

SF BAC minutes 04_26_2021

Monday, April 26, 2021

- **Roll Call – Determination of Quorum**

Meeting start time: 6:34 pm

Present: D1, D2, D3, D5, D6, D7, D8, D9, D10, D11

Absent: D4 (vacant)

Announcements & Acknowledgments -

- Meeting via Zoom.
- Kristin wants to acknowledge that a pedestrian was killed this weekend on Geary, and we have a moment of silence.

Approve Minutes – BAC Meeting

- Kristin (D1) moves, Sarahl (D2) seconds.
- Unanimously approved.

Public Comments -

- No comments tonight.

Committee Member Reports (*Information*)

| Report | Discussion |
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| Chairman | <ul style="list-style-type: none">● I attended Vision Zero meeting today, and will skim through the presentation with you |
| Committee reports | <ul style="list-style-type: none">● D1: Intro to Ariel Earnhardt as a prospect for D4● D2: Not much to report.<ul style="list-style-type: none">○ Meeting of the future of Aquatic park Pier. Office is looking for cyclist feedback● D3: Nothing to report● D4: Vacant.● D5: No report● D6: Quick build that was completed.<ul style="list-style-type: none">○ TL is the first 20 mph limit neighborhood!● D7: Chairman report● D8: No report.● D9: A few minor updates:<ul style="list-style-type: none">○ Sunday at 1pm, at La Raza park, a bike ride to celebrate Cinco de Mayo. All ages, family friendly. |

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| | <ul style="list-style-type: none"> ○ Housing development in apartments on San Bruno avenue, near the Hairball, there was a community event to discuss the project ● D10: Table the idea of the proposal for the Hairball since we are still gathering facts. Question about jurisdiction about lighting. ● D11: No report |
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6. Governmental Reports

| Agency | Discussion |
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| SFPD Report: Lieutenant Luke Martin | <ul style="list-style-type: none"> ● Discussed sideshows and how they damage infrastructure, including damaging crosswalks and signage. They are heading up the response and trying to deter the participants from heading to SF. ● If there is a vehicle towed, and impounded as a violation from the sideshows, there's no exception from low income to getting their car back ● Traffic division tries to break up the grouping, but the groups are very coordinated and all know where they are going before hand, and are near highways ● D9: Want to see more community input in order to have less law enforcement response <ul style="list-style-type: none"> ○ A: we're seeing mostly young people, and all sorts of culture. Also not seeing community building, most of these participants are not from SF, they are from all across the state, from Southern California, to Santa Rosa, Bakersfield, etc. other cities have tried to create a controlled environment for these events, but it's also a large liability ● D11 comment: in the 80s we had drag race tracks in Fremont, could go out almost for free, and we are missing that now in the Bay. These people need an outlet and it's too bad there's no outlet anymore to help with this. <ul style="list-style-type: none"> ○ A: there are some days that encourage this sort of driving. Part of the draw for these events is the thrill of taking over the intersection. ● D2: Has SFPD worked with MTA on this issue to use traffic calming to prevent open intersections that have the space to do this. It would also solve other issues to do daylighting, there's a way to kill two birds with one stone. <ul style="list-style-type: none"> ○ A: We haven't reached out for an engineering yet. ● Public comment: |

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| | <ul style="list-style-type: none"> ○ Jay D1, member of the public. Do you have a position on bike licenses? Given that we have a strong scraper bike scene... ○ A: no plans to do anything of scraper bikes. We have monitored larger rides, but nothing planned to do anything in the future. These people are having fun riding bikes. |
| <p>MTA Bicycle Program Report: Maia Moran</p> | <ul style="list-style-type: none"> ● Absent |
| <p>SF Public Works: Jeremy Spitz</p> | <ul style="list-style-type: none"> ● Update on hairball to upgrade the ramp. Completed an investigation last week, waiting of confirmation from PUC, if no permits from other entities (like Caltrans), the project could be completed in a couple of months. Once that is wrapped up, that will help with rerouting issues. ● D8 comment: Valencia has a lot of glass in the bike lanes, and got a flat. Is there something that can be done about it? <ul style="list-style-type: none"> ○ A: we can speak to the recology drivers on valencia, and we've looked into coordinating street sweeping behind recology trucks since the schedules are off |
| <p>BART Bicycle Advisory Task Force Report: Rick Goldman</p> | <ul style="list-style-type: none"> ● Not a lot of SF related discussion from the last BART meeting ● Designated scooter parking, we need to make sure they don't use bike parking in BART if they have dedicated parking ● Recruiting for someone to be on the BART bicycle advisory task force, looking for a San Francisco representative ● Latest ferry rebuild in Sausalito, now has escalators where bikes are allowed |
| <p>SF Bicycle Coalition: Kristin Leckie</p> | <ul style="list-style-type: none"> ● Working on bike and pedestrian projects in the city as a Senior community organizer on staff. And now are fully staffed up and cover the whole city. Janice Li does state policy. We will be here at least quarterly ● Kristin: west side of the city ● Claire: 2, 3, 6, ● Malcolm: 9,10,11 ● Top 2021 priorities: <ul style="list-style-type: none"> ○ Protected bike lanes throughout the city ○ Two slow streets community meetings happening soon ○ Expanded car free spaces in parks (Golden Gate Park, Twin Peaks, Lake Merced, Great Highway, etc.) |

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| | <ul style="list-style-type: none"> ○ SFBC stance on traffic enforcement: Claire has been working with the community to think of responses to reducing police traffic enforcement as they disproportionately affect communities of color. They work closely with the youth commission as well. ○ Theft prevention: new page on the website ● Question from public: something to think about is having bike shops registering bikes as soon as they are sold and advocate for that ● Advocacy emails: Janice (janice@sfbike.org), Kristen (kristen@sfbike.org), Claire (camable@sfbike.org), Malcolm (mjaramillo@sfbike.org) |
| <p>Bay Wheels: Neal Patel</p> | <ul style="list-style-type: none"> ● Last here in January, and we paused our work a bit in expanding ● Looking to acquire all remaining permits, 70 are left. ● Holding a lot of public meetings now and light level community outreach ● D4, we have 7 to 10 stations in the sunset. It's the largest neighborhood where we don't have a lot of presence. Working with Sup Mar. ● Adaptive cycling and working with rec and park to make sure things are safe. Will run for 6 month. Have different bike styles people can rent ahead of time and would love help in promoting it. ● Ebikes launched in the presidio recently. No stations yet, but the bikes are definitely being used ● What are the numbers of tourists vs locals? We have proxies to determine approx, like member trips vs one offs. |
| <p>SF Park and Rec: Brian Stokle</p> | <ul style="list-style-type: none"> ● Great highway and golden gate park updates ● GH has been open to peds, skateboards, bikes since April 2020. Now that the pandemic is "getting better" we are looking at D4 mobility study, and we're going to build off of what they have done and is now narrowed down to 3 concepts. Promenade, timed closure and one way. <ul style="list-style-type: none"> ○ Going to have a joint hearing this summer with MTA where people can provide public feedback to see what we should : Brian Stdo going forward with the GH. ● Walked us through this page for transportation in and around Golden Gate Park ● Q: re the Panhandle, what was the decision making for keeping the northern path multi modal, since it is quite tricky riding and walking. |

- A: likely because people would walk on the bike path, but i wasn't involved in the decision making for that particular area
- Q: what about the speed bumps on JFK, they are dangerous, can they be moved or redesigned to let people safely travel over the speed bumps.
 - A: Right now it's a temporary measure due to the pandemic, so we wouldn't take them out. If there was a segment that should remain closed to cars, then we could discuss taking out the speed humps.
- Hi folks, thanks for listening and the great questions. I might have missed a couple questions and comments on the chat, but if you'd like to get more information, you can find us at:
 - <https://www.sfmta.com/projects/folsom-howard-streetscape-project>

8. Safe JFK for All – The State & Fate of Car-Free JFK (Discussion) *Kristin Tieche/Sarah Boudreau* - A silver lining for many during the COVID-19 pandemic has been rapid progress in creating street spaces for people. Now that San Francisco is beginning to reopen, the conversation begins about whether we will return to "normal" or build a sustainable, equitable, safe future. JFK Drive in Golden Gate Park is a focal point in this conversation. Let's discuss Car-Free JFK, bicycle safety, supporters and opponents, positives and limitations, next steps, and whether the BAC should issue a resolution in support of keeping JFK car-free.

- <https://www.sfcta.org/projects/golden-gate-park-stakeholder-working-group-and-action-framework#panel-overview>
- Discussion ensued, and will have a resolution centered around sustainability, and equitable access to GGP, and also more parks and programming, across the city. A great need to get to carbon neutral.

9. JFK & Kezar Eastbound Intersection (Resolution) *Marc Brandt* – The connection for people on 'micromobility devices' (non-vehicular Active Transportation) have long been challenged when crossing Kezar Drive West of Stanyan Street with the intent of entering the Panhandle bike lanes. It has become increasingly dangerous recently with vehicle operators driving unsafely at the same time that more cyclists and other micromobility users are trying to cross Kezar on JFK drive without road treatments to improve safety. On March 6, a cyclist was injured at this intersection, bringing attention to the need for changes.

- D2: this is kind of dependent on JFK decision
- Chair, D5, D8: this isn't dependent on the JFK decision, this has been an issue for years. The facility predated the JFK closure
- Public comment in the chat - Jeff Speck, an urban planner has a great term for roads like Kezar Drive - "swooping geometries," something that should be avoided. Cars speed up, pedestrians feel unsafe
- Public comment from Luke Bornheimer: Researched and studied this intersection as well as the Stanyan intersection and Fell protected bike lane, and happy to elaborate in a post or future presentation. In the meantime, here is a tweet with (part of) the design

solution: <https://twitter.com/LukeBornheimer/status/1369420014193946633>, related: <https://twitter.com/LukeBornheimer/status/1369438999069274133>

- Sorry for the text dump, but here's text on the design proposal: Put two stoplights at the intersection — one for westbound traffic and one for traffic exiting the park. Put the stoplights on the same timer as the stoplight at the Kezar crosswalk — so both lights will go yellow/red for westbound car traffic at the same time. When the westbound car traffic light is red, the light for exiting the park is green; when the westbound car traffic light is green, the light for exiting the park is flashing red.
- Kristin moves, Jeff seconds.
- Unanimously passed.

10. Folsom Streetscape Project Update (Discussion) *Alan Uy, Project Mgr. or Thalia Leng* – Providing a project update including the timeline. This is an informational presentation following a previous presentation.

- Over 100 traffic injuries in this corridor
- Short term projects trying to make the corridor safer
- Met with over 20 community groups, 550 people attended open houses, 1300 questionnaire responses
- Bicycle safety improvement:
 - Concrete buffers next to parking and intersections
 - Improving street lighting, pedestrian scaled lights, was the number one concern we heard in outreach
- Transit only lanes
- Celebrating community along the corridors to make it a more comfortable and livable neighborhood
- Q: what about skyways?
 - A: hard to build in this seismically active area such as this

11. Motion to Adjourn

- Kristin moves, Marc seconds.

Meeting adjourned at 9:32 pm.