



DRAFT MINUTES

PLANS AND PROGRAMS COMMITTEE

Tuesday, March 18, 2014

1. Roll Call

Chair Mar called the meeting to order at 10:39 a.m. The following members were:

Present at Roll Call: Commissioners Breed, Campos, Kim, Mar and Yee (5)

2. Citizen Advisory Committee Report – INFORMATION

Brian Larkin, CAC member, reported that at its February 26 meeting, the CAC considered and unanimously passed Items 4, 5, and 8 from the agenda.

There was no public comment.

Consent Calendar

Chair Mar removed Item 4 from the Consent Calendar to be considered as a separate item for a member of the public who wished to speak on that item.

3. Approve the Minutes of the February 11, 2014 Meeting – ACTION

4. Recommend Allocation of \$4,262,840 in Prop K Funds, Appropriation of \$132,626 in Prop K Funds, and Allocation of \$1,844,994 in Prop AA Funds, with Conditions, for Nine Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules, and Amendment of the Prop AA Strategic Plan and Relevant Prop AA and Prop K 5-Year Prioritization Programs – ACTION

During public comment, Aaron Goodman, of San Francisco Tomorrow and the Parkmerced Action Coalition, expressed concern regarding the low amount of funding contributions from private entities for the 19th Avenue/M-Ocean View project. Mr. Goodman stated there was no firm funding commitment from San Francisco State University and Stonestown Galleria (General Growth Partners). He expressed dissatisfaction that the project would not include a connection to the Daly City Bay Area Rapid Transit District (BART) station, and stated proposed station locations would not maximize access. Mr. Goodman questioned the need to extend the Central Subway in a tunnel given the surface alternative of the F-Market streetcar line.

Lance Carnes, a North Beach neighborhood resident, stated that surface alternatives for the Central Subway Phase III – Initial Study should be studied. He encouraged the San Francisco Municipal Transportation Agency (SFMTA) and the Transportation Authority to examine surface solutions.

Stephen Tabor, of SPUR and Russian Hill Neighbors, spoke in support of funding the extension of the Central Subway. Mr. Tabor stated the northeast section of the city had slow and unreliable transit service. He stated the major flaw of Phase II of the Central Subway was that

the subway would end in Chinatown, and he stated the extension of Central Subway to Fisherman's Wharf would be a more effective usage of future assets.

Howard Wong, of SaveMuni, spoke in opposition to Phase III of the Central Subway. Mr. Wong stated neighborhood groups had no knowledge that funds were available for the Central Subway Phase III – Initial Study. He stated that Phase III of the Central Subway was not in the Mayor's 2030 Transportation Task Force recommendations. Mr. Wong stated the Central Subway would divert funds from other transit service, and stated that funds should be allocated to other studies and projects that would provide benefits to the wider community.

Gilbert Criswell, District 8 resident, spoke in support of extending the Central Subway. He stated the F-Market streetcar line was often crowded with tourists.

Chair Mar requested clarification on the scope of the Central Subway Phase III – Initial Study. Elizabeth Sall, Interim Deputy Director for Planning, responded that the study would examine three different alignments, including a surface alignment. Ms. Sall stated the study would examine economic development, constructability, cost estimates, and funding options. She stated the completion of the Central Subway Phase III – Initial Study would help guide the SFMTA's Rail Capacity Study.

Commissioner Campos asked which agency would perform the work in the Central Subway Phase III – Initial Study. Ms. Sall responded that the SFMTA would lead the study, the Planning Department would examine economic development, and the Transportation Authority would develop forecasting and funding options. She stated a consultant would examine constructability and economic development. She stated that the project's budget included \$80,000 for consultant-led work.

Commissioner Campos asked about the consultant selection process. Ms. Sall stated that the Transportation Authority would utilize an on-call consultant pool, which had a competitive bidding process.

Commissioner Campos asked if the public had commented on alignment alternatives. Ms. Sall stated the Transportation Authority would take feedback on the study and would make the contact information of Paul Bignardi, project manager at the SFMTA, available. She reiterated that the initial study would examine all modal options and alignments.

Commissioner Kim requested clarification on the location and extent of the King Street Bicycle Lanes project. Anna LaForte, Deputy Director for Policy and Programming, stated that the project was located on King Street and extended between 2nd and 3rd Streets. Commissioner Kim asked if the bicycle lane would be extended west beyond 3rd Street to connect with the Caltrain station. Ms. LaForte stated that the bicycle lanes would not be extended beyond 3rd Street in this project. Jonathan Rewers, Capital Financial Planning and Analysis Manager at the SFMTA, stated that the future extension of the King Street bicycle lane beyond 3rd Street in the westward direction was currently uncertain at this time as the SFMTA was still assessing its Bicycle Strategy. Mr. Rewers stated that the SFMTA would contact Commissioner Kim's office in the future with additional information.

Tilly Chang, Executive Director, stated that Phase III of the Central Subway, was more accurately described as Phase III of the 3rd Street T-Third Line, and had been considered in the San Francisco Transportation Plan. She stated that the Phase III segment had high ridership, but was high cost, and therefore required additional analyses, including looking at land use considerations. Ms. Chang stated the initial study would provide additional data that would allow

the SFMTA to evaluate Phase 3 of the Central Subway along with other projects to determine which projects would move forward and in which order.

Commissioner Kim expressed her support for the 2nd Street Improvement project, and commented that she would appreciate additional updates from the Department of Public Works on its efforts to investigate whether undergrounding utilities between Harrison and Townsend was feasible.

The item was approved without objection.

The item was approved by the following vote:

Ayes: Commissioners Breed, Campos, Kim, Mar, and Yee (5)

5. Recommend Adoption of the Caltrain Oakdale Station Ridership Study Final Report – ACTION

Items 3 and 5 on the Consent Calendar were approved without objection.

Items 3 and 5 were approved by the following vote:

Ayes: Commissioners Breed, Campos, Kim, Mar, and Yee (5)

End of Consent Calendar

6. Recommend Appointment of One Member to the Citizen Advisory Committee – ACTION

Courtney Aguirre, Transportation Planner, presented the item per the staff memorandum.

John Larson, Glenn Rogers, and Aaron Goodman spoke to their interest and qualifications in being appointed to the Citizens Advisory Committee (CAC).

Gilbert Criswell, of District 8, spoke in support of Mr. Larson's appointment to the CAC.

Commissioner Campos moved to recommend appointment of Mr. Larson, seconded by Commissioner Yee. The motion to recommend appointment of Mr. Larson to the Citizen Advisory Committee was approved by the following vote:

Ayes: Commissioners Breed, Campos, Kim, Mar, and Yee (5)

7. Recommend Appointment of One Member to the Geary Bus Rapid Transit Citizen Advisory Committee – ACTION

Chester Fung, Principal Transportation Planner, presented the item per the staff memorandum.

Commissioner Breed noted that her office had been in touch with some of the candidates, including Austin Spires, and that based on those interactions, she expressed a desire to move forward with supporting Austin Spires.

There was no public comment.

Commissioner Breed moved to recommend appointment of Mr. Spires, seconded by Commissioner Campos. The motion to appoint Mr. Spires to the Geary Bus Rapid Transit Citizen Advisory Committee was approved by the following vote:

Ayes: Commissioners Breed, Campos, Kim, Mar, and Yee (5)

8. **Recommend Adoption of the 19th Avenue Transit Study Final Report – ACTION**

Liz Brisson, Senior Transportation Planner, presented the item per the staff memorandum.

Jason Porth of San Francisco State University (SF State) expressed SF State's support for the project, and gratitude to the Transportation Authority and Ms. Brisson for leading the collaborative Study.

Bert Polacci, on behalf of Parkmerced, said that the Parkmerced long-range vision plan was the reason for inception of the Study. Mr. Polacci said Parkmerced was an integral partner of the Study, supporting it financially and participating in planning meetings. Mr. Polacci expressed gratitude to former District 7 Supervisor Sean Elsbernd for taking the initiative to request the predecessor Corridor Study and to Executive Director Tilly Chang, Chester Fung, Liz Brisson, Peter Albert, the Mayor's Office, and neighborhood stakeholders for their work on the effort. Mr. Polacci urged the commissioners to adopt the Study.

Cynthia Eichler, of General Growth Properties (GGP) and General Manager of Stonestown Galleria, acknowledged the Transportation Authority for its leadership of this collaborative partnership, and expressed GGP's appreciation of the opportunity to participate. She said GGP wanted to see transportation solutions and would continue to support the project.

During public comment, Kath Tsakalakis said she represents the Lakeside One neighborhood group. Ms. Tsakalakis thanked Ms. Brisson for the substantial outreach that was done as a part of the process including residents in her neighborhood. Ms. Tsakalakis said as part of one of these outreach sessions, she conducted an informal survey among residents, finding that 70% of neighbors support the tunnel going through her neighborhood. Ms. Tsakalakis said the reason the neighbors got together was because some of the options initially developed were unpopular and when the bridge was dropped in favor of the tunnel, the neighborhood opinion became very supportive. She said as a resident in the neighborhood, she saw the traffic and pedestrian safety issues and Muni overcrowding that indicated the street was clearly designed for conditions from 50 or 100 years ago. She said that if the project moved forward, it should be extended under the intersection of St. Francis Circle to do the project once and do it right and improve the safety and ridership.

Aaron Goodman said that it was mentioned that the tunnel would start from St. Francis Circle and Ocean Avenue. He said the reason a lot of the community members were opposed to it was because either an aerial platform or tunneling was being considered for one of the tightest streets in the area. He said the issue was that within Parkmerced site, there were four platforms in a very tight space, that the configuration would not solve the 19th Avenue transit issues with left turn lanes, and that all the other conditions proposed would cause more congestion than before. Mr. Goodman said that SF State had a Memorandum of Understanding with San Francisco from 2007 for about \$1.7 million if something was in the ground. He said the same conditions applied for the Parkmerced tail track and future planning. Mr. Goodman said in addition to finding funding and doing studies and analysis, connectivity also needed to be considered. Mr. Goodman shared a drawing that he had previously provided to Peter Albert of the San Francisco Municipal Transportation Agency (SFMTA) that showed connectivity. He said that the issue was that there were not linkages in the system. He said that if one looked at the L-Taraval, that if there was not connectivity, that if there was not direct routing to Daly City, and that if the bi-county transit impacted how to get people to Daly City BART faster, then the project was not solving the 19th Avenue transit issues. He said that without solving these

problems, the project was bending over to let the developer do what they want to with the development process for \$70 million. He asked the commissioners to fully examine these issues rather than simply and listening to lobbyists or neighborhood organizations who had not considered impacts to the neighborhood. He said the project would disproportionately affect the Parkmerced neighborhood.

Glenn Rogers said that when the project team originally came up with the plan for the skyway for the M-Ocean View, they did not include the fact that there were going to be two or four rows of tall trees at least 20, 30, or 50 feet high. He said the skyway would never be viewed even when there was an M-Ocean View streetcar on the skyway. Mr. Rogers said that it was disingenuous to propose solutions then create a hedge that would block it so there would not be inconvenience by the bad view. Mr. Rogers said when the 1953 bridge was built in his neighborhood, the construction phase was lengthy and that there had been heavy congestion. He said that experience would be nothing compared to what would happen in his district when this project was built. Mr. Rogers said San Francisco Tomorrow was litigating against this case. He said that proceeding with design research was a waste of time and money. He said the project entered a quiet and peaceful community causing both noise and blight. He said the project did not go all the way through Parkmerced to create a loop. He said it was just a dogleg system that did not provide enough ridership. He said the project would produce city acquiescence to destruction of the largest affordable housing community in San Francisco. Mr. Rogers said that Parkmerced was recognized by prestigious organizations as praiseworthy in design and historical interest.

Henry Pan expressed support for the adoption of the feasibility study with one amendment that bus rapid transit on 19th Avenue should replace the existing M-Ocean View right-of-way. Mr. Pan said that a considerable number of students who rode the Muni 28 and 28-L lines and in peak hours there was congestion in the northbound direction that delayed the buses. He said that if the existing right-of-way were repurposed for bus rapid transit, it would improve the transit experience for all and asked that the feasibility study consider this.

Commissioner Yee said he wanted to comment about the process he saw the Transportation Authority and the SFMTA carry out in partnership for the effort. He said that when the project team first went out to the community with several options in draft form, it was interesting to watch and listen to the public initially. Commissioner Yee said that initially there was a fear that decisions were already made, but that the public continued to give comments and input, and to the credit of the process, when the team came back for the second round of outreach, many of the comments made had been listened to and the next iteration was more to the liking of the majority of people. He said that he went to several of the public meetings and saw a night and day difference. Commissioner Yee said that he hoped that the process followed here could be followed for other projects in the city.

Commissioner Campos said that he hoped that the project team would continue to communicate with this community. He said he was interested in finding out more about the issue of connectivity that was raised. Ms. Brisson said that the Study did some analysis of extending the M-Ocean View to Daly City BART, summarized on Page 70 of the Draft Final Report. She said the alignment that appeared to make the most sense would be to peel off the bridge in the middle of Junipero Serra Boulevard and come down to grade. She said that as the bridge came to grade, the alignment would then almost immediately need to begin to elevate again to get over Interstate 280, resulting in a pretty substantial aerial structure. Ms. Brisson said that the

estimated cost was \$200-300 million and that what the report said was that there was nothing recommended that would preclude an M-Ocean View extension to Daly City BART in the future, but that considering the M-Ocean View grade separations were already a substantial capital cost and would provide such a large benefit, the phase of work would focus exclusively on the grade separation project. Ms. Brisson said she heard frequently about the desire for an extension to Daly City BART and that in general, people loved BART because it was so fast and reliable. She said that what the grade separation project was trying to do was to make the M-Ocean View more like BART. She said it would depend on the trip, but that a lot of people choose to use Daly City BART because it was the fastest way to get to downtown, but that the project would help make the M-Ocean View serve that purpose.

Commissioner Avalos noted that an extension to Daly City BART would mean the M-Ocean View segment along Broad and Randolph would no longer get service although the Transit Effectiveness Project considered taking the J-Church along that segment instead. He said he wanted to make sure the Broad-Randolph corridor did not lose service. Ms. Brisson said there was a decision made in the Parkmerced plan to include a tail track within the Parkmerced site, where half of the trains would travel only to the Parkmerced tail track and then turn around and go back downtown, while the other half would continue to Balboa Park BART on Randolph Street. She said the result of this would be that only every other train would serve the corridor, but there would also be more frequent service than today. She said that an interesting question was what opportunities existed to improve speed and reliability to the Balboa Park BART station. Chair Avalos said that splitting the trains going to Daly City and Balboa Park station would mean less service and frequency for the existing M-Ocean View line and the new segment to Daly City. He said he wanted to make sure to maintain a level of service for the Broad-Randolph corridor.

Commissioner Mar said that he was a former commuter from the Richmond to SF State, and that he supports improving the efficiency for the Muni 28 bus that goes north-south. He said he understood the corridor studied here did not go as far north, that it was only between St. Francis Circle and the Ingleside, but that he hoped this could be looked at in a different study to understand how to maximize north-south transit speed all the way to Golden Gate Park, Park Presidio and the Richmond District in the future.

The item was approved without objection.

The item was approved by the following vote:

Ayes: Commissioners Avalos, Campos, Kim, Mar, and Yee (5)

9. Presentation of Draft Strategic Analysis Report on Local and Regional Bike Sharing Organizational Models – INFORMATION

Michael Schwartz, Senior Transportation Planner, presented the item per the staff memorandum.

Transportation Authority Chair Avalos said that he requested the Strategic Analysis Report (SAR), noting that the pilot bike sharing program was currently being administered by the Bay Area Air Quality and Management District (Air District), but that a permanent regional bike sharing program could be a hybrid shared by the Air District and the Metropolitan Transportation Commission (MTC), could involve a non-profit, and could have a governance structure that had varying levels of involvement by local jurisdictions around the region. He noted that these decisions need to be made in light of the fact that the program would likely

grow in the upcoming years, and he requested that the SAR help provide information on the administrative choices to decision makers with respect to the future of the program. He thanked Transportation Authority staff for their work on the report.

Transportation Authority Chair Avalos asked which private entities administered the systems in Miami and New York. Mr. Schwartz responded that Deco Bike was the name of the organization in Miami and NYC Bike Share, LLC was the organization in New York. Heath Maddox, Project Manager for Bike Sharing at San Francisco Municipal Transportation Agency (SFMTA) noted that NYC Bike Share, LLC was a wholly-owned subsidiary of Alta Bicycle Share.

Chair Mar asked what the administrative model was for bike sharing in Mexico City, which some of the commissioners visited in 2013. Mr. Schwartz replied that EcoBici, a private non-profit, administered and operated the system with strong government support.

Transportation Authority Chair Avalos said he thought a federal law needed to be changed in order to integrate Clipper as a form of payment for the system. He said this needed to be worked on, and would help with regional interoperability.

Transportation Authority Chair Avalos asked for an update on San Francisco's efforts for Bike Sharing. Heath Maddox of SFMTA said that the team was in the midst of station planning and outreach for the 17 stations and 170 bicycle expansion of the San Francisco portion of the system into Hayes Valley, Duboce Triangle Association, and the Mission neighborhoods. He noted that the expansion had been delayed due to contracting issues as well as the bankruptcy of the software provider. He noted that it would take six months from the time the order would take place to implement the bicycles. Transportation Authority Chair Avalos requested to meet with Mr. Maddox after the meeting to discuss the issue further.

Mr. Maddox said that a non-profit had been formed through the Mayor's Office in order to better receive private donations. Transportation Authority Chair Avalos asked if there would be a sustainable government funding source. Mr. Maddox said that they were looking at both public and private sources for the expansion. He said that the MTC was going to consider allocating an additional \$8 million dollars to expansion in the East Bay as well as the jurisdictions participating in the existing pilot. Mr. Maddox said that SFMTA would like to use its share of those funds to complete preliminary engineering for further expansion sites within San Francisco.

Kit Hodge of the San Francisco Bicycle Coalition thanked the commissioners and agency staff for their attention to the issue of the expansion of bike sharing, noting that it would shape the region's transportation for years into the future.

Executive Director Tilly Chang thanked entities that cooperated in the interviews related to the SAR, including MTC, the Air District, regional non-profits, and local agency staff. She noted that Amber Crabbe and Michael Schwartz led the SAR effort.

Transportation Authority Chair Avalos said he hoped the report would help inform decisions at the regional level in addition to the local level.

10. Major Capital Projects Update – Muni Radio Replacement Project – INFORMATION

This item was deferred to the March 18, 2014 Plans and Programs Committee meeting without objection.

There was no public comment.

11. Introduction of New Items – INFORMATION

There were no new items.

There was no public comment.

12. Public Comment

During public comment, Gilbert Criswell, of New District 8, said that the commissioners, the CAC, and the Transportation Authority should commit to free Muni service for senior citizens, the disabled, and youths up to 19 years of age.

13. Adjournment

The meeting was adjourned at 12:12 p.m.