



DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

May 28, 2014 MEETING

1. Committee Meeting Call to Order

The meeting was called to order by Chair Glenn Davis at 6:05 p.m. CAC members present were Myla Ablog, Brian Larkin (entered during Item 7), John Larson, Angela Minkin, Eric Rutledge, Jacqueline Sachs, Peter Tannen, Christopher Waddling and Wells Whitney. Transportation Authority staff members present were Amber Crabbe, Anna LaForte, Maria Lombardo, Chad Rathmann, Steve Rehn, and David Uniman.

2. Chair's Report – INFORMATION

Consent Calendar

- 3. Approve the Minutes of the April 23, 2014 Meeting – ACTION**
- 4. Citizens Advisory Committee Appointment – INFORMATION**
- 5. State and Federal Legislative Update – INFORMATION**
- 6. Adopt a Motion of Support for the Award of an 18-Month Contract to Parsons Brinckerhoff, Inc. in an Amount Not to Exceed \$372,000, for Planning and Engineering Services for the 19th Avenue/M-Ocean View Project Pre-Environmental Study Phase and for Authorizing the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION**
- 7. Adopt a Motion of Support to Authorize the Executive Director to Execute Annual Contract Renewals with City and County of San Francisco Departments, Exercise Contract Options for Various Annual Professional Services, in an Amount Not to Exceed \$2,350,000, and to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION**

End of Consent Calendar

There was no public comment.

Christopher Waddling moved to approve the consent calendar. Angela Minkin seconded the motion. The motion passed unanimously.

Chair Davis introduced David Uniman, the Transportation Authority's new Deputy Director for Planning.

8. Adopt a Motion of Support for Adoption of the Balboa Park Station Area Circulation Study Final Report – ACTION

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

Eric Rutledge asked how the recommended alternative's elements could be moved forward separately for implementation. Mr. Fung replied that all the elements required approval by the California Department of Transportation, with varying levels of approvals needed based on the complexity of the improvement, and that the elements would be advanced individually for those approvals. He added that the separate agenda item appropriating funds for next-phase work was for identifying the appropriate next-phase study and approval level for each element.

Angela Minkin thanked staff for taking the time to work with and address the issues identified by the Balboa Park Community Advisory Committee, saying she had heard that its members were satisfied with the study process and findings.

Ms. Minkin moved to approve the item and John Larson seconded the motion.

There was no public comment.

The item passed unanimously.

9. Adopt a Motion of Support for Allocation of \$53,539,150 in Prop K Funds, with Conditions, Appropriation of \$39,000 in Prop K Funds, and Allocation of \$1,804,206 in Prop AA Funds, with Conditions, for Seven Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

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

Jacqueline Sachs asked if the paratransit operations request included funds for new paratransit vehicles. Mr. Rathmann answered that the request was for operations only and did not include capital costs.

Peter Tannen asked why the scope of the Phelan Loop Pedestrian Connector project included an agreement between the San Francisco Municipal Transportation Agency (SFMTA) and City College of San Francisco (CCSF) that named the SFMTA responsible for maintenance of the connector for seven years from the start of construction. Mr. Rathmann answered that when SFMTA was coordinating with CCSF on the project it was unclear if CCSF would be able to commit to maintaining the connector, so SFMTA agreed to maintain the connector for a limited time in order for the project to move forward. Anna LaForte, Deputy Director for Policy and Programming, added that the SFMTA owed CCSF for right-of-way related to the Phelan Loop project and had proposed paying back this amount to CCSF by assuming responsibility for maintenance for a limited time period.

Mr. Tannen asked about specific bicycle improvements included in the Glen Park Community Plan Implementation project. Ariel McGinnis, Principal Financial Analyst at the SFMTA, said she would follow up on the specific improvements for bicycles as included in the project.

Mr. Tannen asked if relocation of overhead contact system (OCS) guy wires from buildings to OCS poles as part of the McAllister Street Campus Streetscape project was Muni policy. Mr. Rathmann confirmed that it was Muni policy, when possible, to relocate guy wires from buildings to OCS poles.

Mr. Tannen commented that the \$100,000 budgeted in the Transbay Transit Center (TTC) request for 24 parking spaces for California Department of Transportation attorneys was an interesting expense. Maria Lombardo, Chief Deputy Director for Policy and Programming, responded that the spaces might not be needed much longer because the attorneys might move their office out of San Francisco.

Christopher Waddling asked if proceeding with elements 1 and 3 of the Balboa Park Station Area Circulation Study's Alternative 1 was consistent with the Balboa Park Community Advisory Committee's (BPCAC's) recommendations. David Uniman, Deputy Director for Planning, answered that the BPCAC had recommended closure of the northbound Geneva on-ramp and realignment of the southbound off-ramp to include a T intersection. Mr. Rathmann confirmed that this was consistent with the scope of the request.

Eric Rutledge said he would like an update on the redevelopment plan for the TTC, specifically concerning parking requirements such as maximums or minimums. Maria Lombardo, Chief Deputy Director for Policy and Programming responded that an update could be presented to the CAC at a future meeting. Sara Gigliotti, Chief Financial Officer at the Transbay Joint Powers Authority (TJPA), confirmed that the plan had parking requirements and said she would report back at a later date on the details.

Mr. Tannen moved to approve the item and Brian Larkin seconded the motion.

During public comment, Roland Lebrun said he would like to see greater specificity regarding the scope and budget of the Caltrain Downtown Extension project. Ms. LaForte responded that the TJPA had submitted a request on this project that would be presented to the CAC at its June 2014 meeting, and it would include an update on that portion of the project. Ms. Gigliotti added that the current request was for TTC itself while the June 2014 request would be for the extension.

The item passed unanimously.

10. Adopt a Motion of Support for the Commitment of \$2,000,000 in Fiscal Year 2015/16 Prop K Funds, with Conditions, to the Bayshore Caltrain Pedestrian Connections Project – ACTION

Amber Crabbe, Principal Transportation Planner, presented the item per the staff memorandum. She introduced Emily Lesk from the Mayor's Office.

Brian Larkin asked why the developer wasn't paying for the project. Ms. Crabbe responded that the Prop K funds would make the pathway available seven years earlier than if the developer proceeded according to its current schedule. She added that the developer was contributing additional pedestrian, bicycle, and transit infrastructure within and outside the site.

Peter Tannen stated that he supported the project and asked what transit impact development fees the developer would pay. Ms. Lesk responded that the fees were usually applied to non-residential development but in this case they would also be applied to residential development since most of the project was residential. She said the other fee was a neighborhood impact fee which was intended to provide local community benefits, of which 20% was dedicated to transportation.

Angela Minkin asked if the developer would be required to maintain the pathway. Ms. Crabbe responded that the developer would maintain access along the pathway as the site is built out including lighting and other safety measures. She clarified that most of the project would consist of early delivery of the permanent infrastructure, and the temporary element would only be the last section between the site and the Caltrain station, which would include safety fencing.

Eric Rutledge inquired about parking requirements on the site. Ms. Lesk responded that the parking maximum was one space per unit and one space per 330 feet of grocery property and one space per 500 feet of other retail property. Mr. Rutledge commented that he felt the parking maximums were too high.

Ms. Minkin noted the remoteness of the site and the limited transit currently offered.

Mr. Rutledge asked what the ridership was at the Bayshore Caltrain Station. Ms. Crabbe said she would provide this information via email after the meeting.

Christopher Waddling asked what the projected Caltrain ridership would be after all the planned development was completed. He stated that the high level of parking seemed counter-intuitive if the City was trying to encourage transit use.

David Uniman, Deputy Director for Planning, stated that the current mode share in that part of San Francisco was two-thirds private cars, and that had to be considered as the City works to transition residents to transit usage. It added that it was challenging, but that the City partners were exploring ways to increase sustainable transportation mode share.

Mr. Tannen requested that Transportation Authority staff circulate the map of the proposed development from the presentation to the CAC, and Ms. Crabbe agreed to do so.

Mr. Waddling moved to approve the item and Eric Rutledge seconded the motion.

During public comment, Ed Mason described situations such as a trip to Costco that would be preferable with a car rather than with transit.

Roland Lebrun voiced his support for the project and said that he expected ridership would increase significantly when the development was complete.

The item passed unanimously.

11. Adopt a Motion of Support for the Adoption of Six 2014 Prop K 5-Year Prioritization Programs – ACTION

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

Jacqueline Sachs asked why San Francisco Municipal Transportation Agency's (SFMTA's) recently procured motor coaches did not have rear windows, and said drivers she had spoken with had expressed a preference for rear windows. Ariel McGinnis, Principal Financial Analyst at the SFMTA, said she would report back to the CAC with information on the decision making process for fleet procurement and whether driver input is included in that process.

Ms. Sachs also asked how bus traffic would be managed during the Fillmore Street Pavement Renovation project. Rachel Alonso, Administrative Analyst at the Department of Public Works, stated that project was planned for Fiscal Year 2018/19. She said that she was unsure of an exact transit service replacement plan at the time, and added that a plan would be put together closer to the time of pavement renovation project. Ms. Lombardo answered that paving project scopes generally included interim service plans for impacted transit lines.

Wells Whitney asked why the new paint booth proposed for the Muni Metro East maintenance facility was so expensive and why new painting facilities were needed if Muni's entire fleet was to be replaced over the next several years. Eileen Ross answered that two of the new paint booths would be designed to improve worker health and safety.

Chair Davis asked how the proposed prioritization programs would be affected by the failure of one or more of the revenue measures on the November ballot. Ms. Lombardo answered that sponsors may have to re-prioritize projects in the short-term, but that she expected the city agencies would try again for new revenue measures on a future ballot. Ms. McGinnis said that while its Capital Improvement Program (CIP) assumed the measures would be successful, the SFMTA did have contingency plans. She added that the SFMTA would have to make

adjustments to its CIP and amend Prop K 5-Year Prioritization Programs to ensure that top-priority projects continue to move forward. Ms. Ross stated that the SFMTA would also need to reprioritize funding from its revenue bonds should the ballot measures not pass.

Wells Whitney moved to approve this item. Eric Rutledge seconded the motion.

During public comment, Ed Mason recommended that the tree planting program should provide for sidewalk planters that contain the roots of street trees to prevent damage to sidewalks and sewers, the repairs of which will be the responsibility of property owners. He added that planters for trees were used extensively on Polk Street. The item passed unanimously.

The item passed unanimously.

12. Introduction of New Business – INFORMATION

During public comment, Eric Rutledge expressed concern that Bay Area Bike Share (BABS) competes with private bike rental businesses, commenting that he noticed tourists using BABS in several instances. Amber Crabbe, Principal Transportation Planner, acknowledged that BABS and private bike rental business are two different markets but do overlap in some cases. She responded that as a co-author of the Bike Sharing Strategic Analysis Report she knew that BABS program managers were working to resolve the issue of competition between BABS and private bike rental businesses. She said the key strategy was to provide clear information to users so they could make a rational choice. Mr. Rutledge agreed that BABS could be an appropriate choice for some tourist uses.

Jacqueline Sachs requested an update on the Late Night Transportation Working Group as proposed by Commissioner Wiener. Ms. Sachs stated that she hoped an outcome of the working group would be to restore service cuts made to Muni service in December 2009. She also voiced her opposition to Transit Effectiveness Program recommendations and noted it had become harder for transit users who work off-hours to get to work and home with reduced service. Maria Lombardo, Chief Deputy Director, responded that the Transportation Authority had been asked to provide some technical support to the working group and that staff could bring an update on the Late Night Transportation Working Group to a future CAC meeting.

Chair Davis asked for a status update on a forum for people with disabilities and seniors to discuss transportation and mobility issues that had been requested by former CAC member Joseph Flanagan. Ms Lombardo responded that staff would follow up and report back to the CAC at a future meeting.

There was no public comment.

13. Public Comment

During public comment, Roland Lebrun noted that ridership for a new Bayshore Caltrain Station was anticipated to increase by 151 percent. Mr. Lebrun added that Bayshore Station was, until recently, used by riders for access to Candlestick Park. He also noted that palm trees tend to cause zero or minimal root damage to sidewalks from and that homeowners in San Jose were responsible for sidewalks extending to the curb.

14. Adjournment

The meeting was adjourned at 7:44 p.m.