

BAYVIEW COMMUNITY BASED TRANSPORTATION PLAN



Bayview Community Based Transportation Plan:

Phase 3 Engagement – Transportation Improvement Project Prioritization

Phase 3 Outreach Summary

The third phase of outreach for the Bayview Community Based Transportation Plan stretched from May 2019 to August 2019. During that time, the Bayview CBTP Team attended:

- 10 meetings for local organizations, neighborhood groups, and tenant associations
- 9 community events, including:
 - Rafiki Black Health & Healing Summit
 - Chinese-language workshop with Community Youth Center
 - Senior luncheon at the Bayview YMCA
 - Spanish-language workshop with El Centro Bayview
 - Back-to-School events with El Centro & BMAGIC
- 2 meetings of the Bayview CBTP Community Steering Committee
- 2 meetings of the Technical Advisory Committee

In total, the Bayview CBTP team spent more than 70 hours in the Bayview and is projected to engage with almost 1,300 residents by the close of Phase 3 outreach. Outreach events during Phase 3 were intentionally selected to reach the four target audiences for the Bayview CBTP: youth, seniors, residents with disabilities, and residents living in affordable housing.

During Phase 3, the Bayview CBTP Team:

- Engaged with 1,275 residents
- Worked with over 45 Project Champions to craft 19 eligible proposals for a public ballot
- Collected 347 public ballots for Participatory Budgeting
- Collected 212 Proposed Project worksheets
- Collected over 200 comments from residents

Phase 2 Data Impacts

When preparing the third phase of outreach, the project team sought to demonstrate the impact of input given during the second outreach phase (January 2019 to March 2019), including:

Phase 2 input	Phase 3 Impact
Community Project Preferences (Short-term & Long-term)	Community project preference data was used to prioritize project selection for the Phase 3 Proposed Projects map & list
Comments on 4 Priority Corridor display boards	Comments from display boards were incorporated into proposed projects

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Prioritizing Investments data to benefit the most vulnerable	Equity Index data gathered from residents was used to prioritize projects for the Proposed Projects map & list
Participatory Budgeting Project Champion sign-ups	Project Champion groups collaborated directly with their City liaisons to develop proposals for the Community Steering Committee to review.

Phase 3 Outreach Input

Phase 3 outreach had two goals: prioritizing projects for the 5-year investment plan and allocating Lifeline Transportation grant funds through Participatory Budgeting. The project team organized Phase 3 outreach to capture the following types of data & input:

1. Proposed Projects worksheets, split into:
 - a. Northeast Bayview
 - b. Northwest Bayview
 - c. Southeast Bayview
 - d. Southwest Bayview
2. Participatory Budgeting – Proposal Development
3. Participatory Budgeting – Public Ballot voting

At the close of Phase 3, the project team will be able to fully allocate all dedicated project funds in a way that directly reflects community preferences. Outreach materials were available both online and in print (and translated into Spanish and Chinese) to capture the broadest level of engagement.

The project team utilized combinations of presentations, worksheets, written materials, and interactive display posters. Project materials were appropriately matched to venue throughout the Phase 3 outreach period to maximize engagement.

1. Prioritization of Proposed Projects

Community Project Preferences Approach

As described in the Streetscape Plan, the project team used Phase 2 outreach data to develop an exhaustive map of all potential projects in the Bayview aligned with outreach data. This list of projects was then filtered for the locations of Priority Corridors identified in Phase 1, the project type preferences identified in Phase 2, and areas in the Bayview with high Equity Index scores.

After filtering, this resulted in 101 discrete projects across the Bayview. Projects include crosswalk enhancements, new bikeways, improved street lighting, new bus shelters, and traffic calming measures. Honoring community preference, projects focused on pedestrian safety and transit access as top priorities for potential projects.

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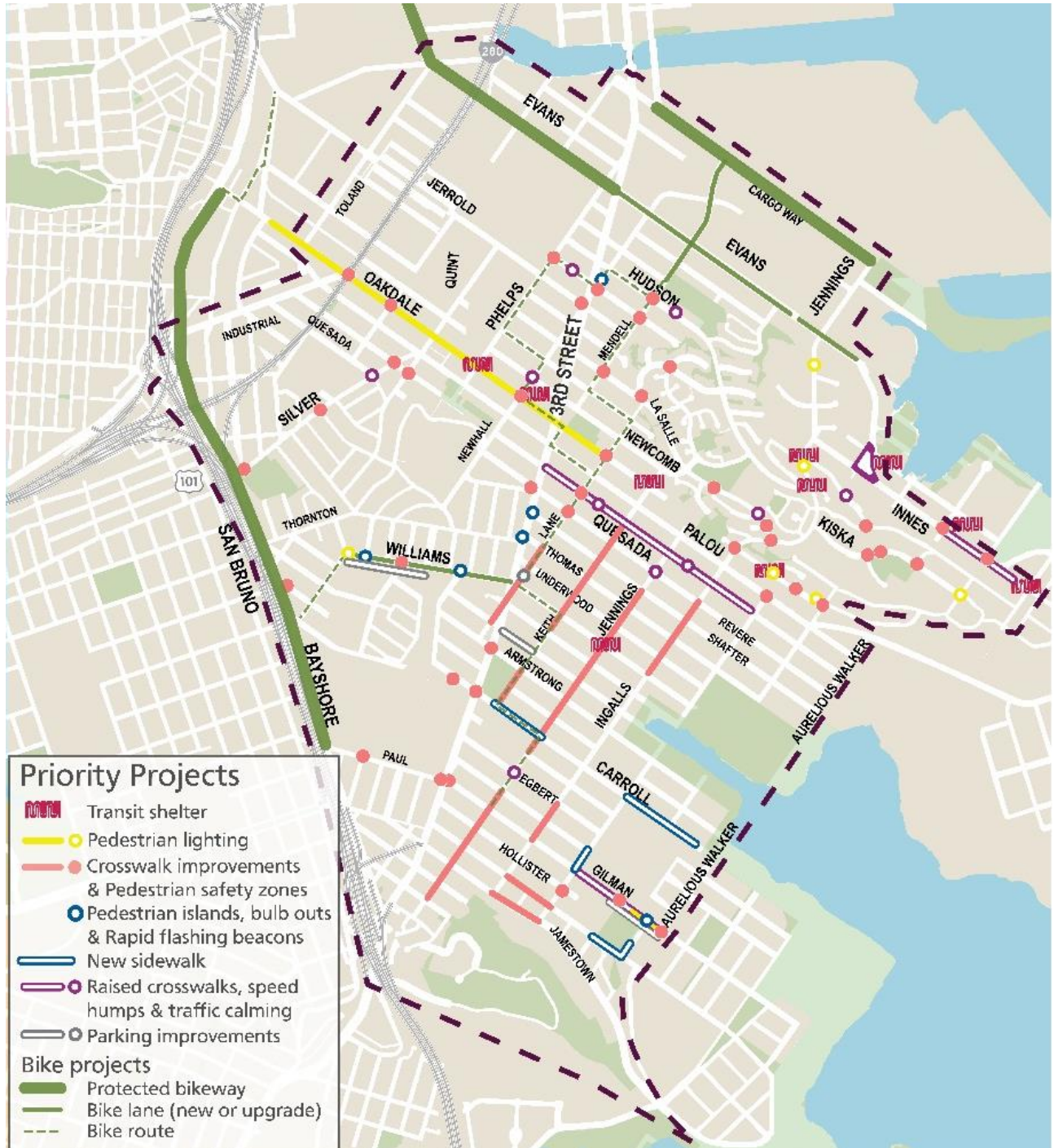


Figure 1: Recommended Projects map

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Because of the large area of the Bayview study area and the large number of proposed projects, worksheets were split up into four geographic quadrants. Each worksheet displayed an updated map showing all projects within a single quadrant, along with text detail for specific projects. An overarching Priority Projects map accompanied the online version of the survey as an overview page of project types.

Each worksheet provided descriptive text for 10-11 projects identified on the map, with residents asked to vote on each project over a 4-point scale. Choices ranged from: *Don't build it, I don't like it, I like it, to Build it!*. Each worksheet collected basic demographic data and included an open-ended section for residents to comment on any other projects or priorities not identified on the worksheet map.

Worksheets were translated into Spanish and Chinese and made available in print and online. 210 worksheets (representing 840 quadrant maps) were completed by residents during Phase 3. 79 worksheets were completed online and 201 worksheets were completed at in-person Phase 3 outreach events. In addition to project scoring, the worksheets collected 104 written comments.

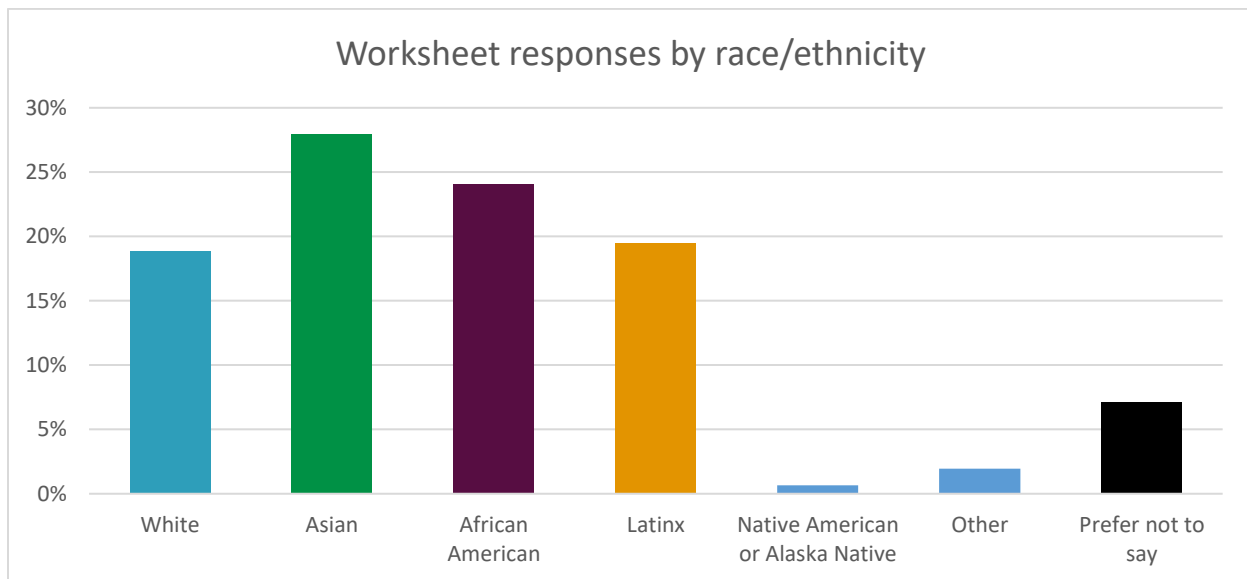


Figure 2: Resident demographics for Proposed Project responses

The demographic split between online and in-person responses was quite pronounced. Online worksheet responses skewed much whiter (43%), younger (54% under 45), and higher income (50% make more than \$75,000 per year). In contrast, paper ballots had strong representation by African American (30%) Asian American (37%) and Latinx (27%) residents, from seniors (40%), and low-income residents (49% of respondents make less than \$15,000 per year).

28% of completed paper worksheets were in Spanish and 24% were in Chinese.

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1a. Northeast Bayview Community Project Preferences

The Northeast Bayview area is bound by 3rd Street on the west and Palou Ave on the south. It encompasses the India Basin area, Hunters View, and many affordable housing sites.



Figure 3: Northeast Bayview Proposed Projects

Projects in the Northeast Bayview focused on improving crosswalk safety and transit access for affordable housing residents on the Hunters View hilltop, providing traffic calming and better transit access along Innes Avenue, and creating strong bike network alternatives to 3rd Street for north-south bike routes. Innes Avenue is a street that will be rebuilt in coming years by developer Fivepoint, so projects there looked for quick-build opportunities to improve access and safety without committing large amounts of time & funding.

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Northeast Bayview Resident Responses

Residents were asked to provide input on 11 identified projects in Northeast Bayview

Table 1: Northeast Bayview Project Preferences

1. Innes Avenue Traffic calming at the intersection of Innes Ave, Hawes Street & Hunters Point Blvd	163
1. Innes Avenue New crosswalks at Arelious Walker Drive & Earl Street (access to bus stops)	137
1. Innes Avenue Remove 1 eastbound travel lane between Arelious Walker Dr & Donahue St to create new pedestrian space & better bus stops on the south side of the street (currently has no sidewalks)	131
2. Northridge Road, Kiska Road & Ingalls Street New crosswalks & bus stops in Hunters View	157
3. Oakdale Avenue (Hunters Point West) New mid-block crosswalk to connect City of Dreams center, playgrounds, and HPW community room	126
3. Oakdale Avenue (Hunters Point West) Street lighting & bus stop improvements	141
4. Hudson Ave Speed humps, improve crosswalks, and add pedestrian safety zones	186
5. Mendell Street New bike lane (Cargo Way to Galvez Ave)	132
5. Mendell Street New bike route (Galvez Ave to McKinnon Ave)	129
6. Evans Avenue (east of 3rd Street) Improve existing bike lanes (3rd Street to Keith Street)	134
6. Evans Avenue (east of 3rd Street) Close the existing bike lane gap between Keith St & Hunters Point Blvd	140

In the Northeast Bayview, traffic calming improvements on Hudson Avenue scored most highly, followed by traffic calming projects on Innes Avenue and on the main streets in Hunters View. Additional crosswalks on Innes Ave, lighting on Oakdale Avenue, and closing the bike lane gap on Evans Ave at Jennings Street also scored highly among residents.

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1b. Northwest Bayview Community Project Preferences

The Northwest Bayview area is bound by 3rd Street on the east and Palou Avenue on the south. This area is largely industrial and commercial, with residential clustered in the southeast area of the map. The Southeast Community Facility and other critical community resources are also located in this area.

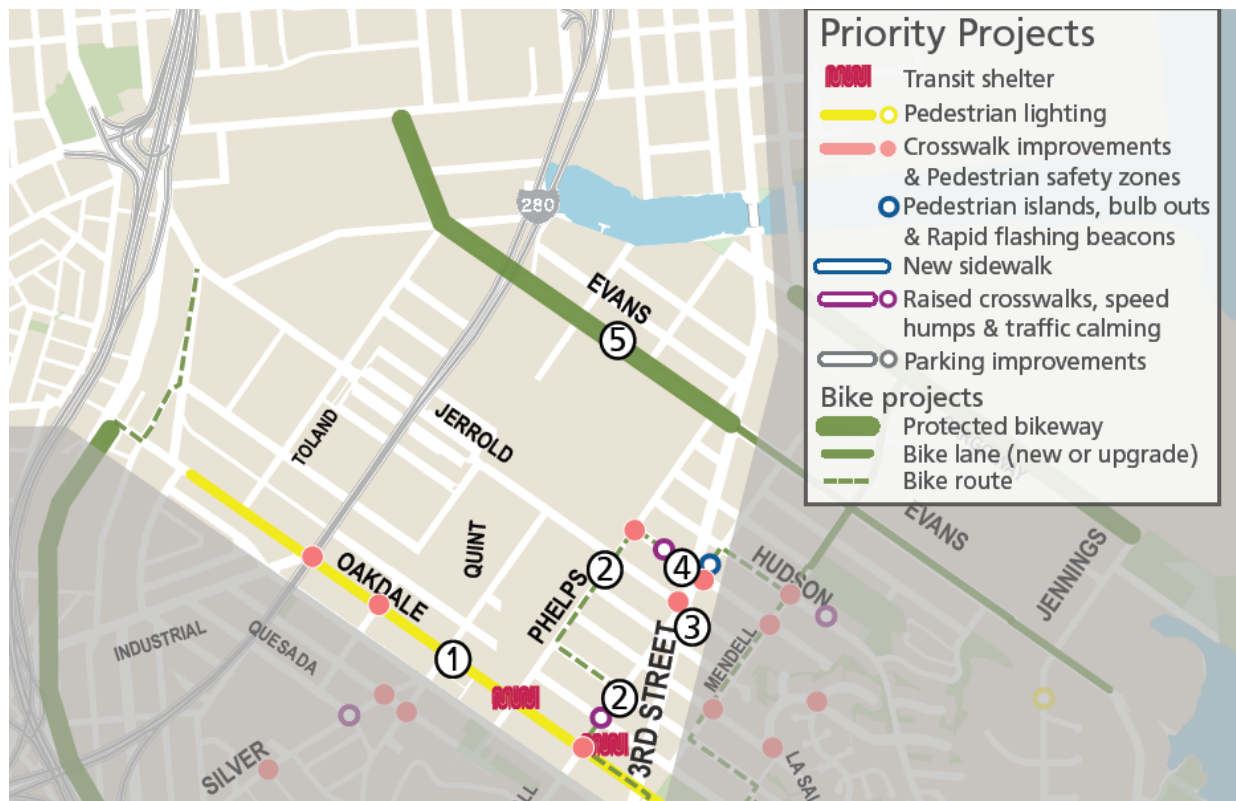


Figure 4: Northwest Bayview Proposed Projects

Projects in the Northwest Bayview focused on two key corridors (Oakdale and Evans), as well as the residential areas between Phelps Street and 3rd Street. Oakdale has long been identified as a community priority for lighting and transit access improvements, while Evans was identified as a key regional access route to the rest of San Francisco, especially for bikes. Projects in the southeast area of this map focus on pedestrian safety improvements and bike route improvements to avoid travel on 3rd Street.

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Northwest Bayview Resident Responses

Residents were asked to provide input on 11 identified projects in Northwest Bayview

Table 2: Northwest Bayview Project Preferences

1. Oakdale Avenue More street lighting, especially around bus stops	206
1. Oakdale Avenue New bus shelter (at Southeast Community Facility - Phelps St)	130
1. Oakdale Avenue Improve crosswalks at Industrial Way, Newhall Street, and Rankin Avenue	160
2. Phelps Street & Newhall Street Establish a new bike route to be an alternative to 3rd Street	126
2. Phelps Street & Newhall Street Improve crosswalks at Phelps Street on Innes Avenue	134
2. Phelps Street & Newhall Street Install a raised crosswalk on Newhall Street at Hudson Avenue	133
3. 3rd Street Pedestrian safety zones on Jerrold Avenue at 3rd Street	172
4. Innes Avenue Install new speed humps between Phelps Street & 3rd Street	124
4. Innes Avenue Pedestrian safety zones at crosswalks on 3rd Street at Newhall Street	143
5. Evans Avenue (3rd Street to Cesar Chavez) Protected bike lane OPTION 1 Remove parking on both sides of the street and keep all 4 travel lanes	38
5. Evans Avenue (3rd Street to Cesar Chavez) Protected bike lane OPTION 2 Remove 1 travel lane and 1 parking lane, keeping 3 travel lanes and 1 parking lane]	42

Adding more street lighting along Oakdale Avenue was the highest-scoring response of all proposed projects in the Bayview. Adding additional pedestrian safety zones on 3rd Street and improvements to crosswalks on Oakdale Avenue also ranked highly with residents.

The proposal to implement a protected bike lane on Evans Avenue received the lowest of all scores for proposed projects. While both options received substantial *Build it!* votes (34 and 33, respectively), these were the two projects that also received the most *Don't build it!* votes in the worksheet (17 and 21, respectively). This is reflective of the split opinion that exists within the Bayview community regarding bicycle infrastructure generally, with passionate voices both for and against. While some level of investment in bike network improvements is appropriate for the Bayview, it will need to be prefaced by substantial community outreach.

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1c. Southeast Bayview Community Project Preferences

The Southeast Bayview area is bound by 3rd Street on the west and Palou Avenue on the north. This area is a mix of residential in the north, industrial/manufacturing in the center, and more residential in the south – with the large Alice Griffith affordable housing development in the far southeast.



Figure 5: Southeast Bayview Proposed Projects

Projects in the Southeast Bayview focused almost exclusively on pedestrian safety & access improvements, with long sections of north-south streets being recommended for crosswalk & curb ramp upgrades at every intersection. At key locations, more robust projects were recommended, including raised crosswalks and painted safety zones.

Two detailed projects are also recommended at the northern and southern edges of this area. On Quesada Avenue, a project involving traffic island removal, new speed humps, new crosswalks, and lane striping was recommended at the inquiry of the District 10 Supervisor's office. Also at the request of the Supervisor's office, a substantial project is being proposed on Gilman Avenue between Hawes St and Arelious Walker Dr. This project would introduce traffic calming measures on Gilman Ave, add new crosswalks, and potentially increase availability of parking for Alice Griffith residents.

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Southeast Bayview Resident Responses

Bayview residents were asked to provide input on 10 identified projects in Southeast Bayview.

Table 3: Southeast Bayview Project Preferences

1. Quesada Avenue Remove mid-block traffic islands, add speed humps (between Lane St and Keith St & between Jennings St and Ingalls St), and add lane stripes between the parking and travel lanes to slow driver speeds	148
1. Quesada Avenue Add pedestrian safety zones to crosswalks around the Bayview YMCA (Lane Street)	169
2. General Crosswalk Improvements Add continental crosswalks at multiple intersections on Keith Street	147
2. General Crosswalk Improvements Add continental crosswalks at multiple intersections on Jennings Street	149
2. General Crosswalk Improvements Add continental crosswalks at multiple intersections on Ingalls Street	143
3. Jennings Street Install a raised crosswalk on Jennings Street at Revere Avenue	141
3. Jennings Street Install a raised crosswalk on Jennings Street at Egbert Avenue	124
4. Carroll Avenue Install new sidewalks between Keith Avenue and Jennings Avenue	135
4. Carroll Avenue Install new sidewalks connecting to the new Alice Griffith housing	134
5. Gilman Avenue Remove 1 travel lane on Gilman between Hawes Street and Arelious Walker Drive: add new street parking for Alice Griffith residents, add new street lighting along Gilman, and improve crosswalks at Griffith Avenue & Giants Drive	138

The most popular project in the Southeast Bayview is for pedestrian safety zones at the crosswalks around the Bayview YMCA. The larger traffic calming project on Quesada Avenue, as well as crosswalk improvements on north/south streets like Jennings and Keith also scored highly.

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1d. Southwest Bayview Community Project Preferences

The Southwest Bayview area is bound by 3rd Street on the east and Palou Avenue on the north. The Silver Terrace neighborhood is located in the northern area of this map, and a number of critical community centers are located along 3rd Street (like the Dr George W Davis Senior Center). The Bayview's only full-size supermarket, Foodsco, is located in the center of the map on Williams Avenue.



Figure 6: Southwest Bayview Proposed Projects

Projects in the Southeast Bayview span a wide range of modes. Bike network improvements are proposed along the length of Bayshore Blvd and along Williams Avenue. Crosswalk improvements and bulb-outs are proposed along 3rd Street, and traffic calming measures are proposed on Silver Avenue.

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Southwest Bayview Resident Responses

Bayview residents were asked to provide input on 10 identified projects in the Southwest Bayview.

Table 4: Southwest Bayview Project Preferences

1. Bayshore Boulevard Convert northbound bike lane to a protected bike lane (Paul Ave to Jerrold Ave)	139
2. Silver Avenue Enhance crosswalks at Bayshore Boulevard, Topeka Avenue and Quesada Avenue	159
2. Silver Avenue Install a raised crosswalk & pedestrian safety zone on Silver Avenue at Revere Avenue	158
3. Williams Avenue Remove 1 westbound travel lane to calm traffic speeds and add bike lanes (keeps 1 lane in each direction, a center turn lane, and all parking stays)	103
3. Williams Avenue Convert south side of the street to angled parking (from Phelps Street to Newhall Street)	116
3. Williams Avenue Install pedestrian islands for the crosswalks at Apollo Street and at Mendell Street	121
4. 3rd Street Install new crosswalk bulb-outs on 3rd Street at Thornton Avenue and Shafter Avenue	134
4. 3rd Street Change street-sweeping times on side streets to allow more mid-day parking for local business	110
5. Carroll Avenue Install new mid-block crosswalk between the Senior Center and the dog park	150
6. Paul Avenue Upgrade the existing uncontrolled crosswalk across Paul Avenue at Crane Street	134

The most popular projects in the Southwest Bayview were crosswalk enhancements and traffic calming along Silver Avenue, as well as establishing a new mid-block crosswalk on Carroll Avenue near to the Dr George W Davis Senior Center. New bulb-outs on 3rd Street and converting the bike lane on Bayshore Blvd to a protected bike lane also received high scores.

The proposed projects on Williams Avenue received many *Build it!* votes but was balanced by a higher proportion of other votes. Williams Avenue is currently a very wide street without providing any regional connectivity. Being adjacent to the only full-size supermarket, it also creates a pedestrian safety risk in its current configuration. Any future work on Williams Avenue will require further community outreach to secure a design with broad support.

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2. Participatory Budgeting Proposal Development

Resident Project Champion Participation

Over 45 residents and Bayview-based organizations were recruited to participate as “Project Champions” during the second phase of outreach in the winter/spring of 2019. These Project Champions were tasked with the development of formal proposals for the Participatory Budgeting public ballot. Prior to Phase 2 outreach, eleven Project Types were determined potentially eligible for Participatory Budgeting funding, and these Project Champions self-filtered themselves into one or more project type groups to develop proposals. Each project type group had an assigned SFMTA liaison to help them with technical information necessary to develop eligible proposals.

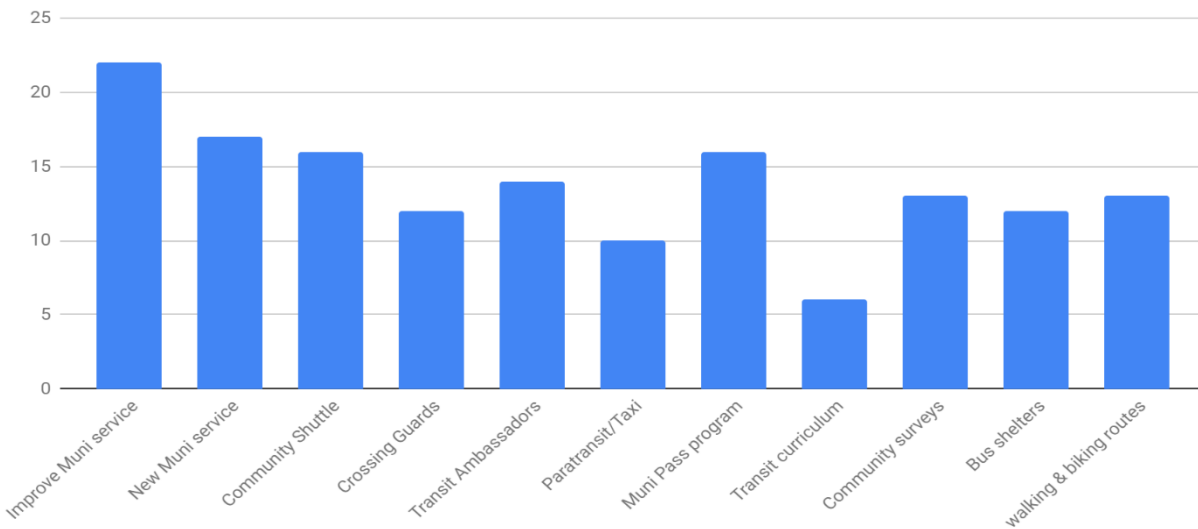


Figure 7: Participatory Budgeting Project Champion Sign-Ups

In consultation with PB partner organization BMAGIC, the project team set up a series of Google Groups for each project type. The Google Group was supplied with key information for their topic, resources, prompt questions, and the key decisions space necessary for an eligible proposal. Through each Google Group, Project Champions would collaborate on proposals and submit further requests to their SFMTA liaison.

Project Champions were responsible for submitting proposals to the Community Steering Committee by the time of their May 23rd meeting. Proposals that could not meet eligibility requirements (or could not find a willing implementing agency within the City) were not brought to the Community Steering Committee for their consideration. In total, 19 eligible proposals were submitted for consideration.

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Ineligible Proposals

There were several proposals and ideas shared during the Participatory Budgeting process that could not be made eligible for the public ballot. Though the public was not able to vote on them, the Project Team thought it was important to preserve the voice of the community by documenting these high-priority community needs.

- **Shelter & Platform Maintenance** – Many members of the community expressed a desire for more thorough and more regular maintenance and cleaning of bus shelters and transit platforms across the Bayview. Cleaning and maintenance are not eligible uses of Lifeline grant funds, and thus could not be considered for the ballot. Cleaning and maintenance of bus shelters and transit platforms is the responsibility of ClearChannel as part of their advertising contract with SFMTA.
- **Increased T-Third Service** – T-Third service was among the most-voiced ideas within the community. Requests ranged from increased service to greater levels of enforcement, to Bayview-only runs of the T-Third, to requests for a permanent T-Rapid bus line that would parallel the T-Third route. For all ideas, the Lifeline grant amount was not enough to fund these service increases alone. Without other funding sources, this proposal could not be ruled eligible.
- **Community Shuttle** – The request for a community shuttle was the most-requested use of Lifeline transportation funds. The Bayview currently suffers from significant accessibility gaps not currently served by transit. Because the cost for a community shuttle exceeded that available through the Lifeline grant, the project team submitted additional grant funding application requests with the Air District and other funders. The multiple goals & requirements from different grant fund sources was onerous enough that the modified service plan no longer closely resembled the documented requests by residents for community shuttle service. The inability of the service plan to meet stated community needs, coupled with low chances of winning full grant funding, led to the withdrawal of the grant application and the community shuttle proposal being ineligible for the ballot.

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Community Steering Committee Review

At their May 23rd and at their June 24th meeting, the Community Steering Committee reviewed proposals for the Participatory Budgeting Public Ballot. At the establishment of the Rulebook for PB in August of 2018, the project team empowered the Community Steering Committee to make all final decisions on the public ballot, and that no proposal would be included on the ballot (even if fully eligible) without a majority vote in favor by the Community Steering Committee.

The Community Steering Committee reviewed all proposals, established the minimum voting requirements for Bayview residents, reviewed and approved a public Voter Guide, reviewed and selected the ballot type, provided input on the location of ballot boxes to be distributed in the community, and the outreach methods to promote public voting among Bayview residents.

At their June 24th meeting, the Community Steering Committee was presented with 19 eligible proposals for the public ballot. A majority vote in favor was only reached for 14 eligible proposals. The following eligible proposals were removed from the ballot:

- **Transit Service Increase – 19 Polk** – Increase weeknight headways from 20 minutes to 15 minutes, lasting for 1 year; \$370,000
- **Transit Service Increase – 19 Polk** – Increase weekend headways from 20 minutes to 18 minutes, lasting for 1 year; \$370,000
- **Transit Service Increase – 29 Sunset** – Increase weeknight headways from 20 minutes to 15 minutes, lasting for 1 year; \$555,000
- **Transit Service Increase – 29 Sunset** – Increase weekend headways from 15 minutes to 13 minutes, lasting for 1 year; \$555,000
- **Transit Safety Curriculum** – Establish a 3-year pilot program for locally-run transit safety & youth community safety education workshops; \$155,700

For all rejected transit service proposals, the Community Steering Committee felt that the lines in question did not serve enough of the Bayview and were too expensive. The Transit Safety Curriculum program was objected to on the grounds that it was sponsored by the Safe Passage program (run by the Tenderloin Community Benefits District) rather than a local organization.

Participatory Budgeting Ballot

How do I vote?
Please answer the questions to the right of this box. Then rank the Transit Service Proposals want in your community by circling your choices. At the bottom, rank the top Street Improvement Proposals you would like to see and fill out the demographic questions so we can get a better sense of who voted. Questions about each project? Refer to our voter guide at any ballot box in the Bayview.

Are you a Bayview resident? Yes No

Are you at least 14 years old? Yes No

WHAT IS PARTICIPATORY BUDGETING?
Your ideas, Your projects, Your vote
In participatory budgeting, Bayview residents get to come up with ideas, turn them into real proposals, and vote on what gets funded. The SFMTA has worked over the past year with residents and organizations in the Bayview to create proposals that improve transit and access to transit for residents. Now you get to vote on which proposals we should fund!

Transit Service Proposals (\$588,000 Total Available)			1st Choice	2nd Choice	3rd Choice
Project	Description	Cost	1	2	3
44 O'Shaughnessy Mornings	Increase morning commute frequency from 10 min to 9 min	\$370,000	1	2	3
19 Polk Evenings	Increase evening frequency from 20 min to 15 min	\$370,000	1	2	3
19 Polk Weekends	Increase weekend frequency from 20 min to 18 min	\$370,000	1	2	3
29 Sunset Evenings	Increase evening frequency from 20 min to 15 min	\$555,000	1	2	3
29 Sunset Weekend	Increase weekend frequency from 15 min to 13 min	\$555,000	1	2	3
Transit Assistants	2 new TAs for 3 years, ride on 29 & 44 buses	\$405,000	1	2	3
Transit Safety Curriculum	Local CBD runs community education workshops and pilot transit safety program	\$155,700	1	2	3
Transit Assistants	2 new TAs for 2 years, ride on 29 & 44 buses	\$275,000	1	2	3

Capital Proposals (\$144,000 Total Available)			1st Choice	2nd Choice	3rd Choice
Project	Description	Cost	1	2	3
New crosswalk: 3rd St at Lane St	New crosswalk, curb ramps, and curb extensions to make walking along 3rd St safer and easier	\$100,000	1	2	3
New crosswalk: 3rd St at Newhall St	New crosswalk, curb ramps, and curb extensions to make walking along 3rd St safer and easier	\$125,000	1	2	3
Bus Shelter	2 new shelters at Oakdale Ave & Keith St	\$20,000	1	2	3
Bus Shelter	1 new shelter at Oakdale Ave & Phelps St	\$10,000	1	2	3
Bus Shelter	2 new shelters at Ingalls St & Harbor Rd	\$20,000	1	2	3
Bus Shelter	1 new shelter at Hudson Ave & Ingalls St	\$10,000	1	2	3
Bus Shelter	1 new shelter at Oakdale Ave & Baldwin	\$10,000	1	2	3
Crosswalk	Improve crosswalk on Williams Ave at Foodco	\$75,000	1	2	3
Crosswalk	Improve crosswalk on 3rd St at Van Dyke Ave	\$25,000	1	2	3
Crosswalk	New crosswalk at Doner Ave at Baysshore Blvd	\$25,000	1	2	3
Crosswalk	Improve crosswalk on Silver Ave at Baysshore	\$10,000	1	2	3

Please tell us about yourself! We want to ensure the input we get from residents is representative of the Bayview's rich diversity. SURVEY IS OPTIONAL AND ALL RESPONSES ARE CONFIDENTIAL

Race/Ethnicity (Circle all that apply): African American Asian Pacific Islander Latin Native American White Other Prefer not to state

Gender: Male Female Other Prefer not to state

Age: Under 18 18 - 45 45 - 65 65+ Prefer not to state

Income: \$15,000 or less \$15,000 - \$40,000 \$40,000 - \$75,000 \$75,000 - \$100,000 \$100,000+ Prefer not to state

Figure 8: Participatory Budgeting draft Ballot

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3. Participatory Budgeting Public Ballot Voting

PB ballot distribution & promotion

The project team entered into agreements with businesses and organizations across the Bayview to host 19 ballot boxes for the month of July. Ballot boxes were branded with SFMTA stickers and had a copy of the Voter Guide attached to the top of the ballot box. All voting locations received a ballot box, a Voter Guide, 100 English ballots, 25 Chinese ballots, 25 Spanish ballots, and PB voting posters. Ballot box locations were chosen in consultation with our outreach team and with the Community Steering Committee. Locations focused on getting input from low-income and hard-to-reach residents in the Bayview.

Additionally, PB voting was promoted through our community partners' newsletters and email blasts, through a quarter-page ad placed in the SF Bay View newspaper, through project team email blasts, and through the Community Ambassadors program – who distributed over 400 PB voting fliers across the Bayview. Ballots were made available at all outreach events conducted in July. An online version of the ballot, available in three languages, was also made available and promoted throughout the month of July.



Figure 9: PB ballot box at the Southeast Community Facility

Participatory Budgeting Public Ballot vote demographics & results

In total, 367 PB ballots were cast in the Bayview. 139 ballots were cast online and 228 ballots were cast on paper. 28 ballots were ruled ineligible according to the voting guidelines.

Online ballots had a strong skew towards white (39%), younger (64% aged 18-44), and wealthy (31% with annual income over \$100,000). Despite the online ballot being available in three languages, all online ballots were cast in English.

Paper ballots had stronger representation by African Americans (38%) Asian (29%) and Latinx (16%) residents. Seniors (27%) and youth under 18 (19%) were strongly represented among paper ballots, and more than two-thirds of paper ballots qualified as low-income (42% making less than \$15,000 per year and 26% making \$15,000 - \$40,000 per year).

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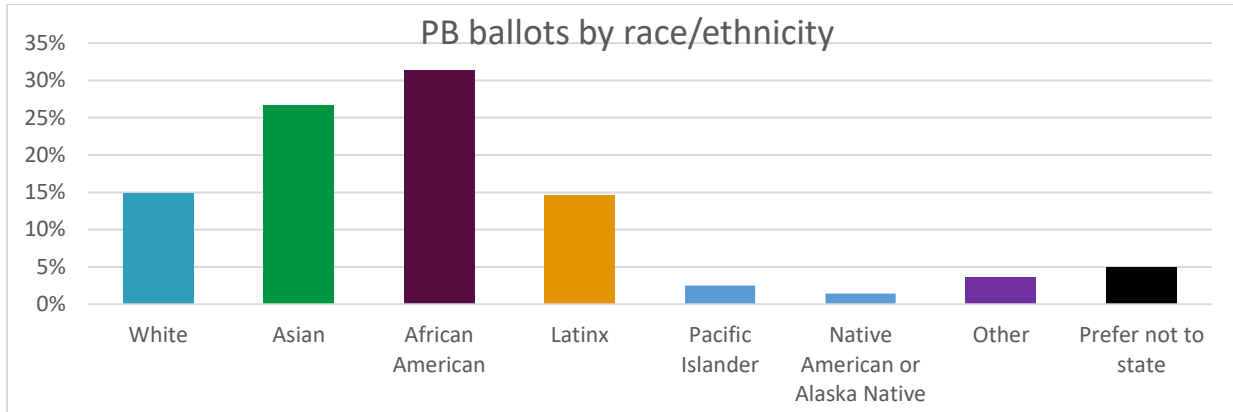


Figure 10: Voting demographics for Participatory Budgeting

According to the PB Rulebook adopted by the Community Steering Committee, the \$720,000 budget for participatory budgeting was to be split into 80% allocated for Operating Proposals (\$588,000) and 20% allocated for Capital Proposals (\$144,000).

Table 5: PB Voting Results

Rank	Operating Projects	Total Score	Project Cost	Available Budget
1	44 O'shaughnessy	561	\$555,000	\$588,000
2	TAs 3 years	481	\$405,000	\$33,000
3	TAs 2 years	418	\$275,000	\$33,000
Rank	Capital Projects	Total Score	Project Cost	Available Budget
1	Silver Bayshore crosswalk	426	\$10,000	\$144,000
3	Williams Foodsco crosswalk	408	\$75,000	\$69,000
2	Lane/3rd Crosswalk	404	\$100,000	\$69,000
4	Newhall/3rd Crosswalk	342	\$125,000	\$69,000
5	Doner Bayshore crosswalk	335	\$25,000	\$44,000
6	3rd VanDyke crosswalk	301	\$25,000	\$19,000
7	Oakdale at Phelps 1 shelter	296	\$10,000	\$9,000
8	Oakdale at Keith 2 shelters	261	\$20,000	–
9	Hudson at Ingalls 1 shelter	255	\$10,000	(\$1,000)
10	Oakdale at Baldwin 1 shelter	250	\$10,000	–
11	Ingalls at Harbor 2 shelters	244	\$20,000	–

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The operating proposal for increased service on the 44 O'Shaughnessy was the clear winner among operating proposals. Because of the size of the proposal, it was not possible to fund any other operating proposals. The \$33,000 remainder on operating proposals will need to be returned to the grantee, MTC.

For Capital Projects, there were a number of qualifying proposals that could not be funded because their budget exceeded the available PB budget after the top 2 projects had been awarded funding. In this case, the results proceeded to the next-highest vote-getter whose budget fit within the available budget. For the awarded project (bus shelter at Hudson & Ingalls), the project team will seek to fill the \$1,000 budget gap with funds from the 5-year implementation plan.

Phase 3 Outreach Events Summary

This summarizes the 10 community meetings & 9 events held between May and August 2019.

Rafiki Coalition 12th Annual Black Health & Healing Summit – 5/31

The Bayview CBTP staffed a table at the all-day Rafiki Coalition 12th Annual Black Health & Healing Summit. Monique LeSarre, executive director of the Rafiki Coalition, also serves on the Participatory Budgeting Community Steering Committee. The summit featured vendors, booths, live music, performances, free food, and a slate of speakers. The event was held at the Rafiki Coalition site on Cesar Chavez Blvd, just across Islais Creek from the Bayview.



Figure 11: Outdoor area at the Rafiki Summit

Approximately 250 residents attended the summit. A small number of worksheets were completed, and engaged residents generally preferred transit access and transit service improvement projects.

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India Basin Neighborhood Association – 6/1

The Bayview CBTP team attended the quarterly meeting of the India Basin Neighborhood Association along with a group representing the Southeast Muni Expansion project. Approximately 30 residents attended the meeting, and the Bayview CBTP team gave a short presentation on project recommendations and ways to provide input. Attendees had the opportunity to fill out worksheets or write on the interactive display board. Approximately 8 worksheets were collected. Comments focused on access in the northeast Bayview, including Evans Avenue, Innes Avenue, and transit access for the 19 bus and T-Third light rail. Opinions were divided on the proposed road diet and pedestrian space/transit stop improvements for the 19 Polk bus on Innes Avenue.



Figure 12: Attendance at the IBNA quarterly meeting

Bayview Bright Block Party – 6/8

The Bayview Bright Block Party was an outdoor street closure event jointly run by the Bayview YMCA and the Museum of Craft & Design. The Bayview CBTP team hosted a table at the event and reached approximately 80 residents and collected 15 worksheets. As most residents attending lived nearby, comments tended to focus on the streets around the Bayview YMCA.

Southeast Community Facility Commission, Facilities Committee – 6/17

The facilities committee of the Southeast Community Facility Commission provides in-depth input on projects that might impact the facilities managed by the Public Utilities Commission in the Bayview. The project team was asked to present at this committee meeting, which was attended by 3 commissioners, 1 member of the public, and 5 City staff.

Input received focused on greater clarity of the connection between the Bayview CBTP and other ongoing City projects, what the plan will deliver to the community, how the plan will stay accountable to the Bayview, and further discussion about a community shuttle.

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Bayview Environmental Justice Task Force – 6/19

The Bayview Environmental Justice Task Force is organized by GreenAction and seeks to empower residents to report environmental hazards and hold responsible government agencies accountable for mitigating risks. The Bayview CBTP team presented at the Bayview EJ Task Force during Phase 2 outreach.

The meeting was attended by approximately 40 community members. About 15 worksheets were collected from residents attending the meeting. Comments largely centered around the types of projects being proposed, whether projects are meant for the benefit of current residents, and reassurance that the project team is seeking input from low-income residents.



Figure 13: Bayview EJ Task Force meeting

Southeast Community Facility Commission – 6/26

After presenting at their facilities committee on the 17, the Bayview CBTP team presented to the full Southeast Community Facility Commission on their June 26th meeting. Approximately 25 people attended the meeting, including commissioners and staff. Commissioners had a very positive reception of the presentation and expressed interest in a Policy Recommendations section for the final report to address larger transportation issues.

Bayview Citizens Advisory Committee – 7/10

The Bayview Citizens Advisory Committee provides advise to the Board of Supervisors on planning and land-use decisions in the Bayview. The Bayview CBTP team has presented at the Bayview CAC during all three outreach phases. Approximately 25 residents attended the Bayview CAC meeting on July 10th. Two worksheets were collected at this meeting.

Bayview YMCA Senior Lunch – 7/12

After meeting Bayview YMCA coordinator Shervon Hunter at the Rafiki Black Health & Healing Summit, the Bayview CBTP team was invited to attend a monthly seniors lunch hosted at the Bayview YMCA. Approximately 120 seniors attended the event, and the team collected approximately 10 worksheets and PB ballots.

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Community Youth Center (Chinese language workshop) – 7/15

Community Youth Center (CYC) is an active member of the Bayview CBTP outreach team and specializes in services for Chinese-speaking populations in the Bayview. The Bayview CBTP team attended a CYC-organized luncheon to present to a largely Chinese-speaking group of seniors. CYC provided interpreters for the presentation and invited three Chinese-language news outlets to cover the event.

After the presentation, residents completed approximately 75 worksheets and ballots. Residents expressed their desire for a greater safety presence on transit and increased transit service.



Figure 14: CYC Chinese-language workshop

BRITE meeting – 7/20

BRITE (Bayview Residents Improving their Environment) is a community group focused on resident empowerment and greater responsiveness by City agencies. The July BRITE meeting, held at the Bayview Library, focused on transportation advocacy, with presentations by the Bayview CBTP team, D10 SFMTA liaison Adrienne Heim, and the SF Transit Riders Union. 10 residents attended the meeting; discussion focused on how residents can more effectively advocate for changes in their community.

El Centro Bayview (Spanish language workshop) – 7/24

El Centro Bayview is another Bayview CBTP outreach team member and is a partnership of the Mission Neighborhood Centers, Good Samaritan Family Resource Center, and Mission Economic Development Agency. El Centro Bayview primarily serves the Spanish-speaking communities in the Bayview. The workshop was held at the El Centro offices, with staff acting as interpreters.



Figure 15: El Centro workshop attendees

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The workshop was attended by 15 mothers and their children. Comments focused on Muni bus policies that they felt were unfriendly to mothers with children, including: restrictions on boarding with strollers, being passed over by drivers due to bus overcrowding, safety on transit, and a desire for cultural-sensitivity training for bus operators.

El Centro Back to School Event – 8/9

Following on the 7/24 workshop, the project team was invited to participate in the El Centro Back to School event. This event was held at El Centro offices and families attending were provided dinner and free backpacks for students with school supplies in them. The project team set up at a table next to the backpack table. If residents filled out a worksheet or participated in our interactive map exercise, they would be entered in a raffle for a Target giftcard.

El Centro provided an interpreter for the event and the project team supplied all materials in Spanish and Chinese as well as in English. In total, approximately 250 families and youth attended the event. The project team collected 17 worksheets, 12 PB ballots, and had 21 residents participate in our interactive mapping exercise.



Figure 16: Project team table at the El Centro Back to School event

Shipyards CAC – 8/12

The Hunters Point Shipyards Community Advisory Committee was formed in 1993 to ensure community representation and oversight of the Hunters Point Shipyards Redevelopment Plan. They are currently staffed by the Office of Community Investment and Infrastructure (OCII).

On August 12th, approximately 27 residents attended the Shipyards CAC meeting held at the Southeast Community Facility. The project team presented on the project and solicited input from both committee members and the public. Comments largely focused on transit service in the Bayview and a desire for a public parking lot on 3rd Street. 2 worksheets and 2 PB ballots were collected.

BMAGIC Back to School Event – 8/17

The project team accepted an invitation to table at the BMAGIC Back to School event on Saturday August 17th. After reviewing Phase 3 data, the project team determined that input from youth in the Bayview was comparatively low; the back to school event provided an opportunity for a more representative dataset.

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The project team staffed a table with multiple display board activities as well as worksheet and PB ballot materials. Families attending the event were provided a “passport” that needed to be stamped by specific tables across the event before they could receive a free backpack & school supplies, with the SFMTA table listed as one of the required locations.

Approximately 300 residents checked-in at the SFMTA table during the Back to School event, and the project team collected 132 Participatory Budgeting votes. Other residents provided comments on the Proposed Projects map. All children under 14 were asked to provide input on the Proposed Projects map, as they didn’t meet voting eligibility rules for Participatory Budgeting.



Figure 17: Youth vote on projects at BMAGIC Back to School