

Dear Chair Waddling and Citizens Advisory Committee Members,

I have accepted the nomination to stand for Vice Chair of the CTA-CAC to allow a discussion of the state of our work in transportation planning and funding strategies. I support a third way for our tasks from that of the two dominant forces in our area of review. I support citizen planning and input into the decision and funding of San Francisco Transportation. I believe two dominant forces are exercising undue sway over our tasks and these influences are reflected in the issues coming before us.

The new tech disruption corporations and establishment corporations through their organizations like SPUR, have once again captured the Executive and Legislative branches of City-County government through a Citizens United like San Francisco campaign spending extreme, overwhelming the local election dialog. Arrayed in the second camp are the vested transportation & planning complex which represents another force somewhat independent of the corporations. Even though the Transportation and planning establishment is largely beholden to the corporations and disruption corporations they reflect the limited autonomy of the corporation politicians who bargain and mitigate some extremely minor benefits from the Corporation government.

This state of affairs is not serving the working people of San Francisco, and I stand for a third independent way, Citizen Planning. Because of the dissonance between these two forces we are not going forward and getting to the big plans. We seem to be prioritizing focusing on disjointed details and we are not moving forward on aspects of the large planning systems. We are seeing substitutes of more immediate partial remedies instead of the long range solutions.

We saw in the EIR for the Geary BRT rammed through the process, 17 working days after appearing in early December after the final form was published. This was not, after years of work, a necessary rush to the vote. We as the CTA-CAC were excluded from the process because of the undue speed we were excluded over the holiday recess period. This is very questionable as to our responsibility as a body. I don't think that for 350 million, adding stops to the Muni38R, our cutting the number of stops in half of the Muni3 local, meshes with the existing system lines, nor the less than a quarter of the route having limited bus track, should be beyond our task of questioning.

I can only offer to the office of vice chair my training in the discipline of Architectural History, under the mentorship of some of the leading lights of that field in California. Studying and working under Sally Woodbridge, David Gebhard, Esther McCoy and Robert Judson Clark; I have at least been taught how to ask the right questions about an issue.

I have looked at transportation and hill cities carefully over my life of travels and feel that I can offer broader historic experience by direct referencing cities such as Naples, Genoa, Valparaiso, Seattle, Valletta/Malta among others.

I hope to help us move forward to the future with the large picture in transportation and the more immediate short term steps, as well as the infill and detailed preservation of our treasured city. We see San Francisco, sometimes more treasured by outsiders, than by many of our neighbors. I hope we can inspire all to see it as it can be while keeping its most treasured aspects.

In shared effort for our citizens and city,  
Bradley Wiedmaier