



DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, May 9, 2017

1. Roll Call

Chair Peskin called the meeting to order at 10:12 a.m.

Present at Roll Call: Commissioners Breed, Fewer, Peskin, Ronen, Safai and Yee (6)

Absent at Roll Call: Commissioners Cohen and Farrell (entered during Item 5), Kim (entered during Item 8), Tang and Sheehy (5)

Commissioner Ronen moved to excuse Commissioner Sheehy, seconded by Commissioner Breed.

2. Citizens Advisory Committee Report – INFORMATION

John Larson, District 7 representative of the CAC, reported that for Item 6, the Prop K allocations, the CAC focused its discussion on the Sloat Skyline intersection alternative and was generally supportive of installing a traffic circle to calm traffic. He said there was some concern voiced about spending on outreach to businesses when there didn't appear to be many businesses in the project area. He said a member of the public also recommended the city plan for an L-line light-rail loop extension up Sloat Boulevard to relieve future traffic congestion. Mr. Larson said on Item 8, the principles for Regional Measure 3 (RM3), it was noted that projects funded by Regional Measure 1 (RM1) were now complete, and the CAC had asked when the debt service would be completed, freeing up funds for other projects. He said staff replied that they had posed that question to the Metropolitan Transportation Commission, but had not received a clear response. Mr. Larson continued to say that the CAC proposed that RM1 funds could be allocated to new projects under RM3 to reduce the toll increase and help public support. He said the CAC was pleased with the equity principle proposed by San Francisco, and that it was important to include BART State of Good Repair funding as part of the BART project categories to sustain new system investments. He said that members of the public commented that many of the projects were centered in the downtown area and that funds should be allocated towards a regional express bus system, especially since that was something that could provide near term congestion relief. Mr. Larson said that for Item 9, the Transportation Investment and Growth Strategy Update, there was considerable discussion and the CAC expressed a desire to see more emphasis and follow up with regard to the Subway Vision, especially in priority development areas in the southeast and southwest areas of the city. He said there was particular concern with the population increase currently happening in the Dogpatch area and in the future around Pier 70.

There was no public comment.

3. Approve the Minutes of the April 25, 2017 Meeting – ACTION

There was no public comment.

Commissioner Safai moved to approve the minutes, seconded by Commissioner Fewer.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Breed, Fewer, Peskin, Ronen, Safai and Yee (6)

Absent: Commissioners Cohen, Farrell, Kim, Tang and Sheehy (5)

4. Adopt Positions on State Legislation – ACTION

Amber Crabbe, Assistant Deputy Director for Policy and Programming, presented the item along with Mark Watts, State Legislative Advocate.

Regarding Assembly Bill (AB) 756, Commissioner Breed questioned if the proposed change to reduce the speed limit change in Golden Gate Park would produce actual benefits on Kezar Drive with respect to accidents and other challenges, and expressed concern about supporting these types of policy changes without data-driven analysis. She asked where the data for the proposed change was produced and voiced concern about this being the right approach, especially with regards to enforcement. Ms. Crabbe replied that she was not certain where the data was produced but would follow up with the San Francisco Municipal Transportation Agency (SFMTA) and Recreation and Park Department. She clarified that staff was now recommending changing the position from support to watch.

Commissioner Safai stated on behalf of Commissioner Fewer who had lost her voice, that she had attempted to drive 15 miles per hour in Golden Gate Park but that it was not practical, and added that the California Academy of Sciences opposed the change. Commissioner Safai commented that he also opposed the change.

Regarding Senate Bill (SB) 595, Commissioner Breed commented that she was opposed to bridge toll increases without a clear understanding of what the revenue would be used for. Chair Peskin commented that a discussion of the proposed projects for that revenue would happen during Item 8 on the agenda, and asked if the Board could wait to take a position on SB 595 until after that discussion. Commissioner Breed replied that the Board should wait until after that discussion, but that more than likely she would be opposed to any toll increases.

There was no public comment.

Chair Peskin continued Item 4 until after Item 8.

Commissioner Breed moved to amend the item to change the position on AB 756 (Ting) from support to watch, seconded by Commissioner Fewer.

The amendment to the item was approved without objection by the following vote:

Ayes: Commissioners Breed, Fewer, Kim, Peskin, Ronen, Safai and Yee (7)

Absent: Commissioners Cohen, Farrell, Tang and Sheehy (4)

Chair Peskin stated that now that the Board had voted on the RM3 principles, he asked if the Board would support SB 595 being placed on the ballot.

Commissioner Breed commented that she voted in support of the RM3 principles because if the funds were available the city should be prepared to spend them properly. She said she still did not support the toll increase and asked if the position on SB 595 could be considered separately from the other legislative positions.

Commissioner Breed moved to sever SB 595 (Beall) from the item.

The amended item was approved without objection by the following vote:

Ayes: Commissioners Breed, Fewer, Kim, Peskin, Ronen, Safai and Yee (7)

Absent: Commissioners Cohen, Farrell, Tang and Sheehy (4)

The motion to approve SB 595 was not approved by the following vote:

Ayes: Commissioners Kim, Peskin, Ronen and Yee (4)

Nos: Commissioners Breed, Fewer and Safai (3)

Absent: Commissioners Cohen, Farrell, Tang and Sheehy (4)

Chair Peskin requested that the support position on SB 595 be placed on the agenda for the following Board meeting.

5. Approve the 2017 Prop AA Strategic Plan Update and 5-Year Prioritized Programs of Projects – ACTION

Mike Pickford, Transportation Planner, presented the item per the staff memorandum.

Commissioner Yee commented that there was inequity of where projects recommended for funding were located throughout the city and that very few were on the west side of the city. Chair Peskin replied that the Muni Metro station enhancements project would improve access on the west side. Commissioner Yee commented that besides the station enhancements there was no other project. He said that the constant lack of projects on the west side of the city meant that city agencies needed to look at the issue more carefully. Mr. Pickford stated that Commissioner Yee's concerns were understandable, but noted that Prop AA was a fairly small program with constraints on the types of projects it could fund.

Anna LaForte, Deputy Director for Policy and Programming, replied that Commissioner Yee's concerns were understood. She noted that the Prop AA program was limited by the applications that were submitted in response to the call for projects. She said that the situation illustrated the need to have a stronger pipeline of projects, as Prop AA could only fund projects that were well developed and ready for the design and construction phases. She said that other funding sources such as Prop K could be used to develop projects and that staff would work with Commissioner Yee's office on development of the next Prop K five-year program.

Commissioner Safai stated on behalf of Commissioner Fewer that she concurred with Commissioner Yee's comments and that funding should be prioritized for areas that did not receive funding from the previous round.

Chair Peskin asked whether a dot representing a bulb-out in District 3 was located at the intersection of Columbus and Green Streets. Ms. LaForte replied that there was a potential location at Jackson and Stockton Streets. She said that the list of locations in the project description was not final, but that locations would be finalized before funds were allocated to the project.

Chair Peskin said that he didn't want to approve the location without additional discussion and that each location warranted a community conversation. Mr. Pickford confirmed that the location on the map was at Jackson and Stockton Streets.

Chair Peskin said that he could be willing to remove this location if it could be used in a location on the west side of the city instead. Mr. Pickford said that this project was specifically intended

to replace existing khaki-colored painted safety zones with permanent concrete bulb-outs. Ms. LaForte added that staff could insert a condition into the item requiring that the sponsor seek the concurrence of the district supervisor prior to seeking allocation of funds for the project. Chair Peskin said that he agreed with that approach but would also like outreach to his office.

Commissioner Safai moved to approve the item, seconded by Commissioner Breed.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Peskin, Ronen, Safai and Yee (8)

Absent: Commissioners Kim, Tang and Sheehy (3)

6. Allocate \$1,559,695 in Prop K Funds for Three Requests, with Conditions, and Appropriate \$250,000 in Prop K Funds for One Request – ACTION

Anna LaForte, Deputy Director for Policy and Programming, presented the item per the staff memorandum.

Commissioner Breed asked for clarification on the purpose of the Lombard Crooked Street Congestion Management System Development study. Tilly Chang, Executive Director, replied that the study would fund planning and design work to help determine whether a congestion fee should be charged for access to the Crooked Street.

Commissioner Breed expressed concern that the cost of the study was high given its scope. Director Chang replied that the system would require substantial design work.

Chair Peskin asked staff for a more detailed description of the project scope. Andrew Heidel, Senior Transportation Planner, provided an overview of the project scope and deliverables, including a Concept of Operations. He said among other work elements the Concept of Operations would include recommendations on who would be required to make reservations and/or pay a fee for access. Commissioner Breed expressed concern with the purpose of the study.

Chair Peskin proposed that discussion of the merits of the project be continued until Commissioner Farrell could take part. He said that the question of whether to proceed with the study absent enabling legislation at the state level needed to be weighed against resolving a long-standing congestion problem in Commissioner Farrell's district.

Commissioner Breed stated that she agreed that tourist destinations located in residential districts presented challenges that needed to be managed, but expressed reservations about the fairness of a fee-based solution as well as whether the project was eligible for Prop K funds.

Chair Peskin pointed out that the Prop K funds in question were designated for District 2 as part of the Prop K Neighborhood Transportation Improvement Program, and said the Board should be sensitive to the views of District 2 residents and its Commissioner.

There was no public comment.

Commissioner Yee moved to sever the appropriation for the Lombard Crooked Street Congestion Management System Development [NTIP Capital] to be considered separately, seconded by Commissioner Breed.

The item was approved as severed by the following vote:

Ayes: Commissioners Breed, Fewer, Kim, Peskin, Ronen, Safai and Yee (7)

Absent: Commissioners Cohen, Kim, Tang and Sheehy (4)

7. Adopt the District 1 Neighborhood Transportation Improvement Program [NTIP Planning] Final Report – ACTION

Charles Ream, Planner at the San Francisco Municipal Transportation Agency, presented the item.

There was no public comment.

Commissioner Fewer moved to approve the item, seconded by Commissioner Breed.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Fewer, Kim, Peskin, Ronen and Yee (6)

Absent: Commissioners Cohen, Farrell, Safai, Tang and Sheehy (5)

Chair Peskin called Item 8 before Item 6.

8. Adopt Principles for Regional Measure 3 (RM3) and Approve a List of San Francisco Candidate Projects and RM3 Advocacy Amounts – ACTION

9. Adopt Principles for Regional Measure 3 (RM3) and Approve a List of San Francisco Candidate Projects and RM3 Advocacy Amounts – ACTION

Maria Lombardo, Chief Deputy Director, presented the item per the staff memorandum.

Commissioner Yee asked if the previous ongoing [toll] additions are permanent. Ms. Lombardo replied in the affirmative. Commissioner Yee observed that some of the projects that are named in the draft list, such as the second transbay tube crossing, would not be able to be fully funded by RM3 and would require going before the voters another time. He asked about the impact this would have on public perception and whether it was being considered in development of the measure. Ms. Lombardo noted that polling would likely help inform development of the Expenditure Plan. She said that staff had also heard feedback from some members of the state delegation that there was a desire to see these funds go toward completing projects. Even so, she added that past measures typically included at least a small portion of revenues to seed larger efforts. She added that the recently passed BART bond also includes a small portion of funds that can be used to advance planning for a second transbay tube.

Commissioner Yee expressed support for the principles and thought the nexus between the fund source and the principles was good.

Commissioner Breed expressed support for the principles, as well, should this go forward. She noted that generally she is not a fan of tolls. She asked how the Mission Bay Ferry Landing would be impacted by the need for a sea wall and why the public is on the hook for it given that it is supporting the new development in its immediate vicinity. Ms. Lombardo said she would follow up to get a response. Commissioner Breed expressed concerns about directing additional funds toward the Transbay Transit Center. With respect to the Late Night Transportation Program, she said she wanted to be sure that there was a plan in place for the use of the funds that included outreach to those who would actually use the service, to make sure they were aware of it and it met their needs. Ms. Lombardo explained that the Lifeline Transportation Program, which includes the Late Night Program, would likely be a program administered by the region. She said that the Transportation Authority was working on Phase 2 of the Late Night Transportation Study, including on transit service changes with Muni, AC Transit and Samtrans

and those changes were being designed in consultation with a late night users working group. She said staff could bring an update to the Board in the next few months, if desired. With respect to the Transbay Transit Center, she said that one of the existing bridge tolls (RM2) has a permanent operating subsidy of about \$5 million annually that stems from the old Transbay Terminal. The new terminal is larger and more complicated and is more expensive to operate. Ms. Lombardo said with the recent hiring of an asset manager for the Transbay Transit Center, staff would be following up on questions about the delta between operating costs and funding both before train service begins and after and that should inform the discussions about how much funding from RM3 should be directed to this purpose.

Director Chang noted that the Port of San Francisco and WETA have an agreement to build the landing and operate the Mission Bay service respectively, adding that it clearly is a regional project and RM3 is a regional measure. She said that the ferry service would provide economic benefits to the area as well as provide congestion relief for the Bay Bridge. She said she welcomed Board feedback on the sea wall, which is a multi-billion dollar endeavor that spans Districts 3, 6 and 10. One of the ways this might link in to the RM3 discussion would be if MTC has a resiliency pot in mind for RM3 that might help with the sea wall and with sea level rise projects regionwide.

Commissioner Safai said that his district is served by the Glen Park and Balboa Park BART Stations, and said he had discussed with staff the lack of planning and maintenance for these stations and essentially environmental justice issue – pointing out how BART is above ground in this area, with related noise pollutions effects which worsen over the years as tracks aren't properly maintained. He referenced the BART bond measure that passed last year and expressed his desire to ensure that this area, including the elevated and above ground service to Daly City was properly maintained. With respect to equity principle, Commissioner Safai expressed his interest in including multimodal connections particularly for elderly and disabled citizens to easily access the BART stations. Finally, he expressed concerns about whether creating HOV lanes on I-280 from Daly City to King Street is necessary and worth the proposed cost, adding that it would make things worse as I-280 only has two lanes at certain points. While he would not recommend funds for I-280 HOV lanes, he said that U.S. 101 proposal makes sense as an HOV lane candidate as it has a lot of SOV users who may be convinced to use alternative options.

Director Chang thanked Commissioner Safai for his feedback. She clarified that the managed lanes initial corridor proposal that is included in the proposed RM3 list is on US 101 northbound to the I-280 extension going into downtown. The extension of the I-280 has enough width – and, in fact, had a southbound HOV lane in the 1980's. This would allow San Mateo and south bay users to connect via 101 to the 280 extension that leads to King Street. That connection would allow for a continuous facility from downtown San Francisco to downtown San Jose which is our objective as a region. To Commissioner Safai's concerns, Director Chang clarified that there is one pinch point where there are only two lanes on I-280 where vehicles would have to exist from the left side to connect to the HOV lane on the right side, and at that pinch point, there would be no HOV lane.

Commissioner Safai welcomed a briefing from staff, saying he would need to be convinced that the I-280 HOV lane was a worthwhile endeavor. He asked Director Chang to respond to his other comments.

Director Chang replied that the BART bond program would be a good place to focus on station

access. She said that the BART core capacity/Metro project in RM3 may be a good home for projects like turnbacks and cross over tracks that could provide more service to Glen Park. She offered to work with Commissioner Safai's office to make the project proposals under this category clearer.

On behalf of Commissioner Fewer, Commissioner Safai read her comments: The Mission Bay Ferry Landing and Transbay Tube projects serve the east side of San Francisco. Have there been discussions about a subway extension to the west side or a tunnel to alleviate traffic on Park Presidio/Golden Gate Bridge? Can we explore a study on these? Secondly, the proposed millions of dollars to be spent from RM3 do nothing to relieve traffic congestion on the west side with the exception of [Muni] light rail expansion vehicles and BRT. Shouldn't we be planning now for the increased density on the west side?

Director Chang there has been some local planning on the eventual rail network, including subway network in San Francisco, an effort the Transportation Authority and the SFMTA collaborated on. She said that the local planning needs to get farther along before these projects become clear enough to get into a regional measure like this. Director Chang said the Connect SF process would be a good place to pick up this local planning work.

Commissioner Safai asked if RM3 can only include study money for projects that have previously been identified, and whether it was possible to include study money to look at a tunnel on the west side to address Commissioner Fewer's comments. Director Chang replied the Core Capacity Transit Study (CCTS) does not address a Richmond tunnel, but it does look at the Geary BRT and finds that it addresses the anticipated demand. She explained that the 19th Avenue tunnel has a harder time making a good nexus to the [state-owned toll] bridge corridors for RM3 and would need to advance locally, such as in a potential new local measure.

Commissioner Safai asked why HOV lanes that connect to the downtown core would be appropriate for RM3 but not a west side tunnel that connects to the downtown. Director Tang, clarified that many of the proposed projects were part of the CCTS, which is nearing completion, but that the concept of a west side tunnel was not included.

Commissioner Safai noted that is a source of frustration for new commissioners and asked whether it is possible to amend the prior studies to incorporate their feedback, something that is important whether RM3 moves forward or not. Director Chang welcomed Board feedback on what to include in the RM3 item before the Board today and she offered to meet with Commissioner Safai to follow up on his bigger picture concerns.

Commissioner Kim expressed strong support for the Mission Bay Ferry Landing, as it has a direct nexus in reducing congestion on the Bay Bridge and linked to the proposed toll increase, will be a big difference for neighborhoods during Giants and Warriors games, for commute travel times for Kaiser and USCF employees and it will also help reduce congestion on 101 and I-280. She continued to say that we need more water transportation service and one good thing is they don't require tunnels. They still require quite a bit of money, but are more near term improvements that we can put in place while we continue to work on longer term improvements like a second transbay tube, which she also strongly supports. Commissioner Kim also expressed strong support for the BART Modernization project, stating that elevators, escalators and wayfinding are essential. She said she would like this work to begin even before RM3, noting that the current status of our elevators and accessibility to them is embarrassing and not representative of what a world class city should be like. Commissioner Kim said she had previously expressed frustration with continually having to bail out TJPA, a Board on which she

sits, but said she understands there is a deficit which needs to be addressed.

Commissioner Kim then said she would like to propose some specific RM3 dollars asks for some of the projects. Chair Peskin noted this is really a combined San Francisco local and regional ask and directed the Board to Attachment 2.

Commissioner Kim expressed her hesitation around the Core Capacity & Transit Reliability project, noting that she supports CCTS but have concerns about Better Market Street and Geary BRT. With respect to the latter, she said she had been a long-time supporter of BRT, but Commissioner Fewer's remarks since joining the Board about whether the City was thinking big enough for Geary (i.e., a tunnel) had caused her to question her support for BRT on Geary. With respect to Better Market Street, Commissioner Kim said she saw the nexus to the Bay Bridge and appreciated the critical importance of the street to transit, pedestrians and cyclists, but had as of yet not seen a vision to explain why she should support funding for the project.

Commissioner Kim then went on to suggest changing Attachment 2 to replace TBD with the following amounts in the "SF RM3 Ask" column: b – BART Expansion Vehicles - \$200 million (the other \$100 million of the \$300 million BART has asked for from San Francisco could come from the local measure to be considered by the Transportation Task Force 2045); f- Transbay Transit Center Operations - \$125 million; g – Transbay Transit Center Phase 2 - \$500 M (10% of the construction cost of the Downtown Extension to help with the design phase; and l – BART Modernization - \$36 million.

Chair Peskin asked if she had any suggestions on the transbay tube and Commissioner Kim replied that her understanding from discussions with staff is that this amount is still under consideration and we are waiting to hear from BART. She noted that it was still important for San Francisco to express its overall support for the project, even without a specific dollar amount. Ms. Lombardo confirmed that this was also her current understanding.

Commissioner Kim made a motion to amend Attachment 2 to add the above amounts for the projects noted. She then clarified didn't see a need to reduce the amount for the Core Capacity & Transit Reliability item as there are plenty of potential projects that could fit within this category including several others that commissioners have made at the meeting today.

Chair Peskin inquired if Commissioner Kim would be open to amending her motion to drop the list of example projects from the Core Capacity & Transit Reliability item to address concerns raised by herself and others. Commissioner Kim agreed.

Chair Peskin reiterated that RM3 is being formulated, this is really an expression by the Transportation Authority about not only what San Francisco needs but also of our support for regional projects that will be provided to the legislative crafters and all the participants.

Commissioner Ronen seconded the amendment motion.

Commissioner Safai asked if Commissioner Kim would be open to a friendly amendment to take out I-280 and just include US 101 (item i).

Commissioner Kim replied that she had been briefed on this proposal and supports both US 101 and I-280 managed lanes. She asked staff for suggestions on how to address the different concerns.

Ms. Lombardo suggested that staff could offer to brief Commissioner Safai prior to the next board meeting.

Chair Peskin clarified that under the new system, this is first reading of this item which provides some time for follow up and if necessary, the Board can pull out the language before the next reading and final approval.

Commissioner Ronen stated her appreciation for the spirit behind the principles and for breaking down the projects into Transit Core Capacity, Active Congestion Management, and Equity, noting that this does a good job reflecting the needs of both San Francisco and the region. She echoed the frustration expression by other commissioners about continually having to bail out TJPA. Commissioner Ronen then stated that a second transbay tube crossing is a huge priority for the region, both for BART reliability and to be a truly world class city with 24-hour high quality transit service, noting that BART ceases service at night to perform system repairs. With respect to active congestion management, she asked noted that the Uber and Lyft phenomenon is contributing greatly to congestion our city streets and from what she had heard, many drivers come from outside of San Francisco and even the region. She asked whether RM3 could fund a study of this topic since it is clearly a regional and even a statewide issue. Lastly, she joined with prior commissioner comments lamenting the conditions of the BART and Muni stations and elevators, and citing the need to fix this issue urgently.

Commissioner Yee noted there had been a lot of discussion today and previously in other meetings about various possibility of undergrounding Muni. He noted there is a small portion of the M-Line project that is looking at undergrounding one small part of 19th Avenue, which is probably ahead in terms of being studied that other undergrounding discussions at this point. He continued to say that before he left Supervisor Wiener had asked for a study of transit underground possibilities [the Subway Vision] and that he, Commissioner Mar and now Commissioner Fewer are asking for further studies not only east west but also north set (e.g. 19th or Sunset). He suggested that there be a future Board item to address what is being done around these issues and to provide an update, noting that Board members have raised these issues but not received an update in a while.

Commissioner Breed ask for clarification on the amendment, expressing her desire to keep the list as broad and flexible as possible now since the projects will ultimately come back to the Transportation Authority and they can weigh in on which project and details at that time.

Chair Peskin reiterated his understanding that these are broad stroke expressions of our funding desires with respect to Core Capacity and regional priorities and that Commissioner Kim's motion just takes out the descriptions of example projects, and ultimately, Transportation Authority and agency staff will develop recommendations for specific projects to be funded.

Director Chang concurred that the amendment on the floor would not preclude or confirm any investment.

During public comment, Ed Mason stated that one of the projects should be a public regional express bus system. He said media reports showed that congestion was starting earlier and earlier in the afternoon and the city needed to address the issue. He said that while public transit ridership was declining nationwide, San Francisco appeared to be maintain high ridership, but that the region needed to provide an option of frequent bus service from the East Bay to the South Bay, which could be in the form of a regional public express bus system. He noted that a lot of the projects listed were long-term, but asked how the situation could be improved over the next five years. He said a fleet of buses could have immediate impacts, but it would depend on the production capacity of bus manufacturers so the region needed to start planning for that.

Janice Li commented that the San Francisco Bicycle Coalition was looking forward to further

discussions on RM3 but noted the urgency for the Board to take action. She said while there was benefit to taking the time to figure out specific needs for projects, this was a fast-moving process and was happening at various levels so San Francisco needed to get involved as soon as possible. She said the city needed to come together and decide on its priorities because the regional conservations would happen regardless and if the city was not prepared its projects would not be prioritized. She asked the Board to meet with agency staff and constituents to figure out the city's needs and support moving SB 595 forward to go before voters in 2018.

Commissioner Kim moved to amend the item to assign dollar amounts for some of the city's regional RM3 asks as well as to change the description for the Core Capacity & Transit Reliability Study item, seconded by Commissioner Ronen.

The amendments to the item were approved without objection by the following vote:

Ayes: Commissioners Breed, Fewer, Kim, Peskin, Ronen, Safai and Yee (7)

Absent: Commissioners Cohen, Farrell, Tang and Sheehy (4)

The amended item was approved without objection by the following vote:

Ayes: Commissioners Breed, Fewer, Kim, Peskin, Ronen, Safai and Yee (7)

Absent: Commissioners Cohen, Farrell, Tang and Sheehy (4)

10. Adopt the Transportation Investment and Growth Strategy 2017 Update – ACTION

Jeff Hobson, Deputy Director for Planning, presented the item.

Chair Peskin stated that priority development area D on the map was listed as the downtown, Van Ness and Geary area, but that is basically encompassed the entire northeast corner of the city and went beyond the description provided. He asked for an explanation and questioned how all of area D could be considered a priority development area. Mr. Hobson replied that staff had not designated the specific geography of priority development areas as part of the update. Tilly Chang, Executive Director, commented that she believed this designation was adopted by the Board of Supervisors in 2010. She said at that time the Planning Department would have brought the designation forward for adoption as part of a series of priority development area definitions. She said this designation could be revisited, but it had previously been adopted the Board and was carried forward since then.

Chair Peskin said he would like to revisit that designation, as only elements of area D should be considered priority development areas.

There was no public comment.

Commissioner Fewer moved to approve the item, seconded by Commissioner Yee.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Fewer, Kim, Peskin, Ronen, Safai and Yee (7)

Absent: Commissioners Cohen, Farrell, Tang and Sheehy (4)

Commissioner Ronen moved to continue the severed appropriation request from Item 6 and Items 11 and 12 to the following Board meeting, seconded by Commissioner Fewer. The motion to continue the items was approved without objection.

11. Internal Accounting Report and Investment Report for the Nine Months Ending March 31, 2017 – INFORMATION

12. Preliminary Fiscal Year 2017/18 Annual Budget and Work Program – INFORMATION

Other Items

13. Introduction of New Items – INFORMATION

Commissioner Yee reported out on a recent Vision Zero conference he attended in New York. He said San Francisco was well represented, and that a big takeaway was that the discussion around Vision Zero had matured in that there seemed to be less unity about which strategy to pursue in terms of engineering, enforcement or education. He said a theme for the conference was equity, which was new from the last time he attended the conference two years prior. He said the equity theme was highlighted by the keynote speaker and involved discussion about equity beyond just bike lanes and in terms of demographics impacted by enforcement and citations. He said that New York was considering implementing automatic speed enforcement only near schools to enforce speeds limits and said San Francisco should consider this approach. He said another concept he came away with was super blocks, which were currently being implemented in Barcelona. He said this involved several square blocks and having normal speeds limits around the perimeter of the super block but reduced speed limits within the super block. He said there appeared to be positive effects and was an idea that staff should further explore. Commissioner Yee said that during walking tours of the Bronx and Manhattan he was surprised to see a lot of Copenhagen street designs that had parking lanes between driving lanes and bike lanes. Finally, he said the highlight of the trip was having all of San Francisco's representatives together and noted that Families for Safe Streets was well represented.

14. Public Comment

During public comment, Andrew Yip spoke about personal cultivation.

Ed Mason reported on the corporate commuter situation in Noe Valley. He said over 16 observation periods there 58 citations reported to the SFMTA, including 11 for Muni delays 4, for operating without stickers, 14 for missing one of the 4 required stickers, 2 for operating with expired stickers, 9 for staging, 3 for engine idling, 1 for double parking, 10 for congestion, 10 for operating on a weight-restricted street, and one 1 for stalling (over three hours).

15. Adjournment

The meeting was adjourned at 12:26 p.m.