



# DRAFT MINUTES

## CITIZENS ADVISORY COMMITTEE

Wednesday, April 26, 2017

### 1. Committee Meeting Call to Order

Chair Waddling called the meeting to order at 6:01 p.m.

CAC members present were: Myla Ablog, Becky Hogue, Brian Larkin, John Larson, Peter Sachs, Chris Waddling and Bradley Wiedmaier (7)

Absent: CAC Members Lerma, Jackie Sachs, Tannen and Wells-Mongiovi (4)

Transportation Authority staff members present were: Michelle Beaulieu, Amber Crabbe, Anna LaForte, Warren Logan, Maria Lombardo, Mike Pickford, Steve Rehn and Steve Stamos.

### 2. Chair's Report – INFORMATION

Chair Waddling reported that the Clerk had reached out to the CAC regarding upcoming walking tours for the Railyard Alternatives and I-280 Boulevard Feasibility Study, and said that in addition to a tour on April 28 there would be ones in May and June. He said that he and Peter Tannen had attended the tour in March and had found it very informative. He said that CAC members should have also received an invitation to attend the opening ceremony of the Yerba Buena Island Vista Point on May 2, and noted that the Vista Point would provide restrooms, benches, a hydration station, bicycle racks, and great views of the east span of the Bay Bridge and Oakland. Chair Waddling said there would be an open house for Plan Bay Area 2040 on Wednesday, May 17 at 6:30 p.m. at MTC's offices (375 Beale Street). Finally, he noted that staff had revised the memo template to make it clearer and simpler, and that memos would now be addressed to the Board as they would be included in the following Board packet as they went to the CAC.

There was no public comment.

### Consent Agenda

3. **Approve the Minutes of the March 22, 2017 Meeting – ACTION**
4. **Internal Accounting Report and Investment Report for the Nine Months Ending March 31, 2017– INFORMATION**
5. **State and Federal Legislative Update – INFORMATION**
6. **Independent Analysis and Oversight Contract Scope of Services – INFORMATION**

Brian Larkin requested a brief update on the State and Federal Legislative Update. Amber Crabbe, Assistant Deputy Director for Policy and Programming, stated that Senate Bill 1 was recently approved by the state legislature and included \$5 billion in annual funding for transportation through different competitive programs and formula funds. She said this type of investment from the state only happened about once every decade, and that while staff was still sorting through the bill's details, it would provide a lot of benefit to San Francisco, though there were still significant funding shortfalls.

Peter Sachs asked about the status of Assembly Bill 342 and whether there was data from other cities that the cameras were effective in reducing vehicle speeds. Ms. Crabbe replied that the bill had been a legislative priority for the San Francisco Municipal Transportation Agency (SFMTA) for several years and that they had done a lot of research on its effectiveness so she could follow up with more information. She said the bill had made it out of the Assembly Privacy Committee but was postponed from the Assembly Transportation Committee and would now be a two-year bill.

Becky Hogue commented that Walk San Francisco had a lot of research on the effectiveness of the cameras.

Maria Lombardo, Chief Deputy Director, commented that she believed the cameras had demonstrated a double-digit reduction in fatalities in other cities and that staff would forward the precise statistics following the meeting.

During public comment, Aaron Goodman, a District 11 resident, commented on the minutes that the 1.2-mile extension would represent a later phase of the Alemany connector project. He said that an item from the previous month's agenda regarding communities of concern would provide the Alemany area with a better pedestrian area and would help connect neighborhoods that were currently separated by the freeway. He added that bicycle lane posts were frequently knocked down and that the area was unsafe to walk or bike, so any improvements to the southside of Alemany Boulevard would reduce traffic and increase safety.

Brian Larkin moved to approve the Consent Calendar, seconded by Becky Hogue.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larkin, Larson, J. Sachs, P. Sachs, Waddling and Wiedmaier (8)

Absent: CAC Members Lerma, Tannen and Wells-Mongiovi (3)

## **End of Consent Agenda**

### **Chair Waddling called Item 8 before 7.**

#### **7. Adopt of Motion of Support to Allocate \$1,559,695 in Prop K Funds for Three Requests, with Conditions, and Appropriate \$250,000 in Prop K Funds for One Request – ACTION**

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

Peter Sachs commented regarding the Sloat project that he was glad to see the preliminary work moving forward. He said it was important for the city to think outside the box regarding the design of the project. He also noted that roundabouts could be effective since the street was basically a mini-freeway and they would provide shorter crossings for pedestrians.

Brian Larkin asked regarding the Sloat project how much funding was devoted to outreach to the businesses, and noted that there weren't many businesses within a half-mile of that intersection. Bryant Tan, Principal Financial Analyst at the SFMTA, replied that he would check with the contractor and report back, but that he knew outreach to businesses was one of the components. Mr. Larkin commented that there should be a return on investment for outreach and that in this case he didn't think outreach to merchants would be helpful as few were in the immediate vicinity of the proposed traffic circle.

John Larson asked regarding the Sloat project how developed the project proposals were, and how much the San Francisco Zoo and whoever owned the adjacent parking area would be involved.

Mr. Tan replied that the proposals were only conceptual concepts at that point but that the project would produce a preferred alternative. He added that once the plan was developed they would seek additional funding to implement the recommendations.

During public comment, Aaron Goodman commented regarding the ferry project allocation that in terms of transit equity it should also look at a route from Pier 70 to Hunters Point, where there was a lot of growth occurring. He said having a ferry connection to the Embarcadero area would take a lot of cars off the road. He said regarding the Balboa Park Station project, he was concerned about San Francisco City College's development plans and how that would affect demand in that area. He said regarding the Sloat project, he noted that there would be a lot of congestion on Sloat Boulevard and the city needed to consider adding a light-rail line up to St. Francis Woods. He said this would help get people out of their cars and that the city needed to provide mass transit and link transit systems to where development was happening.

Peter Sachs moved to approve the item, seconded by John Larson.

The item was approved by the following vote:

Ayes: CAC Members Hogue, Larkin, Larson, J. Sachs, P. Sachs, ~~Waddling~~ and Wiedmaier (76)

Abstain: CAC Member Ablog (1)

Absent: CAC Members Tannen, ~~Waddling~~ and Wells-Mongiovi (23)

**8. Adopt a Motion of Support to Adopt the District 1 Neighborhood Transportation Improvement Program [NTIP Planning] Final Report – ACTION**

Cameron Beck, Engineer at the SFMTA, presented the item.

Anna LaForte, Deputy Director for Policy and Programming, commented that the some of the near-term recommendations in the plan had already been implemented with funding from the Neighborhood Transportation Improvement Program (NTIP) capital program.

Peter Sachs asked what kind of feedback was received regarding the short-term work such as paint treatments, and whether the feedback would help inform the rest of the project. Mr. Beck replied that a lot of people had attended the legislative hearing for the project before the short-term work was completed. He said the SFMTA had received useful feedback, particularly from people who rode their bikes with their kids to school on Arguello Boulevard, who said that they felt more comfortable after the short-term treatments were installed. He said a lot of feedback indicated that people were waiting for additional treatments such as bulbouts and signal changing, so the project team would be providing a timeline for that.

Becky Hogue asked if the project team had met with Supervisor Fewer. Mr. Beck replied that the project manager, Charlie Ream, had recently met with Supervisor Fewer to discuss this project as well as the 8<sup>th</sup> Avenue planning project and the Central Richmond Neighborways project which would look at traffic calming, bicycle and pedestrian safety options for 23<sup>rd</sup> Avenue and parallel streets such as 18<sup>th</sup> and 22<sup>nd</sup> Avenues.

Ms. Hogue commented that the report included bicycle and pedestrian improvements and wanted to hear more about the pedestrian improvements. Mr. Beck replied that Arguello Boulevard at Fulton Street was a hot spot for pedestrian safety and that concrete medians would be added there in the future, along with bulbouts on both sides of the streets, rapid flashing beacons and striped continental crosswalks. He added that the buffering of the bike lanes would narrow the travel lanes, which effectively reduced vehicle travel speeds as they approached intersections and crosswalks. Ms. Hogue asked who she should reach out to in order to schedule a presentation at a

future Pedestrian Safety Advisory Committee meeting. Mr. Beck replied that Mr. Ream, the Project Manager, would be the appropriate person.

Jackie Sachs asked if any feedback was received from the senior or disabled community, and noted that there was a community facility on Arguello Boulevard. She said that members of the community also attended church at the corner of Arguello Boulevard and Lake Street, and that they needed to be taken into consideration and that outreach should be done throughout the day, not just at peak hours. She added that there was a bus stop on Fulton Street that often deployed a wheel chair lift. Mr. Beck replied that the project team did conduct outreach to that community building and noted that the 33-Line operated on Arguello and that the project team would be working with Muni operations on any service impacts. He said that no bus stops were moved for the project, and that the design also accommodated double parking for church services.

Bradley Wiedmaier stated that Arguello Boulevard was a unique street compared to others in the Richmond. He said there was more space to work with in designing improvements and asked if the project provided a learning opportunity. Mr. Beck replied that Arguello Boulevard underwent a road diet in 2003 and that it used to have four lanes which is why the current two lanes of traffic were unusually wide. He said for the aforementioned Neighborway project, there was a lot less traffic on those streets and that if vehicle traffic speeds were slow enough it was safe for bicyclists to share the road. He added that the SFMTA was not necessarily installing bike lanes in the avenues if it was not necessary or there were other effective treatments.

There was no public comment.

Brian Larkin moved to approve the item, seconded by Peter Sachs.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larkin, Larson, J. Sachs, P. Sachs, Waddling and Wiedmaier (8)

Absent: CAC Members Lerma, Tannen and Wells-Mongiovi (3)

**9. Adopt a Motion of Support to Adopt Principles for Regional Measure 3 (RM3) and Approve a List of San Francisco Candidate Projects and RM3 Advocacy Amounts – ACTION**

Michelle Beaulieu, Senior Transportation Planner, presented the item per the staff memorandum.

John Larson noted that under Regional Measure 1 (RM1) there were completed projects listed and that toll revenue was now going to debt service. He said that tolls were supposed to end after a certain point, and asked how many years were left on the debt service since it had almost been 30 years. Ms. Beaulieu replied that both RM1 and RM2 were in place for perpetuity even though most of the projects had been completed, and that revenue was going to debt service. She stated that she wasn't certain what would happen when all the projects were complete and all the debt service had been paid off.

Maria Lombardo, Chief Deputy Director, replied that staff had asked that same question to the Metropolitan Transportation Commission (MTC) but had not received a clear response. She said presumably when all the debt service was paid off, the revenue from RM1 would go to the bridge structure state of good repair. For RM2, she said she believed there was a specific requirement in statute requiring MTC to provide an updated expenditure plan, but she would need to look up the date.

Mr. Larson asked how feedback would be collected in terms of the projects listed, and said he was hesitant to devote any additional funding to the Caltrain Downtown Extension (DTX) when

additional alternatives were still being discussed. He said that a second transbay tube seemed popular with the public and would significantly reduce congestion so it should possibly be moved ahead of DTX, and perhaps aggressively advocated for, to at least for funding to complete preliminary engineering.

Peter Sachs thanked staff for pushing the equity aspect but noted that it would likely be difficult to receive feedback from people who lived farther away who would be most affected by the toll increase. He added that during the recent power outage he was at the Montgomery BART Station and that the emergency lights did not turn on, and asked if deferred maintenance was included in the State of Good Repair funding. Ms. Beaulieu replied that there were some station improvements included in the Muni Modernization program and that they were primarily going to the subway stations, and that BART had a similar project in its RM3 program, but could not confirm if investments that would prevent similar power outages were meant to be included by BART.

Chair Waddling noted that the SFMTA was slated to receive \$950 million of the billion dollar ask, and asked if more funding should be requested for BART cars and whether there would be more direction. Ms. Beaulieu replied that the handout was intended to show how different agency requests fit in the different categories, and said that in terms of regional projects, staff was engaging the Board and other stakeholders regarding how much would be an appropriate amount to seek for RM3.

Ms. Lombardo commented that the city was still trying to achieve a level of consensus and support which was why there were no amounts for the regional projects yet. She said the goal would be to have unified support at the local and regional level so the Bay Area region could effectively advocate for RM3 in Sacramento.

Chair Waddling asked if funding for the Muni Modernization program was included in the Lifeline Transportation Program. Ms. Beaulieu replied that it was not. She added that as proposed, the Lifeline funding could go to improving access (to stations) or to a regional needs-based fare policy study to help address the lack of affordable options in the transit corridors as bridge tolls increase.

Bradley Wiedmaier commented that the South of Market corridor to access the San Francisco-Oakland Bay Bridge essentially shut down travel in the area even when there were no accidents. He asked if a congestion management scheme specific to that area could be included to help address that issue. He added that drivers could be discouraged from accessing the bridge at peak hours which could open up parts of the city that were affected by the bridge traffic. Ms. Lombardo replied that congestion pricing was one project that did perform very well in Plan Bay Area, but there likely wasn't enough political support to include such a project in RM3.

During public comment, Aaron Goodman commented that a lot of projects listed were in the downtown area, but that BART Stations such as Daly City and Glen Park needed a lot of improvements. He said the city should consider an air tram from the Stonestown Mall to the Balboa Park area, since the subway until 19<sup>th</sup> Avenue did not appear to be gaining traction. He said the Geneva-Harney line should also be light-rail instead of bus rapid transit in order to connect the development at Candlestick Point to the Balboa Park station. He said the DTX project had been idling for many years due to developers and that the city needed to make sure its infrastructure projects get completed.

Ed Mason commented that if bridge congestion was such an issue there should be a regional express bus system. He said he counted 40 commuter shuttles in one hour on 24<sup>th</sup> Street and noted that traffic congestion was starting earlier and earlier. He said if the region wanted a solution within five years it could start implementing dedicated lanes. He added that he was concerned

about the thousands of employees that would be added once the Facebook and Apple expansions were complete. Ms. Lombardo replied that she understood the MTC's RM3 ask for a regional express lane system also included funding to operate express buses.

Becky Hogue moved to approve the item, seconded by Brian Larkin.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larkin, Larson, J. Sachs, P. Sachs, Waddling and Wiedmaier (8)

Absent: CAC Members Lerma, Tannen and Wells-Mongiovi (3)

**10. Preliminary Fiscal Year 2017/18 Annual Budget and Work Program – INFORMATION**

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

Becky Hogue asked for more detail on the Vision Zero ramps project. Maria Lombardo, Chief Deputy Director, replied that to compliment the WalkFirst study that focused on city street intersections, the Vision Zero ramps project was intended to look at several ramps in the South of Market Area where the freeway intersected with city streets. The purpose, she continued, was to identify relatively quick and inexpensive fixes to improve safety for all users. Anna LaForte, Deputy Director for Policy and Programming noted that the District 6 portion of the study would be on the CAC agenda in May as an information item to provide an update on the study's findings.

There was no public comment.

**11. Adopt a Motion of Support to Adopt the Transportation Investment and Growth Strategy 2017 Update – ACTION**

Warren Logan, Senior Transportation Planner, presented the item per the staff memorandum.

Bradley Wiedmaier stated that there had been a subway planning initiative a few years back but that there didn't seem to be any progress since then. He said there didn't seem to be a long-range framework for the various city agencies involved in transportation and land use development but that there needed to be one to keep these types of initiatives moving. Mr. Logan replied that Chapter 4 of the TIGS update highlighted the major county transportation plans, including Connect SF and the subway vision.

Jeff Hobson, Deputy Director for Planning, clarified that former Supervisor Wiener had requested a subway vision planning effort that was completed in fall 2016 and provided a big picture idea. He said the legislation included a periodic update requirement which would happen but that hopefully it would eventually move beyond a vision and into planning. He said in a few months, staff would bring an update on the Connect SF vision process, which was doing a long-term look at the city and what transportation and land use scenarios would look like. He added that this would eventually be succeeded by modal studies that would include what transit systems would look like in the future.

John Larson asked which city agencies were involved in the update and which one was taking the lead. Mr. Logan replied that primary agencies involved in update included the Planning Department, which was leading the effort, as well as the SFMTA, Recreation and Park, and the Transportation Authority.

Chair Waddling stated regarding Chapter 3 of the update that the University of California, San Francisco (UCSF) was adding close to 1,000 new residents in the Dogpatch, which represented a 30% increase. He said he didn't see preparations for the projected increase in people and wanted

to make sure the city had a strategy to deal with this significant growth.

Jackie Sachs commented that there would be a new elementary school in the area as well, in addition to the new Golden State Warriors stadium. She noted that UCSF had independent shuttles and that there was heavy paratransit use in the area.

During public comment, Aaron Goodman commented that potential housing development along the T-Line and in Brisbane presented a lot of opportunity, and that Brisbane could be a central hub area for housing and office development. He asked if the city was looking at the BART to the beach concept, either on Fulton Street or Geary Boulevard, which would help alleviate a lot of regionally-driven congestion, especially during the summer, and would be a key connection in the subway network.

Ed Mason commented that there was a lot of press about the Transportation Sustainability Fee being a success but that it was only for 20 units or more, didn't include non-profits and was only set at 75% of the amount cleared by the nexus study. He said growth still wasn't paying for growth. Mr. Mason observed that at 24<sup>th</sup> and Church Streets there were 17 projects that were shuffled in and didn't pay any of the fee since they were built on variances. He added that the fee was far from successful.

Myla Ablog said that affordable housing wasn't keeping up with demand and noted a recent report that said \$100,000 was now considered low-income for a family of four in San Francisco. She said developers were paying the fee but that it was not enough of an incentive for developers to build affordable housing, and that the region needed housing for middle income families. She questioned whether the housing incentives were enough to keep up with the planned transit-oriented development.

John Larson moved to approve the item, seconded by Myla Ablog.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larson, J. Sachs, Waddling and Wiedmaier (6)

Absent: CAC Members Larkin, Lerma P. Sachs, Tannen and Wells-Mongiovi (5)

## **12. Update on Plan Bay Area 2040 – INFORMATION**

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

Chair Waddling commented that a lot of the people affected by Plan Bay Area were low-income, living in communities of concern, and may not have computers to access the study if they were interested. He asked how they might be able to get involved without internet access. Ms. Crabbe replied that MTC had done pretty good outreach over the prior two years and that while the very-long document was available online, the best way for people without a computer to get engaged is through open houses and public meetings. She said MTC had just conducted what may have been 100 different public meetings over the previous two months, including to various city councils, engaged equity-based non-profits, as well as had working groups.

Maria Lombardo, Chief Deputy Director, acknowledged Chair Waddling's good comment. She added that some of the more relevant places people could engage is MTC's new CASA Group, comprised of advocate organizations, public agencies, business interests and developers. She said as part of the development of its workforce and economic strategy, the MTC gave mini grants to community organizations to help reach out to hard-to-reach communities.

Ms. Crabbe added that as the Congestion Management Agency, the Transportation Authority

reached out to neighborhoods for planning purposes to seek input on the Countywide Transportation Plan and other neighborhood plans that fed into our contribution to this Plan Bay Area and hopefully will be updated for the next one.

During public comment, Aaron Goodman commented that he was not sure if the plan was presented at public housing or rental communities, but a lot of people did not leave their communities. He said the meetings would need to be on the weekends and advertised through public information housing or tenant advocacy organizations to ensure they have an opportunity to provide input. He said an example was that the Park Merced development didn't link up to the Balboa Park station and was not solving transportation issues despite MTC promoting that it did.

Edward Mason commented that the region need to coordinate economic solutions. He said the Facebook expansion included an additional 6,000 employees and was approved by the Menlo Park City Council even though it was more of a regional decision in that it would have widespread effects. He said while the City of Menlo Park received economic benefits the outer lying cities would suffer as the employees would likely commute. He said the region needed an assessment tax where there would be residual consequential costs that must be shared with the region being impacted.

### **13. Introduction of New Business – INFORMATION**

John Larson commented that the station improvements happening in the BART system were a good sign but they seemed to be happening all at once with a lot of closures that were impacting people. He said it would be good for BART to publicize which station improvements were underway, such as repairs to escalators, to minimize the effect on riders. He asked for staff to provide an update on this topic.

Jackie Sachs asked when there would be an update on the Late-Night study, to which Maria Lombardo, Chief Deputy Director, replied at the May or June CAC meeting.

Chair Waddling requested that staff from the SFMTA, Port, Office of Community Investment and Infrastructure as well as representatives from UCSF provide an update on the overall plan for the Dogpatch area and the new Golden State Warriors arena because it was unclear to the public. Ms. Sachs added that future concerts at the arena could affect people traveling to and from the UCSF hospital.

Mr. Larson commented that the update should possibly include Pier 70.

Chair Waddling said that the Dogpatch area had a population of 800 in 2005 but that by 2025 it would be 10 times that. He said that UCSF continued to buy property in the area and he wanted to make sure that there would be improvements to transit and not just new parking structures.

Jeff Hobson, Deputy Director for Planning, commented that it sounded like the CAC wanted two presentations, the first about the plans of the Mission Bay Transportation Management Association, and the second focusing on the development in Mission Bay. He said the presentations could include the efforts being taken to make sure new developments were supporting transportation improvements, as well as what type of transportation demand management programs could be used to incentive the new employees and residents to take transit instead of drive.

Ms. Sachs commented that the presentation should also take into consideration how it would affect the T-Line service.

Bradley Wiedmaier commented that the 30-Line should be extended to Pier 70, and that there were many issues with the bus lines that terminated into the Dogpatch neighborhood.



Chair Waddling commented that if there were a number of special items that the CAC would like to discuss in-depth, staff could schedule a special meeting in July to have informational presentations.

Mr. Wiedmaier commented that he was concerned with the number of developments along the eastern shoreline which could be affected by sea level rise. He said the growth should instead be happening along developed corridors that took into consideration the city's geography. He added that the subway vision initiative seemed to have done minimal outreach, and that there was no follow up to engage the city's planning entities to advance the vision.

During public comment, Aaron Goodman commented that the area around San Francisco State University was seeing huge population growth and that transit improvements and infrastructure investment needed to be made up front so that the current transit systems would not be overrun.

**14. Public Comment**

During public comment, Edward Mason provide the statistics for the commuter bus infractions for Noe Valley for March 2017. He said it included 52 violations over 16 observation periods.

**The CAC lost quorum and was adjourned at 8:08 p.m.**

**15. Adjournment**