



DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, February 22, 2017

1. Committee Meeting Call to Order

Chair Waddling called the meeting to order at 6:05 p.m.

CAC members present were Chris Waddling (Chair), Becky Hogue, Brian Larkin, Santiago Lerma, Jacqueline Sachs, Peter Sachs, Peter Tannen, Shannon Wells-Mongiovi and Bradley Wiedmaier (9).

Chair Waddling requested that, given the lengthy agenda, CAC members limit their questions to two per item, along with a combined total of five minutes of discussion per item.

2. Chair's Report – INFORMATION

Chair Waddling reported that at its February 28, 2017 meeting the Board would consider a proposal by Chair Peskin to revise its Administrative Code and Rules of Order to eliminate the Finance and Plans and Programs Committees in order to have the full Board meet twice on the month, on second and fourth Tuesdays. He said the proposal would entail a first and second appearance for action items, which would be agendaized at two Board meetings prior to approval. He said the intent of the changes was to encourage the Board to be more engaged, and encouraged CAC members to help Board members engage with transportation issues by reaching out to them on issues of concern. Chair Waddling also reported that the Federal Transit Administration had delayed approval of a Full Funding Grant Agreement for the Caltrain Electrification project until the administration released its Fiscal Year 2017/18 budget. He requested an update by Caltrain staff on the status and funding situation of its Electrification project.

3. Election of Vice Chair for 2017 – ACTION

Chair Waddling asked the two candidates for CAC Vice Chair to present their qualifications.

Bradley Wiedmaier said his experience included a lifetime of travel and passionate interest in urban planning, transportation and politics. He said he had been trained by one of California's leading architectural historians, and that an important role of the CAC was to help promote effective transportation strategies to the public to gain support for implementation.

Peter Sachs said he gained respect for the public process through his early career as a reporter on city hall and higher education issues. He said his current career as an air traffic controller had given him appreciation for the role of public servants and the importance of continuous learning. He agreed with Mr. Wiedmaier that the CAC's passionate engagement with transportation issues should be translated into public advocacy.

The motion to elect Bradley Wiedmaier as Vice Chair was not approved by a majority of the CAC Members.

The motion to elect Peter Sachs as Vice Chair was not approved by a majority of the CAC Members.

Since neither of the nominees received a majority of the vote, Chair Waddling continued the item to the March 22 CAC meeting to allow absent CAC members to vote and encouraged both

candidates to stay in the race.

Consent Agenda

4. **Approve the Minutes of the January 25, 2017 Meeting – ACTION**
5. **Adopt a Motion of Support to Increase the Amount of the Professional Services Contract with AECOM Technical Services, Inc. by \$226,000, to a Total Amount Not to Exceed \$17,161,000, to Complete Design Support Services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION**
6. **Adopt a Motion of Support to Increase the Amount of the Professional Services Contract with Parsons Brinckerhoff, Inc. by \$820,000, to a Total Amount Not-to-Exceed \$8,470,000, to Complete Construction Support Services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION**
7. **State and Federal Legislative Update – INFORMATION**
8. **Citizens Advisory Committee Appointment – INFORMATION**

There was no public comment.

Peter Sachs moved to approve the Consent Agenda, seconded by Brian Larkin.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Hogue, Larkin, Lerma, J. Sachs, P. Sachs, Tannen, Waddling, Wiedmaier and Wells-Mongiovi (9)

Absent: CAC Members Ablog and Larson (2)

End of Consent Agenda

9. **Adopt a Motion of Support for the Allocation of \$34,931,349 in Prop K Funds, with Conditions, for Eight Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION**

Steve Rehn, Senior Transportation Planner, presented the item per the staff memorandum.

Brian Larkin asked why environmental clearance was needed for the Arguello Boulevard Traffic Signal Upgrade project since it was replacing existing equipment. Dusson Yeung, Assistant Engineer at the San Francisco Municipal Transportation Agency (SFMTA), replied that environmental clearance was required whenever a project included excavation that could impact a historical resource. He said those kinds of clearances were usually straightforward and were issued by the Planning Department within about two months. Peter Tannen added that based on his experience as an SFMTA engineer, upgrade projects sometimes involved new or relocated underground equipment which would require excavating new locations.

Peter Sachs noted that the diagram of the planned intersection improvements at Junipero Serra Boulevard and 19th Avenue seemed to show a reduction in the number of travel lanes from three to two to make room for the larger pedestrian refuge area, and asked if his interpretation was correct. Derek Bower, Principal Financial Analyst at the SFMTA, said he would check with the project team and get back to the CAC. Peter Sachs clarified that he supported the idea of improving the intersection, but wanted to make sure any traffic impacts would be mitigated.

Jacqueline Sachs asked if the Arguello Boulevard Traffic Signal Upgrade project would address the unsatisfactorily short timing for the pedestrian crossing at Lake Avenue. Mr. Rehn confirmed

that the signal at Arguello Boulevard and Lake Street was included in the scope of the project. Mr. Yeung added that the signal timing would be upgraded to current standards of a minimum 2.5 feet per second speed for pedestrians using the crosswalk.

There was no public comment.

Becky Hogue moved to approve the item, seconded by Brian Larkin.

The item was approved by the following vote:

Ayes: CAC Members Hogue, Larkin, Lerma, J. Sachs, P. Sachs, Tannen, Waddling, Wiedmaier and Wells-Mongiovi (9)

Absent: CAC Members Ablog and Larson (2)

10. Adopt a Motion of Support for the Approval of the 2017 Prop AA Strategic Plan Update and 5-Year Prioritized Programs of Projects – ACTION

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

Chair Waddling said that he was disappointed that the Cargo Way project was not recommended for funding but he understood why. Mr. Pickford replied that the project was requesting funding in the third year of the program and that the recommendation to hold a call for projects to program additional Prop AA funds before Fiscal Year 2018/19 would allow the Cargo Way project to compete [if it was able to shore up its funding plan] and potentially receive Prop AA funds in the year requested in its current application.

Becky Hogue asked how streets were chosen for pedestrian lighting. Chava Kronenberg, Pedestrian Safety Manager at the SFMTA, said that pedestrian lighting was the highest priority from residents participating in the Western Addition Safety Plan and that among the streets, the ones chosen were transit routes. She said that they requested funds for all the streets identified in the plan, but given the partial funding recommendation, they would work with the community to make sure that the funds go to a high-priority corridor. She said that Prop AA was unusual in being able to fund pedestrian lighting, but that other revenue sources would fund other recommendations in the Western Addition plan.

Brian Larkin asked about phasing for the Geary Boulevard paving project and whether the entire road would need to be closed. Mr. Pickford replied that he would follow up with Public Works staff.

Peter Sachs said that he was impressed with how many projects were being funded out of the relatively small amount of available funding. He said he was also impressed with the level of community involvement on the Haight Street project and thought that the Muni Metro station lighting and wayfinding improvements would make a big difference.

Bradley Wiedmaier said the Potrero Loop seemed like an ambitious project to heal a part of the city very negatively affected by the freeway. He asked if there were similar example projects in other locations that used the proposed features, such as vertical plantings. Mr. Pickford replied that he would have to follow up on some of those details, but reiterated that Prop AA funds would be directed to more familiar aspects of the project, including bulb-outs and sidewalk widening. He added that the evaluation team had checked to see that the sponsor had an appropriate level of interaction with Caltrans, which owned much of the property in the area, and that that agency would also be vetting the proposal.

Mr. Wiedmaier asked whether there were missed opportunities to address the historic character of the neighborhood. He cited historic buildings at including the Home for Protecting Boys at Mariposa and Utah Streets or the Slovenian Hall. Mr. Pickford said that staff would follow up to ask whether those historic properties were considered in development of the project.

Peter Tannen asked whether the Haight Street project would involve removing parking. Mr. Pickford replied that the project included transit bulbs and curb bulbs and was expected to result in an 8% reduction in parking. Mr. Tannen said that he had walked around the area of the Potrero Gateway project and thought it would be a benefit to the area. He added that the improved signage in the Muni Metro project would be a great benefit to riders.

There was no public comment.

Peter Sachs moved to approve the item, seconded by Becky Hogue.

The item was approved by the following vote:

Ayes: CAC Members Hogue, Larkin, Lerma, J. Sachs, P. Sachs, Tannen, Waddling, Wiedmaier and Wells-Mongiovi (9)

Absent: CAC Members Ablog and Larson (2)

11. Adopt a Motion of Support for Approval of the Managing Access to the “Crooked Street” (1000 Block of Lombard Street) Study – ACTION

Andrew Heidel, Senior Transportation Planner, presented the item per the staff presentation.

Shannon Wells-Mongiovi asked if the study had looked at crime rates in that area to see if crime had increased. Mr. Heidel replied in the affirmative, and said the data showed that there had been an increase in property crimes. He said a sworn officer presence could help address the problem.

Bradley Wiedmaier commented that he worked near Lombard Street and was familiar with the area. He suggested that the traffic queue should be on Larkin Street instead of Lombard since Larkin had a gentler grade. He also suggested that the tourism industry should be encouraged to promote other attractions such as the 49-mile drive, the Vermont more-crooked street, the Filbert steps, etc. He said there was a strong case for closing the street, as it was such a madhouse on summer holidays.

Peter Sachs expressed surprise that there wasn't more emphasis in the study on ideas for bolstering public transit options such as creating a parking lot in another area with a transit connection to Lombard. Mr. Heidel replied that the street could handle 220 cars per hour before a queue developed. He said the study considered public transit options, but they didn't receive neighborhood support.

Chair Waddling agreed with Mr. Wiedmaier that the tourism industry should be encouraged to promote other San Francisco attractions. He asked about next steps following the study for addressing the issue. Mr. Heidel replied that two elements of the recommendations, enforcement and engineering, would be the SFMTA's responsibility. He said the tourism industry would be responsible for implementing the education and encouragement elements. He noted that a follow-on study of pricing and reservations would be completed by the Transportation Authority.

Shannon Wells-Mongiovi asked if the reservation and pricing concepts had support within the neighborhood and what the status of legislation was. Mr. Heidel replied that those concepts had received 86% support within the neighborhood. He said Supervisor Farrell's office had been in communication with Senator Wiener's office, but they were not yet at the stage of drafting legislation.

During public comment, Christina Zambardo, a Lombard neighborhood resident from Montclair Terrace, said she had lived there since 1973. She said she felt there had been an exponential increase in visitors in the last couple of years, and pointed out that Trip Advisor listed the Crooked Street as one of San Francisco's top attractions with appealing qualities such as being free of charge and having flowers. She said the street had become something like a recreational park, but without the necessary services such as restrooms and garbage cans. Ms. Zambardo expressed opposition

to the closure of the street and expressed support for all the recommendations proposed by the study, particularly pricing. She said pricing was much-needed new thinking.

A member of the public said she had lived on the Crooked Street since 1985. She expressed concern about a pricing scheme regarding who would have to pay. She asked if services engaged or needed by residents such as Uber, housekeepers or emergency vehicles would have to pay and be registered.

A member of the public asked how revenues generated by a pricing scheme would be used. Mr. Heidel replied that expenditure plans for the revenue would be determined based on pricing levels. He said any pricing system would require creation of an umbrella agency that would be charged first with using the revenues to maintain the system and secondarily to support other activities such as other recommendations in the study.

Daniel Kassabian, a Montclair neighborhood advocate, presented a slideshow advocating a tolling system and increased police presence by sworn officers, and opposing new pedestrian safety features such as sidewalk bulb-outs. He suggested that toll revenues could help support increased police presence.

Greg Brundage, President of Lombard Hill Improvement Association, said he had worked closely with Supervisor Farrell and Mr. Heidel during the course of the study. He encouraged policymakers to follow through on the study's recommendations and said a street closure would not work. He felt that the key recommendation was the reservation system since that would reduce traffic volume directly. He said parking control officers had been extremely helpful during summer months and peak periods and added that law enforcement was critical as crime was a big problem.

Megan Hanley, a Lombard Street resident, suggested that the cable car stop be moved a block away.

Chair Waddling asked when approval of the study would go to the full board. Maria Lombardo, Chief Deputy Director, replied that, assuming the Board would adopt the new committee structure at its next meeting, the study would be presented to the Board on March 14.

Jacqueline Sachs moved to approve the item, seconded by Shannon Wells-Mongiovi.

The item was approved by the following vote:

Ayes: CAC Members Hogue, Larkin, Lerma, J. Sachs, Tannen, Waddling and Wells-Mongiovi (7)

Nays: CAC Member P. Sachs (1)

Abstain: CAC Member Wiedmaier (1)

Absent: CAC Members Ablog and Larson (2)

12. Presentation on Regional Measure 3 – INFORMATION

Michelle Beaulieu, Senior Transportation Planner, presented the item per the staff presentation.

Brian Larkin asked why the amount available for capital projects through a 25-year bond would only be \$1.7 billion for a \$1 toll, when the annual revenue would be \$127 million, and if the cost of financing were so high that it would make the amount available that low. Ms. Beaulieu responded that the was information provided by the Metropolitan Transportation Commission (MTC) based on the existing financing structure of the existing bridge measures. Maria Lombardo, Chief Deputy Director, added that this would likely be the worst case scenario for financing on the bridge toll revenues, and that financing costs would likely not be as high as this, especially since not all projects were ready to proceed right away.

Becky Hogue asked how this additional bridge toll would relate to the congestion pricing plans

for Treasure Island and Yerba Buena Island. Ms. Beaulieu said that MTC had the authority to toll travelers to and from Treasure Island, and that staff were having conversations with MTC staff to work out the details.

Peter Sachs expressed concern about the equity implications, and said that in a lot of other cities with toll facilities there were viable non-tolled options, such as either robust transit or free roads. He said that for the most part, the Bay Area did not have those options, and that absent an equity plan, he was skeptical about the proposal.

There was no public comment.

13. Update on Late Night Transportation Plan – INFORMATION

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

Jackie Sachs asked if staff had reviewed the 2002 schedules for late-night service, and said the service ran very efficiently then with good transfers. Mr. Dentel-Post responded that he had reviewed them.

Bradley Wiedmaier asked if staff had considered Senator Wiener’s proposed legislation to extend the bar closing time from 2:00 a.m. to 4:00 am. Mr. Dentel-Post responded that he had not considered that idea specifically, but that nightlife districts already had high late-night transit ridership and that extending bar hours would only increase the need for improved all-night transit service.

Chair Waddling stated that he supported the proposed improvements to the 91-Owl route because there was high ridership along Third Street and a need for the service to run more reliably.

During public comment, Edward Mason said that timed connections between routes were an important consideration when planning late-night service.

14. Major Capital Projects Update – Central Subway – INFORMATION

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

Chair Waddling requested follow up on his offer to arrange a tour of the Central Subway stations during the construction phase. He asked if the stations would all have center platforms, which Mr. Zurinaga replied affirmatively.

Peter Tannen asked if the new federal administration might hold up appropriation of the Central Subway’s New Starts funding. Mr. Zurinaga replied that it would be almost unprecedented for the federal government to withhold the final funding for a nearly completed project that had completed all the prerequisites, but that these were unprecedented times.

Bradley Wiedmaier asked about the cause of the delay in the construction schedule. John Funghi, Project Manager at the SFMTA, replied that the critical-path delays were driven by the rate of progress at the Chinatown Station, but added that the quality of the work was outstanding. He said the contractor was conducting the excavation very cautiously so as not to damage property on the surface above by using “small-bite” excavation techniques. Mr. Funghi said the contractor’s crews were operating 24 hours per day, six days per week and that jumbo equipment would be arriving soon to increase the rate of production, but that it would be difficult to fully recover the project schedule. He said that SFMTA might change the project’s sequencing plan so it could begin revenue service with a terminus at the Union Square Station until completion of the Chinatown Station.

There was no public comment.

15. Presentation on Transportation Network Company Congestion – INFORMATION

Drew Cooper, Transportation Planner, and Warren Logan, Senior Transportation Planner, presented the item per the staff presentation.

Bradley Wiedmaier asked if there had been efforts to measure congestion caused by Transportation Network Companies (TNCs) and other technology-enabled transportation in the city other than at the airport. Mr. Cooper replied that sufficient data was not available for such an effort, but that one of the tasks in the study (Task 3) would be acquiring the necessary data. He said that while overall congestion was regularly measured, there was no good dataset enumerating the numbers of vehicles on the road by the very specific types that would be required to differentiate TNCs from other vehicles.

Mr. Wiedmaier asked if the study would address equity issues such as whether the new generation of transportation services was meeting the needs of various population groups including those with special needs. Mr. Logan responded that in developing a policy framework the study would be looking at equity, safety and other needs.

Shannon Wells-Mongiovi asked about the process for acquiring data and suggested that taxi driver interviews were a potential source.

Chair Waddling asked whether San Francisco had any regulatory leverage to require data sharing, or if that clout all resided with the state since vehicles were licensed by the state. Mr. Cooper said the Transportation Authority had been working with the SFMTA to try to get data from the state.

Mr. Wiedmaier asked if the study would look at potential regulatory frameworks for TNCs that were available to the city. Mr. Logan replied that potential regulatory frameworks would be part of the study's legislative inventory. He said the inventory would identify the existing regulatory levers and evaluate those that would be most effective.

During public comment, Edward Mason advocated for sharing the study results with the MTC) to inform a regional approach to regulating TNCs. He said that TNCs touted the sharing economy but didn't share data, and that there was pending legislation to transfer regulatory authority over TNCs away from the California Public Utilities Commission. Finally, Mr. Mason asked if MTC and SFMTA would be study partners, pointing out that equitable service was one of SFMTA's guiding principles. Mr. Logan responded that the study principles would be working with the SFMTA, and that SFMTA's guiding principles would be one of the core pieces informing the policy framework.

Mark Gruber, a San Francisco cab driver for over 30 years and a member Taxi Alliance, said that there had been no study of the environmental impacts of TNCs but suggested that there was lots of data available. He said that according to tax records there were 45,000 TNC drivers working in San Francisco, compared to approximately 2,000 taxis. He said San Francisco was the second most congested city in the United States, up from seventh most congested five years prior. Mr. Gruber said that average speeds during peak periods dropped by 25% between 2013 and 2015. He pointed out that congestion caused pollution and said San Francisco had the sixth worst particulate pollution in country, where previously it had not even been in the worst 25. Finally, Mr. Gruber cited data from the University of California Transportation Center showing that only 6% of Uber or Lyft users would have otherwise driven their own cars, that 39% would have used taxis, and 35% would have used public transit.

16. Introduction of New Business – INFORMATION

Bradly Wiedmaier asked staff to provide advanced notice of the items on upcoming agendas. Shannon Wells-Mongiovi agreed, saying especially for high-interest projects like Lombard Crooked Street.

Chair Waddling reiterated his request for an update on the status of Caltrain's major capital projects.

There was no public comment.

17. Public Comment

During public comment, Edward Mason reported that there were 40 commuter shuttles per hour during peak commute periods in Noe Valley, resulting in delays to Muni service. He said one back-up caused by shuttle traffic delayed 18 Muni buses. He reminded the CAC that SFMTA's 1-year extension of the pilot program for commuter shuttles would expire in March 2017.

Chair Waddling requested any data SFMTA had on shuttle-caused Muni delays.

18. Adjournment

The meeting was adjourned at 8:35 p.m.