

# South Beach / Rincon / Mission Bay Neighborhood Association Meeting

Monday March 12, 2018

## MINUTES

6:00PM-7:00 PM

COMMUNITY ROOM  
HARBOR SERVICES BUILDING  
PIER 40A, SOUTH BEACH HARBOR

ATTENDEES	~40 neighbors, including 3 Officers and 3 Directors (and three D6 Supervisor candidates)
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NEXT MEETING: APRIL 9TH

TOPIC	Transportation, Better Streets Plan, Congestion
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### WELCOME / INTRODUCTIONS

### ANNOUNCEMENTS

- Shelley Carroll announced there was information at the back of the room about two petitions:  
[SB 651, the Petition Disclosure Act](#), which would require initiative petitions circulated by paid signature gatherers to disclose their top 3 funders - letting voters know who's behind initiatives before they sign.  
The [Clean Money Petition for Public Open-Source Paper Ballot Voting](#), which asks San Francisco to fully fund development of its public, open-source paper ballot voting system to enhance security of elections.
- The NA is ten years old this month. Since there were no challengers for Board seats in this election cycle, the existing Board members have agreed to serve another year; new Board titles will be announced at next meeting.
- Our June meeting will be a Social, hosted by Hotel Via at its rooftop bar!

### A CONVERSATION WITH SFMTA DIRECTOR ED REISKIN and D6 SUPERVISOR JANE KIM

- To give full focus on neighborhood questions and concerns, Director Reiskin dispensed with an agency overview and went directly to questions; time was divided equally between pre-submitted questions and those taken from the floor.
  - A summary of responses to pre-submitted questions is attached.
- Questions from attendees ranged across topics such as increasing the use of Parking Control Officers (PCOs) at intersections; transportation implications of the Central SoMa Plan; management of ride-hailing services; installation of cameras at intersections to deter cars blocking the box; [BART renovations at Powell St.](#)
- Supervisor Kim provided context on issues where the City is currently prevented by the State from intervening, such as with ride-hailing and shuttle companies, as well as and with cameras used for speed-tracking or blocking the box.
- A number of questions tied into the many projects now underway in our area (the Transbay Terminal; the 2<sup>nd</sup> Street Project; the Central Soma Plan; Mission Rock; etc.). Links to these and more can be found on the [home page](#) of our web site; please check them out for details,

**NEXT MEETING April 9<sup>th</sup>, tentatively featuring presentations on the Port Seawall Restoration Program and San Francisco Beautiful.**

## PRE-SUBMITTED QUESTIONS:

1. [Local] We fear that the Embarcadero Enhancement Project is stalled. Can you explain if/how the project has been linked to the seawall restoration EIR, and what that means for an implementation timeline.
  - The MTA did a really good job getting near-term improvements in the ground, but now we need the larger project to move forward in the foreseeable future. How is the MTA working to make that happen? What can the community do?

***Director Reiskin: The planning stage for this Seawall repair project ends in June. Then we must wait for the Port to determine their methodology and schedule. If the Port does their repair work on the port side of the Embarcadero (on the bay), this would make work easier for the MTA because we could go ahead and start working on the inland (road) side. If the Port decides to do their repair work on the inland side, that would keep us from moving forward. We would not want to have to make our improvements and then have to dig them up again.***

2. [General and local] What is the MTA's plan to reach Vision Zero by 2024? Do you have a roadmap of exactly how you plan to get there between now and then?
  - Will all high-injury corridors in our neighborhoods (Central SoMa, Rincon, South Beach; the Embarcadero) see substantial safety improvements installed by 2024?

***DR: We are currently putting together our 5 year Capital Plan. I have asked my staff for a map to show, by timeframe, what needs to be done, when it will be done, and how we will get there by 2023. There are numerous projects currently in the works; Second Street is one of them. Harrison will break ground this year from Embarcadero to 1<sup>st</sup> St. Folsom is being planned.***

3. The supervisors just approved Mission Rock, but nowhere do they discuss transportation enhancements for that development. When Mission Bay was created it was required to create the shuttle (classic city example of not providing service but MB residents paying for something that is free to anyone). What is Mission Rock doing since it is not considered Mission Bay even though it is right in the middle of it? Adding their own shuttle for the benefit of all or paying into MB TMA? What did the city require for that development?

***DR: There is a comprehensive Traffic Demand Management Plan that was negotiated as part of the Mission Rock development agreement; it was reviewed during the series of several hearings related to this project. Here is a link to the [Transportation Plan for Mission Rock](#).***

***And here is a link to a [Mission Rock Project Overview](#):***

4. Why can't the N, T, and E lines run according to the NextBus app, especially from 2nd and King?

**DR: This is original (old) technology. The biggest problem with this version of technology, is that it's not as accurate closets to the terminal. So this is the case with the N and the E's terminal at 4<sup>th</sup> and King. In addition, there are a number of technical issues with incorporating these trains into the current app, but a new app is under development.**

5. Can you give us an update on the Chinatown line coming to CalTrain?

**DR: Opening is planned for December 2019. Link to the [Central Subway](#) project page for details.**

6. Can you give us an update on the new Transbay terminal?

**DR: Opening is planned for August 2018. Here is a link to the [Transbay Terminal](#) project website.**

7. Are you thinking about any requirements to make the tech shuttle buses electric buses instead of diesel? The technology is there, and other cities such as mountainous Park City, Utah now have battery electric buses in their fleets.

**DR: This is regulated by State / Federal – not SF.**

8. What is the priority for the T line signal at 4th St?

**DR: There are a number of complications at the 4<sup>th</sup> St intersection, but operation should be much improved once 4<sup>th</sup> Street is reconstructed as the Central Subway project wraps up.**

9. How can the MUNI ETAs for the E line be improved?

**DR: There are several problems. First, there are a limited number of double ended cars. However, there are enough to cars meet the schedule (if all are in service). With that said, several of the cars have a technical problem with the terminal at 6<sup>th</sup> and King, so they turnback on 4<sup>th</sup> and Channel. This problem will be resolved by 2019. We also do not have enough trained operators for these historic cars.**

10. Is there any chance to get better bus service from Mission Bay to SoMa? The MB buses are limiting in their express nature. To get anywhere in SoMa is a 20+ walk from most bus lines.

**DR: Ran out of time, so the Director did not answer this.**

## COMMENTS:

1. With the eventual opening of Channel Street and Mission Bay Boulevard to the traffic circle, the bottleneck between the traffic circle and Seventh Street is only going to get worse. It seems there isn't enough room for a separate lane for the high percentage of cars only wanting to turn onto Berry Street instead of crossing the rail tracks. Why not simply painting "7th St." on one lane and "Berry St" on the other lane about where the roadway goes under the freeway? It won't completely solve the problem but it sure would help.
2. If drivers on King Street heading from 3rd Street to the freeway see green traffic lights ahead, they put the pedal to the metal and are already doing 40 mph or 50 mph when they cross 4th. Sooner or later somebody is going to get killed there. It's not much better for traffic coming off the freeway. Why not put some rumble strips across King at the bottom of the freeway ramps on both sides (on city property, not CalTrans, of course), the same way rumble strips were used on the bay bridge when it was necessary to slow traffic around the S curve?

## IMPROMPTU QUESTION:

What is the status of the Powell Station upgrade?

***DR: We will get that info for you from BART.***

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There are number of projects at Powell St. Station. These links are updated regularly.

<https://www.bart.gov/about/planning/powell-street-station-modernization>

Powell Ceiling/Lighting – encountered unexpected issues with fire sprinklers, asbestos. Coordination with SFMTA and other BART projects is also taking time. Currently schedule for completion is Summer 2018.

Powell Modernization – Description is in the link. On track to go out to bid this Spring. Start construction in the fall.

Canopies – construction of first Powell canopy in front of Diesel store should be done this summer.

<https://www.bart.gov/about/planning/sfentrances>