

South Beach | Rincon | Mission Bay Neighborhood Association January 8, 2018 Meeting Minutes

Present: 5 Officers/Board Members, 13 Residents, 6 presenters

Welcome / Introduction: Katy Liddell, President

Announcements: Katy announced that Supervisor Jane Kim will be with us at our February meeting for her annual visit. Questions from residents will be submitted to Jane in advance, plus there will be an opportunity for Q&A at the meeting. For our March meeting, Jane Kim will return and join MTA Director of Transportation Ed Reiskin to discuss Muni, parking, traffic, and related issues.

Gary advised of the upcoming NERT training in South Beach, and where to look for other training sessions throughout the year (<http://sf-fire.org/training-schedule-registration>).. Gary also mentioned that folks could sign up for current updates on the 2nd Street Redesign Project and the 3rd Street Bridge Renovation project at these sites: <http://sfpublicworks.org/project/second-street-improvements-project> and <http://sfpublicworks.org/ThirdStreetBridge>. Alice mentioned that SFMTA is seeking input on curb management along Brannan Street related to the 2019 repaving project; for updates or to leave comments go to this site: <https://www.sfmta.com/projects/brannan-street-safety-project>.

Traffic Congestion on San Francisco's Freeways

Andrew Heidel, Jeff Hobson, and Warren Logan from the SFCTA (SF County Transportation Authority) spoke to us about the worsening congestion in our part of the City caused by a number of things. In particular, they are working on a project doing analysis on the flow of traffic along US 101 and I-280 between San Jose and SF, including getting on and leaving these freeways. How do we get people out of their cars and, when they are in their cars, how should we best direct them to maximize lane efficiency? Cars, vans, and busses currently have too many empty seats and traffic is moving too slowly at peak commute times. By 2040, it is estimated that there will be an additional 100,000 daily trips up and down Hwy 101 between San Francisco and the south bay. The goal is to move more people in fewer vehicles **in the same footprint**, at optimal, safe speed. (Additional freeways and lanes will not be added.)

HOV (car pool) and dynamic price management in the form of Express Lanes are two possibilities under consideration. SFCTA is looking for driver feedback on either/both of these options, as well as any other suggestions on how to improve freeway efficiency. If Express lanes are used, where should the revenue go? Some must go to maintenance. Other possibilities are bus service, facilities, etc. Contact Andrew Heidel (andrew.heidel@sfcta.org) with comments.

In addition to reducing emissions and improving air quality, the CTA would like to see more people using public transportation as part of a coordinated effort with similar projects in San Mateo and across the region.

This agency is also looking at app-based ride-hailing services such as Uber and Lyft to see what effects they have, but have been hampered because data is not being released by the service companies or the CA PUC which is charged with regulating them. Several reports on impacts are in the works, pending data availability.

Their presentation and fact sheet can be found at: <http://www.sfcta.org/freeways>

Followed by Q&A.

Near-Term Safety Improvements along The Embarcadero

Mark Dreger and Patrick Golier of SFMTA updated us on Embarcadero safety issues. They collected data on pedestrian and bicycle behavior on the promenade (between 2nd Street and the Ferry bldg.) before and after the pilot program stencils were laid out on the sidewalk and the bike lanes were completely implemented. Data was collected on a Thursday commute period and a Saturday. There was not a big difference in behavior before/after the pilot measures were installed.

Their presentation is attached.

The Embarcadero Enhancement Project has been coupled with the Port's Seawall Project as it goes forward and will be evaluated during the same Environmental Impact Review (EIR) process, since both projects will impact the Embarcadero and transportation infrastructure. It is critical that improvements on the Embarcadero be tied to strengthening the seawall. More public workshops will take place in the future.

Mark and Patrick will continue to work with us to improve the Embarcadero experience for all – pedestrians first, as well as cyclists and other wheeled vehicles. Their goal is to eventually get all bicycles on to the roadway and off the Embarcadero promenade.

Followed by Q&A.

Next Meeting: Monday February 12th – a conversation with District 6 Supervisor Jane Kim

Board elections: 4 seats; membership voting in March. Voting eligibility determined by paid membership, current as of February 1.