



Britney Milton <britney.milton@sfcta.org>

Transit Planning Item #10 ignores too much and too many issues of bi-county connectivity and solutions.

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

Wed, Nov 24, 2021 at 8:06 PM

Please see the presentation under Item #10

Due to prior comments I have made on multiple project proposals it is insane to not consider the issues of bi-county growth and multiple project impacts on the slides shown.

The need to look futuristically at transit systems and needs on the west-side of SF require investment and planning beyond the simple presentation shown.

The Brotherhood Way interchange, Alemany fly-over and I-280 interchange and Daly City BART is the larger Tier 5 prior project that the SFMTA and SFCTA and planning have ignored since we discussed these issues with peter albert during the parkmerced, sfsu-csu and stonestown initial planning, back when Summerhill homes was just starting its dig.

There is a distinct need for a larger more complex solution, that connects and re-configures Daly City BART, its land parking areas, and above ground air-rights for density and redevelopment up to parkmerced, cambon drive proposed senior development and other larger projects.

The alemany blvd. and interchange projects ignore also the possible stitching together of areas by a green-scaped bike path to the maze and other areas shown.

The larger urban north and east bay diagram show where even a hyper-loop or another system may be introduced along the spine of I-280 to solve traffic issues that will continue to grow unless we plan adequately the transit future.

The upper yards and balboa reservoir project and CCSF proposals, show a distinct need along with new cranes in the excelsior, to look how to better connect D11 to D7 and D10 east to west on the southern swing of transit lines.

This should be an equity mandate with the D10 numerous projects so that communities in D10 can get to new developments and job opportunities built in the larger projects. Local hiring and the need to build these sites for 20-40 years could mean serious income potential for local residents IF we get the transit connected and cars are not the mainstay to get to these jobs.

Even if a zoo-tram east to west, or solution that connects and links hospitals along cesar chavez and south van ness, or an F-Line extension through the presidio to geary and then south on sunset blvd.

Its time to plan for the future, and not lose site in diagrams that ignore possible connections.

A.Goodman D11

2 attachments



Alemany Design 280 South 19th North.GIF
98K



SFCTA network connectivity and lacking proposals.GIF
307K

Brotherhood/ Alemany Redesign



Streets and Freeways Strategy

Active Transportation Strategy



Regional Managed Lanes Network

