

BAYVIEW COMMUNITY BASED TRANSPORTATION PLAN



Bayview Community Based Transportation Plan:

Phase 2 Engagement – Transportation Improvement Evaluation

Phase 2 Outreach Summary

The second phase of outreach for the Bayview Community Based Transportation Plan stretched from January 2019 to March 2019. During that time, the Bayview CBTP team attended:

- 12 meetings for local organizations, neighborhood groups, and tenant associations
- 6 community events, including:
 - Joining a Lunar New Year celebration led by community partners
 - 1 community workshop led by the Bayview CBTP team
 - 1 Youth Transportation Summit led with community partners
- 1 meeting of the Bayview CBTP community Steering Committee
- 1 meeting of the Technical Advisory Committee

In total, the Bayview CBTP team spent more than 125 hours in the Bayview and engaged with over 1,100 residents during Phase 2 outreach. Outreach events during Phase 2 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 1, the Bayview CBTP Team:

- Engaged with over 1,100 residents
- Signed up 41 residents as Participatory Budgeting Project Champions
- Collected 261 worksheets on short-term and long-term project preferences
- Collected input from 257 residents on Prioritizing Investments
- Collected over 200 comments from residents (non-worksheet input)

Phase 1 Data Impacts

When preparing the second phase of outreach, the Bayview CBTP Team sought to demonstrate the impact of input given during the first outreach phase (August 2018 to October 2018). Specifically, the following data gathered during Phase 1 led to the following recommendations:

Phase 1 input	Phase 2 Impact
Plan Priorities Exercise	Potential projects skew heavily towards pedestrian & transit access improvements, top priorities in Phase 1
Priority Corridors Exercise	All proposed projects and areas of focus are located on top-10 priority corridors identified in Phase 1
Participatory Budgeting Ideas	11 Project Types for project champions built off of Phase 1 PB idea sheets

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Phase 2 Outreach Input

The Bayview CBTP organized Phase 2 outreach to capture the following types of data & input:

1. Community Project Preferences, split into:
 - a. Short-Term Project Preferences data
 - b. Long-Term Project Preferences data
2. Detailed comments on 4 Priority Corridor display boards
3. Prioritizing Investments data to benefit the most vulnerable
4. Participatory Budgeting Project Champion sign-ups

Given the broad range of outreach events during Phase 2 outreach, worksheets and materials were designed to be versatile in their use. Outreach materials were mixed and matched depending on the format and audience for any given event. That way, project team members could capture community input without an overwhelming amount of data or materials. At more appropriate venues, like the Community Workshop, the project team was able to deploy all Phase 2 materials.

1. Community Project Preferences

Community Project Preferences Approach

Using data gathered from the Priority Corridors exercise in Phase 1, the project team filtered down to the top 10 streets to focus on for infrastructure solutions. These corridors were:

1. 3rd Street
2. Evans Avenue/Hunters Point Boulevard/Innes Avenue
3. Oakdale Avenue
4. Silver Avenue
5. Williams Avenue
6. Quesada Avenue
7. Carroll Avenue
8. Hudson Avenue/Kiska Road
9. Phelps Street
10. Jennings Street

Priority Corridors were displayed on an updated project area map, including Planned Projects (ongoing projects in the Bayview being led by a City agency) and Developer Projects (street investments required by the development agreement executed with Lenar and its subsidiary Fivepoint for the redevelopment of the Hunters Point Shipyard & Candlestick sites). Developer Projects are contingent upon development site milestones, and thus have uncertain implementation timelines.

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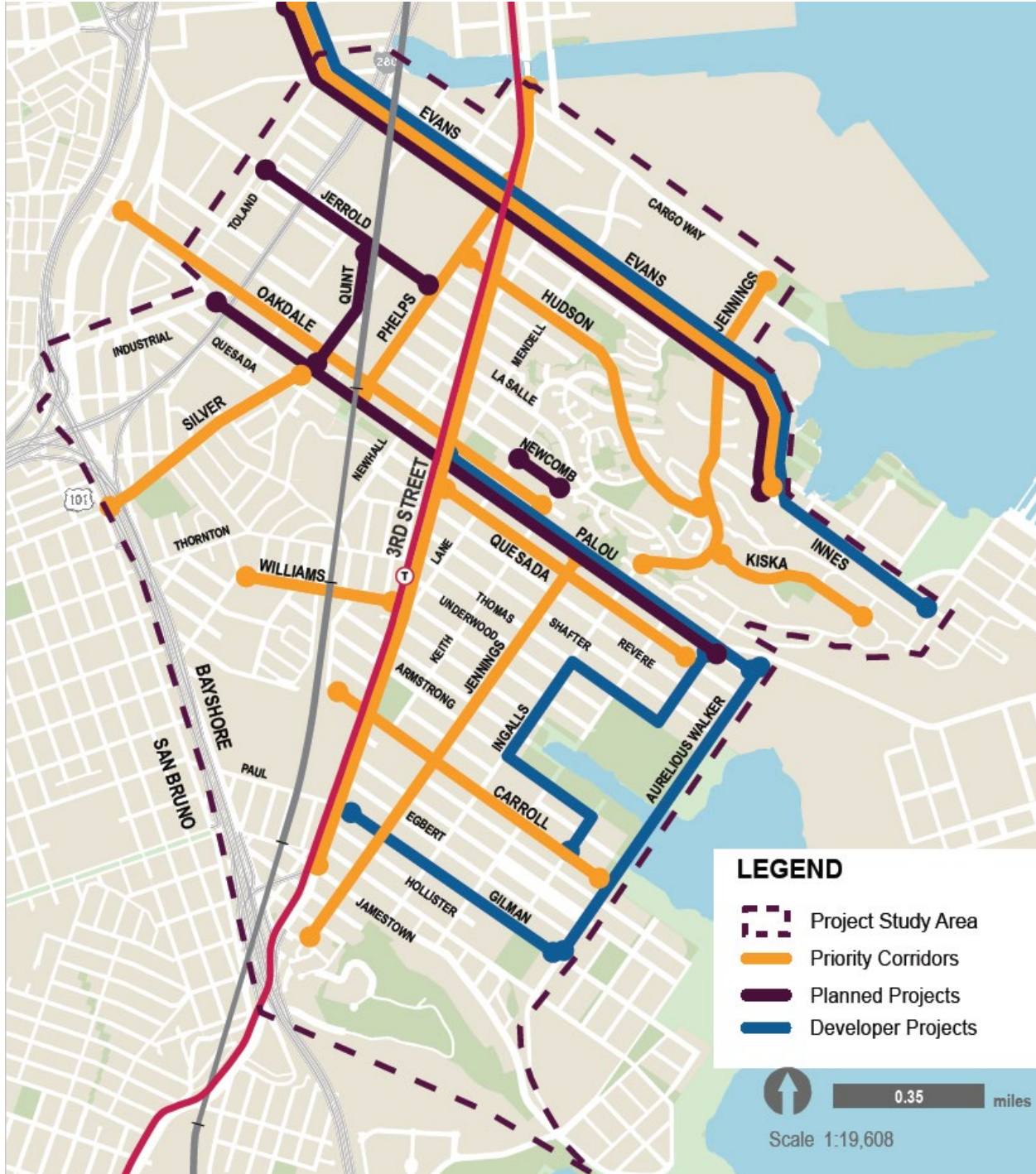


Figure 1: Bayview CBTP Phase 2 Priority Corridors

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For these ten priority corridors, the project team developed a street typology framework so that solutions identified on particular corridors could potentially be applied to other streets in the Bayview.

Table 1: Bayview CBTP Street Typologies

Street Typology	Street Features	Example Streets
3 rd Street	Center-running light rail, every intersection signalized	3 rd Street
Major Connector Streets	Streets providing connectivity between the Bayview and other neighborhoods. Typically multi-lane streets, though not always.	Evans Avenue Oakdale Avenue
Neighborhood Street with Transit	Part of typical street grid, runs neighborhood-serving transit lines	Quesada Ave Phelps St
Neighborhood Street without Transit	Part of typical street grid, no transit service	Jennings St
Hilltop Streets	Heavy grade changes, not on street grid, atypical development patterns	Hudson St Kiska Rd

Project List Development

The project team developed a list of potential short-term and long-term infrastructure solutions based on the direct comments provided by the public in Phase 1 outreach, as well as multiple field-audits conducted by SFMTA staff.

The range of potential infrastructure investments were shown on display boards at Phase 2 outreach events to familiarize residents with options. Based on the Plan Priorities data from Phase 1, infrastructure investments focused on improvements in pedestrian and transit-rider safety – with less emphasis on bicycle-specific infrastructure.

HOW DO WE IMPROVE TRANSPORTATION IN THE BAYVIEW?

The SFMTA has a broad “toolkit” of investments to improve transportation for people walking, riding a bike, riding on transit, or driving. What investment do you like the most? Where do you want us to build it?



Figure 2: Bayview CBTP Infrastructure Toolkit

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1a. Short-Term Project Preference

Short-Term Project Preference Approach

Among corridors ranked highly by residents in Phase 1, the project team identified locations where near-term projects could be implemented during the summer/fall of 2019. In a worksheet, each corridor identified potential short-term investments and residents were asked to rank each option 1 through 6 based on their order of preference. Short-term and long-term worksheets were combined into a single packet to reduce resident confusion.

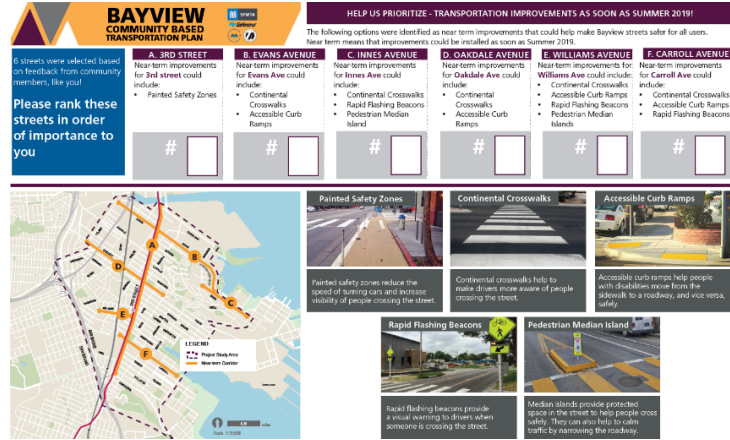


Figure 3: Short-Term Project Preference Worksheet

Worksheets were translated into Spanish and Chinese and made available in print and online. There were a total of 261 completed worksheets, with the overwhelming majority coming from in-person outreach.

Short-Term Project Preference Data

After weighting resident responses for rank, order of preference for short-term projects was 3rd Street (1st), Oakdale Ave (2nd), Williams Ave (3rd), Evans Ave (4th), Carroll Ave (5th), and Innes Ave (6th). While Carroll had more #1 votes than Oakdale, Oakdale had more total high-ranking votes.

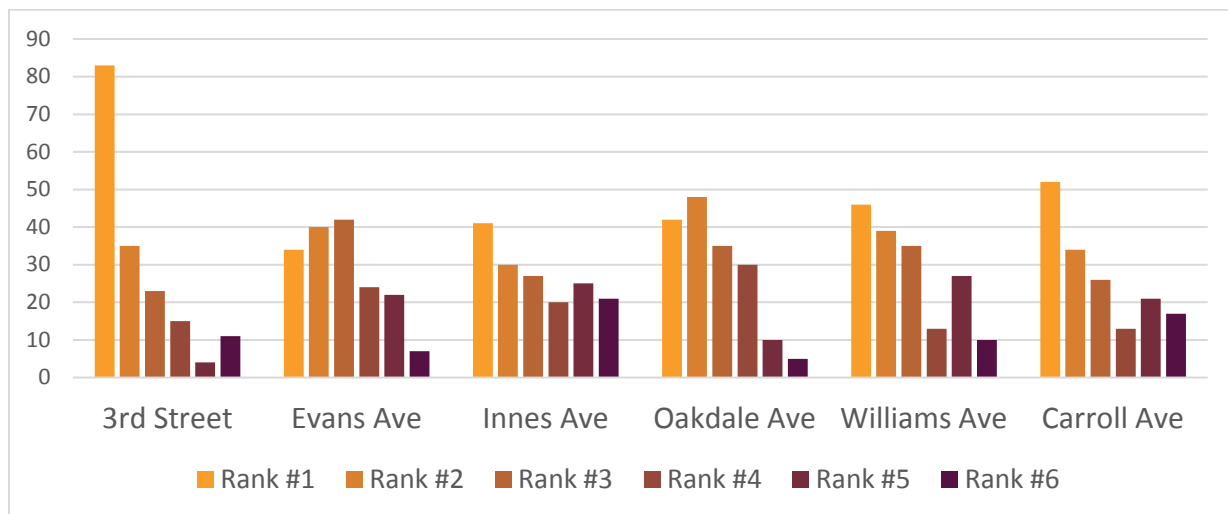


Figure 4: Short-Term Project Preference Results

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1b. Long-Term Project Preference

Long-Term Project Preference Approach

For potential long-term projects, we wanted to demonstrate the direct impact of resident input during Phase 1 outreach. Because more than 1/4 of all Phase 1 comments dealt with 3rd Street, the project team gave residents an explicit choice about the level of focus & investment for 3rd Street in the plan; this question was placed on the front page of the worksheet.

The following worksheet pages focused on potential projects for specific corridors: identifying specific input we heard from residents during Phase 1, suggesting potential infrastructure solutions to that problem, then identifying potential tradeoffs (usually parking loss) that might come with an infrastructure solution. On the last page of the worksheet, residents had the opportunity to weigh in on “All Bayview” issues and solutions, as the project team wanted to capture concerns of residents that were not specific to the Priority Corridors identified in Phase 1. Residents were asked to score potential projects on a scale of 1 (Important) to 5 (Not Important), as well as offering a “Don’t Build It” option for projects to which they strongly objected.

Because much of the public input during Phase 1 revolved around parking scarcity, the project team wanted to be very transparent about the potential impacts of future investments. By making likely tradeoffs clear upfront, this allowed for a more nuanced assessment of projects by residents. It also ensures projects are delivering the greatest amount of benefit to residents and minimizing community pain.

Project worksheets were translated into Spanish and Chinese, and were made available online and in-print. In total, 261 worksheets were completed by residents during Phase 2. Including written comments, there were 301 responses for project preferences collected in Phase 2.

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Williams Ave:				We Heard	Solution	Trade-off	What's important to you?					
	Speeding cars; street is too wide	Widen sidewalk between 3rd Street and Foodco	Remove one lane of traffic (keeps 3 lanes)	1	2	3	4	5	X			
	Hard to cross the street	Crosswalk improvements at Apollo St, Newhall/Neptune St, and Mendell St	Some parking loss around crosswalks	1	2	3	4	5	X			
Jennings St:				We Heard	Solution	Trade-off	What's important to you?					
	Safety when crossing the street	Add more crosswalks, more pedestrian space around crosswalks	Some parking loss around crosswalks	1	2	3	4	5	X			
	Cars driving too fast	Speed humps or traffic circles	Slower traffic, some parking loss	1	2	3	4	5	X			
Innes Ave:				We Heard	Solution	Trade-off	What's important to you?					
	Few crosswalks & speeding cars	Improve sidewalks and pedestrian crossings	Some parking loss near intersections	1	2	3	4	5	X			
	Need better transit access & shelters	Build bus shelters and transit bulb outs and boarding islands where possible	Slows street down where bus picks up	1	2	3	4	5	X			
All Bayview:				We Heard	Solution	Trade-off	What's important to you?					
	Better space needed for people walking, riding bicycles, and waiting for transit	Build bus shelters and necessary sidewalk space for them wherever possible	Some loss of parking near bus stops	1	2	3	4	5	X			
		Crosswalk improvements at key locations to assist people crossing streets	Some parking loss near intersections	1	2	3	4	5	X			
		Build a better network for riding a bike inside the Bayview and to connect to other neighborhoods	Some parking loss on streets with bike lanes	1	2	3	4	5	X			
		Enhance street lighting for pedestrians at key locations	Reduces available sidewalk space	1	2	3	4	5	X			

Figure 5: Project Preference Worksheet

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Long-Term Project Preference Data

For the first stand-alone question regarding 3rd Street, a majority of residents (57%) wanted an equal focus between 3rd Street and other Bayview streets, a sizable group (37%) wanted more focus on 3rd Street than other streets, and almost no one (6%) wanted less focus on 3rd Street and more focus on other Bayview Streets. This confirms prior input from the community, and will shape the project list developed for Phase 3 outreach.

For long-term project options, each solution was scored according to the ranking it was given by residents on the worksheet. "Don't Build It" responses were heavily weighted and subtracted from total scores to reflect the potential for a given project to polarize the community. Crosswalk improvements on Williams Avenue & Innes Avenue, lighting & bus stop improvements on Oakdale Avenue, and traffic calming on streets in Hunters View ranked highest with residents.

Table 2: Phase 2 Long-Term Project Preference Weighted Scores

Street	Solution	Weighted Score
Evans Ave	Build safe space for people at the median, increase sidewalk space at intersections, and add new crosswalks	772
	Add sidewalk, street lighting, and bike lane improvements (especially from 3rd St to Cesar Chavez)	773
	Build bus shelters and more space for people waiting for the bus	793
Hilltop Streets	Install speed humps, pedestrian bulb outs, enhance crosswalks, and widen sidewalks	840
	Ensure that buses and paratransit vehicles can access homes and schools	836
	Add more bus shelters and more pedestrian lighting	759
Oakdale Ave	Improve bike lanes on Oakdale west of 3rd & connect Oakdale with other bike routes in the Bayview	634
	Increase sidewalk space at intersections	777
	Traffic circles or speed humps	710
	Pedestrian lighting & more bus shelters	861
Williams Ave	Widen sidewalks between 3rd St and Foodsco Grocery Store	688
	Crosswalk improvements at Apollo St, Newhall/Neptune St, and Mendell St	903
Jennings St	Add more crosswalks, more pedestrian space around crosswalks	821
	Speed humps or traffic circles	746
Innes Ave	Improve sidewalks and pedestrian crossings	858
	Build bus shelters and transit bulb outs and boarding islands where possible	794
All Bayview	Build bus shelters and necessary sidewalk space for them wherever possible	800
	Crosswalk improvements at key locations to assist people crossing streets	781
	Build a better network for riding a bike inside the Bayview and to connect to other neighborhoods	773
	Enhance street lighting for pedestrians at key locations	755

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2. Priority Corridor Display Boards

Display Boards Approach

For the February 26th Community Workshop, the project team developed four Priority Corridor Display Boards for attendees to write comments on at the workshop. The four corridors selected were 3rd Street, Williams Ave, Oakdale Ave, and the Evans Ave/Hunters Point Blvd/Innes Ave corridor. These four corridors represented 53% of resident responses for priority corridor focus during Phase 1 outreach, and each corridor represented unique mobility and safety challenges for all modes in the Bayview.

The boards were produced at the size of 40" x 30", and each board identified signalized intersections, marked crosswalks, transit stops, and bike lanes.

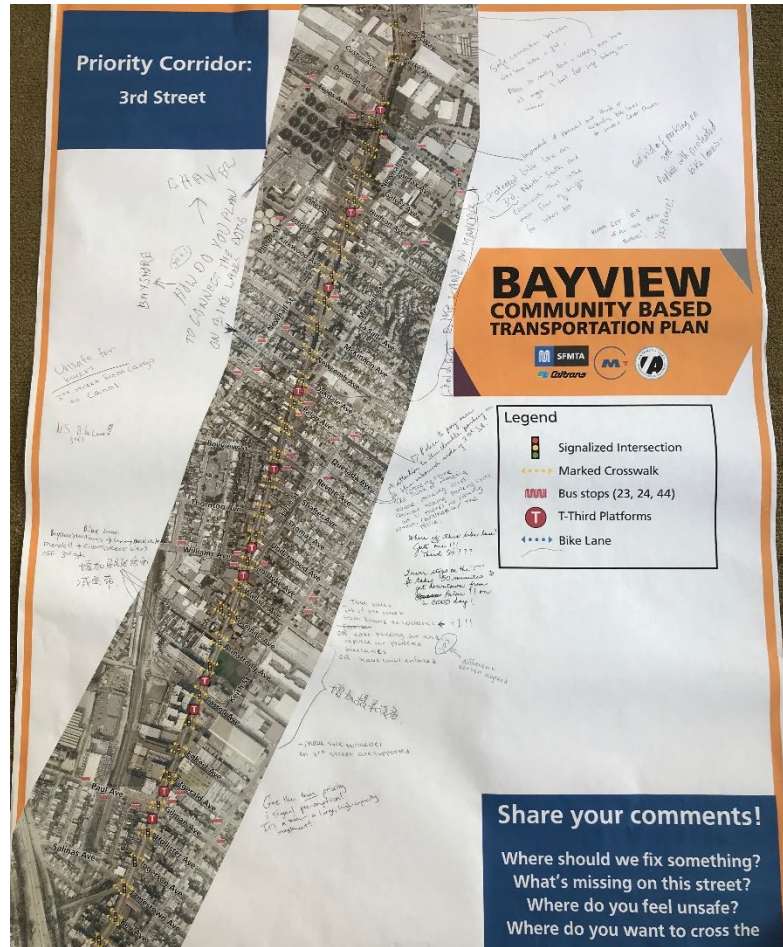


Figure 6: 3rd Street Priority Corridor Board Comments

Display Boards Data

A total of 48 comments were recorded on the four Priority Corridor Display Boards at the February 26th Community Workshop.

Table 3: Priority Corridor Comment Data

	Total Comments	Transit Comments	Pedestrian Comments	Bike Comments	Parking Comments
3rd Street	25	2	6	15	2
Evans-Innes	4	1	0	3	0
Oakdale Ave	14	5	3	6	2
Williams Ave	7	1	3	1	0

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3. Prioritizing Investments

Prioritizing Investments Approach

A founding tenet of the Bayview CBTP is that future investments must disproportionately benefit those most in need of transportation access, comfort, and safety. The original frame of focus was youth, seniors, residents with a disability, and residents living in affordable housing. During our Phase 1 outreach, residents repeatedly challenged the assumptions made in singling out these particular groups. In seeking more equitable outcomes for Bayview's most vulnerable residents, the project team realized that the definition of "vulnerable communities" must come from Bayview residents themselves.

Prior to the start of Phase 2 outreach, the project team developed a series of maps depicting the concentrations of different potentially vulnerable groups within the Bayview. These groups were largely taken from the MTC methodology for establishing Communities of Concern:

- Residents of color (all non-white and/or Hispanic populations)
- Youth 0-10
- Youth 10-19
- Seniors 75+
- Residents with a disability
- Single parent households
- Zero vehicle households
- Rent-burdened households (more than 33% of income dedicated to rent)
- Low-income residents (making less than 200% of the Federal poverty level)
- Residents with limited English proficiency

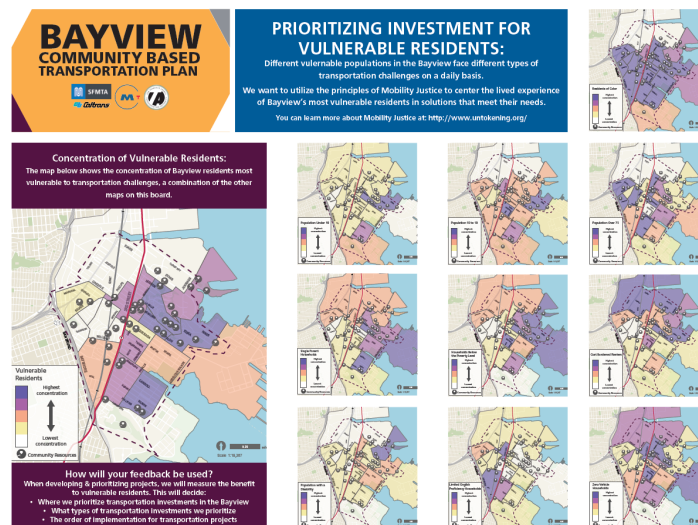


Figure 7: Board showing concentrations of vulnerable communities

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Figure 8: Concentration of Vulnerable Residents in the Bayview

Data was mapped at the census tract level, allowing for a fine-grained analysis of vulnerable communities in the Bayview. Combining the maps of these ten groups rendered a composite score for the concentration of vulnerable residents in the Bayview. This map will inform the placement of projects, as well as the prioritization of adopted projects, meant to objectively deliver the greatest benefit to those most in need.

During Phase 2 outreach residents were asked to help calibrate the map to best represent need in the Bayview. In two different worksheets, prompts were placed for residents to

identify whom in the Bayview faces the greatest transportation challenges. Worksheets were translated into Spanish and Chinese, and were available online and in paper. A total of 257 worksheet responses were collected from residents.

Superando los desafíos del transporte

Moverse por Bayview no siempre es fácil, especialmente para las poblaciones vulnerables. ¿Quién crees que se enfrenta a la mayoría de los desafíos de transporte?

<input type="radio"/> Jóvenes <input type="radio"/> Los padres solteros <input type="radio"/> Residentes que no hablan inglés <input type="radio"/> Residentes que no poseen auto	<input type="radio"/> Personas mayores <input type="radio"/> Residentes de bajos ingresos <input type="radio"/> Residentes con discapacidad <input type="radio"/> Inquilinos
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Figure 9: Spanish-language worksheet prompt for identifying vulnerable communities

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Prioritizing Investment Data

Seniors and residents of color scored very highly, followed by residents who don't own a car and residents with limited English proficiency. Single parent households and cost-burdened renters ranked lowest in community-priority.

Table 4: Phase 2 Prioritization Exercise Results

Vulnerable Group	Prioritization Score
Seniors 75+	165
Residents of Color	160
Zero vehicle Households	107
Limited English Proficiency	97
Residents w/ Disability	83
Low Income Households	78
Youth 0-10	61
Youth 10-19	60
Cost-burdened renters	30
Single Parent Households	28

The project team will use this input to recalibrate the weighting of the Vulnerable Communities map, and the results will be presented back to the community during Phase 3 outreach as part of project prioritization exercises.

4. Participatory Budgeting

Follow-up to Phase 1 Idea Collection

At the close of Phase 1 outreach, the project team had collected 269 ideas from residents for participatory budgeting projects. Phase 1 idea collection also solicited demographic information from respondents to ensure a representative level of public participation. Below is a comparison of residents submitting ideas versus the demographics of the Bayview:

Table 5: PB Idea Collection demographics

Key Demographics	PB Idea Collection	Bayview
African American	31%	27%
Latinx	15%	22%
Asian/Pacific Islander	23%	35%
Less than \$75,000 income	52%	63%

Project ideas were screened by staff at partner agencies the San Francisco County Transportation Authority (SFCTA) and the Metropolitan Transportation Commission (MTC). Staff screened all project ideas for eligibility according to the rules in the Lifeline Transportation Program

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guidelines. To retain eligibility, a project idea must improve transit or access to transit in the Bayview.

Of the 269 ideas collected:

- 131 ideas were ruled eligible for funding
- 51 ideas were ruled partially eligible for funding
- 87 ideas were ruled ineligible for funding

Eligible and partially eligible ideas were then filtered down to 11 different “project types”, which largely encompassed the themes of resident ideas. Project types included “Increased Muni Service”, “Community Shuttle”, and “Transit Ambassadors”.

Community Steering Committee

Eligibility results were taken to the Community Steering Committee at their January 15th meeting. The Community Steering Committee reviewed screening results and placed requests for clarification and expansion of funding eligibility.

The Community Steering Committee also finalized the PB Rulebook at their January meeting. This consisted of setting minimum and maximum amounts that given projects could request, as well as the maximum number of proposals that could be considered for the public ballot.

Lastly, the Committee endorsed the proposed process for proposal development during Phase 2 outreach and the next meeting date of the Steering Committee in May. During the May meeting, the Steering Committee will review PB proposals for eligibility and set the final ballot for public voting in June/July.

Participatory Budgeting Project Champions

In January, the project team developed a sign-up sheet for Participatory Budgeting “Project Champions”. These champions would organize around eligible project types and, working with a designated City liaison, develop these ideas into real project proposals with budgets, schedules, scopes of work and funding plans. Project Champion sign-up forms were provided in English, Spanish, and Chinese, both online and in paper.

Presupuesto Participativo: Registro Campeón de Proyectos

El Presupuesto Participativo (PB) es su oportunidad de dirigir nuevos proyectos de transporte y servicios de transporte para solucionar los problemas que ve todos los días. Los residentes de Bayview **desarrollarán propuestas de proyectos** en colaboración con el personal de la Ciudad, **votarán sobre los proyectos** y la lista de proyectos que reciban la mayoría de los votos **se financiará a través de una subvención de transporte de \$ 600,000.**

En el otoño de 2018, reunimos 275 ideas de los residentes para **mejorar el transporte y el acceso al transporte** en Bayview. Concentrados en 11 tipos de proyectos, estamos buscando a los campeones de proyectos para convertir estas ideas en propuestas reales.

¿Qué es un campeón de proyectos?

Los campeones de proyectos son grupos de trabajo de residentes y / u organizaciones comunitarias en Bayview. Trabajarán con el personal de la Ciudad para convertir ideas en propuestas de proyectos reales con cronogramas, presupuestos y planes de financiamiento.

Las propuestas serán examinadas por nuestro Comité Directivo de la Comunidad en **Mayo de 2019** antes de pasar a la boleta pública. La votación comunitaria tendrá lugar en **Junio de 2019.**

TIPOS DE PROYECTOS DE PRESUPUESTO PARTICIPATIVO		
<input type="checkbox"/> Aumentar el Servicio de Muni (Mayor frecuencia o mejor servicio nocturno / fin de semana)	<input type="checkbox"/> Embajadores de Tránsito (Personal de seguridad en tránsito)	<input type="checkbox"/> Encuestas de la Comunidad (Entendiendo las necesidades de tránsito)
<input type="checkbox"/> Nuevo Servicio Muni (Una nueva ruta de autobús en Bayview)	<input type="checkbox"/> Paratransit/Taxi (Subvenciones para residentes de Bayview)	<input type="checkbox"/> Paradas de Autobuses (Nuevos refugios, reparaciones de refugios, iluminación, botas de basura, carteles de NextBus signs, etc.)
<input type="checkbox"/> Transporte Comunitario (Se conecta al transporte donde Muni no puede)	<input type="checkbox"/> Programa de Pase Muni (Pases gratuitos para residentes de Bayview)	<input type="checkbox"/> Rutas hacia el Tránsito (Mejor acces, rutas en bicicleta, cruces de peatones e intersecciones)
<input type="checkbox"/> Guardias de Cruce (Cerca de paradas de bus o el T-Third)	<input type="checkbox"/> Plan de Estudios de Tránsito (K-12 education en Bayview)	

¿Quieres ser un campeón de proyectos? (Fecha límite 31 de marzo de 2019.)

Los residentes de Bayview y las organizaciones sin fines de lucro basadas en Bayview son elegibles para servir. Nombre y / u organización (por favor imprima claramente):

Email or Phone: _____

Sign up online at: <http://bit.ly/BayviewProjectChampions>

Figure 10: Spanish-language Project Champion Sign-up

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Resident Project Champion Participation

As of April 9th, 41 residents have signed up to be project champions. Residents were offered the opportunity to sign up for one or more of 11 different Project Types. The breakdown of participation is shown below.

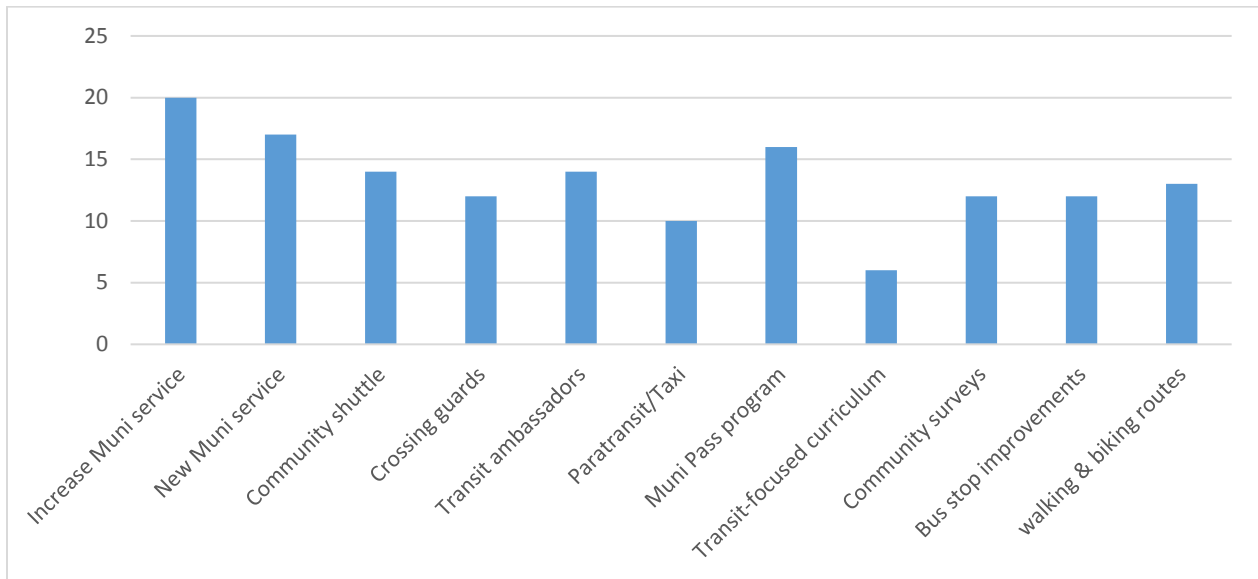


Figure 11: Participatory Budgeting Project Champion Sign-Ups

Over the months of April and May, Project Champion groups are responsible for collaborating with their appointed City liaison to develop proposals for the Community Steering Committee to review. Project Champion discussion and organization is taking place through individual Google Groups, with the ability to share documentation and keep easily accessible records of all correspondence between project champions and City staff.

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Phase 2 Outreach Events Summary

This summarizes the 12 community meetings & 6 events held between January and March 2019.

Shekinah Christian Fellowship – 1/20

The Bayview CBTP team visited a meeting of the Shekinah Christian Fellowship on Sunday, January 20th. This opportunity arose from a connection made with Dee Hillman, wife of the pastor to Shekinah, during the first phase of Bayview CBTP outreach in fall 2018.

A presentation was given to approximately 35 residents prior to regular service. At the start of the service, a synopsis of the project was given to the full congregation, approximately 80-100 residents. Residents expressed strong interest in transit improvements, especially the T-Third and 54.



Southeast Community Facility Commission – 1/23

The Southeast Community Facility Commission oversees the Southeast Community Facility, constructed by the SF Public Utilities Commission to mitigate the environmental and societal effects of the expansion of the Southeast Treatment Plan wastewater facility. The project team attended the January 23rd meeting of the SCFC and presented to 25 members of the public.

Comments focused on senior safety and accessibility, regional connections to/from the Bayview, and leveraging City projects to bring employment opportunities to Bayview residents.

Bayview Community Advisory Committee – 2/6 & 3/6

The Bayview Community Advisory Committee was originally created to provide oversight to the Bayview redevelopment area. Since the abolition of redevelopment by former Governor Brown, the Bayview CAC has taken on an advisory role for planning and land-use issues in the Bayview, especially along the 3rd Street corridor. The project team attended the Bayview CAC twice during Phase 2, first on February 6th, then again on March 6th for a transportation impacts summit.

On the February 6th meeting, 26 members of the public were present. Comments centered on clarity for the coordinated scheduled of multiple roadway projects in the Bayview (Palou, Evans, and Jerrold, specifically), and the planning for impacts during construction phases. 5 worksheets were completed during this meeting. At the March 6th meeting, the project team attended a Transportation Impacts Summit at the Bayview CAC, meant to assess the cumulative impacts of multiple large development projects. The meeting was attended by 30 residents.

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Lunar New Year/Black History Month Celebration – 2/9

The Lunar New Year/Black History Month Celebration is an event jointly hosted by CYC (Community Youth Center) and the Bayview YMCA. The event is meant to celebrate both Asian & African American culture in the Bayview, and an opportunity to bring the two groups together.

The Bayview CBTP team tabled at the event and partnered with CYC to circulate youth volunteers among the crowd to fill out surveys. Youth volunteers were bilingual in Chinese and were able to walk residents through the exercise. All residents filling out surveys were offered their choice of SFMTA thank-you gifts. Over 225 residents attended the event and 92 surveys were collected.



Affordable Housing Tenant Meetings – 2/11, 3/12, 3/13 & 3/14

The Bayview CBTP project team coordinated with the San Francisco Housing Development Corporation to attend and present at legacy public housing properties across the Bayview. Team members brought copies of project presentations as well as worksheets in all three languages. The meetings, and resident attendance are listed below:

- Bayview Commons: 2/11, 17 tenants
- Westbrook: 3/11, 12 tenants
- Hunters Point West: 3/12, 10 tenants
- Hunters Point East: 3/13, 5 tenants



BMAGIC Conveners Meeting – 2/19

Another outreach team member, BMAGIC, holds monthly convener meetings in the Bayview to bring together non-profits & community organizations to share news, schedules, and programmatic opportunities. The project team gave a presentation at the February 19th convener meeting to 35 members of the public. Project Champion sign-up sheets and worksheets were distributed.

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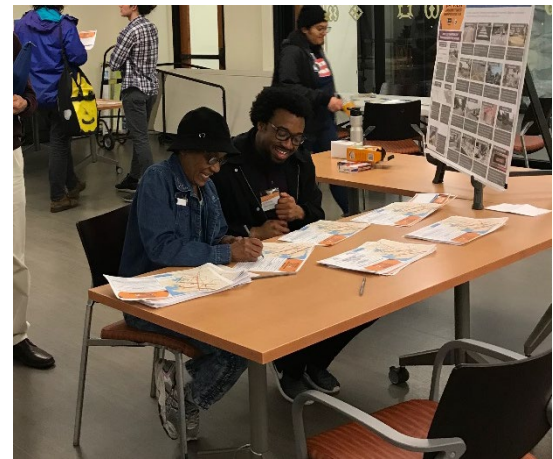


Bayview CBTP Community Workshop – 2/26

The Bayview CBTP Community Workshop was jointly run by SFMTA, BMAGIC and CYC. The workshop was held at the Dr. George W. Davis Senior Center, with the event promoted by our community partners, the District 10 Supervisor’s Office and other news and community outlets. The workshop featured meals, childcare, and interpreters for Spanish and Chinese residents - with the intention of removing all barriers to participation.



35 residents attended this two hour workshop and were led through 5 different interactive stations for providing project input. Included at the workshop were stations for short-term projects and long-term projects, display boards for key corridors, a participatory budgeting station where residents could sign-up or add ideas for specific projects, and a station where attendees could create their own definition of “vulnerable residents” to help us calibrate our prioritization model.



Residents filling out an evaluation survey were presented with an SFMTA gift bag. Among surveys, every respondent found the material easy to understand, considered the workshop a good use of their time, and believed the Bayview CBTP will achieve real results for the Bayview community. In total, 70 worksheets were collected at the workshop.



Black Cuisine Festival – 3/2

The Black Cuisine Festival is an annual event organized by Bayview Senior Services, featuring a wide range of African American foods, Bayview restaurateurs, live music, and vendor booths. The Bayview CBTP team sponsored and hosted a table during the event on Saturday, March 2nd. Over 750 people attended the Black Cuisine Festival.

The Bayview CBTP team brought 2 project display boards and worksheets in all three languages. Food tickets for the festival were offered to attendees for completing a worksheet. The team interacted with approximately 450 people and collected 46 completed worksheets.

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Rec & Park Summer Services Fair – 3/2

The San Francisco Recreation & Parks Department holds an annual fair in the Bayview promoting summer services & programs. SFMTA staff tabled at this event, interacting with approximately 35 residents and completed 4 worksheets.

Shipyards CAC – 3/11

The Hunters Point Shipyard Citizens Advisory Committee was created in 1993 to facilitate greater public participation in decisions around the Hunters Point Naval Shipyard redevelopment. The project team attended the meeting of the Shipyard CAC on March 11th, presenting to 27 members of the public and collecting 4 worksheets from residents.

BMAGIC Funders Breakfast – 3/20

BMAGIC holds an annual “Funders Breakfast” panel discussion, where City agency & foundation representatives are invited to speak on the discretionary funding they spend in the Bayview and how local organizations can apply for programmatic funding. Attending the event were 35 representatives of non-profits and community organizations located in the Bayview. The project team discussed the opportunity to fund local organizations through participatory budgeting to support transit or access to transit.

Bayview Hunters Point Environmental Justice Task Force – 3/20

The Bayview Hunters Point Environmental Justice Task Force is a monthly meeting jointly hosted by Greenaction and the IVAN (Identifying Violations Affecting Neighborhoods) Network. The Task Force discusses environmental hazards in the Bayview, from illegal dumping to local pollution controls to hazard remediation at the Hunters Point Naval Shipyard. The project team gave a presentation to 46 residents at their March 20th meeting and collected 8 completed worksheets.

CYC Open Office Hours – February/March

CYC (Community Youth Center) runs an office on 3rd Street in the Bayview and offers regular walk-in office hours to residents. Specializing in outreach and services to Chinese-speaking residents, CYC also conducts outreach with other groups in the Bayview, including the Spanish-speaking community. During the months of February and March, CYC made Phase 2 worksheets in all three languages available to any resident coming in during office hours. At the end of March, CYC returned 66 completed worksheets to the project team.

Youth Transportation Summit – 3/21

The project team jointly organized a youth transportation summit in the Bayview with outreach team member Hunters Point Family and the Girls2000 program. 3 young women from the Girls2000 program worked directly with SFMTA Engineer Ariel Ward to plan, organize, and

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execute the Youth Transportation Summit. The summit took place on March 21st, and approximately 25 youth and adults attended the event. District 10 Supervisor Shamann Walton made a surprise appearance at the summit and publicly unveiled the SFMTA “Ride for Rosa” campaign, to celebrate the contributions of civil rights leader Rosa Parks during Women’s History Month.

The event included a panel discussion of 5 people of color working at SFMTA, including discussion of their job and duties, how they got to where they are, and career suggestions for youth of color interested in transportation. The project team also contracted with the nonprofit BAYCAT to create a “Photovoice” project with Girls2000, where youth create a short documentary about transportation challenges in the Bayview and their process in coming up with transportation solutions. BAYCAT set up a video booth at the summit where youth could provide transportation testimonials.

For the main activity of the summit, youth re-designed Oakdale Avenue, the street in the Bayview adjacent to the summit location at the Southeast Community Facility. After designing a street with a paper cut-outs version of the Streetmix online street design tool, youth then built out their ideal street with construction paper and models for cars, bikes, transit, and pedestrians. Each group then shared their street and explained the design decisions they made.

The summit wrapped up with youth writing Letters to a Leader, where they advocated for the types of changes in transportation that they had just designed on their streets.

