coordinated response when they begin.
 - D1: We don't have SFPD presence with any regularity at these meetings, and we want to have ongoing collaboration. Would that be you, or someone else?
 - A: I'm great to attend when there's issues of the Richmond. I'm also happy to answer to any questions you have, even if they are not in my district. I will also call the traffic division that can better speak to the whole city.
 - D1: Most of the constituents that I speak with, a lot of families out here teaching their children how to bike. We also have a new supervisor who is scared to ride, she thinks it's dangerous. Biking has gone up in Golden Gate Park by 600%. There's a lot of Slow Streets now, and yet there's still drivers driving fast and knocking over the soft hit posts. What is the policy to monitor the slow streets?
 - A: There is enforcement, the idea about Slow Streets--which has, I noticed, slowed down the traffic--I think people are getting numb to the idea of it. I'm a big supporter of Slow Streets, you see people with their children, and it can give people a false sense of safety, still have to be aware of surroundings.
 - D1: I would love to work with you to improve the safety in our district. In 2020, there was a dooring fatality, what is
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	<p>the enforcement of dooring in bike lanes and bike routes. Can you please send us the stats?</p> <ul style="list-style-type: none"> ○ A: Absolutely. ○ D9: Wanted to share that transparent about police being seen as the only way to address people’s concerns around safety. It’s one of the tools we have, but it doesn’t need to be the first or only thing. It’s hard for me to hear that happening. ○ A: I agree with that. I preach about that at the community meetings. I want people to be proactive with their own safety. Great point, thank you. <ul style="list-style-type: none"> ● Public comment: <ul style="list-style-type: none"> ○ Whitney Ericson: I echo the Slow Streets comments, and was wondering about any SFPD collaboration with MTA to come up with traffic design solutions to slow or discourage unsafe driving. ○ A: Enforcement is an important tool we do use, the traffic division has better communication with SFMTA than I do. ○ Chair: the speed tables that have been put in, have to be careful when they put them in so there’s bicycle cutouts. ○ Donovan Lacy: Also with Slow Streets, D10, we have 3 active ones. Is there a plan to address it? ○ A: Lake Street is a large one, for example, but 15 blocks away something happens. If you tell me about a specific intersection that has ongoing issues, we can head out and deal with it by using enforcement and education. ● Comment in Zoom chat relevant to the notes: <ul style="list-style-type: none"> ○ Whitney Ericson: We could also get more solid barriers at intersections so people cannot easily drive around or move Slow Streets Signs ● Acting Capt. Lt. Bill Conley: William.Conley@sfgov.org
<p>Public Works Report: Jeremy Spitz</p>	<ul style="list-style-type: none"> ● Absent tonight, but answered a question from the Chair via email. ● Sloat
<p>MTA Bicycle Program Report: Maia Moran</p>	<ul style="list-style-type: none"> ● Absent tonight, presentation sent via email. ● Available tonight was the Scoter Share Service presentation by Adrian Leung and Richard Aicardi and Sarah Hellman ● Permit program: Lime, Scoot and Spin (Lime bought Jump)

- Current key requirements:
 - Only 50% of a bike rack can be taken up at a time, and on the same side of the rack. Supposed to be away from fixed objects, and ramps in the curbs, etc.
 - Low income plan, 50% discount for those who qualify
- Community engagement plan, get feedback on different aspects of the program, including education at Sunday Streets, and would also hand out free helmets
- Compliance monitoring, a cap in certain areas, all parking complaints dealt with in 2 hours.
- Transparency: 2 public facing dashboard.
 - Enforcement and complaints
 - Scooter service statistics
- Program Facts:
 - Current size is 2k lime, 1k scoot, 2k spin
 - Each allowed up to 2500
 - Current bike racks installed 1225
- Scooter ridership:
 - Was dropping due to shelter in place. Only spin maintained operations. The other two came up
 - Right now is at 50% since august at pre-pandemic levels
- 6-month permit extension
 - Expanded due to SIP, from mid Oct 2020 to mid April 2021
- 2021 permit updates:
 - Require adapt scooter program
 - Expand term mid april - june 30
 - (rest in slide deck)
- Community engagement requirements (mobility justice training requirements)
- Distribution requirements in neighborhoods
- Adaptive program.
- Permanent Adaptive program
 - Propose adaptive scooters required in fleet, must be available for reservation, required to have GPS, and track and report on other metrics monthly be able to provide additional verification on the process utilized
- **Key Stakeholder Engagement - Streets team** -- Adrian Leung, Bike Share and Bike Parking program Manager
 - Regularly scheduled meetings
 - Survey and online meeting
 - Key community based organization outreach
 - Land use and transportation committee hearing

	<ul style="list-style-type: none"> ○ 311 complaints/compliments <p>Questions:</p> <ul style="list-style-type: none"> ● D2: Why was the extension so short? <ul style="list-style-type: none"> ○ A: Industry-led as the models are being tested. And if the program is going ok, then we can extend as needed. We are all still learning a lot. ● D2: Excited to see that bike racks are putting in through the pilot. ● D3: How safe are the scooters? <ul style="list-style-type: none"> ○ A: we monitor their apps to make sure their education lines up with actual safety ● D9: Around the guidelines, would like to know the specifics of community outreach, in particular. I want to know what the process is of implementing community feedback. ● Powered Scooter Share Permit Program ● Survey link ● Twin Peaks updates? Is this the final, or is this open for community comment? <ul style="list-style-type: none"> ○ Seeking public comment until Feb 5, 2021. ○ Contact email is twinpeaks4all@sfmta.com <p>Comment from Saran Hellman:</p> <ul style="list-style-type: none"> ● Sorry for not introducing, I am the Manager of Scooter Permits. Please reach out to me for questions at sarah.hellman2@sfmta.com.
<p>BART Bicycle Advisory Task Force Report: Rick Goldman</p>	<ul style="list-style-type: none"> ● I have two meetings to report on. ● October: bike parking data, parking ● No questions.
<p>Vision Zero Coalition Report: Bert Hill</p>	<ul style="list-style-type: none"> ● Need to review the recording
<p>SF Bicycle Coalition: vacant</p>	<ul style="list-style-type: none"> ● No report

8. Bay Wheel Update & Plans for BORP (Discussion) Neal Patel

A discussion on the progress of Bay Wheels in San Francisco, as well as a look at BORP (Bay Area Opportunities Recreation Program for people with special challenges, especially blindness).

- Slow holiday rollout, 10th and lawton, great partner org, and happy to have the bike share there.
- Election day, provided free trips to or from the polls.
- Reinstated our Bike Angel program. Way to get members and riders a reward, redistribution efforts. Can get ebike time credits.
- Sunset district is a big one we are working on. Will come back with initial recommendations.
- Have 80 stations left we want to do, currently at 270
- Ridership is down, but will be here when people are ready to move around again.
- BORP: 6 months left of SF program. Great to see someone who is not able to ride bikes to experience it through the BORP program. First Sunday in March (3/7) is the tentative first date. And run every Sunday for 6 months. Want to know who is using it, what bikes they prefer, etc. This year we'll get info and at the end of the year we want to return and share the data we collect. And if this group can help get the word out, that would be great because participation has been low.
- Questions/comments:
 - Bay Wheels attending quarterly and also part of the committee reports agenda item, and not have to be a separate agenda item.

9. Better Market Street (Resolution) Sarah Bouderau

Following SFMTA's presentation regarding Better Market Street on October 26 (on the planned improvements and current status on San Francisco's Main Street), several community groups have expressed disappointment in the proposed changes to Better Market Street and have provided opportunities to provide feedback on the changes

(<https://actionnetwork.org/petitions/save-the-protected-bike-lanes-on-market-street>, as well as the San Francisco Bicycle Coalition and Walk SF, among others).

- Discussion to remove the last phrase. No objections among those who are present.

10. Motion to Adjourn

- Kristin moves, Paul seconds.

Meeting adjourned at 8:59 pm.