



DRAFT MINUTES

PLANS AND PROGRAMS COMMITTEE

Tuesday, April 19, 2016

1. Roll Call

Chair Tang called the meeting to order at 10:32 a.m. The following members were:

Present at Roll Call: Commissioners Avalos, Peskin and Tang (3)

Absent at Roll Call: Commissioners Breed (entered during Item 5) and Farrell (entered during Item 3) (2)

2. Citizens Advisory Committee Report – INFORMATION

Chris Waddling, Chair of the Citizens Advisory Committee (CAC), reported that at its March 23, 2016 meeting, the CAC considered and unanimously passed Items 6 and 7 from the agenda. He said that regarding Item 6, on the allocation request for Treasure Island, the CAC was primarily concerned with affordability for low-income residents on the island. He noted that Becky Hogue, who resides on the island, said that the Transportation Authority had been doing a great job of reaching out to residents and addressing their concerns on this issue. Regarding the allocation request for the Mansell Corridor, he said Peter Sachs had inquired about the length of time between the initial public meetings in 2010 and the upcoming construction phase. Mr. Waddling noted that he had attended the public meetings and that the Recreation and Parks Department had explained that due to the timing of funding, the project was expected to have a delay. He said that regarding Item 7, the Bay Area Bike Share Update, Peter Sachs had voiced concerns regarding the proposed expansion in that the new stations would not be adequately dispersed throughout the city, specifically in the southeast and southwest sectors of the city.

Commissioner Avalos thanked Mr. Waddling for his work on the Mansell Corridor project, and said that the pedestrian safety and traffic calming measures would be a dramatic improvement to the area.

There was no public comment.

3. Approve the Minutes of the March 15, 2016 Meeting – ACTION

There was no public comment.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Avalos, Peskin and Tang (3)

Absent: Commissioners Breed and Farrell (2)

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

Maria Lombardo, Chief Deputy Director, presented the item per the staff memorandum.

Commissioner Peskin thanked Wells Whitney for his service on the CAC as a representative of District 3.

Bradley Wiedmaier spoke to his interest and qualification in being appointed to the Citizens Advisory Committee (CAC).

There was no public comment.

Commissioner Peskin moved to recommend appointment of Bradley Wiedmaier to the CAC, seconded by Commissioner Avalos.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Farrell, Peskin and Tang (4)

Absent: Commissioner Breed (1)

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

Maria Lombardo, Chief Deputy Director, presented the item per the staff memorandum.

Tom Barton, Sanford Kingsley, Alexander Post and Jay Seiden spoke to their interests and qualifications in being appointed to the Geary Corridor Bus Rapid Transit (BRT) Citizens Advisory Committee (GCAC).

Commissioner Avalos said that he had spoken with Commissioner Mar, who supported reappointing Margie Hom Brown to the At-Large seat, but that he was still considering candidates for the Richmond seat.

Commissioner Farrell stated that he would support the appointment of either Mr. Post or Mr. Kingsley. He said that he would defer to Commissioner Mar regarding the Richmond seat but that for the At-Large seat he tended to support applicants who appeared before the Committee.

Commissioner Breed stated that she would support Commissioner Mar's recommendation, Ms. Hom Brown, as well as support an applicant who attended and spoke at the meeting. Chair Tang asked if there was a particular applicant that the Committee would support. Commissioner Farrell stated that he would support Mr. Post for the At-Large seat, seconded by Commissioner Breed.

Chair Tang asked if there were any objections to appointing Ms. Hom Brown to the Richmond seat and Mr. Post to the At-Large seat.

Commissioner Avalos stated that he would like to keep the Richmond seat vacant until there was a recommended candidate from Commissioner Mar and reappoint Ms. Hom Brown in the At-Large seat. He said that she had been a valuable member of the GCAC and brought an important perspective to the project.

Commissioner Breed asked if the neighborhood-based seats and at-large seats had equal say on the GCAC, to which Maria Lombardo, Chief Deputy Director, confirmed that all members had an equal vote.

Commissioner Peskin noted that Ms. Hom Brown had appeared before the Committee when she was originally appointed and that she should not have to reappear to be reappointed. He said while the project touched multiple districts, it had been the practice of the Committee to defer to the district supervisor of the vacant seat.

Commissioner Farrell reiterated that he would defer to Commissioner Mar for the vacant Richmond seat but that he would be inclined to support one of the applicants who appeared at the meeting for the At-Large seat.

Commissioner Breed said she was very supportive of applicants who appeared before the Committee. She noted that Ms. Hom Brown could be appointed to either the Richmond or the At-Large seat, and that the vacant seats should be filled promptly since there were multiple qualified applicants.

Commissioner Avalos noted that Ms. Hom Brown had been an active member on the GCAC and had not missed a meeting, and suggested that both vacancies be continued to the next meeting to allow additional time to consider applicants.

There was no public comment.

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

6. Recommend Allocation of \$48,000 in Prop K Funds and \$1,684,954 in Prop AA funds, with Conditions, for Four Requests, and Appropriation of \$262,000 in Prop K Funds for Two Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

Anna LaForte, Deputy Director for Policy and Programming, presented the item per the staff memorandum.

Commissioner Avalos asked if the \$163,000 allocation request for the Mansell Corridor project represented the final portion of the funding, which Ms. LaForte confirmed. Commissioner Avalos asked if the project included clearer signage for people using the bike lane towards the intersection of Persia Avenue and Dublin Street. Ms. LaForte responded that she would follow up to clarify the specific locations in question.

Commissioner Peskin noted that regarding the Chinatown Broadway allocation request, he had spoken with staff from the San Francisco Municipal Transportation Agency who confirmed that the work could start near Columbus Avenue and move west towards the intersection of Powell Street and Broadway, where there had been a recent pedestrian fatality, while design issues were sorted out.

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Peskin and Tang (4)

Absent: Commissioner Farrell (1)

7. Bay Area Bike Share Update – INFORMATION

Emily Stapleton, General Manager at Motivate, Inc., presented the item.

Commissioner Peskin asked if there was a process for the siting of bike share stations and if so, how it involved the San Francisco Municipal Transportation Agency (SFMTA). Ms. Stapleton responded that Motivate worked very closely with the SFMTA through every phase of the process, from siting the potential service area to siting specific stations locations. She said the bike share

stations could be placed on public or private property, but that there were siting guidelines for stations placed on public property.

Commissioner Peskin said that his office had received multiple complaints regarding the bike share station located at the intersection of Grant and Columbus Avenues being moved down Grant Avenue to Chinatown, in that merchants, community organizations and residents did not receive any notice of the move. Ms. Stapleton replied that the relocation of that station was only temporary but that the community should have been notified. She said for new stations being sited, there was a very thorough outreach process to businesses and residents in the immediate vicinity of the proposed station.

Commissioner Peskin asked if there was a process for objecting or appealing station locations to the SFMTA Board. Ms. Stapleton responded that there was a process in that there were multiple public workshops to identify primary and secondary station locations based on feedback received. She said the permitting process was posted online and that community outreach was conducted throughout the entirety of the process so that if there was negative feedback regarding the primary location they could pursue the secondary location. Commissioner Peskin commented that a lot of constituents in Chinatown did not access the internet and therefore would not have access that information.

Heath Maddox, Bike Share Program Manager at the SFMTA, added that there were detailed procedures and guidelines for locating and relocating stations, and that the station at Grant and Columbus Avenues was relocated on an emergency basis in response to a paving project. He said if a station was relocated to one location for longer than 90 days then it would have to go through the full legislative process which included a public hearing, but if the relocation was under 90 days there was no legislative process, but that businesses and residents in the immediate vicinity should have been consulted. Commissioner Peskin said that the community organization Chinatown TRIP, which had worked on transportation issues in Chinatown for several decades, was not consulted.

Commissioner Avalos noted that although Motivate was not receiving city funding and therefore not subject to local hiring requirements, the city was generally hitting 30% local hiring levels and that Motivate should strive to reach that level. He added that there were several examples of the First Source Hiring Program, which Motivate would be using, not yielding that level.

Chair Tang noted that bike share stations would eventually be rolled out to all 11 supervisorial districts but asked if there was a timeline for when it would reach the outer districts, such as District 4. Ms. Stapleton responded that the bikes would be rolled out in four phases, with 25% in the first phase, 15% in the second phase, 30% in the third phase, and the final 30% in the fourth phase. She said that for District 4, permits were scheduled to be submitted in spring/fall 2017 and deployment was anticipated in spring/fall 2018.

Commissioner Avalos asked if cash payments would be an option to use bike share as a lot of people did not have access to the internet. Ms. Stapleton responded that cash payment was not currently planned but as this was a long-term program, Motivate would be working with regional partners to make the system as accessible as possible to as many people as possible. She noted that the bikes were very expensive and the program currently required users to link to an account so that if a bike were to go missing there was a way to follow up with the user. She said theoretically a capital account be created that could secure cash payments, but for the first phase of the roll out the focus was on letting people know about the discount option.

Commissioner Avalos said that having a cash option was critical to removing a barrier for many potential bike share users but that he understood that cash might not be a sufficient collateral for the bikes. He asked if Clipper Card could be used as a payment option. Ms. Stapleton said that Clipper Card was included as part of the agreement in that it had to be a payment option within 20 months of the initial deployment of bikes.

Commissioner Breed asked when bike share stations were scheduled to be deployed in Hayes Valley. Ms. Stapleton said that since Hayes Valley was adjacent to the current service area, it could be included in next process of siting that would take place this summer, and therefore the stations could be active by spring/summer 2017.

Commissioner Avalos thanked Ms. Stapleton for her work on this program and acknowledged that it would take time to develop and deploy the stations to be rolled out in each supervisorial district.

During public comment, Andrew Yip said that the intersection of Grant Avenue and Broadway would be a good location for a bike share station because the area had a lot of tourists and that Grant Avenue was a good street for a bike lane.

David Lee commented that if the city did not stop depending on oil it was going have problems and that creating more Muni tunnels under the city was creating structural problems.

8. Update on the District 3 Neighborhood Transportation Improvement Program – INFORMATION

Greg Riessen, Transportation Engineer at the San Francisco Municipal Transportation Agency (SFMTA), presented the item.

Commissioner Peskin asked whether there were any updates regarding further upgrades to the existing signal timing “scramble” system at the intersection of Kearny and Clay Streets.

Mr. Riessen explained that to speed implementation, the scramble was put in place without the diagonally-oriented pedestrian signal heads that would typically accompany a scramble system. He said that implementing diagonal signal heads was time consuming and costly due to the age of the signal infrastructure and the presence of sub-floor basements. Mr. Riessen said that the SFMTA had included the intersection of Kearny and Clay Streets in its capital improvement program so that it could receive a full upgrade within the next few years.

There was no public comment.

9. Update on the San Francisco Municipal Transportation Agency’s Muni Equity Strategy – INFORMATION

Julie Kirschbaum, Operations Planning and Scheduling Manager at the San Francisco Municipal Transportation Agency (SFMTA), presented the item.

Commissioner Avalos commented that the Equity Strategy was many years in the making since his office had first launched it as a charter amendment. He recognized the SFMTA for taking a dynamic approach and working closely with community stakeholders, and noted the amount of participation by community groups who represented low-income individuals. He added that it was important to emphasize public input in the process, and not only transit advocates but every day Muni riders who were essential to meeting the strategy’s objectives.

Chair Tang acknowledged the work of SFMTA and the leadership of Commission Avalos on this strategy. She said that a lot of Muni routes traveled through multiple districts and could originate or pass through different communities of concern, and asked what metrics were used to determine what service improvements would be made. Ms. Kirschbaum responded that the strategy took a neighborhood-based approach because some routes that were critical to low-income neighborhoods didn't show up in the Title VI analysis. She cited the 22-Fillmore line as an example of a route serving mixed demographics, as it was critical for the Western Addition and Mission neighborhoods but also well-utilized in the Marina and Pacific Heights neighborhoods. She said the benefit of the neighborhood-based approach was that by shoring up how a route was performing in certain neighborhoods, it would improve service across the entire route. Ms. Kirschbaum said that the task force also promoted the neighborhood-based approach due to the differences in neighborhoods. She said while overcrowding and reliability were the biggest issues in Chinatown, for the Bayview the biggest issue was travel time, and that this approach would allow for a tailored strategy for each neighborhood. She added that travel time was not looked at in terms of speed but rather how travel times compared by transit and by car from central locations throughout a neighborhood, such as a hospital, school or park. She said that for each neighborhood they looked at how much of the city could be accessed within a reasonable amount of time.

Chair Tang asked if the strategy also looked at numbers of transfers, as some commutes might take two to three transfers to get to well-utilized destinations. Ms. Kirschbaum responded that the number of transfers was built into the analysis because transfer times were included as part of the overall travel time.

Commissioner Breed thanked the SFMTA for trying to better understand the challenges faced by members of the community who relied on Muni. She said that she had attended some of the community meetings but also gathered feedback from people who were unable to participate. She noted that gathering information from people with significant work, school or family commitments was a challenge, but that they should also have a say in the process. Commissioner Breed said that there were better ways to solicit feedback beyond community meetings, and suggested that surveys be distributed to people with time limitations at their school or workplace. She said there were many people who relied solely on public transit and did not have the ability to take taxis or ride-sharing services, and that they would provide valuable input into the challenges of the system. Ms. Kirschbaum responded that once the next round of community outreach was underway, it would incorporate new ways of gathering feedback that would be convenient for customers, whether that be conducting surveys on the bus, doing an intercept survey, or surveys through community-based providers. She said the outreach would have to be creative because this project did not fit the typical community workshop approach.

Commissioner Breed said that outreach at schools would be effective, and in particular high schools, because the SFMTA could utilize student data and reach out to students who participate in the free or reduced-lunch program. She said the outreach needed to be creative in order to receive diverse opinions because it was hard to quantify the unique challenges faced by people in different neighborhoods.

Chair Tang said that in the West Side and Sunset neighborhoods, there were high populations of seniors, many of whom were from low-income families, which were not considered communities of concern but relied heavily on transit. She said that while projects in the Muni Forward program would help support these populations, she asked if the Equity Strategy also looked at factors such

as age. Ms. Kirschbaum responded that the strategy did incorporate age and that it was part of the neighborhood-based approach, which sought to understand the equity needs of seniors and people with disabilities. She said the fact that since many seniors and people with disabilities used discount passes, they were able to identify which routes were most heavily used by these populations. She said this resulted in additional recommendations and analysis for those routes, which would continue to be evaluated on an annual basis to incorporate shifts in demographics.

Chair Tang said that goals could sometimes compete with each other, such as providing faster and more reliable service to certain neighborhoods while removing stops in other neighborhoods, and asked for follow up on how those differences in goals were reconciled. She then asked how the SFMTA determined how the performance of a route in a community of concern compared to how the overall route performed. Ms. Kirschbaum responded that for data like on-time performance, there were GPS monitors located on buses that signaled the location of the bus every half mile or so. She said the SFMTA collected millions of samples of this data per day which allowed them to look at how a route was performing in particular neighborhoods compared to the entire route, as well as compared to the overall category of the route in terms of similar ridership levels and other characteristics.

There was no public comment.

10. Introduction of New Items – INFORMATION

Commissioner Avalos requested a presentation on the San Francisco Municipal Transportation Agency's bike program, including an overview of the next generation of bike projects and how the bike network would interface with Bay Area Bike Share.

There was no public comment.

11. Public Comment

During public comment, Andrew Yip spoke regarding principles and virtues.

12. Adjournment

The meeting was adjourned at 12:02 p.m.