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From : "'Aaron Goodman' via Clerk" clerk@sfcta.org

To : "Clerk of the Board Alberto Quintanilla" clerk@sfcta.org

Subject : Transportation Authority Board Meeting Comments - Dec 7 10:00am / A.Goodman

As I am unable to attend the meeting please note the following comments to the board.

Item 2 - CAC minutes Dec. 1st meeting - Please note that prior as I submitted protective steps as part of the D7 community funds projects we pushed to have street areas near schools and transfer points recolored to make a strong visual change at boardings and unboardings for muni systems for seniors and children. The SFMTA balked at the proposal stating that any color changes would need to be approved. I had suggested light blue reflective zones near Sloat Commodore, Aptos, and near CCSF or any school or major transfer point along the K line on ocean ave. We had a slogan "Bee Safe" and submitted a cartoon sign safety sign to be installed along with bollards, bumps speed, and colored changes to make islands more visible. Yellow and Black curbed striped painting as well at platform curb edges, similar to downtown where you already have "do not step off curb" signs painted in text. This is a simple fix. This does not cost a fortune, and would immediately make a visual difference in the areas where children cross daily. That another child was hit is UNACCEPTABLE. The costs to fix this should be taken away from paving projects that just repave, more important to protect the pedestrian, than make the roadway smoother for faster vehicle travel.

Item 7 Congestion Management Presentation - Page 121 (Image of PM peak levels of service)

Indicate serious issues on Ocean Ave as a cross traffic used impact area. The need to look more seriously at SE to SW sector transit changes from D11 to D7 require some significant push by the SFCTA to deduce and investigate the situation adequately. With many larger projects in D7/D10/D11 traffic will significantly worsen unless steps are taken to remove car impacts or provide new mass-transit legs (AKA building train tracks!) to get people out of their cars and onto transportation. With discussion on 19th Ave rail why is there zero discussion on Sunset BLVD or improvements to north south routing of lines on the west side, such as I have suggested the L-Taraval back up sloat to west portal or the west-side of stonestown and parkmerced and sfsu growth? It also shows in D10 a lack of transit options or alternatives with many east side projects from Pier 70, Portereo Hill, BVHP, Schlage Lock and bayshore areas as neglected in equity and redevelopment or extension of train services cross town. This needs to change and show projects that will help the community get to jobs and retail centers. Nowhere in the document under planning projects has adequate research been done on the transit alternatives where stonestown, parkmerced, and SFSU-CSU growth is projected.

Page 155 - Connect SF and SFTP 2050

Page 164 shows diagrams freeway crossing comfort which shows red zones along alemany near the Mission crossing. We had suggested looking at the overpasses due to the bike lane changes made, along alemany to improve crossability between neighborhoods. There is a way to improve the crossings to the farmers market at

the mission overpass, and over near the sloped hill area that leads up to Balboa Park, these are micro projects that could implement creative solutions, (food truck court and terraces at the sloped area down the stairs adjacent to the mission/alemany overpass.) and bike lane second phase improvements for a bike-pedestrian improvement along alemany to the farmers market using broadened walking paths and pedestrian/cyclist separated areas with tree-plantings and a bridged cross-over down from the existing overpass turn heading east to the market area. (Think of the possibilities and walk/drive it to see the issues)

Page 164 Brotherhood Alemany redesign - ignores entirely the extension that goes from the current redevelopment at the market area in METNA to the alemany fly-over I-280 and 19th Ave. So from Brotherhood Way 1952 interchange south to Daly City BART there is a no-mans land that is consistently ignored in how to alleviate traffic and get people walking and biking safely cross the county lines from Daly City to SF redevelopment areas. That is negligent in how to deal with Lakeshore, Daly City Mall and traffic impacts, and the connectability between counties. Bi-county cooperation is needed here, and a plan that stimulates use of BART Daly City Parking lots and aged infrastructure to rebuild and use air-rights and massive interchanges to re-create urban destinations and entry points. An international transit/architectural competition, or more significant planning endeavours are needed. This was termed "level 5 Tier federal transit" costs and concerns. The lacking information during Parkmerced's project and ongoing negligent action towards the traffic areas and crossings make juniperro serra and ocean more hazardous. The Alemany crossings and congestion on 19th and brotherhood worsen when only light and pavement changes are made yearly. When construction begins on Parkmerced or further SFSU-CSU and stonestown projects this will again impact the area negatively. From item labeled 4 on this south to the Interstate 1 symbol and south to daly city bart MUST be a project and proposal included in the SFCTA and planning. It has been ignored TOO LONG, and should be on the docket as part of the equity, hub redevelopments and planning for 2050! Page 169 re-emphasizes this with areas where red dominates. The diagrams on page 170 ignore again the possible dashed routes on the west-side and a more serious connector between D10 to D7 through D11 on geneva harney as a light rail extension of the F-Line T-Line down to schlage and around the BVHP and up to Balboa Park Station. The need to plan for the topography and route along Geneva Harney must be more than the bus rapid transit lines, and look at subway or above grade rail designs that loop quickly around the perimeter of SF.

I for one do not approve of more taxes, when equity issues and lacking balanced vision proposals ignore these SW to SE sector transit areas. Too much money sinks to downtown projects and pavement work, while real rail improvements links, loops and extensions, are ignored while sinking money in micro projects vs. community safety and rail network build-out.

Sincerely

Aaron Goodman D11