



DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, January 25, 2017

1. Committee Meeting Call to Order

Chair Waddling called the meeting to order at 6:05 p.m.

CAC members present were Myla Ablog, Santiago Lerma, Jacqueline Sachs, Peter Sachs, Peter Tannen, Chris Waddling, Bradley Wiedmaier and Shannon Wells-Mongiovi (8). Brian Larkin entered during Item 7.

Transportation Authority staff members present were Seon Joo Kim, Anna LaForte, Maria Lombardo and Mike Pickford.

2. Chair's Report – INFORMATION

Chair Waddling reported that at the January 24, 2017 Board meeting Commissioner Peskin was elected Chair and Commissioner Tang was elected Vice Chair. He said the Treasure Island Mobility Management Authority Board also met briefly and elected Commissioner Kim Chair and Commissioner Yee Vice Chair. He announced that the Transportation Authority's 2016 Annual Report would be published soon and read an excerpt from Board Chair Peskin's press release regarding enhancements to the Transportation Authority's project oversight function. Chair Waddling announced that at the February CAC meeting there would be presentations on the impacts on congestion by transportation network companies (as requested by Bradley Wiedmaier), on draft recommendations from the Late Night Working Group (as requested by Jackie Sachs), and on the status of the Central Subway project. Finally, he announced two upcoming workshops organized by the Metropolitan Transportation Commission for the Bay Area Core Transit Core Capacity Study.

There was no public comment.

3. Election of Chair and Vice Chair for 2017 – ACTION

Chair Waddling announced that at the November 30, 2016 CAC meeting, nominations were held for the positions of CAC Chair and Vice Chair for 2017. He said that for the Chair seat, he was the only member nominated and therefore eligible to be elected, while for the Vice Chair seat, Peter Sachs and Bradley Wiedmaier were nominated.

Chair Waddling opened public comment for the election of Chair, which there was none.

The motion to elect Chris Waddling as Chair was approved by the following vote:

Ayes: CAC Members Ablog, Lerma, J. Sachs, P. Sachs, Tannen, Wiedmaier and Wells-Mongiovi (7)

Abstain: Waddling (1)

Absent: CAC Members Hogue, Larkin and Larson (3)

Chair Waddling opened public comment for the election of Vice Chair, to which there was none.

The motion to elect Bradley Wiedmaier as Vice Chair was not approved by a majority of the

CAC Members.

The motion to elect Peter Sachs as Vice Chair was not approved by a majority of the CAC Members.

Since neither of the nominees received a majority of the vote, Chair Waddling continued the item to the February 22 CAC meeting to allow absent CAC members to vote.

Shannon Wells-Mongiovi requested that the Vice Chair nominees speak about their interests and qualifications prior to the election of Vice Chair at the next CAC meeting.

Consent Calendar

4. **Approve the Minutes of the January 11, 2017 Special Meeting – ACTION**
5. **State and Federal Legislative Update – INFORMATION**
6. **Accounting Report and Investment Report for the Six Months Ending December 31, 2016 – INFORMATION**

There was no public comment

Peter Tannen moved to approve the item, seconded by Shannon Wells-Mongiovi.

The Consent Calendar was approved by the following vote:

Ayes: CAC Members Ablog, Lerma, J. Sachs, P. Sachs, Tannen, Waddling, Wiedmaier and Wells-Mongiovi (8)

Absent: CAC Members Hogue, Larkin and Larson (3)

End of Consent Calendar

7. **Adopt a Motion of Support for the Allocation of \$4,306,324 in Prop K Funds and \$2,540,359 in Prop AA Funds, with Conditions, for Five Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION**

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

Peter Sachs asked why permeable pavement was planned for only three segments of the Wiggle project. Craig Raphael with the San Francisco Municipal Transportation Agency (SFMTA) replied that the Wiggle was one of the first projects in the City to include that feature, which was included as a kind of pilot project to be replicated elsewhere in the City if successful. He said available funding may also have been a constraint. Mr. Sachs asked if there were plans to construct the improvements labeled on the Hairball project map as Segments B, C and E. Ms. LaForte replied that the 2012 Cesar Chavez East Community Design Plan recommended prioritizing Segments F, G, M and N, and that those were the segments prioritized for funding by the Neighborhood Transportation Improvement Program. She said however that the Board had expressed interest in funding more of the recommended improvements.

Peter Tannen asked about the criteria for selecting the intersections in the Wiggle project that would be improved with raised crosswalks. Mr. Raphael replied that stormwater drainage considerations limited the locations, since the raised walkways could obstruct runoff. Mr. Tannen asked about the public outreach for the traffic diverter planned for the southwest corner of Scott and Fell Streets; as he pointed out that the city had a history of unsuccessful traffic diverters. Mr. Raphael said that outreach had been done for the traffic diverter, which was part of an attempt to improve bicycle safety by compensating for the heavy southbound traffic flows on Scott Street, and that the SFMTA had recently implemented “Green Wave” traffic timing on Divisadero Street in anticipation of increased vehicle flows on that corridor. He added that the

SFMTA would evaluate the success of the strategy after it was fully implemented. Mr. Tannen requested a copy of the improvement plans for Segments M, N and O on the Hairball project map. Ms. LaForte said staff would provide a copy of the report presented to the Plans and Programs Committee.

Santiago Lerma asked about maintenance funding for the proposed greenways, noting that some recent greenscape improvements appeared neglected. Ms. LaForte said that in general a maintenance plan and any necessary commitments were required to be in place prior to construction. Rachel Alonso with San Francisco Public Works (SFPW), acknowledged that enforcement of maintenance agreements was a problem and that the City was learning from past experiences. She said a draft Memorandum of Understanding between SFPW and SFMTA included a provision that the lead agency for installing public improvements would be responsible for ensuring that they were maintained. She added that it was her understanding that the San Francisco Public Utilities Commission would have primary responsibility for maintenance of the Greenways project.

Shannon Wells-Mongiovi asked if any Spanish language or Chinese language groups would be included in the outreach efforts for the District 11 Neighborhood Greenways project. Mr. Raphael replied in the affirmative, and said the SFMTA had worked with People Organizing to Demand Environmental and Economic Rights (PODER) during preparation of the Caltrans planning grant for the project.

Chair Waddling asked how street segments were prioritized for re-paving, and asked if geographic equity was a criterion. Ramon Kong with SFPW, replied that SFPW used five criteria which were applied dynamically. He said the criteria included (1) functional classification, since heavily used streets experience more wear; (2) Pavement Condition Index (PCI) score, with high-scoring segments receiving micro-surfacing and the lowest scoring segments requiring complete reconstruction; (3) geographic equity to try to ensure equitable street quality city-wide, though he noted that the most heavily used streets required more frequent repair regardless of location; (4) project readiness, i.e. ensuring that pavement repairs are coordinated with ancillary projects such as utility, complete streets and transit improvements; and (5) public requests to correct safety-related problems such as drainage, potholes, and storm damage. Myla Ablog expressed interest in the design of the permeable paving to be included along the Wiggle. Ms. LaForte said detailed design was complete and the specifications should be available.

Chair Waddling asked about a previous request by the SFMTA for funds to re-paint green boxes and sharrows along the Wiggle on pavement that was in poor condition. Mr. Raphael said that as he recalled, the CAC had expressed concern about coordination between SFPW's paving program and SFMTA's maintenance of street markings, and said he could provide a more complete response by email.

Bradley Wiedmaier asked if the Wiggle project included new signage to warn motorists on the Oak/Fell Street corridor about the bicycle corridor crossings. Mr. Raphael said he was not aware of any new signage planned as part of the project. Ms. Sachs recommended that the SFMTA consider including multi-lingual signage where the Wiggle crossed the Oak/Fell Street corridor because it was the main artery for access to the University of California, San Francisco medical center on Parnassus Street. Mr. Raphael responded that in general SFMTA traffic engineers favored street design elements over street signs as a more effective way of encouraging safe behavior by drivers. He said the SFMTA had conducted studies showing that driver response to road signs tended to be low, partly because the signs added to the visual overload along roadsides.

Mr. Wiedmaier asked what kinds of street design elements might be preferred to street signs. Mr.

Raphael said street elements such as bulbouts that would force drivers to be more cautious when making turns, raised crosswalks to make pedestrians more visible, and head-start indicators at crosswalks were all treatments that were generally preferred over street signs. Ms. Sachs said it was important to consider emergency responders and the disabled community when designing street improvements.

Mr. Wiedmaier asked why bulbouts were included at the Wiggle crossing on Fell Street but not on Oak Street. Mr. Raphael said his understanding was that the bulbouts planned for the Wiggle were mainly intended to slow bicyclists and make pedestrians more visible to them. He said bicycle traffic turning onto Scott Street from Fell Street had been identified as more of a problem than turns onto Scott Street from Oak Street since the latter crossing was a continuation of a straight segment of the bicycle route.

There was no public comment

Brian Larkin moved to approve the item, seconded by Myla Ablog.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Lerma, J. Sachs, P. Sachs, Tannen, Waddling, Wiedmaier and Wells-Mongiovi (9)

Absent: CAC Members Hogue and Larson (2)

8. Adopt a Motion of Support for Authorization to Borrow up to \$46,335,835, to a Total Amount Not to Exceed \$140,000,000 from the Revolving Credit Agreement with State Street Public Lending Corporation – ACTION

Cynthia Fong, Deputy Director for Finance and Administration, presented the item per the staff memorandum.

Peter Sachs asked if the agency was planning to issue a bond this year or in the future, and whether approving the item would speed up or slow down the need for a bond. Ms. Fong replied that the item would slow down the need for a bond, and that implementing the short term facility would be a bridge enabling the agency to access funding quickly, providing time for the agency to issue a bond or other financing instrument. She said that if the agency was going to issue a bond it would likely be in Fiscal Year 2017/18.

During public comment, Edward Mason asked what the anticipated cost of the interest rate would be. He asked if the agency had considered a sinking funding whereby funds were set aside so that funds would not need to be borrowed in order to avoid financing costs. He said he recognized that this only short-term financing but that in the big picture the funds would not be available for physical assets that could be purchased with the funds paid toward interest. Ms. Fong replied that staff was not able to forecast what the interest rate would be if it were to issue a bond but noted that the City and County of San Francisco recently issued a Geo-Bond with an interest rate of 2.91%. She said staff was currently looking at interest rates of 4% but that it would be hard to estimate going forward, and noted that the agency currently had an interest rate of 0.73%. Ms. Fong said the agency had considered not issuing any type of financial instrument but that the tradeoff was that it wouldn't be able to advance projects and provide the public benefits as soon as it was currently able to.

Maria Lombardo, Chief Deputy Director, added that the agency did not take issuing debt lightly and acknowledged Mr. Mason's good questions. She noted that Prop K provided funds over a 30-year period and gave an example of how a pay as you go approach didn't work so well, specifically citing an example wherein the San Francisco Municipal Transportation Agency had a unique opportunity to exercise options to purchase new light rail vehicles, enabling it to lock in a

better price and to deliver new vehicles sooner.

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

The item was approved by the following vote:

Ayes: CAC Members Ablog, Lerma, J. Sachs, P. Sachs, Tannen, Waddling, Wiedmaier and Wells-Mongiovi (8)

Absent: CAC Members Hogue, Larkin and Larson (3)

9. Adopt a Motion of Support for the Adoption of the Fiscal Year 2017/18 Transportation Fund for Clean Air Local Expenditure Criteria – ACTION

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

Peter Sachs asked if Electric Vehicle (EV) infrastructure was eligible, to which Mr. Pickford responded that a public entity could apply for Transportation Fund for Clean Air (TFCA) funding for EV infrastructure in a publicly accessible location or for the City fleet.

Chair Waddling asked if a private entity would be eligible to apply for a bike share project. Mr. Pickford responded that only public entities were eligible applicants, so a public entity could apply if it desired to launch a bike share project, especially at locations where Bay Area Bike Share was not established. Chair Waddling expressed his support for the revision in the Fiscal Year 2017/18 policies that allowed upgrades to an existing bicycle facility.

There was no public comment.

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

The item was approved by the following vote:

Ayes: CAC Members Ablog, Lerma, J. Sachs, P. Sachs, Tannen, Waddling, Wiedmaier and Wells-Mongiovi (8)

Absent: CAC Members Hogue, Larkin, and Larson (3)

10. Adopt a Motion of Support for the Adoption of the One Bay Area Grant (OBAG) Program Cycle 2 San Francisco Call for Projects Framework – ACTION

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

Bradley Wiedmaier asked how geographic equity would be considered. Ms. Crabbe responded that the OBAG program focused on investments in Priority Development Areas, but in developing recommendations staff would consider growth challenges across the City. Maria Lombardo, Chief Deputy Director, added that the OBAG project recommendations would also look at the pending Proposition AA and TFCA project recommendations to consider geographic equity across all three grant programs since each fund source came with different requirements and some were better fits for certain kinds of projects than others.

During public comment, Edward Mason asked why growth wasn't paying its fair share, and why the infrastructure couldn't be funded through the recently-approved Transportation Sustainability Fee. Ms. Crabbe said that jurisdictions were struggling with this issue across the region, since planning and constructing transportation is best done before the growth happens. Ms. Lombardo observed that most projects currently in the City's development pipeline were approved prior to approval of the Transportation Sustainability Fee, but going forward, the idea was that development would do a better job contributing its fair share.

Bradley Wiedmaier moved to approve the item, seconded by Peter Tannen.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Lerma, J. Sachs, P. Sachs, Tannen, Waddling, Wiedmaier and Wells-Mongiovi (8)

Absent: CAC Members Hogue, Larkin and Larson (3)

11. Presentation from the San Francisco Municipal Transportation Agency on Bus and Train Bunching – INFORMATION

Jeffrey Flynn, Acting Chief Transit Officer at the San Francisco Municipal Transportation Agency (SFMTA), presented the item.

Peter Tannen asked how many street supervisors would be put into place as a result of staff reassignments and how that compared to historic staffing. Mr. Flynn replied that historically there were many vacancies for that job, but with new job classes at the Transportation Management Center (TMC), many staff that had formerly worked at Operations Central Control would be reclassified, resulting in a 20% increase in street staff. Mr. Tannen asked what supervisors could do when they identified a poor performing bus line. Mr. Flynn replied that interventions were intended to minimize the impact on customers while getting buses spaced out along the route. He said that part of the solution was focusing on maintaining evenly spaced headways, rather than sticking to scheduled times, but that it took time and staff training to make sure this concept could be implemented.

Bradley Wiedmaier asked if the TMC had the ability to control traffic signals. Mr. Flynn said that it did not, but that there would hopefully be additional control over signals with the implementation of the SF Go project. He said that the goal of ramping up transit signal priority (TSP) was more aspirational at this point. Mr. Wiedmaier said that bus bunching seemed worse at peak travel times and asked if there was really anything that could be done to improve bunching at rush hour. Mr. Flynn replied that there was a standard toolbox of interventions when bunching occurred, including sending empty buses directly to the end of a line or holding some buses back. He said that the SFMTA needed to be more proactive about repositioning its resources including sending parking control officers (PCOs) to bottlenecks to direct traffic, especially when there was an incident, such as a collision.

Myla Ablog asked about retraining for bus operators as it sometimes seemed up to the operator whether to decide that a bus was full and bypass additional passengers. Mr. Flynn replied that the new computer aided dispatch/automatic vehicle locator (CAD/AVL) system could tell when a bus was full and provide passenger counts to the SFMTA in real time so that operators did not need to notify supervisors. He said that they were in the process of retraining 2,500 operators on the new system and that they had retrained 1,800 so far. He said that, in the past, operators would give up on trying to get assistance from Operations Central Control because the radio connection quality was so poor, but that now operators that are on vehicles equipped with the new radio system could get clear and quick responses from TMC staff.

Santiago Lerma asked if the new light-rail cars would allow for longer trains and what the passenger capacity was for the new trains. Mr. Flynn said that he believed the capacity of the new trains was similar or slightly higher than the current trains. He said that in the subway, SFMTA was planning to run three- and four-car shuttles, but that on the street in the western part of the city the length of blocks limited the length of the trains. He said that SFMTA staff was working on streetscape changes to allow three-car trains on lines like the N-Judah without the train blocking an intersection, and added that the T-Third was designed for two-car trains.

Chair Waddling asked if the new train cars would be focused on specific lines or spread around. Mr. Flynn replied that they would be focused on lines that had the most crowding issues, while

ensuring equitable service across the city. He said that the T-Third line would get two-car trains as soon as Central Subway opened. Peter Sachs said that the SFMTA should maintain a culture of experimentation, continuing to make changes on the fly to see what works and what doesn't, especially if the new systems allowed for additional flexibility.

Jacqueline Sachs said that she saw a picture of the interior of a new train car and was upset that it only had bench seating along the sides and focused on providing more room for people to stand. Mr. Flynn said that there was an extensive public outreach campaign across the city with mock train cars that passengers could try. He said that based on public input the SFMTA decided to go with bench seating.

Mr. Tannen asked whether outbound trains could be assigned to different lines as they started off from Embarcadero Station in order to maintain evenly spaced headways. Mr. Flynn replied that because the Muni train system operated in mixed flow traffic and was susceptible to traffic delays it led to uneven service coming into the subway. He said that he would like to see dynamically reassigned trains at the Embarcadero Station to take that situation into account, rather than assigning each operator to a certain line for the day, but that that was an aspirational goal. He said that most of the rail lines, except for the KT, were approximately the same length and had similar cycle times, so that it could be possible to rebalance lines across the system. He said this was something that the SFMTA needed to get better at and do more of.

Mr. Wiedmaier said that with increasing congestion South of Market, bus lines in the area were not keeping to schedules and asked if there was flexibility to route bus lines around Bay Bridge traffic. He also said that he supported bus rapid transit (BRT) in dense areas, such as the Van Ness corridor, but he asked if BRT infrastructure made it more difficult to have buses pass one another to reduce bunching. Mr. Flynn said it depended on how the BRT was designed and that if there were two parallel bus lanes with no barrier between them, then buses could pass one another when there was an opening in oncoming traffic. He said that there could be an impact on flexibility, but that the dedicated lanes would hopefully help the bus lines to function better to start with. In terms of bus lines affected by traffic, he said that the SFMTA changed schedules and other aspects of bus lines on a quarterly basis, but that they tried not to shift buses from one line onto another line if they were simply stuck in traffic. He said that one tool available was to have standby buses at strategic locations throughout the city that could be redeployed. He said that as the SFMTA returned to full operator staffing over the next few months, they would look at doing more staging of standby buses.

Mr. Sachs asked if there was space at West Portal station to board or de-board multiple trains at once. Mr. Flynn replied that as part of the Twin Peaks Tunnel track replacement project, the SFMTA would look at ways to reduce train congestion at West Portal. He said that one factor was trains switching from automatic train control to operator control at that location. He also said that the intersection at West Portal had a stop sign that did not allow giving priority to transit.

During public comment, Edward Mason asked if the SFMTA knew what the top five causes of bus bunching were. He also asked if the SFMTA could have a sign on buses that said "Coach Following" to let riders know that if a crowded bus did not stop for them, there would be another bus coming shortly thereafter. Mr. Flynn replied that the top reasons for bus bunching included incidents on buses, crowding, and traffic. He said that on bus lines with high frequencies, such as the 38, a very slight delay could lead to bunching. He noted that the "Coach Following" sign sounded like a great idea.

12. **Update on Caltrain Service Changes from the Peninsula Corridor Electrification Project – INFORMATION**

Catherine David and Casey Fromson, from Caltrain, presented the item.

Peter Sachs asked if Caltrain would provide special service to San Francisco Giants home games after the interim weekend service schedule had been implemented. Ms. David said Caltrain would continue to provide service to special events, and that when the Giants publish its season schedule Caltrain would publish a brochure and web page for special service to games.

Chair Waddling asked if the interim schedule would revert to normal service on completion of construction. Ms. David replied that as soon as construction and testing were completed the schedule would revert back. Ms. Fromson added that completion of the project would provide an opportunity for Caltrain to revamp the entire schedule to utilize the faster train speeds and shorter dwell times to increase service frequency. She confirmed that the reduced weekend service would be required for about three years.

Peter Tannen asked if it was correct that 12 to 15 trains per day would require passengers to transfer at the Redwood City station. Ms. David replied that was correct since Caltrain offered three kinds of service, each with a different number of stops. She said the transfers gave passengers flexibility to choose a train with the fewest stops that would still get them to their destinations.

Shannon Wells-Mongiovi noted that Caltrain ridership had been increasing and asked how Caltrain expected ridership to be affected during and after the interim schedule. Ms. David replied that Caltrain would continue the popular baby bullet service and was looking into the possibility of using full-length six-car trains for every weekend run to accommodate enough passengers. Ms. Fromson pointed out that most of the ridership increase had been during weekday commute hours, which would not be affected by the interim schedule, so Caltrain was not expecting to see a major dip in ridership. Ms. Wells-Mongiovi commented that she strongly supported the electrification project.

There was no public comment.

13. Introduction of New Business – INFORMATION

Chair Waddling asked for a future presentation by the Port on how its purview of transportation demand management relates to that of the Transportation Authority and how the two agencies coordinate their efforts.

Jacqueline Sachs said she would like a presentation on the study requested by Commissioner Tang to explore the idea of partnerships with private shuttle services to provide transportation options for K-5 students.

Bradley Wiedmaier expressed concern that the CAC did not get a chance to consider the Geary Bus Rapid Transit Project Final Environmental Impact Report, since the 17-day comment period occurred over the December holiday recess.

There was no public comment.

14. Public Comment

During public comment, Edward Mason presented a written listing of 44 violations by private commuter shuttle services in the Noe Valley neighborhood during December 2016. He said violations included idling, blocking Muni vehicles, mid-block discharge of passengers, and operating without a California license or commuter shuttle placard.

Jacqueline Sachs recommended that the City install traffic signals at the intersections of 11th and Market Streets and 9th Avenue and Clement Street. Chair Waddling asked if there was a better way to submit requests for new traffic signals. Maria Lombardo, Chief Deputy Director, said

that staff would be happy to relay Ms. Sachs' request to SFMTA's signals group and have SFMTA staff follow-up.

15. Adjournment

The meeting was adjourned at 8:22 p.m.