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SFTP 2050: APPENDIX E

# Public Outreach Summary

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# 1. Executive Summary

The San Francisco Transportation Plan (SFTP) is the 30-year long-range investment plan for the City of San Francisco. The plan prioritizes project and program investments and is informed by existing city and regional plans such as ConnectSF, San Francisco's Climate Action Plan, and Plan Bay Area 2050. SFTP builds on these plans to identify investment opportunities for multimodal transportation projects and programs. To inform the planning process, the San Francisco Transportation Authority (SFCTA) engaged with communities, with a focus on Equity Priority Communities (EPCs), to gather input on their priorities for transportation investments.

The team used a combination of three outreach methods to connect with the community:

- an online, multilingual survey,
- community presentations, and
- a public Town Hall.

To promote participation in the planning process, the team contacted community groups cross the city, including groups representing Equity Priority Communities (EPCs), partnered with community-based organizations (CBOs) to hold meetings and promote the survey, ran multilingual Facebook ads, worked with the SFCTA Board and Community Advisory Committee to promote the survey, and highlighted the SFTP on the SFCTA website, in the eNewsletter, and in emails to past outreach participants.

Using these outreach methods, the team collected 533 survey responses, gave presentations to 13 CBOs, and hosted one public Town Hall. Key findings that emerged from outreach include the following:

- Transit investments are a clear priority for participants; many highlighted their preference to prioritize transit service expansion, increase reliability, and restore service to previous levels and previously existing lines.
- Equity and affordability are a key concern amongst participants, many of whom mentioned they would like to see improved affordability across all modes to reduce barriers for low-income residents.
- Although not the highest priority for funding, many participants mentioned that they would like to see investments in safety and active transportation projects.

- Participants also mentioned that they would like to see new major rail projects and a more integrated transit system that connects to other transit systems across the region, such as BART and Caltrain.
- Perceived physical safety was a concern for many participants, noting that interventions such as pedestrian scale lighting and traffic enforcement would promote a greater sense of safety and encourage non-vehicular travel.
- Transformative freeway projects, while presented as an option in the survey, were found to be the lowest priority for many participants and stakeholders despite there being previous interest in freeway removals and other projects that reduce vehicle capacity.
- The importance of project delivery and accountability was also mentioned by stakeholders; they would like a more transparent approach to communicating project impact, potential mitigation efforts, and return on investment.

A second round of outreach was conducted in the Fall of 2022 to share findings from the previous round of outreach and the draft SFTP Investment and Vision Plan.

## 2. Introduction

The San Francisco Transportation Plan (SFTP) is long-range investment and policy plan for multimodal transportation projects, programs, and capital investments in the City of San Francisco over a 30-year horizon. The SFTP includes growth and revenue projections that are based on MTC's regional long-term forecasts developed through Plan Bay Area 2050 and draws from ConnectSF.

Outreach sought to gather input from the community to inform the SFTP's priorities for investing discretionary funding. Equity was the main consideration for the promotion of this planning process, with an emphasis on engaging directly with Equity Priority Communities (EPCs). The team developed a stakeholder list of community-based organizations (CBOs) that represented each San Francisco district and conducted as many in-language presentations as possible to these organizations. Community members were also able to share their input via an online survey and a public Town Hall. The following sections of this outreach summary include:

- Summary of Engagement Tools
- Summary of Publicity Tools
- Summary of Outreach Findings

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### 3. Engagement Tools

Gathering feedback from every district in San Francisco was key to developing a Transportation Plan that reflects the priorities of San Francisco's diverse residents. The project team used a variety of tools and strategies to connect with residents across San Francisco. An emphasis was placed on gathering feedback from EPCs and monolingual, non-English-speaking San Francisco residents. The sections below elaborate on the engagement tools and strategies used for this project.

#### **SURVEY**

A multilingual, illustrated survey was the primary tool used to share information about the SFTP with members of the public and gather their feedback about investment priorities for both expected discretionary funds and potential revenue coming from new sources.

Knowing that San Francisco residents are busy, the SFCTA team developed a survey that included additional context upfront to quickly bring participants up to speed on previous work and provide context about the goals of the SFTP and funding sources. The background on previous work included a description of the ConnectSF Vision and community engagement findings. It also identified known investment priorities based on the ConnectSF Statement of Needs, Transit Strategy, and Streets and Freeways Strategy; these include maintaining transit and road assets, resilience and electrification, the Five-Minute Network, improvements to the express bus and regional network, renewing and modernizing the existing rail system, and additional rail to San Francisco's busiest places. Providing this baseline understanding of existing priorities allowed participants to provide more meaningful feedback to questions to the survey's questions.

The survey asked the following questions:

1. The SFTP will advance city priorities including safe streets, active transportation, and managing congestion. There is limited discretionary revenue that we have the flexibility to be put towards any of our priorities. In rank order, how would you prioritize spending this limited discretionary revenue?
  - Focus on increased bus service: Increase transit service beyond what was provided before the pandemic
  - Reducing the maintenance backlog: Improve reliability by reducing the number of vehicles that are out of service
  - Focus on transit improvements and expansion: Expand the transit system with new stations and/or transit lines, and improve existing stops and stations
  - Invest in a blend of all modes and priorities, rather than focusing on transit: Spread investments across walking, biking, safety and education programs, maintaining and managing the street and freeway network, and transit.

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2. With potential new revenues we can advance the next generation of transportation. In rank order, what would you advance with potential new revenues?
    - Transit investments to improve affordability, expand bus and Muni metro service, and reduce the maintenance backlog
    - High-quality protected bike lanes across the city by increasing investments in the active transportation network to create
    - Major freeway redesign projects to reconnect communities and create new land use opportunities
    - New major rail projects to create better connections within San Francisco and the region
    - Other.
  3. Please share any additional ideas you have for what we should aim to achieve through our long-term investment strategy
  4. The survey also collected demographic information about the survey respondents, including race and ethnicity, gender identify, annual household income, and home zip code.

The survey was featured prominently on the SFCTA website and information was shared on SFCTA social media platforms and via email with their extensive list of participants from previous phases of the project. The survey also was promoted to the public through a blogpost, email, and through CBO partnerships. The SFCTA team reached out to 45 community-based organizations. CBOs were offered a \$300 stipend to post pre-written and illustrated social media posts in a variety of languages depending on the needs of their members. CBOs were encouraged to adapt the language as needed to better fit their social media voice. Of the 45 CBOs, 10 that represent key communities across the city shared information about the survey.

Some CBOs, particularly in Districts 4, 5, and 10, declined the stipend for promotion of the survey via their social media channels due to outreach fatigue amongst their members. They noted that there had been several recent requests from various San Francisco agencies to gather feedback from members, specifically related to long-range transportation planning. The project team acknowledged this challenge and conducted outreach to additional CBOs to promote the survey, particularly in EPCs.

Finally, to boost participation from Spanish and Chinese speakers, the team placed Facebook ads in Spanish and Traditional Chinese to target multilingual or monolingual Spanish and Chinese speakers. Ads were also run in the Richmond Review/Sunset Beacon, Wind Newspaper, San Francisco Bay View, and El Tecolote.

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## COMMUNITY PRESENTATIONS

The team hosted community presentations to bring together members of EPCs, provide them with more detail about the SFTP, and engage in conversation about their opinions on the survey questions. All presentations were hosted virtually via Zoom, utilizing a 15- to 45-minute presentation deck depending on time allotted. Organizations that accommodated standalone 45-minute-long presentations for their members were given \$750 stipends. The SFCTA team reached out to a total of 45 CBOs, 13 of which agreed to accommodate the SFTP presentation. The team conducted three monolingual, non-English presentations: one in Spanish to La Raza Community Resource Center, and two in Cantonese to Community Youth Center of San Francisco and Self Help for the Elderly.

The team gave presentations to the following CBOs:

- Central City SRO
- Community Youth Center of San Francisco (CYC SF)
- Excelsior Action Group
- La Raza Community Resource Center
- North Beach Neighbors
- People of Parkside Sunset (POPS)
- Potrero Boosters and the Dogpatch Neighborhood Associations' joint Livable Streets Committee
- San Francisco Bicycle Coalition
- San Francisco Sierra Club Transportation Committee
- San Francisco Small Business Commission
- San Francisco Transit Riders
- Self Help for the Elderly
- SF Youth Commission

The team contacted the following CBOs, but they either did not respond or declined to participate:

- A. Philip Randolph Institute San Francisco (APRISF)
- American Indian Cultural District of San Francisco
- BAYCAT
- Bayview Merchants Association

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- Bayview Opera House
  - Catholic Charities
  - Chinatown Community Development Center (CCDC)
  - Coalition of San Francisco Neighborhoods
  - Coleman Advocates for Family and Youth
  - ConnectSF Futures Task Force
  - El Centro Bayview
  - Fillmore Merchant and Neighborhood Collaborative
  - Fillmore Merchants Association
  - Haight Ashbury Neighborhood Council
  - Inner Sunset Park Neighbors
  - Japantown Community Benefit District
  - Japantown Task Force
  - Marina Community Association
  - Parents for Public Schools
  - PODER
  - Russian American Community Services
  - San Francisco Council of District Merchants Associations
  - San Francisco Human Rights Commission
  - San Francisco Interfaith Council
  - San Francisco Labor Council
  - Senior and Disability Action
  - SF Chamber of Commerce
  - SoMa Pilipinas
  - Sunset Neighborhood Beacon Center
  - Visitacion Valley Community Center
  - Walk SF
  - Young Community Developers
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## **GENERAL PUBLIC TOWN HALL**

The SFTP Town Hall was an opportunity for community members to learn more about the SFTP and provide input on their priority investment categories. The Town Hall followed a similar format to the community presentations but was slightly longer and more detailed. It consisted of a presentation about existing work and investment categories followed by a conversational Question & Answer session during which participants were encouraged to share the “why” behind their investment priorities. During this event, the team asked identical questions to those asked in community presentations and in the survey. While community presentations were limited to members of the CBOs that co-hosted them with the SFCTA, the Town Hall was open to anyone who wanted to participate.

The Town Hall was publicized through the SFCTA website, eNewsletters, and social media, as well as through social media and eNewsletters of CBO partners. The Town Hall was conducted on the evening of Thursday, April 28, 2022, via Zoom to make it safe and accessible to as many people as possible. The meeting was conducted in English, Spanish, and Chinese (both Cantonese and Mandarin interpreters were available). Approximately 15 participants joined the meeting, all of whom were English speakers.

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## 4. Publicity Tools

The SFCTA team deployed several publicity tools to encourage participation in the SFTP planning process and solicit feedback on investment priorities. Publicly tools used included:

**A list of community stakeholders that focused on EPCs across the city.** This list formed the foundation of the team’s targeted outreach, with the aim of elevating perspectives that may not have historically been included in the planning process.

**Community messengers.** The SFCTA team offered stipends to CBOs in exchange for sharing posts on their social media platforms about the SFTP survey and Town Hall. Thirteen organizations shared messaging about SFTP engagement opportunities, although some declined the stipend. Organizations included:

- Central City SRO
- Community Youth Center of San Francisco (CYC SF)
- Excelsior Action Group
- La Raza Community Resource Center
- North Beach Neighbors
- People of Parkside Sunset (POPS)
- Potrero Boosters and the Dogpatch Neighborhood Associations’ joint Livable Streets Committee
- San Francisco Bicycle Coalition
- San Francisco Sierra Club Transportation Committee
- San Francisco Small Business Commission
- San Francisco Transit Riders
- Self Help for the Elderly
- SF Youth Commission

**Multilingual Facebook ads.** To boost participation from Spanish and Chinese speakers, the team placed Facebook ads in Spanish and Traditional Chinese that linked to the project page and survey.

**Partner messengers.** SFCTA staff requested that members of the SFCTA Board and the SFCTA Community Advisory Committee share information about the survey and Town Hall on their social media platforms.

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**SFCTA website.** Project information was hosted on the SFCTA website at SFCTA.org/SFTP. The page served as a clearinghouse for information about the project. It included background information on the SFTP development process presented in accessible language, detailed graphic representations of the SFTP Statements of Needs, links to past presentations, and other key resources. The website also linked to the multilingual survey and provided information about joining the digital Town Hall.

**SFCTA eNewsletter and emails to past participants.** The SFTP was featured prominently in the SFCTA eNewsletter. Additionally, the team sent emails promoting SFTP engagement opportunities directly to individuals who had participated in the development process, including ConnectSF, and indicated they would like to continue their participation. Finally, the team sent an email to all Futures Task Force members inviting them to participate in a special presentation and discussion with SFCTA staff.

**Local Newspaper Ads.** Ads promoting participation in the survey and Town Hall were run in the Richmond Review/Sunset Beacon, Wind Newspaper, San Francisco Bay View, and El Tecolote.

## OUTREACH CHALLENGES

The team encountered the following challenges during outreach:

- **Outreach fatigue.** When reaching out to dozens of CBOs across the city to offer paid partnership opportunities (social media and presentations), the team heard repeatedly that CBOs had received several recent requests from various San Francisco agencies to gather feedback from members, specifically related to long-range transportation planning. Several organizations declined to participate as a result.
- **Ongoing Concerns about COVID Safety.** COVID-19 variants and ensuing surges made in-person outreach, at times, unsafe. However, the project team recognizes that for some communities in-person meetings are preferable to digital presentations. The team followed best practices for social distancing, as outlined by the CDC, and offered CBOs the option of in-person meetings when it was safe to do so.
- **Lack of participation from the Futures Task Force.** As noted above, all members of the Futures Task Force (FTF) were invited to participate in a special presentation and conversation with SFCTA staff. However, no members of the FTF attended the digital meeting. The team does not know why there was a lack of participation and can only speculate that the topic was not attractive, was not held at convenient time, or members of the FTF no longer wish to participate, or some combination of the above.

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## 5. Summary of Key Findings

### KEY TAKEAWAYS

Feedback shared by survey respondents and meeting participants highlighted six key themes. The themes were identified because they were mentioned by multiple stakeholders and community members via the survey and community meetings.

#### Theme 1: Transit Service Increases and Transit Reliability, and Expansion Improvements

- Transit service increase, reliability, expansion, and improvements were a high priority for most survey respondents and a large share of people who participated in the public presentation outreach sessions.
- Participants specifically mentioned that they would like to see increased and restored bus service that is more reliable and on-time.

#### Theme 2: Affordability and Equity

- Survey and public meeting participants stated they would like equity to be prioritized throughout the planning and implementation process.
- Affordability was also a key priority for participants, sharing they would like to see all modes made affordable, particularly for low-income travelers.

#### Theme 3: Active Transportation and Safety

- Participants stated that they would like to see safety and vision zero efforts receive greater funding to promote community health and active travel.
- Many participants mentioned they would like for the active transportation network to be expanded to promote mode shift and sustainable travel.
- Some participants highlighted the need for improved lighting and increasing enforcement on streets and transit to increase perceived safety.

#### Theme 4: New Rail for Local and Regional Trips

- Participants stated that they would like to see improved connections to the regional transit system, such as Caltrain and BART.
- Major rail projects were second highest priority for new revenue spending.

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### Theme 5: Project Delivery and Accountability

- Stakeholders emphasized the importance of project delivery and accountability. They would like a more transparent approach to communicating project impact, potential mitigation efforts, and return on investment.

### Theme 6: Transformative Street and Freeway Projects

- Transformative street and freeway projects were found to be the lowest priority for many participants and stakeholders despite there being previous interest in freeway removals and other projects that reduce vehicle capacity.

## SURVEY FINDINGS

The survey was available from April to May 2022 and collected a total of 533 total responses – 486 English, 38 Chinese, 8 Spanish, and 1 Russian. Survey responses highlighted the following key takeaways:

- Increased bus service is a top priority for discretionary revenue spending.
- Transit improvements and expansion is a top priority for discretionary revenue spending.
- Transit affordability is a top priority that community members would like to see advanced with new revenues.
- Major rail projects are the second highest priority that community members would like to see advanced with new revenues.
- In addition to the options provided in the survey, community members also shared that they would like to see stronger regional transit connections, safe and affordable active transportation options, and programs and policies to encourage mode shift.

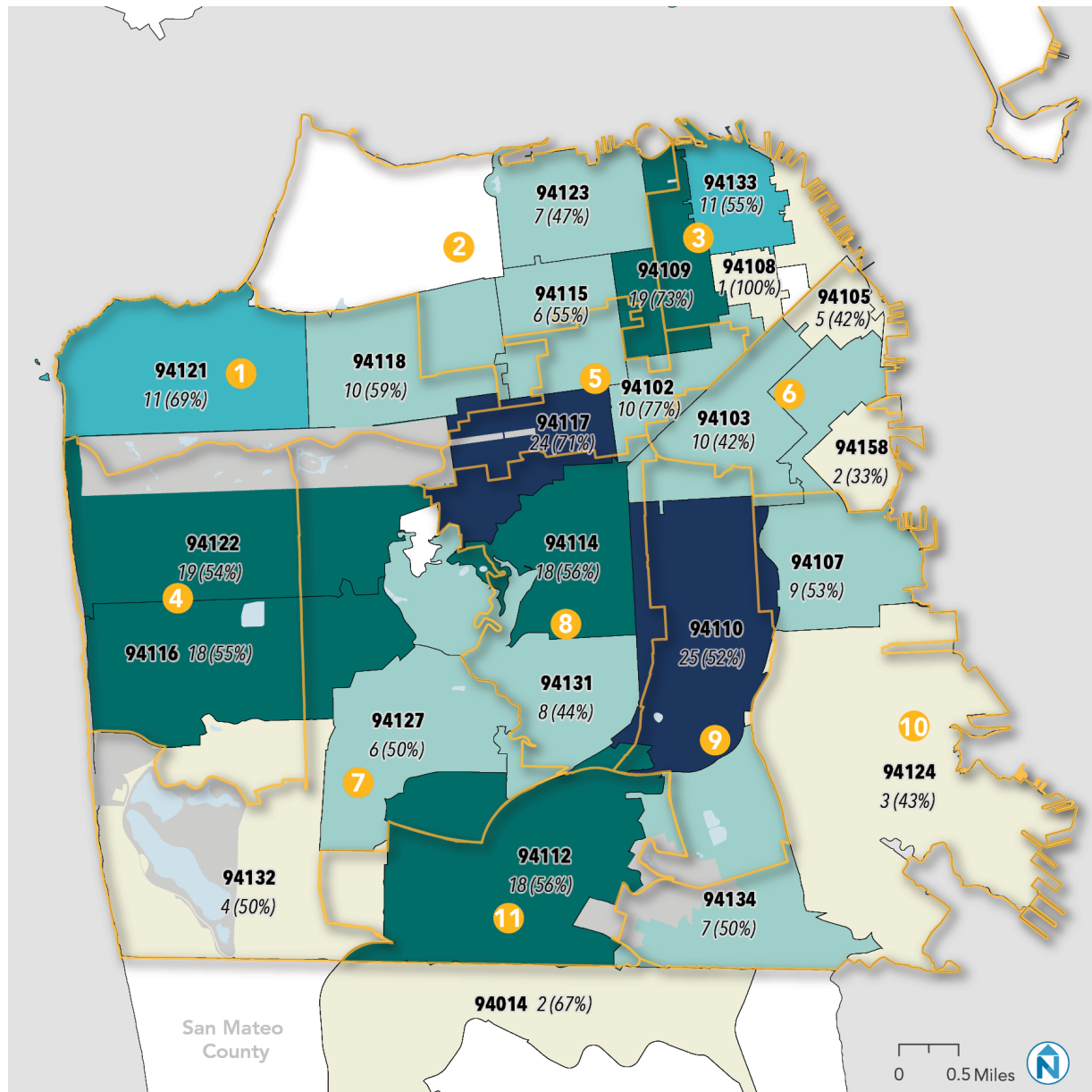
The following sections provide more detailed findings related to the three survey questions.

### Priorities for Discretionary Revenue Spending

- There is no clear top priority based on respondent input; an equal share of respondents ranked increased bus service and transit improvements and expansion as their top priority.
  - » 28% of respondents (150) said their top priority is to focus on increased bus service; 27% of respondents (145) cited this is their second priority.

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- The highest number of people that ranked increased bus service as their first or second priority live in the following zip codes: 94109, 94110, 94112, 94114, 94116, 94117, and 94122; between 18 to 25 participants in these zip codes ranked this option as their first or second priority.
  - The highest shares of people who ranked increased bus service as their first or second priority live in the following zip codes: 94014, 94102, 94109, 94117, and 94121; between 61% to 73% of participants in these zip codes ranked this option as their first or second priority.
  - Figure 1 shows the number and share of people by zip code that ranked increased bus service as their first or second priority.
- » 28% of respondents (148) said their top priority is to focus on transit improvements and expansion; 26% of respondents (140) ranked this as their second priority.
- The highest number of people that ranked transit improvements and expansion as their first or second priority live in in the 94110, 94114, and 94122 zip codes; between 20 to 25 participants in these zip codes ranked this option as their first or second priority.
  - The highest shares of respondents who ranked prioritizing transit improvements and expansion as their first or second priority live in the following zip codes: 94105, 94107, 94118, 94124, 94134; between 71% to 83% of participants in these zip codes ranked this option as their first or second priority.
  - Figure 2 shows the number and share of people by zip code that ranked transit improvements and expansion as their first or second priority.
- 24% of respondents (128) said their top priority is to focus on reducing the maintenance backlog; this is not far behind the other two priorities mentioned above.
  - The lowest priority for survey participants is investment in a blend of all modes and priorities; only 16% of respondents (85) ranked this as their first priority, while 52% of respondents (276) ranked this either last or not at all.

**Figure 1: Respondents Who Ranked Increased Bus Service as Their First or Second Choice, by Zip Code**



**Increased Bus Service**

Ranked as respondent's first or second choice

**Number of Respondents**

(by Zip code)

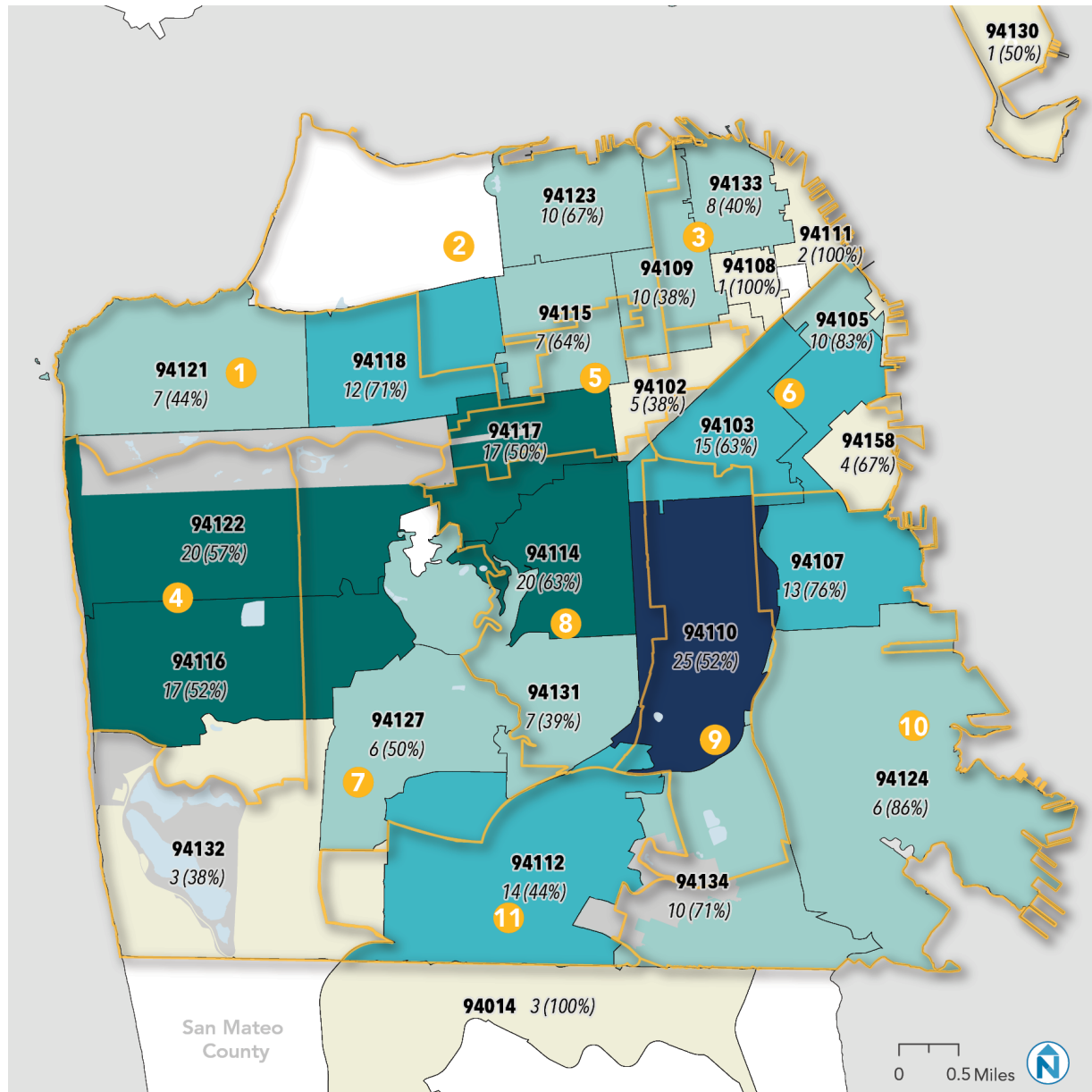
- 1 - 5 Respondents
- 6 - 10
- 11 - 15
- 16 - 20
- 21 - 25

Supervisor Districts

12345 ← Zip code  
 1 (10%)  
 ↑  
 Number of Respondents      Share of Respondents in the Zip code

Data Sources: SFTP Survey, DataSF

**Figure 2: Respondents Who Ranked Transit Expansion and Improvements as Their First or Second Choice, by Zip Code**



**Transit Expansion and Improvements**

Ranked as respondent's first or second choice

**Number of Respondents (by Zip code)**

- 1 - 5 Respondents
- 6 - 10
- 11 - 15
- 16 - 20
- 21 - 25

Supervisor Districts

12345 ← Zip code  
 ↑  
 1 (10%)  
 ↑  
 Number of Respondents      Share of Respondents in the Zip code

Data Sources: SFTP Survey, DataSF

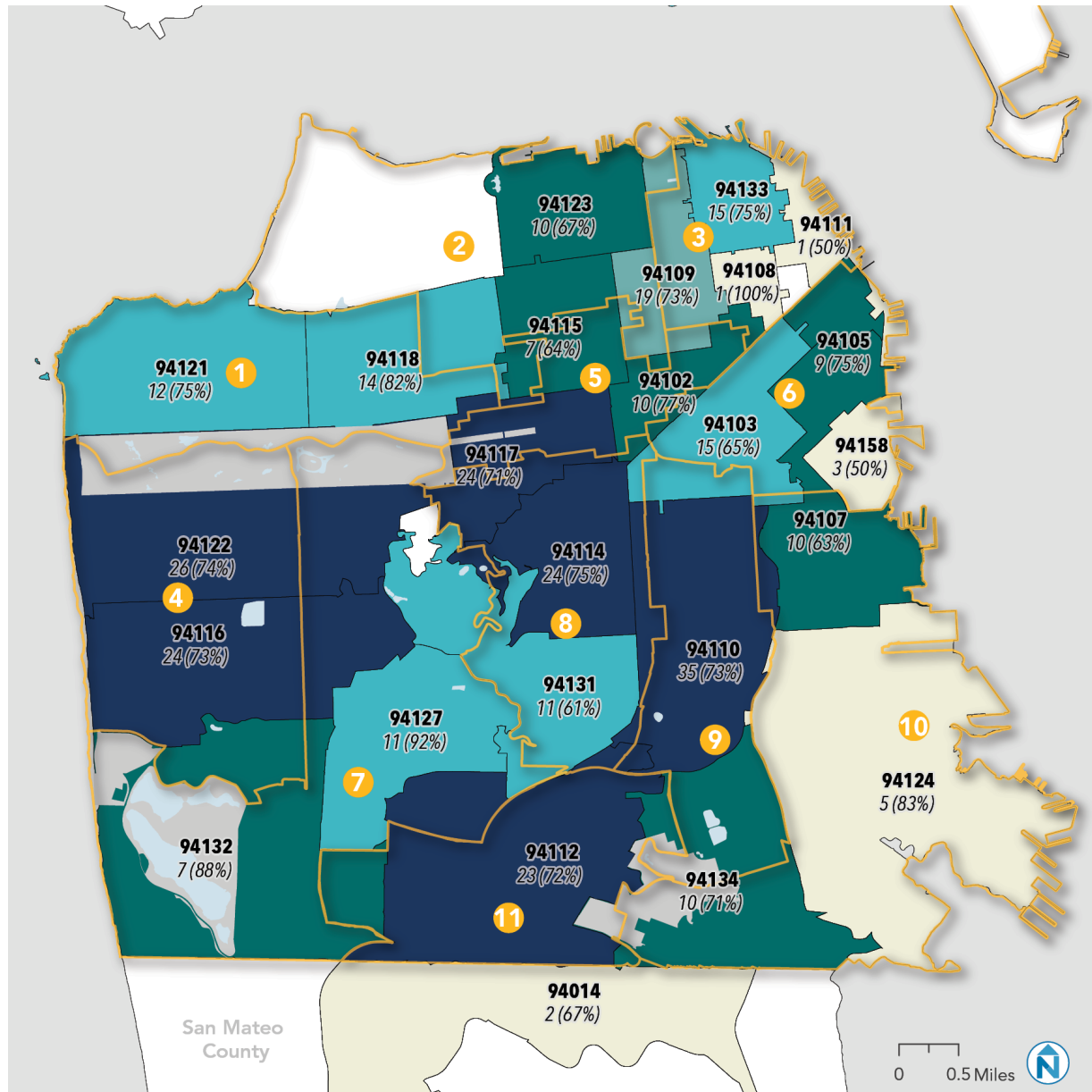


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## Priorities for Potential New Revenues

- The top priority of respondents is to improve affordability, expand service, and reduce maintenance backlog; 40% of respondents (212) said this is their top priority and 70% of respondents (373) ranked this as their first or second priority.
  - » The highest number of respondents who ranked improve affordability, expand service, and reduce maintenance backlog as their first or second priority live in the following zip codes: 94109, 94110, 94112, 94114, 94116, 94117, 94122.
  - » While many zip codes had a high share of support, the highest share of respondents who ranked improve affordability, expand service, and reduce maintenance backlog as their first or second priority live in the following zip codes: 94102, 94118, 94121, 94127, 94132; between 77% and 92% of participants in these zip codes ranked this option as their first or second priority.
  - » Figure 3 shows the number and share of people by zip code that ranked affordability, expand service, and reduce maintenance backlog as their first or second priority.
- The second priority of respondents is new major rail projects; 27% of respondents (142) said this is their top priority and 56% of respondents (300) ranked this as their first or second priority.
- 18% of respondents (96) ranked high-quality protected bike lanes as their top priority; generally, this option does not stand out as a top priority or the lowest priority.
- The lowest priority of respondents is major freeway redesign projects; 55% of respondents (293) ranked this their lowest priority or did not rank it at all, and only 8% of respondents (44) ranked this as their top priority.

**Figure 3: Respondents Who Ranked Improve Affordability, Expand Service, and Reduce Maintenance Backlog as Their First or Second Choice, by Zip Code**



**Improve affordability, expand service, and reduce maintenance backlog**

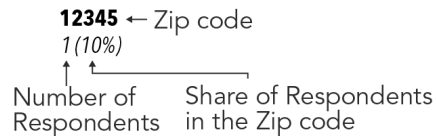
Ranked as respondent's first or second choice

**Number of Respondents**

(by Zip code)

- 1 - 5 Respondents
- 6 - 10
- 11 - 15
- 16 - 20
- 21 - 35

Supervisor Districts



Data Sources: SFTP Survey, DataSF

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## Other Ideas the Long-Term Investment Strategy Should Focus On

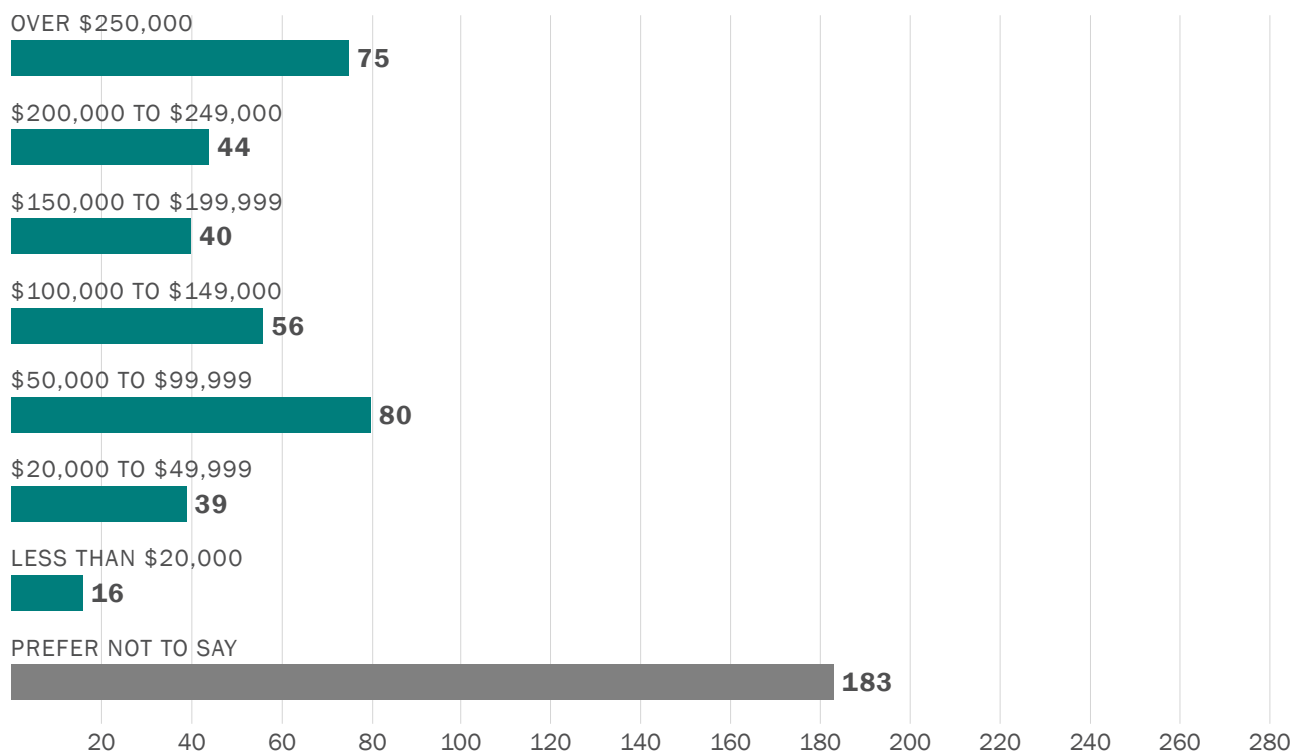
The following key themes emerged from the third, open-ended survey question:

- Many respondents shared that...
  - » Transit affordability and access is a key priority, particularly for low-income communities, people with disabilities, and older adults.
  - » A larger, more connected, and efficient transit system is a priority for them.
  - » Their priority is improving safety and walkability throughout the city.
  - » Expanding bikeshare and making it more affordable to low-income families is a priority.
  - » Increasing car-free programming to promote safe pedestrian and bicycle travel is a priority.
- Car free programs are perceived to add congestion and are a concern for residents. Some respondents shared that...
  - » They would like to see increased availability of electric vehicle (EV) charging stations and subsidies to make EVs more affordable.
  - » The implementation of Congestion Pricing in the downtown area to make transit more efficient and decrease congestion and the related environmental impacts is a priority.
  - » They would like to see stronger enforcement of bus-only lanes and bike lanes to ensure compliance, increase safety, and improve mobility.
  - » They would like to see increased parking supply and affordability, particularly near transit to encourage transit access and ridership.
  - » They would like to see greater integration with other transit systems in the region and expansion of rail services into more parts of San Francisco.
- Just a few respondents expressed...
  - » The desire for full removal of existing freeways to reduce vehicle travel and to meet long-term climate goals.

## Who Responded to the Survey

The following section provides an overview of the demographics of survey respondents where available.<sup>1</sup> Of the respondents who provided their annual household income, the highest represented income categories were \$250,000 or higher and \$50,000 to \$99,999 (75 and 80 total respondents respectively) (Figure 4). Most respondents (299) live in households of just one or two people (Figure 5). Most respondents were White non-Hispanic (248), followed by Asian non-Hispanic (73). Black survey respondents were underrepresented, with just six respondents (Figure 6). Nearly 50% of respondents identified as men, one-third identified as women, and 2% identified as non-binary (Figure 7). They survey reached people across the city, with a strong representation from residents who live in zip codes located in Supervisor Districts 4, 7, 8, 9, 11 (Figure 8).

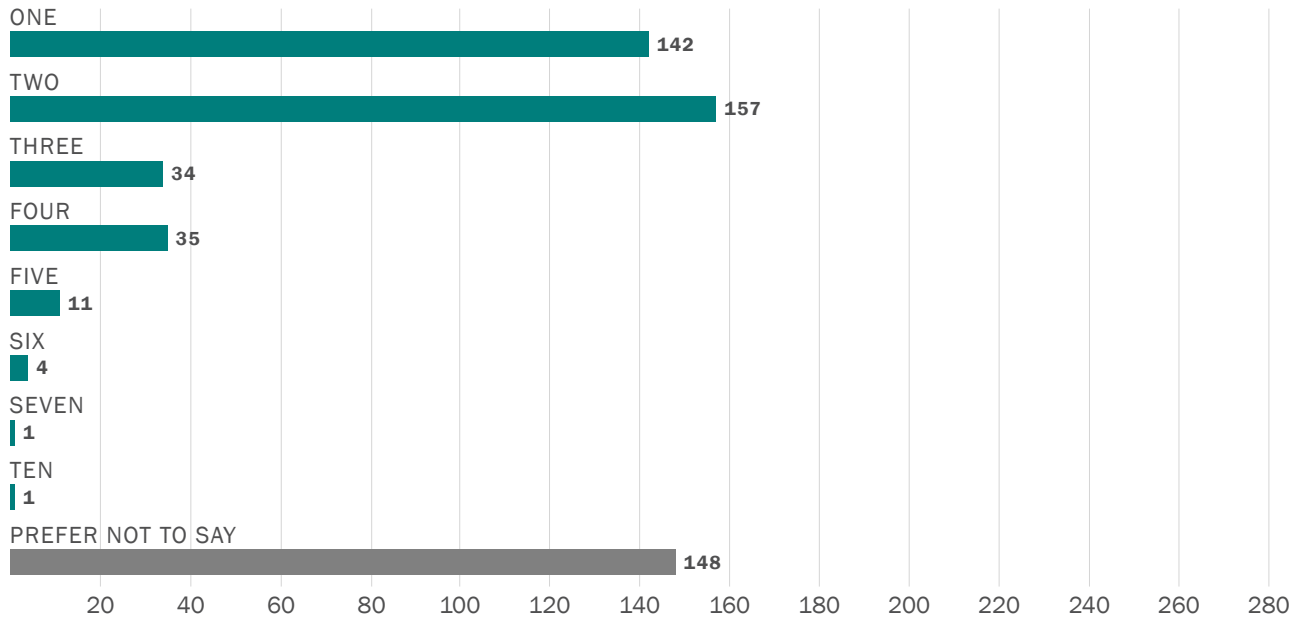
**Figure 4: Annual Household Income (N=533)**



**Note:** Respondents who did not respond to this question were grouped into the "Prefer not the say" category.

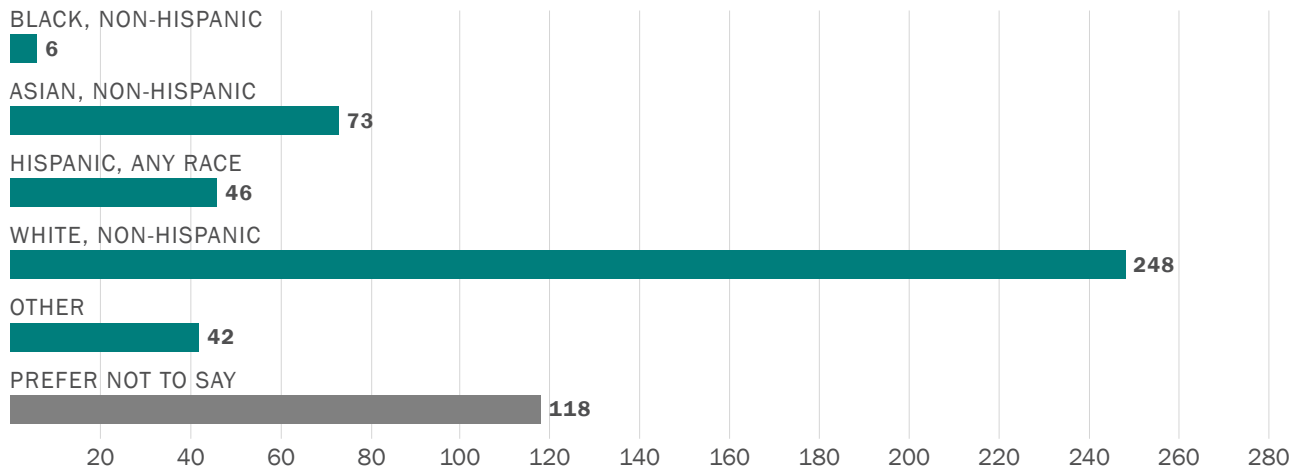
<sup>1</sup> Many participants opted out of sharing demographic information.

**Figure 5: Household Size (N=533)**



Note: Respondents who did not respond to this question were grouped into the "Prefer not the say" category

**Figure 6: Race/Ethnicity (N=533)**



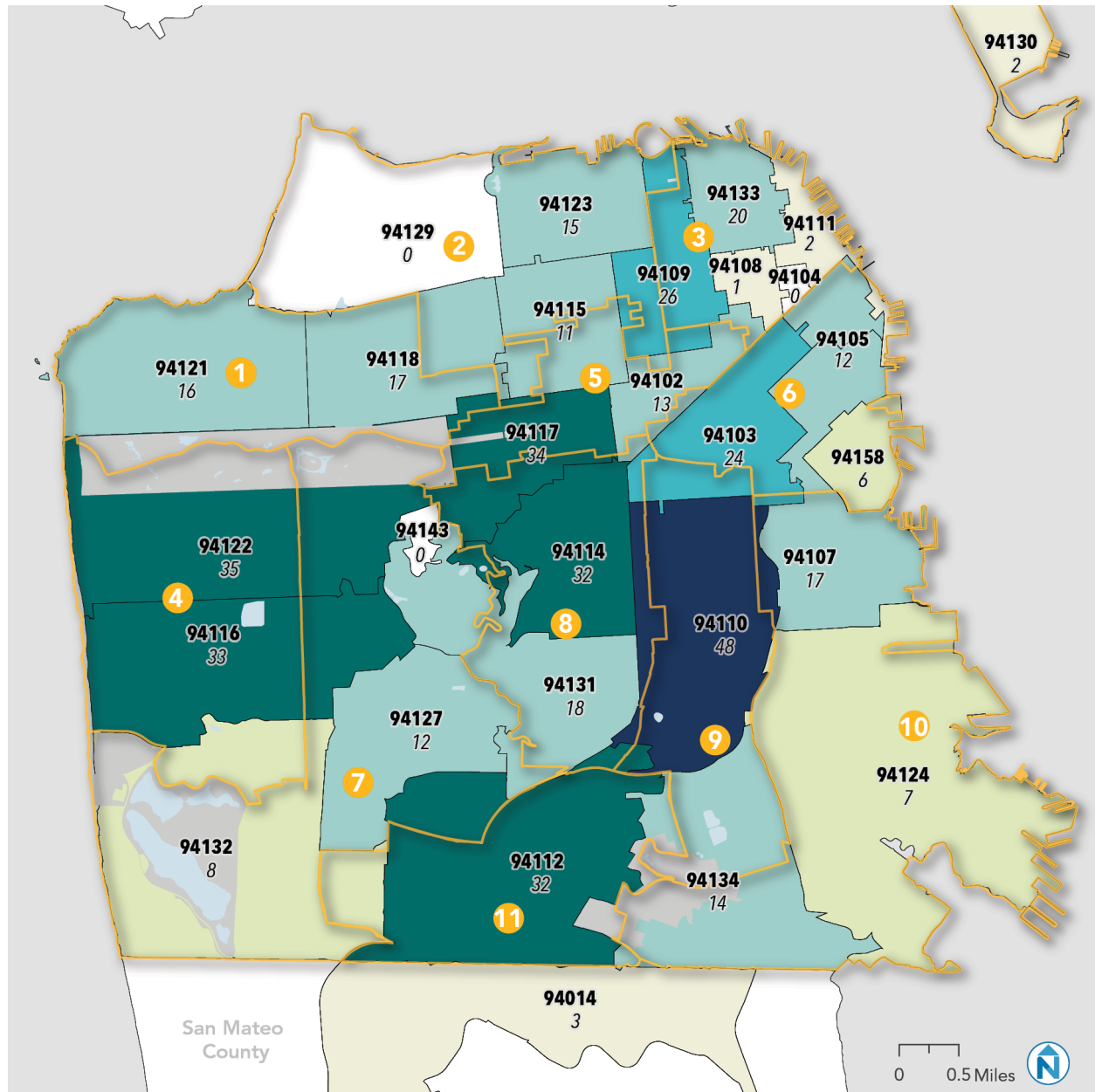
Note: Respondents who did not respond to this question were grouped into the "Prefer not the say" category

**Figure 7: Gender (N=533)**



Note: Respondents who did not respond to this question were grouped into the "Prefer not the say" category

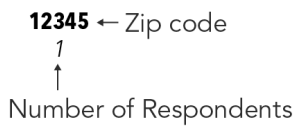
Figure 8: Zip Code (N=463)



**Number of Respondents**

**Number of Respondents (by Zip code)**

- 1 - 5 Respondents
- 6 - 10
- 11 - 20
- 21 - 30
- 31 - 40
- 48



Supervisor Districts

Data Sources: SFTP Survey, DataSF

## COMMUNITY PRESENTATION FINDINGS

As part of the outreach process, the team gave several community presentations. Table 1 provides an overview of the meetings, including the meeting dates and number of participants. Key themes discussed during these conversations included:

- Considerations for equity and environmental justice.
- The importance of safety and vision zero to promote active travel.
- Increased frequency of transit and resuming of transit service.
- Making streets and transit safer for riders and road users.

**Table 1: Community Presentations**

MEETING DATE	ORGANIZATION
3/28/2022	Small Business Commission
4/4/2022	Self Help for the Elderly
4/6/2022	San Francisco Transit Riders Union
4/14/2022	North Beach Neighbors Complete Streets Committee
4/15/2022	CYCSF
4/19/2022	Excelsior Action Group
4/20/2022	Future Task Force*
4/21/2022	San Francisco Transit Riders Funding Working Group
4/25/2022	La Raza Presentation
4/28/2022	Central City SRO
4/28/2022	SFTP Virtual Town Hall
5/3/2022	Sierra Club Transportation Committee Presentation
5/5/2022	People of Park Side Sunset
5/6/2022	Potrero Boosters and Dogpatch Neighborhood of Associations' joint Livable Streets Committee
5/9/2022	SF Bicycle Coalition

\* Zero participants attended the Future Task Force meeting on 4/20/2022

The following section summarizes the feedback shared during each presentation.

### Small Business Commission

- The commission expressed that it is important to make sure the public has input on the plans and to ensure equity is part of the process and final plan.
- There was concern about the impacts of construction projects and a desire to explore potential mitigation efforts.
- The commission expressed that there should be a greater understanding about the return on investment of the projects the SFCTA is seeking input on.

### **Self Help for the Elderly**

- This engagement session did not have any key takeaways. The time was spent informing the participants on how they can access the survey.

### **San Francisco Transit Riders**

- The Transit Riders Union noted that the Transportation Authority should seek input from environmental justice organizations.

### **North Beach Neighbors Complete Streets Committee**

- Multiple members of the committee mentioned that there should be more investment in Vision Zero to prioritize pedestrians and not vehicles – members specifically called out treatments like speedbumps, raised crosswalks, and daylight intersections.
- Multiple members mentioned they would like to see more investments in active transportation and transit while discouraging vehicle travel (for everyone except older adults and people with disabilities).
- Some members said they would like stronger rail connection to the rest of the region.
- Multiple members mentioned they would like the 15 Muni line to return to service.

### **CYCSF**

- Participants discussed that they would like increased bus service that is frequent and on-time.
- Participants also would like to see better connections between transit lines.

### **Excelsior Action Group**

- Action group members mentioned they would like to see more pedestrian safety investments such as pedestrian-scale lighting.
  - Members would like to see investments across all modes and improved connectivity across modes.
  - Members also mentioned they would like Muni service to be expanded and more affordable.
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**San Francisco Transit Riders Funding Working Group**

- Working group members said that transit improvements should be prioritized, specifically increased bus service, reducing maintenance backlog, and regional expansion.
- The working group also discussed improving transit affordability.

**La Raza Presentation**

- Participants discussed the importance of making infrastructure safer through repairs such as potholes.
- Participants shared concerns about bus bunching and safety on transit, citing poor driving and lack of security.
- Better transit options were mentioned by participants, such as the addition of high-speed rail, more express busses, and BRT.
- Participants also discussed having transportation targeted towards unhoused people.

**Central City SRO**

- Residents shared that the investment plan should prioritize focusing on increased bus service and reducing maintenance backlog.
- Residents shared other considerations, including universal fare-free Muni and limiting private vehicle access in larger portions of the city.

**SF Youth Commission**

- The commission stated that the priorities should be to increase bus service, capacity, and affordability.
- The commission also called for expansion of rail projects and better connection to Amtrak and other regional services.
- The commission recently passed a resolution calling for free Muni for people up to 25 years old.

**Sierra Club Transportation Committee**

- The committee shared that their priorities are increasing transit service and affordability.
  - The committee also shared their support for freeway redesign projects that reconnect communities.
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### People of Park Side Sunset

- Participants pointed out that the Sunset/Richmond does not have access to BART and suffers from congestion.

### Potrero Boosters and Dogpatch Neighborhood of Associations joint Livable Streets Committee

- The committee was largely concerned with active transportation and safety while reducing private vehicle trips.
- The committee shared that they want transit to operate safely and reliably.

### SF Bicycle Coalition

- The coalition shared that their priority is to keep Muni fares low.

## GENERAL PUBLIC TOWN HALL FINDINGS

On April 28, 2022, the Transportation Authority hosted a virtual Town Hall to collect feedback on funding priorities for the SFTP; 15 people attended. To guide conversation, the team used the same questions as the online survey. Respondents were asked to rank their first through fourth choice priorities for spending discretionary revenue and what they would like to advance with potential new revenues. Respondents were also able to provide additional comments that were not given as options through the two questions.

### Priorities for Discretionary Revenue Spending

- 40% of respondents (6) said that their first choice is increased bus service.
- 40% of respondents (6) stated their first choice is reducing maintenance backlog.
- 20% of respondents (3) said that they would prefer a blend of all modes.
- Transit expansion was the highest ranked second choice with 40% of respondents (6) choosing this option.
- Additional responses included fare free transit and fare subsidies, mandating accessibility and equity by design, and investing in programs and projects that support mode shift.

### Priorities for Potential New Revenues

- 47% of respondents (7) selected Muni affordability and expansion of transit service and reliability as their first choice, while 27% of respondents (4) chose it as their second choice.
- 13% of respondents (2) selected high quality bike lanes across the city as their first choice, while 27% of respondents (4) chose it as their second choice.
- 13% of respondents (2) chose major freeway redesign projects as their first choice, while 7% (1) chose it as their second choice.
- 7% of respondents (1) said that new major rail projects are their top priority, while 20% chose it as their second priority.
- 40% of respondents (6) chose high quality protected bike lanes as their third choice.
- Other topics mentioned by participants included addressing ADA access through Universal Design, increasing safety through infrastructure and enforcement on transit, and increasing input opportunities and transparency for large projects and plans.

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## 6. Second Outreach Round

The final element of the SFTP outreach effort involved sharing ways that engagement had shaped the SFTP with community members, particularly those who had taken time to provide feedback on the plan.

The team used three primary methods to connect with the community:

- email updates to past participants in the engagement process,
- presentations to community groups, and
- a public Virtual Town Hall.

To publicize these engagement methods, the team emailed 89 community-based organizations, used the agency's social media channels, and placed ads in print and/or digital versions of nine local newspapers.

### **EMAIL UPDATES + COMMUNITY PRESENTATIONS**

The SFCTA team reached out to a total of 89 CBOs to let them know that there would be a multilingual digital Town Hall held on October 6, 2022 and to offer short presentation, using the same material, to their organization at a standing meeting, if desired. Four organizations requested presentations (North Beach Neighbors, Parents of Public Schools, Potrero Boosters and the Dogpatch Neighborhood Associations' Joint Livable Streets Committee, and the West of Twin Peaks Central Council). The Sierra Club direct their members to the digital town hall.

### **NEWSPAPER ADS**

Advertisements were placed in the following monthly papers in late September:

- El Tecolote (with note about language assistance in Spanish)
- Potrero View
- Richmond Review
- San Francisco Bay View
- Sunset Beacon
- Marina Times

Sing Tao, a local daily Chinese-language paper ran an ad for the Town Hall on Sunday, September 25.

The following papers hosted digital ads for the Town Hall, starting in late September and running through October 6:

- Noe Valley Voice
- West Portal Monthly

## **TOWN HALL**

A multilingual, digital town hall was held on the evening of Thursday, October 6, 2022. Monolingual Cantonese and Spanish breakout rooms were made available. It was attended by 11 participants, including one Cantonese speaker.

Most of the attendees were very familiar with the SFTP draft and had specific questions related to various revenue sources and budget issues. Comment themes included:

- Understanding future transit service and funding
- Emphasizing the need to restore transit service to pre-pandemic (2019) levels.
- Understanding funding sources, unmet needs, and how the SFTP would be put into action.
- Concern about congestion on city streets and how Congestion Pricing and Transportation Demand Management fit into the SFTP.