



San Francisco Bicycle Advisory Committee
City Hall, Room 408
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

<https://www.facebook.com/events/1185785648673013>

MEETING MINUTES

Monday, October 24, 2022 at 6:30pm

Members: District 1 – Ms. Kristin Tieche- (Vice Chair), District 2 – Ms. Sarah Boudreau , District 3 – Mr. Marc Brandt, District 4 – Ms. Jina Bartholomew, District 5 - Ms. Melyssa Mendoza (Secretary), District 6 – Ms. Mary Kay Chin, District 7 – Mr. Bert Hill (Chair), District 8 – Ms. Diane Serafini, District 9 – Brandon Powell, District 10 – Mr. Paul Wells, District 11 – Mr. Jeffrey Taliaferro

ORDER OF BUSINESS

1. Roll Call – Determination of Quorum: District 1 – Ms. Kristin Tieche- (Vice Chair), District 2 – Ms. Sarah Boudreau, District 6 – Ms. Mary Kay Chin, District 7 – Mr. Bert Hill (Chair), District 8 – Ms. Diane Serafini, District 9 – Brandon Powell. Quorum. District 10 - Mr. Paul Wells and District 3 - Mr. Marc Brandt later joined.

2. Ramaytush Ohlone Land Acknowledgement Kristin read.

3. Approve Minutes – Monday, September 26, 2022: **Motion to Approve:** District 1 – Ms. Kristin Tieche- (Vice Chair), **Second:** District 6 – Ms. Mary Kay Chin, **Ayes:** District 2 – Ms. Sarah Boudreau , District 7 – Mr. Bert Hill (Chair), District 8 – Ms. Diane Serafini, District 9 – Brandon Powell. **Approved.**

4. Public Comment (*Discussion Item*)

The public may address the Committee on any matter within the jurisdiction of the Committee. This should not relate to any item on this agenda since the Committee will take public comment after it discusses and/or before voting on each agenda item. The Committee requests that each person limit him/herself to three minutes **No comments.**

5. Committee Reports & Administrative Business (*Information*)

a) Chairman's Report - **Mostly will be discussed as another agenda item (#7).** Bert will be meeting with Caltrans in 2 days to discuss widening and cleaning up Alexander Avenue in Sausalito, where many folks leaving San Francisco on bicycles will ride. This week was the first meeting of the Golden Gate Bridge Pedestrian Advisory Committee - if you have issues look up their next meeting and call in with questions.

b) District Committee Member Reports

- District 1 – Ms. Kristin Tieche- (Vice Chair): JFK Promenade walk this weekend was beautiful - check it out with all of the Golden Mile improvements. The Ramaytush Ohlone mural was recently defaced, but was restored quickly due to the community. Trip to Minneapolis was great and puts San Francisco to shame regarding protected bicycle lanes
- District 2 – Ms. Sarah Boudreau - reports of a pedestrian fatality in District 4 today. Very sad news to share and challenging considering Sunset streets are wide open and encourage speeding and any traffic calming on Slow Streets seems to have been eliminated from D4 streets. Today is also Sarah's last meeting because her appointment is up and she doesn't live in D2 anymore. She is going to help a few candidates through the process with the D2 office.
- District 6 – Ms. Mary Kay Chin - no report
- District 8 – Ms. Diane Serafini - no report

- District 9 – Brandon Powell - no report
- District 10 - Mr. Paul Wells - lights are out on the hairball again. Bert will report to Caltrans.

6. Governmental/Organizational/Committee Reports *(Discussion Item)*

a) MTA Bicycle Program Report – Eillie Anzilotti - no real report, sorry to hear about pedestrian fatality in D4, understood that folks are frustrated with the closure of the Slow Streets program in D4 because the Sunset streets are absolutely dangerous and need work, but is optimistic that the permanent Neighborway program in D4 will help adding infrastructure to slow cars down. Responding to Bert's question, Portola project is a great fit for the active communities plan but SFMTA doesn't have the capacity to take this on on its own because it is not on the high injury network. Responding to Kristin's question, December MTA Board hearing would be to approve Slow Streets program and the first batch of Slow Streets to create a pathway for further approvals and builds.

b) CTA Bicycle Project Funding – Aprile Smith **Absent**

c) SF Bicycle Coalition – Rachel Clyde **Absent**, but Kristin noted that she met with Rachel who is working on District 1 safety improvements to propose to District 1 supervisor office

d) BART Bicycle Advisory Task Force –Jon Spangler

- **BART UPDATE 1: Update on FOTF Car Retrofitting with Bike Bars**
 - Here is an update from Heath Maddox on how long it will take to install two of the new bike bars in all of the new FOTF cars that arrived with one bike bar/car, no bike racks in the car, or with a (dysfunctional) horizontal bike rack installed. Here is the latest update (10/24/22) from BART Maintenance:
 - "The lean bar retrofit team estimates 20-30 weeks before they're done. There are 60 total WOs/cars left to complete. They're completing, on average, 2 to 4 cars per week. There may be some additional delay due to parts availability."
 - Please distribute this info to others.
- **BART UPDATE 2: Next BBATF Meeting is DECEMBER 5, 2022**
 - 6 pm-8 PM - via ZOOM ONLY.
 - INFO: <https://bart.legistar.com/Calendar.aspx>
 - <https://www.bart.gov/about/bod/advisory/bicycle>

e) Bay Wheels – Neal Patel 2 new stations going in in D2, 9 stations still pending in D4 awaiting neighborhood feedback. In Golden Gate Park, Baywheels supported Outside Lands and Hardly Strictly Bluegrass this year and had great ridership, they are hoping to advertise with the event organizers in the future. Piloting a new dock that will be going in near Caltrain and Howard and Grayson that have solar power built into the dock that will have less impact to theft and loss and will have the capacity in the future to connect to the electricity grid and charge the bikes while they are docked. Working in Golden Gate Park to get docking stations approved with Rec and Park (hopefully coming soon). Responding to Kristin's questions, the sunset is actually getting 14 stations (pending review) and it is not proposed as densely as other neighborhoods because the population is less dense, notes that Baywheels is the only transit system in San Francisco that is not supervised, but also notes that members have \$2 capped rides that end in the Outer Sunset, Inner Richmond, and southern neighborhoods. In response to Brandon's comment that Capitol Bikeshare was a wonderful and crucial piece of the success of his family's trip to Washington, D.C. recently, Neil notes that the City of D.C. owns the bikeshare system there and subsidizes it, which is an option here but not how San Francisco is currently set up.

7. Improved Safety on Portola Blvd. *(Presentation)* Diane Serafini & Bert Hill – Over the last few years, the BAC has sent two Resolutions and a number of requests for an evaluation of what can be done regarding the extremely unsafe bike lane on the **Eastbound** side of Portola between St. Francis Circle

and O'Shaughnessy Blvd. This request identifies the section of the roadway least likely to draw opposition, and may be the most potentially dangerous, Eastbound between Claremont and Miraloma Drive, where large trucks, RVs, and Campers are regularly parked, with their duals extending over the bike lane in an area with only one signalized intersection. There are no buildings with driveways along this portion of Portola, so no residents need the space for parking their cars. Vehicles traveling East in this section of Portola are often driving at near-freeway speeds. Sometimes the 48 and Sunday service MUNI buses pass with less than the required three foot clearance. It is also the steepest portion of Portola, so bicyclists are often traveling at about 5 mph, increasing the likelihood of fatality, given speed differentials in the 50 mph range. The **Westbound** side of this section of Portola is also free of residential homes, and is far less dangerous for cyclists, given the downhill speeds they can travel on Sharrows. Large trucks and campers can instead park along the ample space available in this direction.

- 8. Sidewalk Detection for Motorized Scooters and Bicycles** (*Discussion*) **Jeff Taliaferro & Marc Brandt**– Since the introduction of electrically motorized scooters and bicycles, there has been an increase of pedestrian injuries on sidewalks. Geofencing technology is used in some communities to identify and disable these devices as long as they are on a sidewalk. The Board of Supervisors recently passed a resolution requiring an MTA response. This is a proposal for a resolution to the MTA from the SF BAC. **Progress update from Marc: Aaron Peskin's office is working with MTA on how to enforce this, and he will provide another update next month.**

- 9. Adjournment** **Motion: Kristen, Second: Marc, without objection.**