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SFCTA - Meeting April 13th 10:00am / Comments Submitted via EMAIL - Aaron Goodman D11

2 messages

'Aaron Goodman' via Clerk <clerk@sfcta.org>
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Mon, Apr 12, 2021 at 11:13 PM

SFCTA - members

Please accept these comments as I will not be able to join the meeting online.

Agenda Item #3 Meeting Minutes March 23rd - Please see Meeting Minutes SFCTA (page 6 of 15) - Myrna Melgar's comments missed an important detail that of Stonestown's future proposal and plans, alongside SFSU-CSU and Parkmerced. This should also look more above the weeds at other developments and density projects in the sunset, such as the Sloat Garden Center and adjacent Ocean Beach Masterplanning and closure proposals for roadways like the Great Highway and walkways being planned due to shoreline erosion.

I also support Jean Barrish's comments on the Great Highway as being part of a prior network of streets, and Caltrans highway system. It becomes more critical to plan for the future north south linkage on the west side to connect those in the SW development areas up to the presidio and Golden Gate Park not via CAR but mass transit systems (LRV's!)

Equity issues must come into play and plans to loop and link lines north to south from the J-Line to the L-Line to the M-Line along a north-south corridor activated possibly on 19th or Sunset Blvd should be a mandated equity solution for mass transit build-up outside the downtown on the LRV systems.

Further comments from Supervisor Walton should be emphasized on equity and development of the east side connectors to ensure new developments at Potrero and Sunnysdale HOPE SF, and Alice Griffith and Hunter's View areas can get to HSR connectors or Balboa Bart station up Geneva Harney and linked around to Pier 70 and the new hospitals SFGH and Mission Bay. It is nice to see low-tech low scale projects but equity means more robust infrastructure development and that means RAIL systems being planned for the added population growth and density in D10, D11, D7.

Agenda Item #5 - Quick Build Projects (Lake Merced) page 2 I am concerned about the speed bumps (we had some installed along Lisbon Street in the Excelsior, never maintained, never properly painted or signaged and people still drove over them at high speeds. We also had requested signage and crossing markings which never were fully implemented and now we have a pave-grind project coming along Lisbon street and this again will rip out the bumps and implemented prior improvements and never really complete them or make them worth the investment. The concern is if this is the best approach cost and savings wise when the streets get re-ripped up and invested dollars wasted.

Page 4 of the presentation shows a red lined route on the west side of Stonestown, Lowell, SFSU-CSU and Parkmerced. This should be seen as a major link route for the L-Taraval if brought east on Sloat or south to Daly City and Pacifica (cross-county) lines to improve mass-transit and lessen auto impacts. Building lanes is great for bikes and pedestrians, but only if car use is lessened and mass-transit lines increased. (BUILDING RAIL SYSTEMS for the LRV's!) Why are we not seeing a

more robust effort with the three major developers in D7 to ensure that natural linkages and plantings with FUF (trees) and landscaping, bio-swailes and run-off to lake merced is not increased to improve water retention and SFPUC implemented changes?

Agenda Item 11 - page 5 ignores entirely the growth impacts and housing impacts in D10/D11/D7 the diagrams do not show current congestion accurately and when construction starts simultaneously on multiple projects the overall auto impacts in these zones due to construction trucks and vehicles. The jobs map will also change on page 6 as new retail components in stonestown and SFSU and Parkmerced will relocate retail to the west side of SF along "commercial streets" proposed in all these redevelopments. Jobs will create new transit needs in these areas that should be planned for with connective rail systems to all districts.

Page 9 - third and last bullet, we have emphasized repeatedly yet have NOT seen any shown plans that increase and improve the network of transit lines outside the downtown based on equity and needed new linkages bi-county and between districts in D7/D10/D11 as suggested prior the L-Taraval back up sloat to west portal, or down and up sunset blvd. The T-Line up Geneva Harney to Balboa Park Station, and the F-Line out to the Presidio and down to the J-Line. Where is the planned and envisioned alternatives that provide the equity projects outside the downtown? The M-Line has not gone anywhere, and ideas suggested for the L-Taraval linking up to the M at 20th and than south through Stonestown may be the best and least impactful tunneling if done along Sloat and not Ocean Ave and between the homes to Mercy HS and south to Daly City BART.

Please keep in mind the bigger leap south from Parkmerced to Daly City BART.

- a) 1952 Interchange at Brotherhood Way
- b) Alemany Fly-Over
- c) I-280 and BART Parking lots...
- d) air-rights and development potential alongside the platform over of I-280 and a new entry way to Daly City Hill top and west to malls and housing to alleviate auto use and congestion and amp up mass transit solutions...
- e) possibility of a hyper loop north south to san jose on I-280 from Daly City re-envisioned entry to SF at [I-280 / 19th Ave](#) interchange south to Daly City. (We submitted some initial sketches to Peter Albert SFMTA during Parkmerced and SFMTA 19th Ave proposals) the initial concept is worth looking at so check historical photos of Brotherhood Way and Parkmerced in the SFPL library as they show the bigger leaps needed and in planning from Stonestown as a destination to Daly City and how we can equitably redevelop the SW sector of SF with transit planning at the fore-front! Think about it as a west-side transit hub and you can see some interesting correlations between where density is occurring and planned/approved and how to best mitigate against auto use in the future.

Sincerely

Aaron Goodman D11

*(always willing to look at it in person with a tour / walk and visual review of conditions in the field.)