



DRAFT MINUTES

PLANS AND PROGRAMS COMMITTEE

Tuesday, February 10, 2015

1. Roll Call

Chair Tang called the meeting to order at 10:04 a.m. The following members were:

Present at Roll Call: Commissioners Christensen, Tang and Yee (3)

Absent at Roll Call: Commissioners Breed (entered during Item 2) and Farrell (entered during Item 7) (2)

2. Citizens Advisory Committee Report – INFORMATION

Chris Waddling, Chair of the Citizens Advisory Committee (CAC), reported that at its January 28 meeting, the CAC considered and unanimously passed Items 6, 7, and 8 from the agenda. Mr. Waddling stated there was one item considered by the CAC that was not included in the Plans and Programs Committee agenda regarding the private shuttle program overseen by the San Francisco Municipal Transportation Agency. He said there was considerable discussion and public input on this item, which was available for review in the CAC minutes provided in the packet.

There was no public comment.

Consent Calendar

3. Approve the Minutes of the January 13, 2015 Meeting – ACTION

4. Recommend Adoption of the Fiscal Year 2015/16 Transportation Fund for Clean Air Local Expenditure Criteria – ACTION

There was no public comment.

The Consent Calendar was approved without objection by the following vote:

Ayes: Commissioners Breed, Christensen, Tang and Yee (4)

Absent: Commissioner Farrell (1)

End of Consent Calendar

5. Recommend Appointment of One Member to the Geary Corridor Bus Rapid Transit Citizens Advisory Committee – ACTION

Colin Dentel-Post, Transportation Planner, presented the item per the staff memorandum.

Sanford Kingsley, Angela Paige Miller, and Kate Lazarus spoke to their interests and qualifications in being appointed to the Geary Corridor Bus Rapid Transit Citizens Advisory Committee (GCAC).

There was no public comment.

Commissioner Yee moved to recommend appointment of Ms. Miller, seconded by Commissioner Christensen.

Commissioner Christensen thanked the applicants and recognized the time and effort required to attend the meeting and volunteer for this type of position, and hoped that the applicants would stay involved in the future.

Chair Tang commented that all of the candidates appeared qualified and offered unique qualities, including personal experience in using public transportation in the Geary corridor. She said she would be happy to support any of the candidates but also supported the nomination of Ms. Miller.

The motion to recommend appointment of Angela Paige Miller to the GCAC was approved without objection by the following vote:

Ayes: Commissioners Breed, Christensen, Tang and Yee (4)

Absent: Commissioner Farrell (1)

6. **Recommend Programming of Up to \$5,143,714 in Cycle 4 Lifeline Transportation Program (LTP) Funds to Two San Francisco Municipal Transportation Agency (SFMTA) Projects, Concurrence with Cycle 4 LTP Prop 1B Priorities as Submitted by SFMTA and the Bay Area Rapid Transit District, and Amendment of the Prop K Bus Rapid Transit/MUNI Metro Network 5-Year Prioritization Program – ACTION**

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

Chair Tang asked about the timeline for the mobility management project which was not recommended for funding.

Jonathan Rewers, Capital Financial Planning and Analysis Manager at the SFMTA responded that the timeline proposed in the grant would be maintained through the use of prior-year LTP funds and Federal Transit Administration New Freedom funds. He said work would start sometime in the spring, likely around May.

Commissioner Christensen commented that she was happy to see the extension of the late night transit service and said the constituents near Fisherman's Wharf constantly reminded her that they were not nine-to-five workers, making it difficult to fill positions without better transit to work.

Commissioner Breed asked about the ability to have pit stops installed in other locations in the City.

Ms. Crabbe responded that the Bay Area Rapid Transit District was working with San Francisco Public Works on the pit stops and that staff could follow up to get the requested information to Commissioner Breed's office.

During public comment, Ben Van Houten of the Office of Economic and Workforce Development, stated he supported the late night transportation expansion as a result of the working group he participated in with Transportation Authority staff. He said this was a workforce issue and referenced a report that would be released later in the week.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Christensen, Tang and Yee (4)

Absent: Commissioner Farrell (1)

7. Recommend Allocation of \$5,199,670 in Prop K Funds, with Conditions, and \$636,480 in Prop AA Funds for Eight Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

Chad Rathmann, Senior Transportation Planner, presented the item per the staff memorandum.

Chair Tang asked if locations for the rectangular rapid flashing beacons had been identified. Mr. Rathmann responded that the locations had been identified, but the number of beacons at each location would be determined through the request. He added that depending on the number of beacons designed for each location, the San Francisco Municipal Transportation Agency (SFMTA) could potentially install beacons at an additional three locations.

Chair Tang asked for the location of the eight known intersections. Mr. Rathmann responded that the locations were included in the meeting agenda.

Commissioner Yee asked for clarification on how the beacons would be located. Jonathan Rewers, Capital Financial Planning and Analysis Manager at the SFMTA, responded that the SFMTA considered several criteria in determining locations, including past collision data and high-injury intersections identified through Vision Zero. Mr. Rewers added that the SFMTA also considered locations that were planned for future signalization, but that could benefit from a beacon in the near term since beacons were installed quicker than a full signal.

Commissioner Christensen asked what other costs were included in the contract to provide bicycle education safety classes besides direct costs associated with the classes, noting that each class would cost an average of \$1,800. Mr. Rathmann responded that other costs in the request included SFMTA labor to administer the program and contract costs. Commissioner Christensen noted that the cost per class seemed expensive.

Chair Tang voiced support for bicycle safety education classes but also noted that her office regularly received complaints that bicycle riders were not following the rules of the road. Chair Tang noted that the rules of the road should be included in the class curriculum.

Colin Dentel-Post, Transportation Planner, presented the last item of the request.

Commissioner Breed noted an increase in enforcement of illegal bicyclist behavior, but said there was not an existing system for bicyclists to complete traffic education as part of enforcement, unlike that of motorists. Commissioner Breed added that in the past, bicycle education safety classes had been aimed at families and others in San Francisco who were not comfortable bicycling in San Francisco. She noted that turnout in classes with participants from underrepresented communities continued to be low even with extensive outreach. Commissioner Breed noted some of the feedback she had heard was that outreach was targeted at people who did not ride bicycles. She voiced her support for outreach to people who already rode bicycles to increase their safety and ensure that they were following the rules of the road. Commissioner Breed added that she would oppose additional investment in the bicycle safety education classes without a more clear and comprehensive plan to address challenges in the bicycling community.

Commissioner Christensen asked how bicycle safety education classes were currently promoted and who attended. Mr. Rewers responded that the classes were focused on where to bicycle and

how to bicycle in San Francisco, but that he did not know how many people had attended the classes. He added that based on the feedback and questions from the committee members, it would make sense to delay the request and return with answers. Mr. Rewers that the SFMTA could bring information on how the program and contract had been managed and could also work with the contractor to answer what the program would look like in the future.

Commissioner Yee voiced his support to make sure goals and metrics were included in contracts like the bicycle safety education classes program contract.

There was no public comment.

Chair Tang moved to amend the item to reflect the removal of SFMTA's request for Bicycle Safety Education Classes, and to recommend allocation of \$5,127,670 in Prop K funds, with conditions, and \$636,480 in Prop AA funds, with conditions, for seven requests.

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

Ayes: Commissioners Breed, Christensen, Farrell, Tang and Yee (5)

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

Ayes: Commissioners Breed, Christensen, Farrell, Tang and Yee (5)

8. Recommend Reprogramming of \$10,227,540 in OneBayArea Grant Funds from the San Francisco Municipal Transportation Agency's Masonic Avenue Complete Streets Project to the Light Rail Vehicle Procurement Project, with Conditions – ACTION

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

Chair Tang said it was a smart fund switch and asked if the proposal would speed up the Light Rail Vehicle Procurement project.

Ms. Crabbe responded that the schedule would remain the same, and that just the fund sources would be different.

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Christensen, Farrell, Tang and Yee (5)

9. Major Capital Projects Update – I-80/Yerba Buena Island Interchange Improvement Project – INFORMATION

Eric Cordoba, Project Management Oversight Consultant, presented the item per the staff memorandum.

Commissioner Christensen asked if the preferred approach to the west side bridges would include visual and environmental improvements to the sizable retaining walls.

Mr. Cordoba responded that one of the key documents being produced was a visual impact analysis which would determine which aesthetic treatments would be implemented. He added that the California Department of Transportation (Caltrans) had utilized similar retaining walls on the other side of the island and that the goal was to match the topography to the extent possible.

Tilly Chang, Executive Director, thanked the project manager team and noted that the project was tremendously complex without factoring in the topography of the island. She said there had been effective coordination with the other agencies including Caltrans, which was dismantling the San Francisco-Oakland Bay Bridge in the same vicinity, and that all indications were that the project was on-time and on-budget.

There was no public comment.

10. Introduction of New Items – INFORMATION

There was no public comment.

11. Public Comment

There was no public comment.

12. Adjournment

The meeting was adjourned at 11:13 a.m.