



DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, June 22, 2016

1. Committee Meeting Call to Order

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

CAC members present were Chris Waddling (Chair), Peter Sachs (Vice Chair), Becky Hogue, John Larson, Jacqueline Sachs (entered during Item 6) and Bradley Wiedmaier.

Transportation Authority staff members present were Colin Dentel-Post, Cynthia Fong, Rachel Hiatt, Jeff Hobson, Seon Joo Kim, Anna LaForte, Maria Lombardo, Mike Pickford, Steve Rehn and Michael Schwartz.

2. Chair's Report – INFORMATION

Chair Waddling said that there would be two CAC appointments on the agenda of the July 19 Plans and Programs Committee meeting, and that Brian Larkin would be seeking reinstatement. He also said that due to the Board of Supervisors' August recess, the next scheduled meeting of the CAC would be Wednesday, September 7.

Consent Calendar

3. **Approve the Minutes of the May 25, 2016 Meeting and June 15, 2016 Special Meeting – ACTION**
4. **State and Federal Legislative Update – INFORMATION***
5. **Citizens Advisory Committee Appointments – INFORMATION**

There was no public comment on the Consent Calendar.

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

The Consent Calendar was approved by the following vote:

Ayes: CAC Members Hogue, Larson, P. Sachs, Waddling and Wiedmaier

Absent: CAC Members Ablog, Lerma, J. Sachs and Tannen

End of Consent Calendar

6. **Adopt a Motion of Support for Allocation of \$45,417,062 in Prop K Funds and \$141,794 in Prop AA Funds, with Conditions, for Eleven Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules, and a Commitment to Allocate \$3,810,006 in Prop K funds – ACTION**

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

Peter Sachs asked about the costs and benefits of constructing parking lots near the South Ocean Beach Multi-Use Trail given erosion issues. Oscar Gee with San Francisco Public Works (SFPW) replied that currently only the parking lot at the north end of the project area

was affected by erosion and would not be replaced. Brian Stokle with San Francisco Department of Recreation and Parks said the parking lot at the south end would be added at some point in the future. Mr. Stokle further explained that the proposed middle lot would be added in Phase 1 (the current request), noting that SFPW had to balance the issue of coastal erosion with the public's desire for access to the beach as evidenced by a substantial amount of informal parking in undesignated areas. Mr. Sachs asked how long the middle parking lot would be sustained due to ongoing erosion. Mr. Stokle said that this proposed lot would be placed where the roadway currently was located, but that SFPW did not currently know how long it would be in place.

John Larson asked if there was a timeframe for Phase 2 modifications and an end date. Mr. Gee replied that SFPW anticipated the project would be completed by 2021.

Chair Waddling asked what the purpose of narrowing was if it would divert drivers to other nearby routes, as well as which streets would be affected. Mr. Gee replied that drivers would likely be rerouted, but that retreat from the erosion was the main purpose. Mr. Sachs expressed concern that congestion was likely during Phases 1 and 2, and that it would shift to other streets in the neighborhood. He also expressed general concern about unintended congestion impacts and the lack of funds set aside to mitigate them. Mr. Gee responded that a SPUR 2010 transportation study indicated that narrowing would cause minimal traffic impact, as Sloat Boulevard and Skyline Street would provide route options. He said before implementing a full closure, all the coordinating agencies would have an opportunity to evaluate the impact as part of a larger traffic impact analysis.

Mr. Gee said he could provide SPUR's 2010 transportation study and did not know if it was referred to in the Master Plan. Tim Dougherty with the San Francisco Municipal Transportation Agency (SFMTA) confirmed the transportation study was included in SPUR's Ocean Beach Master Plan and that long-term transportation impacts from the project would be evaluated under the California Environmental Quality Act process.

Mr. Larson asked about the status of \$61 million in funds from the San Francisco Public Utilities Commission (SFPUC) for Van Ness Avenue Bus Rapid Transit (BRT) improvements. Kamini Lall with the SFMTA replied that the SFPUC and SFMTA were still holding discussions and said it should be known in the next few days if and how much it would be.

Mr. Sachs asked if the bus bridge needed during the Twin Peaks tunnel work could skip Forest Hill station on some trips to save time on a very circuitous route. Ms. LaForte said that staff would pass along the suggestion.

With respect to the Van Ness Avenue BRT project, Mr. Wiedmaier asked if the stop at McAllister Street would receive special treatment due to its historical status. Ms. Lall replied that she did not know, but that organizations specializing in historical preservation were being consulted. Mr. Wiedmaier said that the current design, especially the bulky handrails and railings, seemed contemporary and did not match the historic landmark. Ms. Lall said she would confirm if those designs were final or if there were differing designs for the McAllister stop.

With respect to the Bicycle Facility Maintenance project, Mr. Waddling said that in some of the locations where pavement markings would be repainted, such as the Wiggle, the pavement was in poor condition and it did not make sense to paint over it before it was repaired. He also said there was a citywide problem with poor pavement in bicycle lanes, forcing bicyclists to dangerously use the part of the road designated for motor vehicles to avoid rough pavement. He noted John Muir Drive as a prime example of the situation.

Rachel Alonso with SFPW said she was surprised that bike lane pavement was worse than that

for vehicle lanes, since damage should be worse from heavier vehicles, and that pavement renovation renewed the entire road surface from curb to curb. She noted that SFPW had a 5 Year Paving Plan and that SFPW and the utilities had been trying to improve coordination efforts to deliver repairs through a single contract for all needed improvements in a given street segment, but did not know how bicycle lanes were selected for repainting. Craig Raphael with the SFMTA said the SFMTA administers spot treatments to transit lanes before red painting if a full pavement renovation was not scheduled soon. He said he would follow up on the bike painting issue to see what was done when the painting and paving schedules were not in sync.

During public comment, Alice Rogers with the South Park Improvement Association said the South Park neighborhood had often been perceived as a different kind of neighborhood than it really was. She continued saying that it was often thought of as a place with lots of technology workers during the day, but she pointed out that the area included “under the radar” uses such as Single Room Occupancy units with many disabled tenants, as well as a Filipino senior center. She said she wanted to make sure the traffic calming would improve safety and was not just cosmetic.

Chair Waddling thanked Ms. Rogers for coming to the meeting to represent folks who couldn't easily attend themselves. He asked if staff could provide their contact information for the public to seek traffic calming improvements. Chad Rathmann with the SFMTA provided the website where members of the public could request traffic calming improvements. [<https://www.sfmta.com/calming>.]

Tim Dougherty with the SFMTA said the Planning Department was leading an update on the local coastal plan, which was an element of the City's General Plan. He offered to provide a link to the CAC, noting that the update incorporated some of the new policies that were discussed as part of the South Ocean Beach Multi-Use Trail project.

Jacqueline Sachs said she wanted the SFMTA to evaluate the 66-line and consider reverting back to the route as it was prior to 2002. She said a lot of seniors and people with disabilities used it, and that the 66-line buses typically lay over at 9th and Judah Streets before turning around.

Mr. Sachs said it was important not to generalize about neighborhood populations and voiced support for the proposed study to improve the route's effectiveness.

Mr. Wiedmaier asked if the unusual, high curbstones at South Park would be left undisturbed in order to preserve its character. Marien Coss with the San Francisco Recreation and Parks Department confirmed that the higher curbs would be retained and that the park would be fully accessible, with an accessible pass through the park. Ms. Rogers added that South Park had gone through a historical review which concluded that the curbstones were not historic.

John Larson moved to approve the item, seconded by Becky Hogue.

The item was approved by the following vote:

Ayes: CAC Members Hogue, Larson, J. Sachs, P. Sachs, Waddling and Wiedmaier

Absent: CAC Members Ablog, Lerma and Tannen

7. Development of a Potential Local Transportation Revenue Measure and Expenditure Plan – INFORMATION

Maria Lombardo, Chief Deputy Director for Policy and Programming, presented the item per the staff memorandum.

Mr. Sachs said he read the minutes from the June 15, 2016 CAC Special Meeting and agreed with Peter Tannen's comments and noted he was not a fan of earmarking things in a budget without guaranteeing funds. For that reason, he said he was more a fan of the back-up plan. With respect to the charter amendment, he commented that it set up administration of transportation programs under three different agencies and noted that this raised concern about miscommunication, duplication of effort, etc. and that he would prefer to have the Transportation Authority or another agency administer all the programs.

Responding to the comment about budget set asides, Ms. Lombardo noted that the Board of Supervisors (BOS) had introduced a 0.75% general sales tax measure, that if approved, would provide enough revenue to cover the increased expenditures that would be created through the charter amendment. She continued to note that the charter amendment contained a provision that allowed the Mayor to terminate the charter amendment by January 1, 2017 if general fund revenue projections did not look sufficient to pay for the set asides, e.g. such as if the general sales tax did not pass. Mr. Sachs noted that this was confusing for voters who had to make the connection between the two measures, especially with many other items on the ballot. Ms. Lombardo acknowledged his point, noting that in the June election, Solano County voters approved a policy advisory measure that outlined a spending plan, but failed to approve the related general sales tax.

Ms. Lombardo said the proposed administrative split was the result of negotiations, and that coordination happened on most projects of medium to large size, as they tended to have multiple funding sources. She also noted that the transportation sales tax expenditure plan required that the 5-year prioritization programs go through the City's Capital Planning Committee for input prior to adoption as an effort to further improve coordination.

Ms. Sachs said she had worked on Prop B in 1989 among other transportation-related efforts. She attended the Policy and Programs Committee Meeting on June 21, 2016 and said that she disagreed with a new tax measure and that the SFMTA should use the funds they currently receive. She stated that Prop K should be extended before pushing this additional revenue measure, and did not think the public will support this new measure.

Mr. Larson also agreed with Peter Sachs and Peter Tannen in that ballot box budgeting was bad public policy. He said that for example, in the past voters approved parking garages for museums but did not approve of supporting the museums. He asked if the termination clause were exercised, was there a plan to go back for funding. Ms. Lombardo said that like many other jurisdictions the city would need to try again.

Mr. Sachs said the City was mismanaging funds for homelessness and that the public was not getting their money's worth. He said he was concerned that the bundled measure proposed by City Hall which combined transportation and homelessness could result in transportation not getting funded.

There was no public comment.

8. Adopt a Motion of Support to Adopt the San Francisco Parking Supply and Utilization Study Summary Report – ACTION

Michael Schwartz, Principal Planner, presented the item per the staff memorandum.

Ms. Sachs said she did not understand why the City would not let the Pacific Dental School students and faculty use a nearby garage when it wanted to move locations. Mr. Schwartz said the study did not look at specific cases like that, but rather tried to evaluate available spaces in order to manage supply. Ms. Sachs said she observed underutilized parking lots throughout the City.

Mr. Wiedmaier said the study looked only at parking, which was not as effective as cordon pricing, and asked why the study did not consider the effect of both. He also asked is there would be a study that addressed the congestion impact of ride hailing services, especially during the peak times of Friday and Saturday nights. Mr. Schwartz said the study did not look into cumulative effects because there was not a preferred parking management approach. Mr. Schwartz said the Transportation Authority, as the Congestion Management Agency for San Francisco, was interested in understanding the effects of ride hailing services on congestion. For that reason, he said that staff was starting a project to look at technology-enabled transportation, and overcoming the challenge of a lack of data to draw definitive conclusions around the effect of services like ride hailing.

Ms. Hogue asked if the Transportation Authority was looking at Treasure Island as an example to be used elsewhere. She said Treasure Island residents did not think they should be charged to use City streets. Mr. Schwartz replied that it would be a demonstration and that agencies would learn from the results of that effort. Mr. Schwartz noted that congestion pricing would require new state legislation as one of a number of approvals before it could be implemented.

There was no public comment.

Peter Sachs moved to approve the item, seconded by Jacqueline Sachs.

The item was approved by the following vote:

Ayes: CAC Members Hogue, Larson, J. Sachs, P. Sachs, Waddling and Wiedmaier

Absent: CAC Members Ablog, Lerma and Tannen

9. Update on the I-80/Yerba Buena Island East Side Ramps Project – INFORMATION

Eric Cordoba, Deputy Director for Capital Projects, presented the item per the staff memorandum.

Becky Hogue asked if there would be any traffic circulation conflicts during the demolition and if there would be public education for residents, who were especially affected by the project. Mr. Cordoba replied that the demolition was underway and weekly coordinating meetings were being held to minimize traffic circulation conflicts and added that there would be public education.

Mr. Larson congratulated the Transportation Authority for being under budget. Mr. Cordoba credited the engineering staff for managing changes very well.

Mr. Wiedmaier asked if native plants that could tolerate roadside conditions would be used in the landscaping on Yerba Buena Island. Mr. Cordoba said that the Transportation was working with San Francisco Environment, which helped to develop the habitat plan. He said that trees would be planted over several years, but not at this time due to visibility needs of the U.S. Coast Guard.

There was no public comment.

10. Update on Late Night Transportation Plan – INFORMATION

Colin Dentel-Post, Senior Planner, presented the item per the staff memorandum.

Ms. Sachs asked if there would be more Late Night Working Group meetings. Mr. Dentel-Post replied that there would be, and that the next was scheduled for August 10.

Mr. Sachs asked if all rotating shifts to San Francisco International Airport were captured, and noted that the presentation appeared to show high demand there. He stated that even if there were low trip numbers, there could be room for improvement because late night BART service

was very poor. Mr. Dentel-Post said he agreed.

Mr. Larson asked if businesses were interested in expanding late night work shifts. He said he was interested in whether expanded service would meet existing demand or if increased service would create demand and increase the number of graveyard shifts. Mr. Dentel-Post replied that currently, businesses found it challenging to staff shifts because people could not access the job sites due to transportation constraints. He stated that he did not know what the effect would be.

Ms. Sachs asked if the 2002 schedules were considered and if technology companies were still taking people home on their own buses. She added that a lot of restaurant workers were affected. Mr. Dentel-Post replied that he was aware of service cuts in 2009 but said there have been substantial changes since the late night roll out in 2006 and a fresh evaluation was desired. He also said that there was not much data on the frequency and capacity of technology company bus rides.

There was no public comment.

11. Introduction of New Business – INFORMATION

Mr. Sachs stated the red bus lines on Mission Street have created new problems that he would like evaluated. He stated that the bus lines took away right turn lanes, which forced automobile drivers to use the bus lane in order to turn right. He stated that this had created delays at intersections for both pedestrians and #14 buses – which sometimes must wait two light signals to get through the intersection at the far stop.

Ms. Sachs stated that she went to the SPUR meeting and that Lower Stockton was not on the agenda. She said that she was in favor of a Special CAC meeting to discuss likely amendments to the potential new revenue measure.

12. Public Comment

There was no public comment.

13. Adjournment

The meeting was adjourned at 8:13 p.m.