



DRAFT MINUTES

PLANS AND PROGRAMS COMMITTEE

Tuesday, July 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 June 24 meeting, the CAC considered and passed Items 4 and 7 from the agenda. He said regarding Item 4, the CAC questioned whether the sale of the parcels would close the funding gap for Phase 2 of the project, and that during public comment it was brought up that the current routes proposed for the Caltrain Downtown Extension could conflict with the California Street and Highways Code regarding future rail connections to the East Bay.

Regarding Item 7, Mr. Waddling reported that on the Geary Corridor Bus Rapid Transit allocation, questions were raised regarding the future rail readiness of the Geary Corridor, but that Transportation Authority staff adequately addressed the concerns. Regarding the Geneva-Harney Bus Rapid Transit allocation, Mr. Waddling said that the CAC questioned why San Mateo County and Caltrain had pulled funding from the Bayshore Station Study. He said Transportation Authority staff responded that the City of Brisbane was in disagreement over the timing of the project as well as with the proposal to move the station north and out of San Mateo County, but that staff assured the CAC that the San Francisco Mayor's Office was working with the City of Brisbane to address these concerns.

Mr. Waddling noted that Item 8, the Chinatown Transportation Plan Final Report, had not yet been considered by the CAC since Commissioner Christensen requested that it be expedited, but that it would be on the CAC's September 2 agenda. Lastly, he said that there was concern from the community regarding Item 9, the Geneva-Harney Bus Rapid Transit Feasibility Study, but that from his interactions with community members they were impressed with the level of engagement by Transportation Authority staff. Mr. Waddling said one concern raised by the CAC on this item was how bus rapid transit would benefit residents of public housing in the area; but that they were assured that the project would create new routes to regional transit hubs.

There was no public comment.

Consent Calendar

3. **Approve the Minutes of the June 16, 2015 Meeting – ACTION**
4. **Recommend Authorizing the Executive Director to Execute a Partial Release of the Transportation Authority's Agreement for Quitclaim of Interest in Portions of 77-79 Natoma Street, 564 Howard Street, and 568 Howard Street Parcels To Be Sold as Part of**

Parcel F by the Transbay Joint Powers Authority – ACTION

There was no public comment.

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

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

End of Consent Calendar

5. Recommend Appointment of Two Members to the Citizens Advisory Committee – ACTION

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

Jacqueline Sachs and Peter Sachs spoke their interests and qualifications in being appointed to the CAC.

Chair Tang stated that she was supportive of Mr. Sachs' candidacy and thanked Eric Rutledge for his service on the CAC.

Commissioner Farrell thanked Ms. Sachs for all of her involvement over the years and noted that she had been present at a number of community events recently and that he continued to support her candidacy.

There was no public comment.

Commissioner Farrell moved to recommend appointment of Mr. Sachs and reappointment of Ms. Sachs, seconded by Commissioner Breed.

The motion to recommend appointment of Peter Sachs and reappointment of Jacqueline Sachs was approved without objection by the following vote:

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

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

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

Kevin Stull spoke to his interest and qualifications in being appointed to the Geary Corridor Bus Rapid Transit CAC.

There was no public comment.

Commissioner Yee moved to recommend appointment of Mr. Stull, seconded by Commissioner Christensen.

The motion to recommend appointment of Kevin Stull was approved without objection by the following vote:

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

7. Recommend Allocation of \$38,780,932 in Prop K funds, with Conditions, and Appropriation of \$671,920 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

Chad Rathmann, Senior Transportation Planner, and Chester Fung, Principal Transportation Planner, presented the item per the staff memorandum.

Commissioner Yee thanked Transportation Authority and San Francisco Municipal Transportation Agency staff for being flexible and creative in finding a solution to make paratransit more accessible for users on the West Side.

There was no public comment.

The item was approved without objection by the following vote:

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

8. Recommend Adoption of the Chinatown Neighborhood Transportation Plan Final Report – ACTION

Ryan Greene-Roesel, Senior Transportation Planner, presented the item per the staff memorandum.

Commissioner Christensen asked about the leading causes of pedestrian injuries on Kearny Street and whether speeding was one of them.

Ms. Greene-Roesel responded that speeding was a top issue on the corridor and said that speed surveys were taken to confirm this, which found that even speeds of between 25 and 35 miles per hour could be dangerous for elderly pedestrians. Ms. Greene-Roesel said she would be able to provide more detailed collision data if desired.

Commissioner Christensen asked how a road diet on Kearny Street would affect traffic circulation on adjacent streets. Ms. Greene-Roesel responded that the next phase of study would need to analyze this question.

Commissioner Christensen asked what could be done to address the potential for increased foot traffic on Clay and Washington Streets after the Central Subway opens. Ms. Greene-Roesel noted that the Chinatown Neighborhood Transportation Plan did not address sidewalk capacity specifically, but that the proposed safety improvement concepts for Kearny Street would benefit pedestrians traveling from Clay and Washington Streets.

Greg Riessen, Associate Engineer at the San Francisco Municipal Transportation Agency (SFMTA), noted that the next phase of study would launch this fall, and that near-term improvements were being made to improve the intersection of Clay and Kearny Streets as well.

Commissioner Christensen asked about the schedule for recommendations. Mr. Riessen responded that the near-treatments should be implemented within the next couple of months, and that the kickoff for the community planning process on Kearny Street would follow.

During public comment, Jacqueline Sachs noted that the item had not appeared before the Citizens Advisory Committee (CAC), and requested a full report at the next CAC meeting.

Tilly Chang, Executive Director, commented that the item would be presented at the CAC meeting on September 2 and that it had been brought forward for reasons of expediency.

Meifeng Deng with the Chinatown Community Development Center (CCDC) commented that she lived at the corner of Clay and Kearny Streets and frequently sees conflicts between elderly pedestrians and turning vehicles. She asked that change be made now before a life is lost.

Steve Woo with CCDC thanked the Transportation Authority for the study and requested that the plan be implemented expeditiously, especially changes at the intersection of Kearny and Clay Streets.

Lisa Yu with CCDC commented that she observed seniors having difficulty crossing Kearny Street, and noted that scrambles were a promising solution to address the issue.

Andrew Wu with CCDC commented that he had crossed the Kearny and Clay Streets intersection hundreds of times and had experienced several near-misses and also noticed cars not yielding to pedestrians. He commented that it was disheartening that a fatality occurred at the intersection and asked that an engineering solution be implemented to give pedestrians priority.

David Yi with CCDC commented that many of the violations happened as cars turn right at Kearny and Clay Streets and said that implementing a scramble system would be the best solution.

Maggie Dong with CCDC suggested that a protected left turn from Clay Street to Kearny Street could be implemented to reduce conflicts between pedestrians and turning vehicles.

Steven Jiang Jian Feng with CCDC commented that Chinatown had a high share of seniors and children, and that he sees a large share of conflicts involving left- and right-turning vehicles, and that he thinks that a scramble system would address the issue.

Sandy with CCDC commented that the Chinatown Community is facing pedestrian injustice, and noted that a fatal collision happened recently on Kearny and Clay Streets. She noted that Kearny Street had the worst pedestrian safety record of any street in Chinatown and that speeding vehicles weren't aware that seniors and children lived nearby. She requested that engineers redesign the street to slow cars down.

Stephanie Chan with CCDC commented that she observed that seniors find it difficult to cross Kearny and Clay Streets, especially while vehicles were making fast right- and left-turns. She requested that the dual left turn on Kearny Street be removed and converted to a single left turn.

Nicole Ferrara, Executive Director at WalkSF, commented that WalkSF and CCDC have been working on the project for over a year and find it unacceptable that it took a death for this work to be prioritized. She said that SFMTA should implement a scramble immediately at the intersection of Kearny and Clay Streets.

Commissioner Yee commented that the intersections of Kearny Street with Clay and Washington Streets should be a priority and requested that a scramble system be implemented. He noted that the intersection of Bush and Kearny Streets was similar and also needed to be looked at before a tragedy happened there.

The item was approved without objection by the following vote:

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

9. Recommend Adoption of the Geneva-Harney Bus Rapid Transit Feasibility Study Final Report – ACTION

David Uniman, Deputy Director for Planning, and Frank Markowitz, Transportation Planner at the San Francisco Municipal Transportation Agency, presented the item per the staff memorandum.

There was no public comment.

The item was approved without objection by the following vote:

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

10. Major Capital Projects Update – Transbay Transit Center and Caltrain Downtown Extension – INFORMATION

Shari Tavafrashti, Principal Engineer, presented the item per the staff memorandum.

Commissioner Breed asked for clarification that the project was expected to exceed its budget.

Ms. Tavafrashti confirmed that Phase 1 of the project was not expected to be within the budget that was approved in 2013, and said the Transbay Joint Powers Authority (TJPA) was planning to seek approval of a revised budget to address an anticipated \$247 million funding shortfall for Phase 1 at its September Board meeting.

Commissioner Yee asked what funding sources comprised the \$53 million labeled as other local funding.

Sara Gigliotti DeBord, Chief Financial Officer at TJPA, responded that the Alameda-Contra Costa Transit District (AC Transit) was contributing \$39 million and that \$10 million was from interest income on investments as well as revenue from properties that were leased prior to being used for construction on the project.

Commissioner Christensen asked what the status of Phase 2 was since funds that were intended for Phase 2 were now being used for Phase 1.

Ms. Tavafrashti responded that Phase 2 had a \$1.857 million funding gap and stated that the number was likely to increase.

During public comment, Jim Haas stated that he had been involved with the project in various ways over the past twenty years. He said that former Mayor Gavin Newsom had directed a task force which resulted in new height and zoning restrictions in the area of the future Transbay Transit Center which helped establish the Mello Roos District, which was to provide funding for the Caltrain Downtown Extension (DTX). Mr. Haas said that the funds from the Mello Roos District turned out to be greater than expected, but that a large portion of the funds were now being diverted to the increased construction costs for the Transbay Transit Center. He continued that AC Transit was an integral partner to the project and that the construction of their bus storage yard should not be delayed, and noted that funding was not yet secured for the rooftop park. Mr. Haas said that the funds from the Mello Roos District were intended to leverage funds from other sources and to be used for the DTX, but that if there was little or no money left from the Mello Roos District it would result in a \$2 billion bus terminal without a train extension.

There was no public comment.

The item was approved without objection by the following vote:

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

Absent: Commissioner Farrell (1)

11. Introduction of New Items – INFORMATION

There was no public comment.

12. Public Comment

During public comment, Jacqueline Sachs stated that there was currently a gender imbalance on the Citizens Advisory Committee and suggested that more females be appointed to increase diversity.

13. Adjournment

The meeting was adjourned at 12:05 p.m.