



DRAFT MINUTES

PLANS AND PROGRAMS COMMITTEE

Tuesday, April 21, 2015

1. Roll Call

Chair Tang called the meeting to order at 10:37 a.m. The following members were:

Present at Roll Call: Commissioners Breed, Christensen, Farrell, Tang and Yee (5)

2. Citizens Advisory Committee Report – INFORMATION

Chris Waddling, Chair of the Citizens Advisory Committee (CAC), reported that at its March 25 meeting, the CAC considered and passed Items 5 and 6 from the agenda. Mr. Waddling said that on Item 5, District 9 representative Santiago Lerma inquired about the required proximity of bike counters to sources of power and how this impacted location decisions, which was covered by San Francisco Municipal Transportation Agency (SFMTA) staff in their presentation. He said SFMTA staff also addressed District 2 representative Jackie Sachs' concerns over bike lanes potentially preventing buses from being able to pick up senior citizens in certain areas. Mr. Waddling said District 6 representative Raymon Smith expressed concern that none of the bike projects listed were located in the China Basin Area, especially since the area was undergoing population growth. He said SFMTA staff responded that although no projects were listed in that area for this year, there were projects planned for the near future.

Mr. Waddling stated that several CAC members expressed concern about the cost of Bike to Work Day, which was reflected in the three abstention votes. He said these members suggested the funds could be used for better purposes, such as class three bike routes, bicycle education, or even a bicycle giveaway. He said Transportation Authority staff cited surveys that Bike to Work Day encouraged cycling throughout the city by adding new riders and that there was an educational component included in the request.

Mr. Waddling stated that in the presentation for Item 6, SFMTA staff referred to Muni as an important regional system as well a local transit system. He requested that SFMTA also note that Bay Area Rapid Transit (BART) is not just a regional transit system but also an important local transit system, and should therefore be part of the discussion on local transit going forward.

During public comment, Andrew Yip spoke on spirituality.

3. Approve the Minutes of the March 10, 2015 Meeting – ACTION

There was no public comment.

The minutes were approved without objection by the following vote:

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

4. Recommend Appointment of One Member to the Citizens Advisory Committee – ACTION

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

Jeffrey Wood and Deborah Schrimmer spoke to their interest and qualifications in being appointed to the Citizens Advisory Committee (CAC).

During public comment, Andrew Yip spoke on spirituality.

Chair Tang stated that Commissioner Avalos supported John Morrison from District 11 for the vacancy.

Mr. Pickford stated that Mr. Morrison had not yet appeared before the Plans and Programs Committee and therefore could not be nominated at this time.

Commissioner Christensen moved to continue the item, seconded by Commissioner Farrell. The item was continued at the call of the chair.

5. Recommend Allocation of \$350,000 in Prop K Funds, with Conditions, and Appropriation of \$53,798 in Prop K Funds, with Conditions, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

Mike Pickford, Transportation Planner, presented the item per the staff memorandum. He then introduced Tim Papandreou and Luis Montoya with the San Francisco Municipal Transportation Agency (SFMTA) to present on the San Francisco Bicycle Strategy.

Chair Tang asked how the SFMTA would choose the three corridors that would have conceptual designs developed and whether there was a timeline for the rest of the corridors. Mr. Montoya replied that developing timelines for each corridor was part of the proposed scope of work that was before the Committee. Mr. Papandreou confirmed that over the next 12 months the SFMTA would develop a better understanding of how long it would take to implement improvements in each corridor.

Mr. Montoya said the SFMTA would choose the three corridors based on opportunities for coordination with other projects as well as opportunities to close gaps along particular cycling routes, but would also take into account the number of cycling accidents at each location and other factors.. Chair Tang asked if the SFMTA could provide an update when the corridors were selected. Mr. Montoya replied in the affirmative.

Commissioner Christensen said that the topography of District 3 concentrated cycling in a few commercial corridors where there were already many construction projects underway. She said she was working with the SFMTA to try to coordinate construction projects and encourage consistent designs across multiple projects. She said that she hoped to continue working on effective integration of cycling into commercial corridors and cited Polk Street, Stockton Street, and Columbus Avenue as areas that required extra attention.

David Uniman, Deputy Director for Planning, presented the Geneva-Harney Bus Rapid Transit appropriation request.

Chair Tang asked whether there was evaluation data for Bike to Work Day that was specific to San Francisco, rather than the regional survey data that the SFMTA cited in their request. Mr. Papandreou responded that the SFMTA counted cyclists at multiple locations each year for Bike to Work Day and cited a large increase in bicycle mode share observed on Market Street over the

last ten years. Chair Tang said that the additional bicycle barometers requested should help improve data collection and asked why the cost of permits for Bike to Work Day was \$25,000. Mr. Papandreou said he would get back to the Committee (Jonathan Rewers, Capital Financial Planning and Analysis Manager at the SFMTA, later clarified that the permits would cost \$1,000 for all 25 sites.)

Commissioner Christensen stated that she supported Bike to Work Day but questioned whether the benefits of the event were still worth supporting at the current funding level, given that bicycling had increased so significantly in San Francisco and the event was well established. She said that going forward, greater evaluation of the cost effectiveness of the event would be necessary to justify the Transportation Authority's continued financial participation. Mr. Rewers clarified that the Bicycle Safety and Circulation 5-Year Prioritization Program had reduced funding for Bike to Work Day in future years. He added that the SFMTA was working with the San Francisco Bicycle Coalition (SFBC) to identify sustainable funding sources for future years.

During public comment, Andrew Yip commented on financial support for education.

Tyler Frisbee, Policy Director at the SFBC, commented that it was Bike and Roll to School Week. She said that part of the SFMTA's Bicycle Strategy was normalizing bicycling as an activity and that Bike to Work Day was a critical part of setting that example and providing social encouragement for bike commuting. She said that the SFBC leveraged over 150,000 hours of volunteer effort to put on Bike to Work Day and more than matched the Transportation Authority's allocations with private fundraising. She said that public funding allowed the event to be citywide, whereas relying on private funding might limit activities to areas dictated by funders.

The item was approved without objection by the following vote:

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

6. Rail Capacity Study Update – INFORMATION

Maria Lombardo, Chief Deputy, introduced the item, noting that it represented a first conceptual level planning look at the San Francisco Municipal Transportation Agency (SFMTA)'s rail capacity and reliability needs and would result in near-, mid- and long-term recommendations. She said that the recommendations would feed into the Core Capacity Transit Study, being led by the Metropolitan Transportation Commission, and into the update of the San Francisco Transportation Plan. Ms. Lombardo then introduced Graham Satterwhite, Transit Planner at SFMTA, who presented the item.

Commissioner Yee asked if the SFMTA had studied a separate rail line, either on top of or next to the existing line, which could reduce the bottleneck on Market Street. He then asked if the SFMTA had considered extending the proposed 19th Avenue grade separation project from Park Merced all the way to the West Portal tunnel entrance. Commissioner Yee stated that much of the public transportation in the city moved on an east-west axis and asked if the SFMTA had studied adding a light rail line from Daly City to the Golden Gate Bridge. He added that students at San Francisco State University, City College of San Francisco, and Lowell High School only had a couple of bus lines to choose from which were often over-crowded, and that since District 7 was adding housing, there would be less capacity in the future.

Mr. Satterwhite responded that north-south transit concepts were included in the study and were brought up a number of times by stakeholders. He said in terms of the M-Ocean Line/19th Avenue project, discussions had taken place about a tunnel connecting to the West Portal tunnel

through St. Francis Circle and further to the south. He said he could not speak to details on this particular project at the moment, but he emphasized that many of the projects included in the study were still in the early conceptual planning stages and that SFMTA welcomed additional ideas and could investigate their feasibility. Mr. Satterwhite said the surface rail line on Market Street was a question recently raised by the SFMTA's Citizens Advisory Committee. He said there were a number of technical, operational and safety issues involved in operating modern light rail vehicles on Market Street, but that he could provide those detail. He said the concept for optimizing the existing tunnel under Market Street by considering parallel or complimentary tunnel routes was also included in the study.

During public comment, Andrew Yip spoke on the practical aspect of reality.

7. Introduction of New Items – INFORMATION

There was no public comment.

8. Public Comment

During public comment, Jonathan Rewers, Capital Financial Planning and Analysis Manager at the San Francisco Municipal Transportation Agency (SFMTA), stated this would be the last Plans and Programs Committee meeting he would be attending as part of his assignment at the SFMTA. He thanked Transportation Authority staff and said the Transportation Authority had been a great partner agency but that there was much left to be accomplished.

Maria Lombardo, Chief Deputy, thanked Mr. Rewers on behalf of Transportation Authority staff. She commented that Mr. Rewers had transformed the finance and administrative section of the SFMTA and welcomed his colleagues who would be stepping in.

9. Adjournment

The meeting was adjourned at 11:39 a.m.