



BALBOA PARK STATION COMMUNITY ADVISORY COMMITTEE (BPSCAC)

Meeting Minutes

Tuesday, July 28, 6:00-8:00pm

City College (55 Phelan Ave), Multi-Use Building on first floor, Room 140

CAC Members Attendance:

1. Mark Kress, MUNI Riders interests - Present
2. Rita Evans, Vice Chair, BART riders' interests – Present
3. Alex Mullaney, Pedestrian and Bicyclists interests - Present
4. Gwynn Kaliher-Mackellen, Students, Faculty and Staff - Present
5. Dan Weaver, Senior/Disabled Community Interests- Present
6. Chuck Burwell, Community and Economic Development interests – Present
7. Christina Hue Dang, Land Use and Housing Group – Arrived at 6:13 PM
8. Aaron Goodman, Youth and Families Interests - Present
9. Robert Muehlbauer, Chair, Neighborhood Resident' interests - Present

Chairman Robert Muehlbauer called meeting to order at 6:05 pm.

1. Order of Business, Committee Chair Robert Muehlbauer (5 minutes)

a. Welcome and Opening Remarks

Gwynn Kaliher-Mackellen's last meeting and will no longer be serving as Seat 4 for the BPSCAC. The Board of Supervisors' Office will be releasing the Vacancy Notice for the position before the August 25, 2015 meeting.

2. Balboa Reservoir Community Advisory Committee

a. Discussion of Balboa Reservoir CAC appointments and response to BPSCAC June recommendations regarding Balboa Reservoir CAC

Robert Muehlbauer will act as a liaison between the Balboa Park Station and Balboa Reservoir CACs as he will be serving on both committees.

Committee Discussion:

Mark Kress asked about the status of the motion made last month to add two members to the Reservoir CAC. Robert Muehlbauer responded that Tim Papandreou, SFMTA Director of Strategic Planning and Policy, forwarded motions to the appropriate parties but a response is still pending.

Rita Evans inquired about involvement of BPSCAC with Reservoir CAC, given that their first meeting is coming up on 26th or 27th of August.

Public Comment: None

b. Overview of Balboa Area Transportation Demand Management (TDM) Study, Jeremy Shaw Planning Department staff

Jeremy Shaw explained that presentation was an informal conversation to solicit feedback on study's RFP. Study has not been fully scoped or funded yet, but Planning Department is treating it as if it's going forward. Idea to address parking, transportation concerns raised by residents; Planning Department felt another study with action items was warranted. Jeremy Shaw provided a brief overview of what TDM is: to provide transportation choice and make sustainable options easy (parking management, transit, bicycles etc.) Aaron Goodman stated that pedestrians should be included in the definition/presentation and funded equitably in decision making citywide. Planning Department is not focusing on policy changes for this study because that's a citywide element; programs will be independent of policy items so projects don't get held up in City Hall. Study will be solution-oriented, focused on getting projects to the next level

Planning Department Questions for Public/BPSCAC moving forward on the study

- a. What are other formats or venues for public dialogue?
- b. What tools and idea would public/committee suggest?
- c. What implementation or monitoring tools would public/committee suggest?
- d. Next steps: refine scope, secure funding, secure consultant, coordinate outreach

Committee Discussion:

Rita Evans stated that she thinks the study is an excellent idea, since no study has specifically looked at TDM for the area, appreciates emphasis on practical changes opposed to policy changes.

Aaron Goodman highlighted the area's complex, yet unique challenges and questioned how the Agency will go outside the box per the presentation that describes the difficult situations at the Balboa Park Station to develop solutions. Jeremy Shaw explained that the scope can include explicitly requiring the consultant to provide solutions that are unique to the area.

Mark Kress requested that the scope include Mission Terrace and Cayuga neighborhoods.

Chuck Burwell inquired on how the Planning Department will reach back to older studies, which were torpedoed by geopolitical boundaries. Also questioned how the Department will manage inter-agency coordination (i.e. BART, Caltrain, etc.) and controversial issues such as Kiss & Ride drop-off locations. Jeremy will look closer at policy, inter-agency coordination will be something to clarify with consultant, but as of now BART is not directly included

Dan Weaver asked what City College is doing in their master plan to deal with the parking situation, particularly the parking lot/reservoir parcel. Jeremy Shaw said he would review the CCSF RFP but encouraged Dan to attend a public outreach meeting because the master plan will address transportation issues and mitigation measures (usually TDM like measures). They must address next 10 years of growth, so City College will have to figure out parking demand, and this project will hopefully help them with that.

Robert Muehlbauer expressed concern about old studies not having relevant counts and highlighted that congestion in the area is much more than a few years ago because of new development. Jeremy Shaw clarified that the old plans will mostly be used for policy guidance, but technical data will be up to date and more recent counts have been collected.

If any data is missing or out-of-date they will collect new information. Rita Evans requested that the traffic counts captured the correct peak hours/days for the area.

Aaron Goodman stated that he was involved heavily in the SF State Master Plan and explained that enrollment fluctuation affected their transportation planning efforts. He expressed concern about similar issue for CCSF.

Public Comment:

Ellen Wall stated she was surprised to hear BART would not be a part of the study as they should be looking at biggest piece of transit that feeds area and noted that Phelan and Ocean has been a failed intersection for 30 years. Jeremy Shaw responded that BART will probably not be included in the geographic study area, but recommendations and policy recommendations will likely include BART.

Jennifer Heggie inquired whether the study purpose was purely focused on congestion or also incorporated climate change and parking, asking whether other criteria like electric cars were being considered as a transportation solution. Jeremy Shaw stated that electric vehicles will probably not be considered for Vehicle Miles Traveled (VMT) management and verified that TDM efforts are usually implemented with climate change in mind.

Madeline Mueller inquired about the timeline for the project. She also highlighted that African American and Filipino students are forced to live further and further away from the city and CCSF does not want to lose diversity because students are no longer in city limits; hopes that study will take these students into account.

Kim Walton, SFMTA staff member familiar with area and introduced herself as she will be working on the project. Noted that SFMTA has been building a great team, Urban Planning Initiatives, for the past 4-5 years of people who focus on TDM. Their knowledge will help coordination efforts with consultant and community. Also highlighted that old data is helpful and can be useful for comparisons.

Alex Mullaney made the motion and was seconded by Robert Muehlbauer.

BPSCAC Motion 150728.01

The Balboa Park Station Community Advisory Committee motions to support the Balboa Area Transportation Demand Management (TDM) Study proposed by the San Francisco Planning Department and San Francisco Municipal Transportation Agency.

On motion to approve:

ADOPTED: AYES – Mark Kress, Alex Mullaney, Gwynn Kaliher-Mackellen, Chuck Burwell, Christina Hue Dang, Aaron Goodman, Robert Muehlbauer, Rita Evans, Dan Weaver

NAYES – None

ABSENT – None

3. Transit Connections and Pedestrian Safety, Tony Henderson SFMTA staff

- a. Overview of Street Design Standards + Municipal Liability, Committee Vice Chair Rita Evans

Rita Evans gave a brief presentation that explored whether or not design standards are legal requirements. Most design guidelines are not standards but recommendations, thus giving cities flexibility with their implementation. Need for awareness when city says they cannot do something because of standards, since there is often flexibility. Design guidelines/standards should not be used as a scapegoat for not implementing design requests.

Committee Discussion:

Gwynn Kaliher-Mackellen requested that the pedestrian signal at Howth Street and Ocean Avenue be changed back to automatic. She also inquired about the implementation bus bulbs on Howth and Ocean Avenue. Tony Henderson explained that sometimes the button activated signal is quicker than automatic, as the button can actually change the signal when pushed by a pedestrian. Danielle J. Harris, SFMTA staff, explained further implementation of the Ocean Avenue Corridor Design project is waiting for additional funding.

Dan Weaver inquired about the completion of re-railing at the Green Yard. He highlighted that landscaping has been routinely pushed back because of the project. The area is in great need of landscaping and seems to keep getting worse although it's included in the budget and funding. Danielle J. Harris stated the re-railing should be completed in 2 years.

Mark Kress highlighted the lack of pedestrian lighting around the Green Yard especially along Ocean Avenue.

Rita Evans asked whether the lighting and landscaping projects could be expedited and from where the 2 year benchmark began. Danielle J. Harris said she would follow up with Dan Padilla and have him return to a future CAC meeting.

Aaron Goodman questioned how pedestrian travel patterns are studied (i.e. LOS is used to evaluate quality of intersections for vehicles, what is used to evaluate the quality of an intersection for pedestrians). He mentioned that some of the recently implemented bike improvements caused issues for drivers and pedestrians and asked how the Agency evaluates projects after implementation. Tony Henderson responded that bike and pedestrian counts are usually done and the Agency works with schools to gather information about travel patterns and experience; stated that he will follow-up with his colleagues on this question. He explained that manual counts are done at 70+ sites throughout the city to evaluate bike improvements and Danielle J. Harris mentioned that Agency Annual Multimodal Count Report is available on the Agency website.

Robert Muehlbauer stated that there was no consistency with the signage and stripping on crosswalks and that there needs to be more cohesion along Ocean Avenue as it can be confusing and frustrating for the public. Tony Henderson explained how different markings are used for different purposes, so that is why marking may seem inconsistent. Crosswalks are design based on the standard when they were implemented. Standards have changed to include higher visibility crosswalks, new crosswalks are implemented according to these standards, and some of the old one will be updated. He said he would look into it but might take a couple months before a change is made. Through the Muni Forward program, the Agency is hoping to standardize transit signage; Muni metro has priority but it is intended to be a systematic change.

Public Comment: None

- b. Presentation and Discussion of Balboa Park Station Pedestrian Safety + Improvements presentation, Committee Member Aaron Goodman

Aaron Goodman presented a brief examination of intersections in the area after two accidents involving Aptos students occurred. The presentation highlighted findings and visual concerns on the current status of intersections in the district, and ways to improve and change safety in these areas prior to the start of the school year. Including outreach to schools about safe crossing, signage, flashing pedestrian crossings, and repainting of crosswalk areas with another color (to be determined) at major boarding zones near muni platforms and schools and where intermodal transfers occur.

Tony Henderson responded that SFMTA staff will look at the presentation to see what can be implemented, some items may be able to be taken care of quicker, and some things require more extensive evaluation and funding. He recommends calling 311 or online to 311 because the city traffic engineer looks through requests but it may take a few months before changes actually happen.

- i. Discussion and possible action regarding motion to improve paint striping and adequately marking pedestrian zones near platforms, transfer points, and schools.

Committee Discussion:

Aaron Goodman stated that he has had previous success using 311. Also, mentioned that the signal markings seem to be better in Downtown than other parts of the City and with all the money being spent on downtown transit issues, the other outlying districts seem to not be funded equitably especially for pedestrian safety concerns. Tony Henderson said the Vision Zero effort is prioritized based on data, the Agency is looking citywide to identify locations for improvements. He also explained that San Francisco is very involved with the National Association of City Transportation Officials (NACTO) and Ed Reiskin is the director for both SFMTA as well as NACTO. NACTO works to put together guidelines which integrate progressive and innovative transportation solutions.

Mark Kress and Alex Mullaney both stated that Aaron Goodman gave a good presentation.

Rita Evans mentioned that closing crosswalks and/or implementing a pedestrian bridge might not be helpful because people will cross unless there is a physical barrier. Highlighted the importance of human behavior as a factor in transportation decisions

Mark Kress mentioned that many community members would be willing to work with the Agency to implement various transportation solutions.

The committee discussed the resolution drafted by Aaron Goodman with many members requesting changes prior to voting on motion and emphasized this review should take place as soon as possible as the academic calendar for the upcoming SFUSD school year starts August 17, 2015.

Public Comment:

Community member thanked Aaron Goodman for putting the presentation together.

Another community member expressed her concern about safety; saw children getting dropped off by the M line in the middle of the street.

Mark Kress made the motion and was seconded by Alex Mullaney.

BPSCAC Motion 150728.02

Whereas, the San Francisco Board of Supervisors created the Balboa Park Station Community Advisory Committee (CAC) to review and provide public input and feedback on the improvement and general safety of all transit riders, including pedestrians, families, seniors, children and the disabled.

Therefore be it resolved, that the Balboa Park Station Community Advisory Committee hereby requests that the San Francisco Board of Supervisors, San Francisco Municipal Transportation Agency, San Francisco County Transportation Authority and SF Planning Department ensure that adequate funding is set aside to review all intersections along light rail systems especially near Muni Platforms, transfer points, and schools and implement marking along with signage and enforcement to reduce pedestrian injuries and fatalities.

Be it further resolved, that the Balboa Park Station CAC suggests that the San Francisco Municipal Transportation Agency, San Francisco County Transportation Authority, and SF Department of Public Works review with the BPSCAC the individual intersections adjacent to the station and along the San Jose Avenue and Ocean Avenue corridors to determine on a case-by-case basis those short-term safety improvements that can be implemented for the upcoming SFUSD school year to reduce pedestrian injuries and fatalities and improve pedestrian safety in an equitable manner throughout San Francisco.

On motion to approve:

ADOPTED: AYES – Mark Kress, Alex Mullaney, Gwynn Kaliher-Mackellen, Chuck Burwell, Christina Hue Dang, Aaron Goodman, Robert Muehlbauer, Rita Evans, Dan Weaver

NAYES – None

ABSENT – None

4. Discussion of Balboa Park Station CAC Rules of Order, Chair Robert Muehlbauer

- a. Discussion and possible action regarding motion to adopt BPSCAC Rules of Order
Robert Muehlbauer explained that the committee never had rules of order, and had been operating on the standard Roberts Rules. He completed the draft, which review by the SFMTA Board Secretary, Roberta Boomer. SFMTA requested that the SFMTA Liaison duties be amended to align with the BPSCAC Board of Supervisors approved resolution.

Committee Discussion:

Committee members had a multiple revisions to the Draft BPSCAC Rules of Order and decided to review draft further and provide Robert Muehlbauer changes no later than the following week. Robert Muehlbauer will adapt the rules accordingly and review with SFMTA staff, so they can be voted on at the next meeting.

5. Closing Business, Committee Chair Robert Muehlbauer (10 minutes)

a. Approval of June 26, 2015 Meeting Minutes

Aaron Goodman mad the motion and was seconded by Alex Mullaney.

BPSCAC Motion 150728.03

The Balboa Park Station Community Advisory Committee motions to approve the June 23, 2015 Balboa Park Station Community Advisory Committee Meeting Minutes

On motion to approve:

ADOPTED: AYES – Mark Kress, Alex Mullaney, Gwynn Kaliher-Mackellen, Chuck Burwell, Christina Hue Dang, Aaron Goodman, Robert Muehlbauer, Rita Evans, Dan Weaver

NAYES – None

ABSENT – None

b. General Public Comment. Members of the public may address the Committee on matters that are within the Committee's jurisdiction not on the meeting agenda.

Public Comment:

Bob Byrne requested that the agenda be posted on the website. Danielle J. Harris informed Committee and members of the public that the agenda is posted at least a week in advance of the meeting on the Committee's webpage on the SFMTA website.

Committee Discussion:

Rita Evans suggested that the website URL be included on future agendas.

c. Discussion of Future Meeting Topics

Committee Discussion:

Alex Mullaney – City College Master Plan

Dan Weaver – Upper Yard project (specifically Kiss & Ride), would like to make a pitch for additional design work and discuss public outreach, site plan, streetscape, urban design, and open space as it pertains to the project

Chuck Burwell – Also, interested in the topics suggested by Dan Weaver and would like presenters who attended May meeting to come back to a future meeting and provide presentations/updates.

Mark Kress – SFCTA I-280 Ramp Realignment

Rita Evans – Would also like May presenters to return to a future meeting

Christina Hue Dang – Housing specifically affordable housing, concerned that the housing deemed affordable in the area is not affordable and out of current residents' price range, would also like to discuss amendments to rent ordinances in the City

Aaron Goodman – Geneva Car Barn specifically the housing aspect of it, wondering if any work can be jumpstarted with funding from development fees. WALK SF presentation for they have stated interest in attending our meeting.

Robert Muehlbauer – Upper Yard, outcome of the end of the M platform, would like team that was assembled by the Director of Public Works on cleanliness to come provide an update on what they are doing and results from any on-going efforts they may have.

Public Comment: None.

Meeting adjourned at 8:04 PM.