



DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, November 29, 2017

1. Committee Meeting Call to Order

Vice Chair Sachs called the meeting to order at 6:08 p.m.

CAC members present: Myla Ablog, Becky Hogue, Brian Larkin, John Larson, Peter Sachs, Shannon Wells-Mongiovi and Bradley Wiedmaier (7)

CAC Members Absent: Hala Hijazi (entered during Item 10) Peter Tannen, and Chris Waddling and (3)

Transportation Authority staff members present were Tilly Chang, Amber Crabbe, Drew Cooper, Cynthia Fong, Andrew Heidel, Anna LaForte, Maria Lombardo, Alberto Quintanilla, Oscar Quintanilla, Steve Rehn, Bhargava Sana, Steve Stamos, and Eric Young.

2. Chair's Report – INFORMATION

Vice Chair Sachs reported that the Board would consider recommending appointment of two members to the Citizens Advisory Committee (CAC) at its December 5 meeting. He said the vacancies were a result of the term expiration of Becky Hogue (District 6 resident) who was seeking reappointment, and the resignation of Santiago Lerma (District 9 resident).

Vice Chair Sachs reported that earlier this month the San Francisco Municipal Transportation Agency (SFMTA) and the Department of Public Health (DPH) hosted the Vision Zero Bold Ideas Workshop. He said that the workshop was the result of feedback heard from the Vision Zero Coalition that the City lacked a longer-term plan, beyond the Two-Year Action Strategy and that next steps included staff sharing information on the workshop and gathering input on key strategies at community meetings.

Vice Chair Sachs reported that Muni launched a new train. He stated that there would not be an early January CAC meeting, so items going to January Board will skip CAC. He said that the first CAC meeting in 2018 would be January 24, when elections would be held.

There was no public comment.

3. Nominations for 2018 Citizens Advisory Committee Chair and Vice Chair – INFORMATION

John Larson nominated Chris Waddling for CAC Chair and then nominated himself. There were no further nominations for Chair.

Brian Larkin nominated Becky Hogue for Vice Chair. John Larson nominated Peter Sachs for Vice Chair. There were no further nominations for Vice Chair.

There was no public comment.

Consent Agenda

4. **Approve the Minutes of the October 25, 2017 Meeting – ACTION**
5. **Approve the 2018 Meeting Schedule for the Citizens Advisory Committee – ACTION**
6. **Adopt a Motion of Support for Acceptance of the Audit Report for the Fiscal Year Ended June 30, 2017 – ACTION**
7. **Citizen Advisory Committee Appointment – INFORMATION**

There was no public comment on the Consent Agenda.

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

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larkin, Larson, Sachs, Wells-Mongiovi and Wiedmaier (7)

Absent: CAC Member Hijazi, Tannen, Waddling (3)

End of Consent Agenda

8. **Update on the San Francisco Freeway Corridor Management System Study – INFORMATION**

Andrew Heidel, Senior Transportation Planner, presented the item staff memorandum.

Bradley Wiedmaier commented that trade unions, Muni drivers, etc. were often not consulted when conducting this type of study. He urged staff to engage these stakeholders in outreach.

Shannon Wells-Mongiovi asked why San Francisco was last to consider adopting an HOV program. Mr. Heidel responded that it had been a difficult conversation in San Francisco to date. He said that other Bay Area counties had adopted HOV lanes by expanding their freeways or purchasing private property, options that were not available in San Francisco. He said more recently tools like express lanes had been successfully implemented and were among a suite of tools that would allow San Francisco to leverage its existing right of way to manage it more effectively.

Becky Hogue asked why the study was focused on the South Bay and not in the direction of the Bay Bridge. Mr. Heidel responded that the study was specifically designed to focus on the South Bay connection because no one had done such a study before. He said that the Core Capacity Transit Study, a topic as a prior CAC meeting, did focus on enhancing transit and carpool options on the Bay Bridge and increasing the number of carpool drivers. He said that the Transportation Authority was working with the Metropolitan Transportation Commission (MTC) and other regional partners to help address congestion on the Bay Bridge.

Peter Sachs asked why I-280 was not included in the study and what was being done to regulate the distribution of low-emission stickers that allow single occupant drivers to ride in HOV lanes. Mr. Heidel responded that I-280 was initially included in the study, but after an examination of existing conditions it was determined that incorporating I-280 would require significant construction. He said that the study would look at I-280 in future phases since the intent was to find a quick-to-implement, minimal construction option as a first phase. Mr. Heidel said that the issuance of clear air vehicle stickers was an on-going state-wide issue, noting that Sacramento had recently provided another extension of this program despite opposition due to its negative impacts on the effectiveness of some carpool lanes. Mr. Heidel commented that California state law

required toll operators to give a discounted, but not free toll to carpoolers. He said there was a regional conversation to see if a similar policy could be applied to vehicles with clean air stickers.

Acknowledging public comment, the CAC had received previously, John Larson asked if there was a way to implement a pricing structure that disallowed private shuttle buses. Mr. Heidel replied that as long a vehicle met the express lane occupancy requirement to travel at no cost, it would not be legal to charge additional fees.

Bradley Wiedmaier asked if there was a consideration to structure the north and southbound lanes differently on I-280, including options to extend lanes towards Daly City. Mr. Heidel replied that when I-280 south of the US 101/I-280 interchange was reviewed during the existing conditions analysis, it was revealed that there was not much congestion heading towards Daly City. He said that the study did explore an asymmetrical routing, using US 101 going northbound to the Central Freeway, but found that this presented both geometric and capacity challenges.

During public comment, Patrick Maley stated that the study did not distinguish between public and private buses and that without distinguishing between forms of transportation that serve the public and forms that serve only specific employees and specific employers, the study could not address congestion or the study's goals. He said that the shuttle buses were sponsored by private companies and restricted to their employees and an HOV lane that gave preference to those buses would diminish and restrict choices rather than enhance them. He said that the study should include information on which commuters the express lane would benefit. He said that if the study did not distinguish between public and private, it could not reasonably say that it was moving more people in the same or fewer vehicles, and that it was a key problem with having only 2 or 3 people qualifying for an HOV lane in a large charter bus that seated 50 and that would be an enormous increase rather than decrease in emissions. He said that if the proposed express lanes were like carpool lanes that other drivers could also pay to use, that undermined rather than supported equity in nearby neighborhoods by setting up discriminatory pricing.

Jackie Sachs asked if the study was only being done during rush hours and if it was, the study should track traffic throughout the day. Phoebe Cutler gave an example of how well intended congestion management could backfire. She stated in mid-September the SFMTA had dedicated a loading zone in Noe Valley for corporate commuter buses, but the commuter bus traffic had worsened two months after the opening of the loading zone. She said restrictions on the number of heavy load shuttle busses should accompany any introduction of express lanes.

Tammy Powers commented that she would like to provide feedback on the study. Mr. Heidel provided his contact information to receive the feedback.

9. Adopt a Motion of Support for the Allocation of \$3,652,500 in Prop K Funds for Three Requests, with Conditions, and Appropriation of \$200,000 in Prop K Funds for One Request – ACTION

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

Bradley Wiedmaier asked if there were any safety issues that needed to be considered for the disconnect switches between being controlled manually or a central unit. Robert Mau, Project manager at the SFMTA, replied that the units were locked with a padlock that only SFMTA operators had keys too and in the future software and keycards will control the systems. He said that all units would be rerouted to a central control and operators had safety protocols that were communicated with central control.

Brian Larkin asked if the switches were low disconnect and hard wired. Mr. Mau replied that the

switches were both low disconnect and hard wired and the system was going to be a fiber optic system.

Vice Chair Sachs had a question about the bike facility maintenance and whether the SFMTA ought to be funding the project out of its operations budgets. Ms. LaForte replied that the project was considered a capital improvement and typically had a useful life of five years.

There was no public comment.

Brian Larkin moved to approve the item, seconded by Shannon Wells-Mongiovi.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larkin, Larson, Sachs, Wells-Mongiovi and Wiedmaier (7)

Absent: CAC Members Hijazi, Tannen, Waddling (3)

10. Adopt a Motion of Support for Approval of Programming of \$6.08 Million (Estimated) in Local Partnership Program (LPP) Formulaic Program Funds to Three San Francisco Public Works Street Resurfacing Projects, and Approval of a Fund Exchange of \$4.1 million in LPP Funds with an Equivalent Amount of Prop K Funds for the US 101/I-280 Managed Lanes LPP Fund Exchange Project, with Conditions – ACTION

Oscar Quintanilla, Transportation Planner, presented the item per the staff memorandum.

John Larson commented that he was pleased to see the street resurfacing projects on the west side and said that these improvements would be much appreciated as the streets are in poor condition. He also said he was glad to see that the Prop K funds were being leveraged with the state funds.

Myla Ablog asked if the CAC would receive a presentation on the Park Merced, Twin Peaks, Glen Park projects. Mr. Quintanilla replied that the project would return to the CAC as a Prop K allocation request around the middle of next year.

There was no public comment.

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

The item was approved by the following vote:

Ayes: CAC Members Ablog, Hijazi, Hogue, Larkin, Larson, Sachs, Wells-Mongiovi and Wiedmaier (8)

Absent: CAC Members Tannen and Waddling (2)

11. Adopt a Motion of Support for Approval of the 2017 San Francisco Congestion Management Program – ACTION

Bhargava Sana, Transportation Planner, presented the item per the staff memorandum.

Brian Larkin asked what the reference to “Align: California Environmental Quality Act (CEQA) Reform” in the memo was and Drew Cooper, Senior Transportation Planner, stated that Senate Bill (SB) 743 stated that lead agency needed to adopt Vehicles Mile Traveled (VMT) as a threshold of significance for CEQA instead of automobile level of service, a change the Transportation Authority and the City supported. Mr. Cooper continued to explain that “align” referred to Planning Department-led effort to have the City adopt the VMT CEQA threshold to bring it in alignment with SB 743. Brian Larkin asked for clarification on the “Invest” and “Shift” references in the same section. Mr. Cooper replied that “Invest” referred to a fee that was placed on development to help offset impacts on the transportation system of growth created by their

project and “Shift” required transportation demand management plans for new development to encourage travel by modes other than single occupant automobiles.

Myla Ablog asked how auto speeds were measured. Mr. Sana replied that in the past, floating car runs were used to get a sense of speeds during morning and afternoon peaks, but now speed data was being obtained from a big data product based on GPS and cellular phone sources, providing a much richer, 24/7 data set. MTC has contracted a big data vendor, INRIX, to make this dataset available to all the Congestion Management Agencies (CMAs) in the region.

Shannon Wells-Mongiovi asked how the Transportation Authority was going to you make it clear that parts of the plan were a success when congestion had not improved. Mr. Sana replied that it was important to emphasize the context in which these trends were occurring, namely the significant population and job growth experienced over the last several years and how it can be expected to make congestion on the roads worse. He said that this is observed in the trend of decreasing average auto speeds and that transit speeds holding steady under these circumstances is being perceived as a win for all the transit priority investments that the city has been making. Ms. Wells-Mongiovi observed that this message was a hard sell to the public based on the data and that a focus should be made on funding transit.

Vice Chair Sachs asked if it was possible to split out transit data to plot routes that had improved to show the public that improvements were being made to congestion. Mr. Sana said that an analysis could be done showing before and after performance of segments that had improved, and future cycles of the CMP could seek to identify the reasons for the changes (e.g. link to transit investments). He also said that currently, data from all transit routes that are overlapping a particular segment are used to calculate average transit speed for that segment for CMP purposes.

Bradley Wiedmaier commented that the introduction of TNC vehicles has increased congestion in the city and the city could be analyzed by the high, medium, and low areas that were affected by TNC traffic. He said that the issue was visible in Districts 3 and 6 during prime transit times. Mr. Sana commented that the Transportation Authority recognizes the need for understanding the impact of TNCs and had recently completed a study called “TNCs Today” that for the first time provided estimates of volumes of TNC trips occurring in San Francisco. A web-based data exploration tool was also created that shows the estimated number pick-ups and drop-offs occurring in different parts of the city. Mr. Sana stated that in addition to the recently completed study, the Transportation Authority had also started follow-up research projects that are specifically trying to understand how TNCs affect are affecting road traffic congestion, transit ridership, and transit operations, and the first of these studies should be done in early 2018.

Mr. Wiedmaier noted that the current Subway Vision did not address the needs of the current or future projected congested areas. He said that the city did not have an existing Subway Vision that was actively being used and could be modified as needed. He continued to say that the implementation of a Subway Vision would be a key way to deal with congestion in a densely built out, seven- by-seven-mile city like San Francisco.

Ms. Wells-Mongiovi commented that the auto speed going down were a result of the rise of TNCs in the city.

Mr. Larkin commented that the CAC hears about studies often, but rarely see any plans. He suggested that the use of subways be integrated into the CMP to keep the issue visible.

Maria Lombardo, Chief Deputy Director, commented that under the overall ConnectSF framework, the SFMTA and the Transportation Authority were working on scoping a transit study that builds on the Subway Vision and will identify the next generation of transit expansion projects, and a freeway study to develop a comprehensive vision for their management. She said staff

could present draft scopes to the CAC for input, likely early in 2018.

Ms. Wells-Mongiovi requested more planning on the west of the city and mentioned that people on the west side of the city did not take transit because they did not have options. She recommended accelerated planning for subway extensions into the west of the city and accelerated planning to reduce transit capacity overrides. She asked if the CAC could add a statement to this effect to the staff recommendation and Ms. Lombardo replied that it could.

There was no public comment.

John Larson moved to amend the item to add a statement urging that the Transportation Authority and other city agencies accelerate planning for dedicated transit right of way investments such as subways and bus rapid transit, with special consideration for improvements serving the west side of the city, seconded by Shannon Wells-Mongiovi.

The amendment to the item was approved without objection by the following vote:

Ayes: CAC Members Ablog, Hijazi, Hogue, Larkin, Larson, Sachs, Wells-Mongiovi and Wiedmaier (8)

Absent: CAC Members Tannen and Waddling (2)

The amended item was approved without objection by the following vote:

Ayes: CAC Members Ablog, Hijazi, Hogue, Larkin, Larson, Sachs, Wells-Mongiovi and Wiedmaier (8)

Absent: CAC Members Tannen and Waddling (2)

12. Adopt a Motion of Support for Approval of the 2018 State and Federal Legislative Program – ACTION

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

During public comment, Tammy Powers, bike shop owner on Treasure Island, stated that she had a plan of driverless shuttles to bring bikes and personal wheels from Emeryville to San Francisco to match demand, noting that a bridge was an ideal place to use autonomous vehicles.

Becky Hogue moved to approve the item, seconded by Hala Hijazi.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Hijazi, Hogue, Larkin, Larson, Sachs, Wells-Mongiovi and Wiedmaier (8)

Absent: CAC Members Wells-Tannen and Waddling (2)

13. Progress Report for Van Ness Bus Rapid Transit Project – INFORMATION

Peter Gabancho, SFMTA Project Manager for the Van Ness Bus Rapid Transit project, presented the item staff memorandum.

Peter Sachs commented that community office hours were not conducive for people who had regular working hours. Mr. Gabancho stated that informal meetings had been held called “meet the expert” about once a month were held later in the evenings and offered another opportunity for people to ask questions of the project team.

John Larson forwarded a complaint that the interns staffing the community office were not knowledgeable about the Van Ness BRT. Mr. Gabancho stated that he would look into the complaint.

Brian Larkin asked what was the cause of the nine-month delay. Mr. Gabancho said that high levels of rain from the past year and issues with the water and sewer line sub-contractor led to the delay. Brian Larkin asked if the city approval process was delaying any of the proposed recovery measures. Mr. Gabancho said that the city approval process was not causing delays at this point.

There was no public comment.

Other Items

14. Introduction of New Business – INFORMATION

Myla Ablog requested an update on delays and cost increases associated with the TransBay Transit Center.

Peters Sachs requested an update from the SFMTA on the L-Taraval interim improvements, the implementation of which was meant to inform the permanent improvements.

Bradley Wiedmaier requested an update on what the Mayor was proposing for TNC zones in the city.

John Larson requested an update on the M-Ocean View project and said given how often it comes up, it would be helpful to get a summary of what constitutes an environmental review, and where do projects get hung up or delayed.

15. Public Comment

During public comment, Jackie Sachs requested an update on the other 9 to 5. She also referred to an article in the San Francisco Examiner that discussed a pilot program supported by Mayor Ed Lee to create curb spaces for Uber and Lyft drivers to pick up and drop off passengers

16. Adjournment

The meeting was adjourned at 7:57 p.m.