

Ex-Dream Keeper chief keeping a public profile

Davis continues to engage in civic affairs despite investigations by city, DA

By Michael Barba and Megan Cassidy
STAFF WRITERS

One day this summer, Mawuli Tugbenyoh, the acting director of the San Francisco Human Rights Commission, addressed a

crowd of Black college students who had come from around the country to intern in city government.

As Mayor Daniel Lurie and District Attorney Brooke Jenkins watched from the sidelines, Tugbenyoh shouted out a few

people in the room who'd helped bring the intern program to fruition, including someone unexpected — his disgraced predecessor.

“Thank you Sheryl Davis,” Tugbenyoh said. It had been just nine

months since former Mayor London Breed tapped Tugbenyoh to replace Davis, who resigned amid scrutiny over her handling of the Dream Keeper Initiative, Breed's signature reinvestment in the Black com-
Davis continues on A8



Manuel Orbeagozo/For the S.F. Chronicle

Sheryl Davis resigned last year as director of the city's Human Rights Commission amid scrutiny over her handling of the Dream Keeper Initiative.

‘Very addictive’

Long-distance hydrofoiling is taking hold in the Bay Area



Photos by Noah Berger/For the S.F. Chronicle

Brian Thoms kitefoils on San Francisco Bay this month. He previously foiled 68 miles from Crissy Field to Sherman Island.

By Gregory Thomas
STAFF WRITER

A pair of kiteboarders recently waded into the chilly surf near the Golden Gate Bridge for a highly unusual excursion: For four hours and 20 minutes, the two men rode wind and swell a whopping 68 miles to an island in the Sacramento-San Joaquin River Delta, slicing through the water on hydrofoil boards.

First they skirted Angel Island and Point Richmond, then they beelined across shallow San Pablo Bay and tacked through the Carquinez Strait until they finally touched down



The “downwinder” to Sherman Island by Thoms, who is from Alameda, showcased a cutting-edge form of long-distance waterborne adventuring.

at Sherman Island, a gusty board sports paradise across the water from Antioch.

Apart from being a fun outing, the journey showcased a cutting-edge form of long-distance waterborne adventuring that is gripping a hardcore group within the Bay Area's robust community of board sports enthusiasts — the kitters, paddleboarders and wingsurfers who use the region's defining feature as their personal playground.

“This was the longest trip I've ever done, for sure,” said Brian Thoms, a kitefoiler from Alameda.
Riders continues on A9

Look out, George Jetson: Car idea could fly

By Rachel Swan
STAFF WRITER

The race is on in Silicon Valley to create the region's first air taxi network, a futuristic mode of transportation in which riders flit from Wine Country to Palo Alto in planes the size of a charter helicopter.

It's a commuter vision that verges on magical thinking. And the sales pitch is bold: You don't have to be a well-heeled jet-setter to use the service, according to the start-up founders who are trying to produce it. Ultimately, they hope to offer prices comparable to the Uber Black luxury ride-hail service, but with far shorter travel times. Not by accident do many observers compare the air taxis to flying cars.

Engineer Praveen Vayalamkuzhi, who studies mobility at a think tank he founded in San Francisco, is dazzled by the possibilities of wing-borne transit.

“Think of how much time you could save,” Vayalamkuzhi said, emphasizing the speed and agility of small aircraft. Such machines could travel in 15 minutes a distance that might take an hour on roads and freeways, Vayalamkuzhi added.

But inventing new forms of transit is never easy. At present, a handful of Bay Area tech companies are building fleets of electric passenger planes, each weighing about as much as a Tesla SUV. If the design and engineering are complicated, the logistics are daunting. Manufacturers of eVTOL (“electric vertical take-off and landing”) aircraft must undergo a rigorous cer-

Flying continues on A7

Boom in rats blamed on ‘perfect storm’

By Lucy Hodgman
STAFF WRITER

Surveying a leafy cul-de-sac in Stanford, Mikail Price pronounced it a rat “heaven.”

Price is the South Bay branch manager for the pest management company Pestec, which has serviced the ring of wooden houses for more than five years. The company sets traps, seals entry points and deploys green cubes of poison. But it's been increasingly difficult to keep the rats at bay: In the last year, Price said, Pestec has had to up its twice-monthly rounds of the community to once a week.

During a recent visit, ex-

terminators pulled dead rats from roughly two-thirds of their traps — flat black boxes loaded with bait and placed outside the homes. One resident leaned over the railing of her deck and called down that her dog had sniffed out rats in her home's crawl space.

“It's fun because it's ever-changing,” Price said. “We're just constantly chasing rats.”

Even with the help of professional exterminators, the task of keeping out rodents has posed a formidable challenge for some South Bay homes and businesses. That's especially true when it

Rats continues on A7



Scott Strazzante/S.F. Chronicle

Pestec's Kevin Carlos does rodent control in a South Bay neighborhood. Experts say the rodents are a mounting problem in California.

