



DRAFT MINUTES

PLANS AND PROGRAMS COMMITTEE

Tuesday, May 17, 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, Breed and Tang (3)

Absent at Roll Call: Commissioners Farrell and Peskin (entered during Item 4) (2)

Chair Tang called Item 2 after Item 4.

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 Item 5 from the agenda. He said that regarding Item 5, the Prop K grouped allocation, Peter Sachs was assured that the installation of buffered bike lanes instead of barrier-protected bike lanes on Arguello Boulevard was considered a very safe treatment option. Mr. Waddling said that he voiced concerns regarding the amount spent on paint treatments that would need to be reapplied after a year due to an upcoming San Francisco Public Works repaving project. He said that Jackie Sachs was assured that signal timing on crosswalks would be taken into consideration and that all intersections would accommodate the standard pedestrian walking speed of 2.5 miles per hour. He said that during public comment, it was suggested that a more conservative walking speed of 1.5 miles per hour be considered.

Regarding the trolley bus purchases, Mr. Waddling said that Myla Ablog asked for confirmation that the new trolley buses would be able to operate successfully on the city's steep hills. Regarding Item 6, the radio replacement project, he said that Peter Sachs noted an issue in the air traffic control industry where Harris, as a sole-bid contractor on a project, seemed to underbid and expand the scope of the project in order to increase project costs. Mr. Waddling said that unfortunately, Harris was also the only bid for the radio replacement project and came in 40% above the estimate, which caused delays in the negotiation of the contract.

There was no public comment.

3. Approve the Minutes of the April 19, 2016 Meeting – ACTION

There was no public comment.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed and Tang (3)

Absent: Commissioners Farrell and Peskin (2)

4. Recommend Appointment of Two Members to the Geary Corridor Bus Rapid Transit

Citizens Advisory Committee – ACTION

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

Neal Johnson, Nelson Bonilla, Asher Butnik, Rene Hinojosa, Sanford Kingsley, Thomas Ma and Alexander Post spoke to their interests and qualifications in being appointed to the Geary Corridor Bus Rapid Transit (BRT) Citizens Advisory Committee (CAC).

During public comment, Jackie Sachs said that she supported Brian Larkin's appointment to the Geary BRT CAC. She said that Mr. Larkin also served on the Transportation Authority CAC and had been on the original Geary BRT CAC, and that he had a lot of experience and was very vocal in the Richmond district and regarding the Geary BRT project.

Angelina Yu commented that Commissioner Mar would like to extend his support to recommend appointment of Asher Butnik to the Richmond seat. She said Mr. Butnik was a transit advocate who had worked with transit riders groups as well as bicycle and pedestrian advocates in order to help shape public transit in the Richmond district. She said he was very knowledgeable about the Geary corridor as well as BRT systems in other cities, and that he would bring insight into service gaps, connectivity, reliability and potential displacement.

Commissioner Avalos moved to recommend appointment of Asher Butnik, seconded by Commissioner Farrell.

Commissioner Breed asked Mr. Butnik about the transit projects he had been involved in for the Richmond district. Mr. Butnik responded that he notified residents and received input regarding the Muni Forward changes in the Richmond district and had met with local businesses and residents regarding the Geary BRT project.

Commissioner Breed commented that she would like additional time to review the applications based on the candidates who appeared and spoke at the meeting, and asked that the item be continued to later in the agenda. She said that she would support the recommendation of the District 1 Supervisor for the Richmond seat, but noted that there were a lot of applicants who had lived in the city and taken Muni their entire lives.

Commissioner Farrell commented that he would also support the recommendation of the District 1 Supervisor for the Richmond seat, and noted that for the At-Large seat, Mr. Kingsley and Mr. Post had both attended the April and May Plans and Programs Committee meetings.

Chair Tang continued Item 4 until after Item 5.

Commissioner Breed moved to recommend appointment of Alexander Post, seconded by Commissioner Farrell.

The motion to recommend appointment of Mr. Butnik and Mr. Post was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Farrell, Peskin and Tang (5)

5. Recommend Allocation of \$9,599,451 in Prop K Funds, with Conditions, for Three Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

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

Chair Tang asked if a buffered bike lane would be implemented on Arguello Boulevard after the repaving project was completed next year. Ms. Lombardo responded that it would be a paint buffered bike lane rather than a physically separated bike lane. Charlie Ream, Planner at the San Francisco Municipal Transportation Agency (SFMTA), added that the SFMTA had explored the possibility of installing a physically separated or parking separated bike lane but that it was not deemed feasible. He said the new paint buffered bike lane would promote visibility and would narrow down the overly-wide vehicle travel lane.

Chair Tang noted that the repaving project was expected to be completed in 2017 and asked what the cost was to install a temporary paint buffered bike lane. Mr. Ream responded that the cost was \$190,000. He noted that Arguello Boulevard was a bicyclist high-injury corridor and that the temporary paint buffered bike lane would be installed in the near term to improve safety, and that SFMTA would only be installing temporary improvements that were considered necessary.

Chair Tang asked if the temporary bike lane would be evaluated in terms of safety to improve the permanent bike lane. Mr. Ream responded that several improvements would be made along the corridor, including the buffered bike lane, pedestrian islands, and other safety upgrades, and that SFMTA would monitor and evaluate the temporary installations in order to make changes to the designs once the paving project was completed.

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Farrell, Peskin and Tang (5)

6. Major Capital Projects Update – Muni Radio Replacement Project – INFORMATION

Luis Zurinaga, Project Management Oversight Consultant, presented the item per the staff memorandum.

Commissioner Avalos asked when the cost increase to the project was approved by the Transportation Authority Board. Mr. Zurinaga responded that the budget had increased but not the contribution from Prop K, and that the \$11 million increase was included in the San Francisco Municipal Transportation Agency (SFMTA) revenue bond.

Commissioner Avalos asked if the cost increase would have been approved by the Board of Supervisors, which Mr. Zurinaga confirmed.

Chair Tang noted that the project spanned many years and asked how it would improve the experience for transit riders in the city. Mr. Zurinaga responded that the main benefit of the project would be the reliability of the Muni system. He said that it would allow the control center to know the exact location of vehicles at all times and to monitor the health of vehicles in real time, which would improve SFMTA's ability to prevent vehicle bunching and delays.

Commissioner Avalos commented that he had previously requested a tour of the new SFMTA Transportation Management Center, along with a few other Commissioners.

During public comment, Francisco DaCosta commented that the city's communication system was primitive and that upgrades to the system should be evaluated by experts to ensure safety. He added that some of the new buses that were purchased were operating poorly due to the heat.

7. Update on the San Francisco Municipal Transportation Agency's Bike Program – INFORMATION

Commissioner Avalos commented that as bike share programs were expanding in the city, he wanted to make sure they were building off of the city's bike strategy and existing facilities.

Jamie Parks, Livable Streets Section Leader at the San Francisco Municipal Transportation Agency (SFMTA), presented the item.

Chair Tang asked if the SFMTA was going to improve signage for bicycle routes, as currently a lot of streets in the West Side of the city only had painted sharrows. Mr. Parks responded that the entire bicycle network would be getting 1,200 new wayfinding signs. Chair Tang asked when the new signs would be installed, to which Mr. Parks responded that the first 12 signs had already been installed in the Inner Sunset and were being used as a test case, while the full 1,200 signs would be rolled out over the following 18 months, starting in batches this summer.

Chair Tang asked if there would be improvements in the West Side as well. Mr. Parks responded that certain streets in the West Side were included as near-term priorities in the Capital Improvement Program and would receive significant improvements now, while others would be incorporated in later phases.

Chair Tang commented that her office has sent a list to the SFMTA of commercial corridor spaces in District 4 that could use bike parking facilities in order to encourage bicycling but had not received an update, and noted that the turn-around time to install the facilities was 90-100 days. Mr. Parks responded that the SFMTA had recently started a contract with the San Francisco Bicycle Coalition who was currently doing field work on bicycle racks and that it should reduce the turn-around time.

Commissioner Avalos asked how the public could apply for bicycle parking facilities and if there was a page on the SFMTA website. Mr. Parks responded that requests could be made via email or through a form on the SFMTA website, and that the SFMTA had also created new brochures in multiple languages which described the program and would be distributed to local businesses.

Commissioner Avalos asked if the 20% bicycle ridership goal by 2020 was still realistic. Mr. Parks responded that the SFMTA bicycle strategy identified a number of funding scenarios which corresponded with the ridership goals, and that 20% was the most ambitious but that currently 8-10% by 2020 was more realistic. He noted that 8-10% was not the end goal and that additional work would be done once additional funding became available.

Commissioner Avalos noted that San Francisco was ranked as the third highest bicycle commute in the country, and asked if that was measured by volume or distance. Mr. Parks responded that it was the percentage of San Francisco residents commuting to work by bicycle, and that 4.5% represented the average on a given day, which was slightly behind Portland and Minneapolis.

Chair Tang asked how the city's new or existing bicycle infrastructure would connect with bike share and other mode of transportation such as Muni, and said the city should be explicit regarding the goals for the bike network. Mr. Parks responded that the SFMTA was working closely with Motivate to coordinate the siting and phasing of bike share locations with safety improvements that would support the bike share system, and that it was doing the same with long-term investments to transit.

Chair Tang commented that future updates to bike lane or facility improvements should discuss how they would connect to bike share or transit.

There was no public comment.

8. Update on Project Performance Results for Plan Bay Area 2040 and Regional Housing Agenda – INFORMATION

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

Commissioner Avalos commented that the Geneva-Harney Bus Rapid Transit (BRT) project was listed as a low performing project, and asked if it was because the project did not address current needs as much as future needs in that area. He also asked if this represented a flaw in the Metropolitan Transportation Commission's (MTC's) evaluation formula, as there was a large increase in population expected in that area in the near future which would impact transit ridership. Ms. Crabbe responded that the evaluation formula looked at benefits based on what was projected in Plan Bay Area 2013 for the area, which likely had lower assumptions than what was currently anticipated. She said that one issue for the Geneva-Harney BRT project was that a lot of the project costs were related to safety improvements and the extra costs were not reflected in the benefit-cost assessment. She said another issue was that the project was bundled with interchange and road extension improvements in Brisbane which were necessary to complete a later phase of the project, so staff was working to rephrase the project in order to get the evaluation score above one in order to pull it off the list of lower performing projects.

Commissioner Avalos commented that it made sense as the project was connected to priority development areas so it should score well in order to receive funding. Ms. Crabbe commented that this was an example of why the evaluation included compelling case arguments, as MTC recognized the issues in the formula and the importance of serving lower-income communities.

There was no public comment.

9. Introduction of New Items – INFORMATION

There was no public comment.

10. Public Comment

During public comment, Andrew Yip spoke regarding self-actualization.

11. Adjournment

The meeting was adjourned at 12:00 p.m.