



Britney Milton &lt;britney.milton@sfcta.org&gt;

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## Transportation Authority Board Item #6 - long range plans outside the downtown (EQUITY) in planning - A.Goodman

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'Aaron Goodman' via Clerk <clerk@sfcta.org>  
Reply-To: Aaron Goodman <amgodman@yahoo.com>  
To: Clerk of the Board Alberto Quintanilla <clerk@sfcta.org>

Fri, Oct 22, 2021 at 9:59 PM

Just a quick note as I most likely wont be able to make the meeting, please let the SFCTA board know my concerns that with so much investment downtown in the central subway and other DTX extensions, and major projects. No info. or vision on what can be done to build equity in transit LRV line extensions and connectivity across the city looping linking and making a network that works for the majority.

Many large planning endeavors approved lack transit components, lack steps in terms of shovel ready projects like the M-Line to SFSU-CSU, stonestown and parkmerced. Even out to daly city BART. The geneva harney paving lacks any real vision for the density in that area from D10 to D11 to D7 where we have numerous larger projects and zero real major transit push. Most people will therefore drive and add to congestion. Why are we not mandating a proper build out of transit systems?

1.8 miles of track per google maps links the SF Zoo back up to stern grove and St. Francis Circle. A mixed use project at the pumpkin patch and entry to stern grove with a "T" intersection at 20th and Sloat would create a southbound leg that could feed into Stonestowns redevelopment and create an alternative to digging under ocean ave... and residential areas on the existing lines.

This would lessen also the impacts on 19th ave. if the train goes elevated to daly city... using the ramp near the petco... and new urban plaza designs for the YMCA and Stonestown area..

We submitted these ideas prior to peter albert when he worked for the SFMTA and as an alternative solution to digging the M-Line to Parkmerced....

Think about the shortest distance between two points a straight line and get some track laid for the future of SF.

The diagram attached is not pretty but it shows what could be done with some push by the SFCTA...Please consider the density issues in D11-D10-D7 and where money and investment in larger light rail transitions, hubs and intermodal connectivity becomes critical to reduce traffic in SF, and not inundate us all.

Aaron Goodman D11

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