



# DRAFT MINUTES

## CITIZENS ADVISORY COMMITTEE

March 25, 2015 MEETING

### 1. Committee Meeting Call to Order

The meeting was called to order by Chair Christopher Waddling at 6:02 p.m. CAC members present were Myla Ablog, Brian Larkin, John Larson, Santiago Lerma, Eric Rutledge, Jacqueline Sachs, Raymon Smith and Chris Waddling. Transportation Authority staff members present were Amber Crabbe, Colin Dentel-Post, Anna LaForte, Maria Lombardo, Mike Pickford, Chad Rathmann, Liz Rutman and David Uniman.

### 2. Chair's Report – INFORMATION

Chair Waddling reminded the CAC that staff would provide an ethics workshop along with some Brown Act training tailored for CAC. The workshop will be held on April 8 and materials will also be available online for those who are unable to attend in-person.

### Consent Calendar

Chris Waddling removed Item 5 from the Consent Calendar to be considered as a separate item at the request of Raymon Smith.

3. **Approve the Minutes of the February 25, 2015 Meeting – ACTION**
4. **Adopt a Motion of Support for the Award of a Three-Year Legal Services Contract, with an Option to Extend for Two Additional One-Year Periods, to Nossaman LLP and Wendel, Rosen, Black & Dean LLP, in an Amount Not to Exceed \$750,000, for General Legal Counsel Services and Authorizing the Executive Director to Negotiate the Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION**
5. **Adopt a Motion of Support for the Award of an 18-Month Contract to AECOM Technical Services, Inc. in an Amount Not to Exceed \$450,000, for Planning, Engineering, and Environmental Services for the I-280 Interchange Modifications at Balboa Park and for Authorizing the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION**

Raymon Smith asked if the project would consider all transportation modes, including vehicles and pedestrians, and if the results of the study would be brought to the various public groups.

Liz Rutman, Senior Engineer with the Transportation Authority, replied that intermodal conflict resolution was a key goal of the project and that the study results would be brought to various public groups once complete.

There was no public comment on Item 5.

**Raymon Smith moved to approve Item 5. Brian Larkin seconded the motion.**

**The motion was approved unanimously.**

**6. CAC Appointment – INFORMATION**

Brian Larkin commented that Wendel, Rosen, Black & Dean LLP was a good choice for legal services.

There was no public comment on the Consent Calendar.

**Eric Rutledge moved to approve Items 3 and 4 on the Consent Calendar. Brian Larkin seconded the motion.**

**Items 3 and 4 were approved unanimously.**

**End of Consent Calendar**

**7. Adopt a Motion of Support for the Allocation of \$350,000 in Prop K Funds, with Conditions, for Three Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION**

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

Luis Montoya and Monica Munowitch, Transportation Planners at the San Francisco Municipal Transportation Agency (SFMTA), presented the San Francisco Bike Strategy request.

Santiago Lerma asked what the SFMTA was trying to measure if it did not yet know where the bike barometers would be placed. Craig Raphael, Transportation Planner at the SFMTA, replied that specific engineering, including evaluating access to electrical power, had to be done to determine final locations, but that they would be located on high-use bike corridors. He said the barometers were considered a best practice for creating a visible symbol of bicycle use. Mr. Lerma asked whether the requirement to locate the barometers near a power source could lead to a less desirable location from a data collection perspective. Mr. Raphael replied that it was possible, but that the SFMTA also had many other bike counters throughout the city.

Raymon Smith asked whether the bike barometers could be solar powered to allow for a greater choice of location. Mr. Raphael replied that SFMTA staff was evaluating the technology, but at this point the barometers and their transmitters that send data wirelessly require too much power.

Mr. Smith asked about the cost of storing stolen bicycles and returning recovered bicycles to their owners. Mr. Raphael replied that SFMTA staff was working with the San Francisco Police Department on the issue and that procuring better short-and long-term bicycle parking infrastructure would help reduce thefts.

In regards to the list of 2015 bike projects, Jacqueline Sachs stated that she was concerned with the construction of bike lanes on Judah Street near bus stops at 6th and 7th Avenues that were frequently used by senior citizens. Mr. Montoya responded that the bike lanes would be painted and would not interfere with the ability of buses to pull up to the curb.

Raymon Smith commented that he did not see any projects in the China Basin area, which he said was undergoing a population increase. Mr. Montoya responded that the City had made recent investments in that area and that there could be projects planned for the near future that weren't included on the 2015 list.

Chair Waddling observed, with reference to the SFMTA's maps of bicycle comfort level, that the poorest comfort level routes were not well travelled and asked whether the SFMTA accounted for the interaction between use and comfort. Ms. Munowitch responded that the SFMTA's analysis did overlap demand with level of traffic stress to target investments.

Brian Larkin commented that the amount of money requested for Bike to Work Day might be better spent purchasing bicycles and giving them out to potential commuters or on Class III bike routes. Mr. Pickford responded that the SFMTA's surveys had shown that Bike to Work Day encouraged many people to start riding bicycles. Jacqueline Sachs said that she agreed with Mr. Larkin in that the money could be spent on something better and suggested spending it on bicycle education.

Jonathan Rewers, Capital Financial Planning and Analysis Manager at the SFMTA, responded that there was an education component to Bike to Work Day and that flyers discussing safe biking practices would be distributed.

During public comment, Ed Mason said that on certain streets, such as McAllister Street, interference between bicycles and buses caused Muni service to be slowed. He commented that Chattanooga Street had a designated bike route that was not used because of its steep grade and that instead bicyclists' turn down 24th Street where there were often conflicts with commuter shuttles. He continued that rather than bicycle barometers, he would like to see a carbon dioxide barometer on the San Francisco-Oakland Bay Bridge that measured emissions from driving.

Roland LeBrun said that the bike barometer design should feature advertising or corporate sponsorship to help cover its cost.

Tyler Frisbee with the San Francisco Bicycle Coalition (SFBC) said she was very excited to see the SFMTA work on the bike strategy because it was a critical part of achieving San Francisco's health, safety, and environmental goals. She also agreed that more education for bicyclists was important and said the SFBC was interested in helping with education efforts.

**John Larson moved to approve this item. Eric Rutledge seconded the motion.**

**The motion was approved with a vote of four in favor, with one opposed and three abstentions.**

## **8. Rail Capacity Study Update – INFORMATION**

Maria Lombardo, Chief Deputy Director, introduced the item and Graham Satterwhite, Transit Planner with the San Francisco Municipal Transportation Agency (SFMTA), presented the item.

Ms. Lombardo explained that this study would feed into the upcoming San Francisco Transportation Plan update and the Metropolitan Transportation Commission's (MTC's) Core Capacity Transit Study which the CAC had recently been briefed on.

Chair Waddling said that Muni was a regionally important transit system much like Bay Area Rapid Transit (BART). He added that BART was also important for local trips, and that he hoped the SFMTA was looking at BART's role in local trips as part of the study.

Brian Larkin noted the dark line on Geary Boulevard in SFMTA's map and asked whether it signified a rail line. Mr. Satterwhite replied that there was a lot of interest in expanding transit on Geary Boulevard, but the line was not meant to signify a specific technology. Mr. Larkin asked whether the timing of SFMTA's study facilitated coordination with MTC's Core Capacity Transit Study. Mr. Satterwhite replied that SFMTA's study would provide inputs to the MTC study.

Raymon Smith asked whether the SFMTA had looked into transit systems in other countries. Mr. Satterwhite replied that SFMTA staff had looked at best practices in other countries and that a potential signal project that was under consideration was based on a system used to improve system flexibility in Dublin, Ireland.

During public comment, Roland LeBrun said that during major events like San Francisco Giants' games, all rail transit should be looked at together. He added that Caltrain tracks being built into downtown should be used by other forms of transit as well.

## **9. Major Capital Projects Update – Central Subway – INFORMATION**

Luis Zurinaga, Consultant Engineer with the Transportation Authority, and John Funghi, Central Subway Program Director at the San Francisco Municipal Transportation Agency (SFMTA), presented the item per the staff memorandum.

Maria Lombardo, Chief Deputy Director, said that Regional Improvement Program funds shown in the project's funding plan would not be available in time to meet the project's cash flow needs and that this had been known for quite some time. She explained that the fund source had been erratic due to ongoing state budget issues and the lack of a multi-year federal transportation bill. She added that the Transportation Authority would uphold its long-term commitment to program the funds to the SFMTA, but they would go to other SFMTA projects as the funds become available. In the meantime, SFMTA staff would likely need to swap available funds from other projects in its capital project portfolio with Central Subway.

Raymon Smith asked what percentage of the workforce was local. Mr. Funghi said that local hire statistics were available and that he could provide them at a later date as he didn't have them with him. He continued that SFMTA contracts had apprentice requirements and that the SFMTA worked with community-based organizations and unions to hire local employees.

Santiago Lerma asked when the Central Subway was expected to be operational. Mr. Zurinaga replied that revenue service would begin in December 2019 with construction likely finishing six months before that to allow time for testing.

Jacqueline Sachs asked how long it would be before a proposition to extend Prop K would be brought before voters. Ms. Lombardo replied that Proposition K was a permanent tax as long as there was an expenditure plan in place. She added that the expenditure plan could be modified in year 20 of Proposition K, which would be 2023.

Ms. Sachs asked if there would be an event to celebrate completion of the tunnel contract. Mr. Funghi replied that the tunnels would reach substantial completion in April and that there would be a media event, but an internal celebration was only conceptual at this point.

During public comment, Roland LeBrun asked why a sinkhole had developed on Fourth Street related to tunneling for a cross passage and expressed concern about using an American contractor to construct a possible second Transbay tunnel which would have many more cross passages. Mr. Funghi replied there was a depression on Fourth Street but he would not characterize it as a sinkhole. He said that the depression occurred only under the street and was repaired within two weeks, including some utility upgrades for adjacent properties. He continued that the depression occurred on Christmas Eve and that a sensor was not monitored because staffing was light. He said the contractor was at fault and would pay for repairs and that the project's schedule was not impacted.

## **10. State and Federal Legislative Update – INFORMATION**

Amber Crabbe, Assistant Deputy Director for Policy and Programming, presented the item per the staff memorandum.

John Larson asked when Assembly Constitutional Amendment 4 would go before the voters. Ms. Crabbe responded that the bill would go before the voters only after it was approved. Mr. Larson commented that he was not comfortable with single occupancy vehicles being able to

pay to access a lane on a public road [such as an express lane or high-occupancy toll lane], but that he was intrigued by the idea of allowing low income drivers to pay less. Ms. Crabbe responded that research had shown that some low income drivers valued the ability to pay to use high-occupancy toll lanes because they were more time-sensitive than other segments of the population. Maria Lombardo, Chief Deputy Director, acknowledged the importance of evaluating these equity issues and noted that the Metropolitan Transportation Commission (MTC) was required to evaluate this very topic for express lanes in the Bay Area. She said there was a section on MTC's website with information on one such study which concluded that low income drivers benefited from the subject high-occupancy toll lane and did not suffer disproportionate impacts.

Jacqueline Sachs asked about the future of red light cameras in the city and suggested two locations, the intersection of Powell and Sutter Streets and the intersection of Geary and Arguello Boulevards. Jonathan Rewers, Capital Financial Planning and Analysis Manager at the San Francisco Municipal Transportation Agency (SFMTA), reported that the SFMTA was currently studying its red light camera program because the technology was outdated. He said the SFMTA could decrease the overall number of red light cameras citywide but that it was focusing on areas where the cameras were most effective.

Raymon Smith asked if the SFMTA had studied red light cameras versus bidirectional stops. Mr. Rewers said the SFMTA had looked at collision data and 311 calls and evaluated each location to determine the most appropriate solution. Mr. Smith said that many incidents didn't get reported and asked about the legality of a bidirectional stop sign at the intersection of 9<sup>th</sup> and Mission Streets since the red light camera hadn't been helping there. He added that the bi-directional stop sign would also be cheaper. Mr. Rewers replied that red light cameras weren't a revenue generator but a safety treatment, and that the SFMTA was looking at a more targeted use of red light cameras moving forward.

Chair Waddling asked what the price point would be for bicyclist and pedestrian tolls in regards to Assembly Bill (AB) 40. Ms. Crabbe stated that the Golden Gate Bridge Highway Transit District was currently studying that particular question.

During public comment, Ed Mason spoke in opposition of AB 61 which he said would legalize the use of bus stops for corporate shuttles. He said the corporate shuttles were putting oversized vehicles on neighborhood streets, not paying adequate fees, and causing physical damage to the roadway.

## **11. Introduction of New Business – INFORMATION**

Chair Waddling asked whether the City's bike counters were all hardwired to electrical power and whether they could be used to activate left turn signals. Jonathan Rewers, Capital Financial Planning and Analysis Manager at the San Francisco Municipal Transportation Agency (SFMTA), replied that the sensors only counted bikes, but that other cities used sensors which both counted bikes and activated signals. Myla Ablog asked whether the calibration of the sensors had recently been adjusted. Mr. Rewers replied that the Market Street barometer had been adjusted to pick up bicycles that it had not been recording.

John Larson commented that he had recently ridden on a Muni train configured with fewer seats and more standing room and that it helped ease overcrowding. He asked if this was a prototype for the new trains. Mr. Rewers confirmed that the SFMTA was testing seating configurations for the next generation of trains.

There was no public comment.

**12. Public Comment**

During public comment, Roland Lebrun said that the rail crossing design in the video he presented last month did not tell trains to stop when there was an obstruction, which he said was an important safety feature. He also commented that that the depression on Fourth Street related to Central Subway tunneling could have been prevented.

**13. Adjournment**

The meeting was adjourned at 8:06 p.m.