



DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, February 24, 2016

1. Committee Meeting Call to Order

Chair Waddling called the meeting to order at 6:03 p.m.

CAC members present were Myla Ablog, Brian Larkin, John Larson, John Morrison, Jacqueline Sachs, Peter Sachs and Peter Tannen.

Transportation Authority staff members present were Ryan Greene-Roesel, Anna LaForte, Maria Lombardo, Mike Pickford, Steve Rehn, and Luis Zurinaga (Consultant).

2. Chair's Report – INFORMATION

Chair Waddling reported that staff was working with the San Francisco Municipal Transportation Agency (SFMTA) to organize a tour of the Transportation Management Center for CAC members. He said that there would be updates on the Late Night Transportation Study and the new Golden State Warriors arena in March or April.

There was no public comment.

Consent Calendar

3. Approve the Minutes of the January 27, 2016 Meeting – ACTION

4. State and Federal Legislative Update – INFORMATION

5. Citizens Advisory Committee Appointments – INFORMATION

Peter Tannen asked why the recommendation in the legislation matrix was to oppose Assembly Bill 1641 and Assembly Bill First Extraordinary Session 25 related to employer shuttles. Maria Lombardo, Chief Deputy Director, replied that after Board debate on the topic, there was an 8-3 vote to oppose the bills. She said that the bills appeared to clarify that local jurisdictions had the authority to determine whether a corporate shuttle could use a transit stop at a curb. She explained that a somewhat simplified answer was that those in favor of a watch position on the bills generally argued that San Francisco already had the authority that the bills would grant, making them unnecessary at best, while those opposed to the bills argued that they were not nuanced enough to capture all the ways that the city's shuttle program attempted to mitigate local concerns and could undermine those efforts in San Francisco and elsewhere in the state.

There was no public comment on the Consent Calendar.

Peter Sachs moved to approve the Consent Calendar, seconded by Peter Tannen.

The Consent Calendar was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, Morrison, J. Sachs, P. Sachs, Tannen and Waddling

Absent: CAC Members Hogue and Lerma

End of Consent Calendar

6. **Adopt a Motion of Support for the Approval of the 2016 Prop AA Call for Projects Programming Recommendations Totaling \$2,192,934 for Five Projects and Amendment of the Prop AA Strategic Plan – ACTION**

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

Peter Sachs asked why the recommended amount for the Muni Bus Layover Area at BART Daly City Station project was higher than the recommended amount for the Bulb-Outs at Walk First Locations project, even though it received a lower score. Mr. Pickford responded that different criteria were used to score projects in different Prop AA categories, and that the total score possible in the Transit Reliability and Mobility Improvements category was lower than the total score possible in the Pedestrian Safety category.

Peter Tannen said that he hiked and biked in Maclaren Park and thought that the Mansell Corridor Improvement project was a great project. Mr. Tannen asked if there was funding included in the Bulb-Outs at Walk First Locations project for streetscape elements, such as benches or landscaping. Craig Raphael, Transportation Planner at the San Francisco Municipal Transportation Agency (SFMTA), responded that SFMTA had prioritized funding to construct as many bulb-outs as possible because safety was the primary goal of the project. Mr. Raphael added that it was possible for streetscape elements to be included at certain locations, but that it was not the highest priority.

During public comment, Aaron Goodman noted that there were many pedestrian safety projects being planned and implemented in downtown areas, but not in the outer areas of the city, especially around schools and high transfer areas for transit. He said that there was an equity issue in the geographic distribution of pedestrian safety projects, and that the area around the Balboa Park BART station should be a priority area for pedestrian safety improvements. Mr. Goodman further asked why red transit only lanes do not extend all the way to the Daly City BART station for the 14-Mission Muni line. Mr. Raphael responded that there was a second phase of the project to implement rapid network transit priority red lanes on the southern half of the 14-Mission.

Edward Mason asked if Prop AA funding for the Broadway Chinatown Streetscape Improvements project was being used to fund street trees. Anna LaForte, Deputy Director for Policy and Programming, responded that as a stand-alone item, street trees were not eligible for Prop AA funding but that they were eligible as an element of a complete streets project. David Froehlich, Project Manager at San Francisco Public Works, stated that other funds were being used within the Broadway Chinatown Streetscape Improvements project for street trees.

Chair Wadding severed the Prop AA Transit Reliability and Mobility Improvement Category programming recommendations for separate consideration to avoid a conflict of interest with the Muni Bus Layover Area at BART Daly City Station.

John Larson moved to support the approval of the Prop AA Pedestrian Safety Category programming recommendations, seconded by Peter Tannen.

The Pedestrian Safety Category programming recommendations were approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, Morrison, J. Sachs, P. Sachs, Tannen and Wadding

Absent: CAC Members Hogue and Lerma

Peter Tannen moved to approve the Prop AA Transit Reliability and Mobility Improvement Category programming recommendations, seconded by John Larson.

The Transit Reliability and Mobility Improvement Category programming recommendations were approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, Morrison, J. Sachs, P. Sachs and Tannen

Abstain: CAC Member Waddling

Absent: CAC Members Hogue and Lerma

7. Adopt a Motion of Support for the Allocation of \$10,975,410 in Prop K Funds and \$794,980 in Prop AA Funds, with Conditions, for Six Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

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

Peter Sachs asked if the Muni Bus Layover Area at BART Daly City Station project provided space for three Muni buses to layover, and if the \$507,980 in recommended funding was for striping or other work. Mr. Pickford responded that the recommended funding amount would include striping and pavement improvements to support the weight of the buses.

John Larson asked if the Elevator Safety and Reliability Upgrades project involved a total replacement of elevators, and if the elevators would be out of service during the upgrade. Craig Raphael, Transportation Planner at the San Francisco Municipal Transportation Agency, responded that the project did not involve a full replacement of elevators, but rather a major component overall to extend the useful lives of elevators. Mr. Raphael added that he would follow up on the length of time that elevators would be out of service.

Chair Waddling severed the allocation funds requested by BART for Muni Bus Layover Area at BART Daly City Station for separate consideration in order to avoid a conflict of interest.

Peter Sachs moved to support the allocation funds requested by BART for Muni Bus Layover Area at BART Daly City Station, seconded by Myla Ablog.

The allocation funds requested by BART were approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, Morrison, J. Sachs, P. Sachs and Tannen

Abstain: CAC Member Waddling

Absent: CAC Members Hogue and Lerma

Brian Larkin moved to approve the remaining allocations recommended by staff, seconded by Jacqueline Sachs.

The underlying item was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, Morrison, J. Sachs, P. Sachs, Tannen and Waddling

Absent: CAC Members Hogue and Lerma

8. Adopt a Motion of Support for Approval of the Improving West Side Access Strategic Analysis Report – ACTION

Ryan Greene-Roesel, Senior Transportation Planner, presented the item per the staff memorandum.

Jacqueline Sachs asked if the West Side Strategic Analysis Report took into consideration commute times not during morning or afternoon peak periods, and suggested that off-peak commute hours should be considered in the study. Ms. Greene-Roesel responded that the study focused primarily on morning and afternoon peak commute times, but that staff held a focus group session where off-peak commute hours were discussed.

Chair Waddling suggested that the study should be looked at for potential connections to the upcoming BART Travel Incentives program.

Brian Larkin asked if the study took into account the section of the N-Judah around 9th Avenue, as he had observed this area to be a regular slow point of service. Ms. Greene-Roesel responded that the study did not look at the N-Judah, but rather lines that directly connected to major transit hubs.

Peter Sachs stated that he would like to see more attention paid to commuters travelling towards the South Bay, and recommended an exploration of a multi-transit agency effort focused on commutes to the south bay as a viable alternative to commuter shuttles. He added that there was a possible opportunity to connect and extend the 66-Quintara Muni line with the 29-Sunset Muni line to the West Portal station in a way that did not deprive anyone of service. Mr. Sachs said that he would like to see the 48 Muni line expedited as part of the Muni Forward project, as it would help to improve access to West Portal.

Peter Tannen asked if staff had heard if the unpleasant conditions in the areas where passengers waited for buses at the Daly City BART station had been a deterrent to people shifting modes to transit. Ms. Greene-Roesel responded that Transportation Authority staff had not heard that, but that bicycle conditions were very difficult for cyclists reaching Daly City BART, and that an additional study on this issue was recommended in the West Side Strategic Analysis Report (SAR).

During public comment, Aron Goodman suggested that the SFMTA and Transportation Authority should consider realigning the L-Taraval Muni line to eastbound on Sloat Boulevard and then northbound along West Portal Avenue. He said that this would provide additional service to the Lakeshore Mall and the Stern Grove Music Festival, further helping to reduce private vehicle use. Mr. Goodman suggested that Muni service in western San Francisco should be reconsidered in an inventive way to get commuters to Daly City BART and further south to the peninsula.

Edward Mason noted that he had boarded the 29 Muni line at the Balboa Park BART station at noon and that it had continued to be crowded to City College, and suggested further study on this issue.

Chair Waddling moved to approve the item, seconded by Peter Sachs.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, Morrison, J. Sachs, P. Sachs, Tannen and Waddling

Absent: CAC Members Hogue and Lerma

9. Rail Capacity Strategy Update – INFORMATION

Grahm Satterwhite, Principal Planner at the San Francisco Municipal Transportation Agency (SFMTA), presented the item.

Brian Larkin asked what the timeframe was for the Geary Boulevard light-rail transit (LRT)

project mentioned during the presentation. Mr. Satterwhite stated that because it was a long-range conceptual investment with no concrete funding for detailed design or construction, it was targeted at 25 years or further out, along with other Tier 1 investments. Mr. Satterwhite added that hopefully this conversation would speed up the delivery of long-term investments, especially as additional funding was sought.

Peter Sachs complimented SFMTA for involving front line staff in its planning for service improvements, because they could bring ideas that other staff might not have the experience to identify. Mr. Sachs added that the Geary LRT project should be considered now, as population growth was projected along the Geary corridor. Mr. Sachs also noted that areas in eastern San Francisco where future growth was projected, specifically Hunters Point, Candlestick Point, and the Dogpatch, were not well connected to transit and needed more transit investments.

Chair Waddling asked if the Muni Metro Extension Surface Train Control System was proposed as an alternative to the Mission Bay Loop. Mr. Satterwhite responded that this was not an alternative to the Mission Bay Loop, but rather that it was entirely focused on optimizing operations along the Embarcadero and Mission Bay Area, specifically increasing resiliency and flexibility. He added that it would complement the Mission Bay Loop.

During public comment, Aaron Goodman stated that it was critical to improve transit service around the southeast Bayshore, Hunters Point, and Sunnysdale neighborhoods, especially the service improvements associated with the proposed Geneva-Harney bus rapid transit line. He expressed concern that new development projects in the area, including HOPE SF projects, would add to traffic congestion along 3rd Street if transit service was not improved along Geneva Avenue. Mr. Goodman added that designated transit-only lanes were needed, or possibly light-rail service, which could result in additional growth in the area.

10. Update on 19th Avenue/M-Ocean View Project – INFORMATION

Liz Brisson, Project Manager for the 19th Avenue/M-Line Project at the San Francisco Municipal Transportation Agency (SFMTA), presented the item.

John Larson asked if the full subway alternative for the 19th Avenue/M-Ocean View Project was an alternative presented during public outreach events. Ms. Brisson responded that it was currently proposed as an alternative. Ms. Brisson noted that although the full subway alternative was an increase in scope, it would provide a substantial beneficial impact.

Mr. Larson stated that it was important to concentrate on providing connectivity to the Daly City BART station in this project, as well as to improve traffic control at the intersection of West Portal Avenue and Ulloa Street because of conflicts between modes. Ms. Brisson responded that during the feasibility study, staff identified a conceptual alignment and profile of a connection to the Daly City BART station, and that they were open to including this in the environmental review of the project. She added that her colleagues would be in touch to discuss efforts around addressing conflicts between modes at the intersection of West Portal Avenue and Ulloa Street.

Brian Larkin asked what the conceptual budget was for the second alternative. Ms. Brisson responded that she believed it was roughly \$1.1 to 1.5 billion, and that she would follow up with a more specific estimate.

Peter Sachs stated that he would like to see the project reach Daly City BART, but noted that this would be challenging because of terrain and freeways. Ms. Brisson responded that the project team considered two alignments during the feasibility study, and that the more feasible alignment would require an aerial structure rather than a tunnel.

During public comment, Aaron Goodman suggested that SFMTA should consider more above

grade rail projects rather than below ground (noting that the transit rider experience may be more pleasant above ground than in tunnels). He continued to note that future transit could be routed along Sloat Avenue rather than tunneled under Ocean Avenue, and that the area around Mercy High School and Stonestown Mall could serve as a new transit hub.

11. Update on the Railyard Alternatives and I-280 Boulevard Feasibility Study – INFORMATION

Susan Gygi, Project Manager of the Railyard Alternatives and I-280 Boulevard Feasibility Study at the San Francisco Planning Department, presented the item.

Chair Wadding said he had attended the public meeting for this project the previous night and he noted that there were many people at the meeting who were concerned about possible changes to I-280. He asked if Islais Creek would hinder construction of a tunnel for Caltrain under 3rd Street, thereby avoiding I-280. Ms. Gygi responded that they had looked at a tunnel connection to the existing Caltrain tracks further south and agreed that it would be somewhat hindered by Islais Creek, but that there were also significant grade changes along the route. Chair Wadding asked how neighborhoods located in southern San Francisco would be impacted by the removal of I-280. Ms. Gygi responded that the Planning Department had been asked by partners, including Caltrans, not to propose any changes that would back traffic up onto the I-280 and US 101 corridor interchange, the San Francisco-Oakland Bay Bridge, or Market Street and Octavia Boulevard. She added that the Planning Department believed a reconnected street grid below I-280 would help to disperse traffic.

Peter Sachs asked how much extra time and cost was added to the project as a result of the exploration of alternative alignments to the Caltrain Downtown Rail Extension (DTX) that had already been cleared through environmental review. Ms. Gygi responded that alternative alignments would have to be cleared through environmental review, but that it was easier for tunnel projects to pass environmental review than the “cut-and-cover” method proposed for the DTX alignment. She added that cost and schedule implications of alternative alignments would be determined at a later date, and that recent technological advancements to tunnel boring machines had made tunnel construction easier than other construction methods. Ms. Gygi also stated that any modifications to alignments would not change the ultimate schedule of the High-Speed Rail project, the DTX project, or the Caltrain Electrification project.

Myla Ablog asked how the study took sea-level rise into account, and noted that rail alignment alternatives presented opportunities for sea-level rise mitigation and storm water retention measures. Ms. Gygi responded that sea-level rise and resilient design had been considered extensively in the study.

During public comment, Aaron Goodman requested more information on the cost of rail alignment alternatives and other major capital projects in general, especially the cost burden to tax payers and property developers.

Roland Lebrun stated that the rail alignment alternative along 3rd Street was a step in the right direction because it would provide a faster route between San Jose’s Diridon Station and the Transbay Terminal. Mr. Lebrun added that a new transbay tunnel should be considered in the study.

12. Introduction of New Business – INFORMATION

Jacqueline Sachs requested an update on the Central Subway project.

13. Public Comment

Edward Mason noted that after the Commuter Shuttle Pilot Program expired in January, most shuttle providers were traveling on major and minor arterials including Castro Street, Divisadero Street and 24th Street. He expressed concern that this was slowing Muni routes, including the 48 and the J lines, and that he had counted 57 shuttles moving through the intersection of 24th and Valencia Streets one morning between 7-8:00 a.m. Mr. Mason added that a recently passed resolution stated that the San Francisco Municipal Transportation Agency and Transportation Authority should work together to construct a commuter shuttle hub or potentially more efficient zone network model. He also suggested that the Metropolitan Transportation Commission should consider a regional express bus to help eliminate the volume of commuter shuttles.

Aaron Goodman expressed concern that potential redevelopment of the current Ruth Asawa San Francisco School of the Arts site would increase traffic congestion and potentially slow the 44-O'Shaughnessy Muni line.

14. Adjournment

The meeting was adjourned at 8:16 p.m.