



DRAFT MINUTES

PLANS AND PROGRAMS COMMITTEE

Tuesday, November 3, 2015

1. Roll Call

Chair Tang called the meeting to order at 10:07 a.m. The following members were:

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

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

2. Citizens Advisory Committee Report – INFORMATION

Chris Waddling, Chair of the Citizens Advisory Committee (CAC), reported that at its October 28 meeting, the CAC considered and unanimously passed Item 4 from the agenda. He said there was some discussion on the Gough Street signals request, and that a few CAC members asked for details regarding exclusive pedestrian signaling and additional bicycle activation capabilities for cross-streets in the bicycle network. He noted that the primary focus of the request was enlarging the signal mast arms and signal lights, but that staff from the San Francisco Municipal Transportation Agency (SFMTA) said they would look into the requests and follow up. Chair Waddling said the CAC asked how SFMTA planned to engage riders from diverse economic and cultural backgrounds for the Ensuring Transit Service Equity project, and that the project manager provided a thorough response. Lastly he noted that the CAC had asked for updates on two topics: the first being an update on the Mission Bay Loop project that was currently being held up in court, and the second being an update on the Railyard Alternatives and I-280 Boulevard Feasibility Study, which the San Francisco Planning Department would present on in early 2016.

There was no public comment.

3. Approve the Minutes of the October 20, 2015 Meeting – ACTION

There was no public comment.

The Minutes were approved without objection by the following vote:

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

Absent: Commissioner Christensen (1)

4. Recommend Allocating \$273,868 in Prop K Funds and \$300,000 in Prop AA Funds, with Conditions, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

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

Commissioner Yee commented that there had been discussion regarding the Balboa Reservoir as a potential site for housing development and that at community meetings the biggest concern was worsening traffic issues that the development might cause. He said the area already

experienced gridlock and that he was thankful the traffic issues would be studied now rather than when the development plan was conceptualized because there could be some near-term solutions and it was great to get ahead of the problem instead of being reactive.

Chair Tang commented that the Gough Street signal upgrades and the upcoming Van Ness Bus Rapid Transit system would be important improvements to that area.

There was no public comment.

The item was approved without objection by the following vote:

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

Absent: Commissioner Christensen (1)

5. Overview of the San Francisco Long Range Transportation Planning Program – INFORMATION

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

Chair Tang asked if there was a timeframe or deadline for when the transportation element to the San Francisco General Plan was updated. Josh Switzky, Senior Planner at the San Francisco Planning Department, responded that there was not a state-mandated schedule for the Transportation Element, unlike the Housing Element, which had a required update schedule. He said that other elements to the General Plan also would benefit from updates but that there was no specific time horizon for those elements.

Commissioner Yee asked if it would be possible to have the Transportation Element be updated every six months. Mr. Schwartz responded that the goal was to complete the various planning efforts discussed in the presentation beforehand (expected by 2018) which would then inform the Transportation Element. Mr. Switzky clarified that it was a significant effort to update an element of the General Plan, and that the most recent update was to the Recreational and Open Space element. He noted that the Housing Element was updated every four to eight years as required by the state. He said the updates involved a significant public outreach process and involved reviewing all the policies and priorities of the City. Mr. Switzky said that it had been over 20 years since the Transportation Element had been updated, but that it was a long range plan that was intended to guide the city several decades into the future without being updated on a frequent basis.

Commissioner Yee asked what the plan was for the public outreach process. Mr. Schwartz responded that the stakeholder outreach would be underway by spring 2016 and would continue throughout the update process. He added that it would be a citywide outreach process, including targeted efforts to get input from less represented stakeholders such as low-income communities and communities of color. Mr. Schwartz said while the General Plan was intended to be a long-range document, the Countywide Plan was updated every four years in-line with the Regional Transportation Plan to keep up with current trends. He said the two plans intertwined but served different purposes, and that they were being combined in this context to incorporate input from multiple city agencies and identify what San Francisco's near-and long-term priorities were.

Chair Tang commented that while updating the General Plan was a very intensive process, it should be updated more frequently than every 20 years.

Commissioner Yee asked if progress updates could be provided more frequently regarding emerging issues or expected outcomes, and noted that he didn't clearly understand the process for the overall effort. Mr. Schwartz responded that there would be an update in the near future on city and countywide issues and the team intended to provide regular updates to the Committee throughout the Long Range Transportation Planning Program process. Mr. Schwartz acknowledged that many of the details were still be sorted out and that input from the Committee would be sought.

Tilly Chang, Executive Director, stated that planning and long-range planning was a continuous process, and that the Countywide Plan was changing from being updated every 10 years to every 4 years in order to stay on track with the Plan Bay Area regional process. She noted that the region was changing quickly and that there were complex social, environmental and transportation issues that accompanied population growth. She said that at the December Plans and Programs Committee meeting staff would present an update to the Congestion Management Program, which was updated in-between Countywide Plan updates and was required every two years. She said the update would involve current trends with congestion and accessibility, and would look at what areas of the city were experiencing transportation challenges or receiving improvements, and that it was meant to keep the Board and the public engaged on a regular basis. Ms. Chang said in contrast, the Transportation Element of the General Plan would involve high-level policies like the transit first policy. She added that the General Plan needed to be a more durable plan and provided an opportunity for collaboration between city agencies and regional partners.

There was no public comment.

6. Introduction of New Items – INFORMATION

There was no public comment.

7. Public Comment

There was no public comment.

8. Adjournment

The meeting was adjourned at 10: 35 a.m.