



# DRAFT MINUTES

## CITIZENS ADVISORY COMMITTEE

Wednesday, September 28, 2016 Meeting

### 1. Committee Meeting Call to Order

Chair Waddling called the meeting to order at 6:00 p.m.

CAC members present were Myla Ablog, Becky Hogue, Brian Larkin, John Larson, Santiago Lerma, Jacqueline Sachs, Peter Sachs, Peter Tannen, Chris Waddling, Shannon Wells-Mongiovi and Bradley Wiedmaier.

Transportation Authority staff members present were Eric Cordoba, Anna LaForte, Maria Lombardo, Mike Pickford, Steve Rehn and Mike Tan.

### 2. Chair's Report – INFORMATION

Chair Waddling announced the reappointment of Santiago Lerma and the appointment of Shannon Wells-Mongiovi to the CAC. He welcomed Ms. Wells-Mongiovi as the new representative for District 11 on the CAC, to which Ms. Wells-Mongiovi introduced herself as a current resident of the Excelsior who had previously resided in several other neighborhoods in the city including the Haight Ashbury and Tenderloin.

Chair Waddling announced that at its September 27 meeting, the Transportation Authority Board had deferred action on the Transbay Joint Powers Authority's Downtown Rail Extension request, which had been among 14 Prop K allocation requests supported by the CAC at its September 7 meeting. He said the item would be re-considered by the Board in October. He said an information item on the related Railyard Alternatives and I-280 Boulevard Feasibility study (RAB) would be on the agenda in winter 2016/17, or as soon as there was new public information. Lastly, he said the Geary Bus Rapid Transit project and The Other 9-5 Study would be information items on the agenda for the November 30 CAC meeting.

There was no public comment.

### 3. Approve the Minutes of the September 7, 2016 Special Meeting – ACTION

There was no public comment.

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

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, J. Sachs, P. Sachs, Tannen, Waddling, Wells-Mongiovi and Wiedmaier

Abstain: CAC Members Hogue and Lerma

### 4. Adopt Motion of Support for Allocation of \$12,713,969 in Prop K Funds, with Conditions, for Two Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

Steve Rehn, Senior Transportation Planner, presented the item per staff memorandum.

Peter Sachs said he was impressed that San Francisco Public Works had been able to keep costs under control despite the increasing difficulty of the locations selected for new curb ramps. Santiago Lerma asked for an explanation for the high cost of the worker safety systems in the San Francisco Municipal Transportation Agency's (SFMTA's) fall protection project. Craig Raphael, Senior Transportation Planner at the SFMTA, responded that the scope of the project was quite extensive, and referred the CAC to the lengthy scope description in the allocation request. Chair Waddling asked if the costs of the systems were similar at the various project locations, to which Mr. Raphael replied that that they were not. Anna LaForte, Deputy Director for Policy and Programming, added that improvements at some locations required a substantial amount of work to relocate existing facility infrastructure, such as overhead lighting and heating ducts. Mr. Rehn added that the Transportation Authority had previously allocated Prop K funds for the design phase of the project as well as for construction of the fall protection systems at the Presidio Yard.

Becky Hogue asked for additional information about how curb ramp locations were prioritized and selected. Ken Spielman, Project Manager of the Curb Ramp Program at San Francisco Public Works (SFPW), replied that the prioritization process was rigorous and included requests from across the entire city, requests from the disabled community, and considerations of efficient construction management. John Larson asked if the overall goal of the program was to construct curb ramps at every intersection in the city. Mr. Spielman answered in the affirmative, noting that there were exceptions where installation was not physically possible or not appropriate (e.g. too steep grades).

Responding to a follow-up question from Mr. Larson, Mr. Spielman said SFPW was tracking almost 50,000 potential curb ramp locations, of which about 40,000 could meet the selection criteria. He said 15,000 to 20,000 potential locations still needed to be completed, including those where existing curb ramps needed to be upgraded, and that it would probably take about ten years to accomplish. Shannon Wells-Mongiovi asked about the total cost per curb ramp. Mr. Spielman replied that costs varied greatly according to conditions, but averaged \$14,000 for individual ramps and \$20,000 per street corner. Bradley Wiedmaier asked if all the curb ramp locations selected for the subject request were for new ramps. Mr. Spielman replied that the scope included some locations where existing non-compliant curb ramps would be re-built.

During public comment, Edward Mason asked about the quality of the cement used in sidewalk improvements, noting that he had seen cracks in new curb ramps. He also commented that the rubber truncated dome tiles used for curb ramps were slippery when wet. Mr. Spielman replied that concrete generally shrank when it cured so some cracking might be normal, and said the city set specifications for the concrete used in its projects and had it tested at independent labs to make sure it met those specifications. Mr. Spielman said the truncated dome tiles were for the benefit of visually impaired pedestrians, and that the City has revised its specification for those tiles from a vitrified plastic material, which became smoother and more slippery over time, to concrete tiles. He said the city had a pro-active program to replace the plastic tiles, and invited members of the public to report slippery curb ramp tiles via the 311 system.

John Larson moved to approve the item, seconded by Bradley Wiedmaier.

The item was approved unanimously without objection.

5. **Adopt a Motion of Support to Execute a Memorandum of Agreement with the Treasure Island Development Authority for the Yerba Buena Island Vista Point Operation Services in an Amount Not to Exceed \$500,000 through December 31, 2018, and to**

## **Authorize the Executive Director to Negotiate Payment Terms and Non-Material Agreement Terms and Conditions – ACTION**

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

Becky Hogue asked if the vista point shuttle was conceptual or actually in progress. Mr. Cordoba answered in the affirmative, saying that staff was working with the Treasure Island Development Authority and Caltrans to quickly implement a shuttle service from a new parking lot (location to be determined) on Treasure Island. Ms. Hogue asked if the vista point would extend inside the Quarters 9 area, to which Mr. Cordoba replied that Quarters 9 would be fenced off from the publicly accessible area at the vista point. He added that public access would extend along a path into the front yard area of Quarters 9, where bike racks, a drinking fountain and temporary toilets would be installed. Ms. Hogue asked that island residents be apprised of any access changes ahead of time. Mr. Cordoba responded that staff had made it clear to Caltrans that all changes would have to be properly messaged. Myla Ablog asked if a bike path connecting the vista point to Treasure Island was planned for the future. Mr. Cordoba replied that the approved alternative in the Environmental Impact Report included a Type 1 and Type 2 bicycle facility on Macalla Road.

Peter Tannen asked if the \$500,000 request was part of the \$2 million total cost for the vista point improvements, to which Mr. Cordoba answered in the affirmative. Mr. Tannen asked about the permanent plan for the facility, since the subject request was for a temporary facility. Mr. Cordoba replied that staff had developed concepts for connecting Treasure Island to a future bike path on the west span of the Bay Bridge via Hillcrest Road and a relocated South Gate Road. Mr. Tannen expressed concern over the \$2 million expense for a three-year temporary project. Mr. Cordoba said the cost of the temporary facility would probably be substantially less than the \$2 million estimate, which included a parking lot that was no longer part of the scope. He said the parking lot had been replaced in the scope by better messaging directing visitors to park on Treasure Island and for a shuttle to access the vista point. Bradley Wiedmaier asked if the facility would be limited to weekends throughout the three-year life of the facility. Mr. Cordoba replied that it would be open for weekday use when Caltrans completed demolition work, but was not certain of the timeframe. Mr. Cordoba added that CAC members would receive formal invitations to the ribbon cutting ceremony in late October.

Chair Waddling asked if cost savings could be achieved by foregoing the connection to the vista point. Mr. Cordoba said that had been considered unfair to visitors from San Francisco, since that arrangement would require them to travel to Oakland first and access the facility on the return trip over the Bay Bridge. Peter Sachs commented that the project addressed the problem of Caltrain's bike lane to "nowhere", and suggested that staff explore a strategy for re-purposing the temporary infrastructure at the end of the project. Becky Hogue said the redevelopment plan would include excellent bicycle and pedestrian infrastructure when it was complete.

John Larson asked for a confirmation that the state and federal funds in question had already been allocated and that the requested action was for support of a budget revision. Mr. Cordoba responded affirmatively and said that the ramps project was funded by federal Highway Bridge Replacement & Rehabilitation Program and state Prop 1B funds. Shannon Wells-Mongiovi asked if the request included removal of the temporary facility when it was no longer needed in addition to its initial construction, to which Mr. Cordoba answered that the budget did include removal of the facility. Peter Tannen asked if the house at Quarter 9 was occupied. Mr. Cordoba replied that it was not, and noted that the project would not be possible otherwise.

During public comment, Alison Jackson asked if the amount of bike and pedestrian traffic on the bridge was currently tracked. Mr. Cordoba said that it was tracked by Caltrans and that

visitors to the facility would be counted as well. He said he believed bicyclists and pedestrians numbered in the thousands on weekends, but he had not seen the Caltrans data. He said he expected the number of visitors to increase after the vista point opened.

Becky Hogue moved to approve the item, seconded by Bradley Wiedmaier.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larkin, Larson, J. Sachs, P. Sachs, Waddling, Wells-Mongiovi and Wiedmaier

Nays: CAC Member Tannen

Abstain: CAC Member Lerma

**6. Adopt a Motion of Support for Approval of the 2017 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria – ACTION**

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

John Larson asked if evaluation of safety in the Screening and Prioritization Criteria document should have been listed as a screening criterion in all of the funding categories rather than just for the Transit category. Mr. Pickford responded that safety had been an overall consideration in the original Prop AA Strategic Plan as well as in two of the three categories, excluding the Transit category. He said that the proposed change removed the duplicative overall safety factor and added a safety criterion for the Transit category in particular. Anna LaForte, Deputy Director for Policy and Programming, offered to show CAC members where the prioritization criteria document list safety as a criterion for each of the three funding categories. Peter Tannen said it appeared that the policy in the original Strategic Plan requiring that allocations be for a single project phase had been eliminated from 2017 update. Ms. LaForte clarified that only duplicative language had been removed, and that the proposed update would continue that policy. Mr. Tannen also asked why the language requiring sponsors to secure all applicable permits had been removed. Ms. LaForte replied that sponsors would still need to secure all applicable permits, but the change meant that they need not be secured prior to allocation of Prop AA funds.

Becky Hogue asked if a list was available of the Prop AA funded pedestrian countdown signals that were open for use. Mr. Pickford said he would provide that list to the CAC. Brian Larkin asked about the two upcoming near-term projects related to the Geary Bus Rapid Transit project. Ms. LaForte replied that they would be for Phase 1 improvements, pending certification of the Environmental Impact Report, expected by the end of spring 2017. Mr. Larkin asked if both requests related to red pavement markings. Ms. LaForte replied that staff had not received either request, but that San Francisco Public Works anticipated requesting Prop AA Streets funds for pavement-related work and the San Francisco Municipal Transportation Agency (SFMTA) anticipated requesting funds from the Prop AA Transit category. Craig Raphael, Senior Project Manager at the SFMTA, added that scope details would be finalized after a public outreach effort, but would likely include elements such as red pavement markings, signal work, pedestrian safety measures, and transit reliability measures.

During public comment, Edward Mason expressed concern that expensive Complete Street elements were eligible for Prop AA funds in addition to simple paving projects.

Peter Sachs moved to approve the item, seconded by Becky Hogue

The item was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larkin, Larson, Lerma, J. Sachs, P. Sachs, Tannen, Waddling and Wiedmaier

Abstain: CAC Member Wells-Mongiovi

## **7. Alemany Interchange Improvement Study Update – INFORMATION**

Rachel Hiatt, Principal Transportation Planner, introduced the item and Megan Weir, Consultant, who presented the item.

Chair Waddling asked whether the study included AM peak traffic in addition to PM peak traffic, because backups were common in the morning in that area. Ms. Weir replied that the study had focused on the PM because that was when the longest delays occurred. Chair Waddling asked if the project proposed changing lane striping on Bayshore Boulevard, to which Ms. Weir replied that it did not. Chair Waddling said that he appreciated Ms. Weir's response to stakeholders at a recent public meeting on the project who were concerned with adverse traffic impacts wherein she commented that the roadway had been overdesigned for car traffic from the start. Chair Waddling commented that he was very pleased to see improvements finally in the works for this challenging set of intersections.

Peter Sachs said that he hoped the project would include soft-hit posts to delineate the bicycle lanes from general traffic and that the interchange at Cesar Chavez Street and US 101 should be next for this type of project. Anna LaForte, Deputy Director for Policy and Programming, said that there was a District 10 Neighborhood Transportation Improvement Program project for lighting and bicycle improvements through that interchange.

Peter Tannen asked about improvements for pedestrians in the interchange. Ms. Weir said that the buffered bike lanes would result in car traffic being significantly further from pedestrians on the sidewalk, which would result in a more comfortable pedestrian experience.

Jacqueline Sachs asked if there were improvements focused on mid-day users, such as school children or seniors. Ms. Weir replied that the project had looked at Saturday patterns, but that their focus on the peak traffic periods was to show that the proposed improvements wouldn't be a problem for traffic. She noted that the proposed reduced crossing distances would be available to all users at all times and days of the week.

John Larson asked if aesthetic improvements on the parcels adjacent to the path were included in the project. Ms. Weir said the project would not preclude landscaping and greening efforts, and that neighborhood organizations such as Portola Urban Greening had outlined a proposal for taking local stewardship of landscaping and urban greening efforts adjacent to the pedestrian improvements.

During public comment, Alison Jackson commented that speeding traffic turning from San Bruno Avenue onto Alemany Boulevard caused conflicts with bicyclists using the intersection, and asked if the project would improve the situation. Ms. Weir responded in the affirmative and briefly described some design options that would likely be considered.

There was no public comment.

## **8. Update Quint-Jerrold Connector Road Project – INFORMATION**

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

Chair Waddling thanked staff for the update and commented that he had been following the project for five years and was frustrated by the pace of progress.

There was no public comment.

**9. San Francisco Municipal Transportation Agency Capital Improvement Program – INFORMATION**

Sophia Forde, Junior Transportation Planner at the SFMTA, presented the item.

Santiago Lerma said that the list of stakeholders contacted during outreach for the Capital Improvement Program (CIP) looked great, but that as a resident of the Mission he was concerned about the lack of involvement from people who rode the bus in the implementation of Muni Forward changes to Mission Street. Ms. Forde replied that the point on transit user involvement was well taken. She said SFMTA had attempted to involve the general public by advertising public CIP meetings on buses, but noted there is always room for improvement.

There was no public comment

**10. Plan Bay Area 2040 Draft Preferred Scenario – INFORMATION**

Maria Lombardo, Chief Deputy Director, gave a brief update. She noted that, unfortunately, staff was still waiting for information (particularly land use information) from the regional agencies to support a thorough evaluation of the Draft Preferred Scenario and how well it met San Francisco's objectives. She reminded the CAC that staff provided an initial take on the transportation investment strategy the month prior. Ms. Lombardo explained that due to the tight regional timeline anticipating adoption of the Final Preferred Scenario in November, if the Transportation Authority Board were to take an action on Plan Bay Area, it would happen in October, prior to the next CAC meeting. Ms. Lombardo offered to send the CAC any Plans and Programs Committee or Board materials and to provide an update at the October 26 CAC meeting.

There was no public comment.

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

Peter Sachs said that he was interested in the San Francisco Municipal Transportation Agency's (SFMTA's) plan to expand service on the 48-Quintara route. He said that the route continued all the way to its westernmost terminus only during school hours, but that he understood there were plans to run the full route all day.

Myla Ablog requested an update on the status of funding for the Downtown Rail Extension and for a briefing on the Millennium Tower issue.

Peter Tannen said that he was still waiting for an update from SFMTA on the issue of bus bunching.

Jacqueline Sachs requested an update on the Central Subway project.

There was no public comment.

**12. Public Comment**

During public comment, Edward Mason said that he had witnessed the aftermath of a collision between a corporate shuttle and another vehicle at the intersection of 24<sup>th</sup> Street and Castro Street. He said that when he arrived there were three 24-Divisadero buses blocked by the collision because the corporate shuttle was so large, and that he had observed large shuttle buses on weight restricted streets late in the evening. He said that Facebook had used its shuttle program to satisfy the City of Menlo Park's Transportation Demand Management requirements for the expansion of its corporate campus, however the impact on the cities in which Facebook employees resided had not been considered. He said that there would be 6,400 new Facebook employees, but that according to the City of East Palo Alto, those additional jobs would result in

a total of 25,000 new jobs around the region due to multiplier effects and those impacts were not considered in Menlo Park's analyses.

**13. Adjournment**

The meeting was adjourned at 7:50 p.m.