

GPA Quarterly Membership Meeting
2016-07-14
St. John School classroom
7-9 PM

7:05 PM: Call to order

Announcements:

- Wiener cannot attend as expected.
- Introductions/around the room.

7:11 PM: Mime Troupe award presentation

- Rice summarizes GPA Grant Program and 2016 recipients. (Other awards were presented at the April GPA quarterly meeting.)
- Recipient, Michael, describes Mime Troupe style and work. It costs the Mime Troupe over \$700 to get Glen Park Canyon to perform.
- Upcoming show, *Schooled*, covers the privatization of education, and asks: What is the purpose of school? When you drop off your kids, do you make consumers or create citizens? Says we may see parallels between characters running for school board president with our current presidential election — but no spoilers!

7:19 PM: More General Announcements

- SF Rec & Park needs to do remedial playground work that is underway this week. Work will need to continue into next week but the playground itself will open next week.
- The Rec Center upgrade is still on schedule to be completed spring of 2017.
- There is a Friends of the Urban Forest (FUF) program to increase street trees in Glen Park and some nearby neighborhoods. They will be holding a tree planting day in September. Printed information is available at the front of room on how to apply for a street tree with FUF, which will also maintain them for 3-5 years.
- Upcoming recycling event at St. John School from 8 AM-2 PM on Saturday, July 16 and compost distribution. Bring paper to be shredded; bulky items.

7:26 PM — Speaker Amy Sinclair, Public Information Officer from San Francisco Public Utilities Commission (PUC) on the Clean Power SF Program

- Summary of what PUC does, and the green power Hetch Hetchy produces (water power) — clean hydropower. Provides power to MUNI, police stations, schools, SFO, SF General, etc. Described solar installations.
- Clean Power SF is a new program. It is a community choice aggregation program (CCA) that gives SF residents a choice in their power provider. This is a partnership with PG&E; we are not getting rid of PG&E.
 - SF residents will have choice of getting electric power from City of SF, which is pursuing more clean power. The program offers two products, which vary by the portion of clean power they provide.
- How it works: The City of SF purchases clean power; puts it on the PG&E grid; PG&E still delivers the power; the City just puts cleaner energy on the grid. PG&E is about 29%; SF is 35% at competitive rate.
- It's an auto enroll program by CA state law as of 2002. Residents will get four opportunities (mail notices) to opt *out*. Can also sign up now and not wait for auto enroll.

- District 8 is in the early phase II. Residential power in Districts 5 and 8 rolls out this autumn, 2016.
- Similar to Marin and Sonoma clean power.
- Brochures distributed with details; also visit www.cleanpowersf.org.

Audience Q&A on Clean Power SF:

- Michael on Paradise St. — How much will it cost? Will anyone come out and put solar panels on your roof?
 - No. A city program already exists that offers solar incentives. The City then buys the extra power produced at a good price.
- You mention jobs? What kind? Will people in our community be able to get it?
 - It's a nonprofit program. Money is invested back in the program to create energy facilities. City is working with Union on installation.
- So you're paying the city to participate in a program. You don't control the electrons that flow into your home; nothing changes on the line to your house.
 - Correct.
- How is the percentage of the renewable energy calculated?
 - Imagine a bathtub. PG&E is 29.5% renewable; the rest is nonrenewable. PG&E will continue; SF will add in clean power; but gives SF opportunity to invest in more renewables. Efforts to get PG&E adding renewable has been slow and not terribly effective.
- Are PG&E rebates available on Green program?
 - Details on website re: specific programs apply.
- Is hydropower considered renewable?
 - Large hydro is not; smaller can be; there are different requirements.
- It sounds disingenuous. You're trying to market it in a certain way. If the City wants to do it, why are you requiring people to opt in or opt out? I'm troubled by a marketing gimmick, correct me if I'm wrong.
 - State law allows SF to auto enroll and to take over the generation aspects of a utility. PG&E maintains the grid; the City makes more renewable choices. The City cannot pay for everybody's power. We're replacing what PG&E was buying — which was less renewable — with MORE renewable. ONLY 100% renewable costs more, about \$6/month more per household.
- Is this a way to get around PG&E's monopoly legally? Will rates be transparent (on your bill)? To the consumer?
 - Yes. And there will be a special annual mailing of rate comparisons between City and PG&E. The more people opt for 100%, the more clean power the city can procure.
- I'm a Cleanpower early adopter. You cannot pick your 10 watts to your house.
- I heard PUC is investigating a wave power plant near the zoo?
 - At one point PUC did look at it; speaker knows nothing else about it.
- Is there any incentive for a person to pay the \$6?
 - Yes. The City's 100% clean package is cheaper than PG&E.
- Is power lost transported over distance?
 - Yes.

7:52 PM: Speakers Casey Hildreth and Kimberly Vionick, from the Livable Streets Division of SF MTA

- Speakers will be giving a Progress Report on the review of pedestrian conditions at Sussex, Elk and Diamond Heights crossing into Glen Canyon Park. A lot of

planning has gone into the Rec Center and Canyon. MTA wants to create better connections to this.

- This issue came to the Traffic Calming program through petitions. The program reviewed over 100 traffic calming applications last year.
- Traffic calming tools available -- in general and not specific to this crossing -- are lowering the speed limit closer to where people are traveling; speed humps or cushions/slots. Because of steep grade on Elk St., however, the latter is not a tool that can be used.
- Supervisor Wiener's office stepped in and said they had discretionary funds separate from MTA that could be used. Offered funding for MTA to take deeper look at the Sussex, Elk and Diamond Heights intersection.
- MTA has spent past 1.5 month looking at it. It is narrow, steep; not easy to cross or drive on. No strong plans or opinions yet.
- Tonight will be more about sharing struggles and challenges and getting feedback.
- Kimberly to review handout of engineering measures that can be taken; walks through all of them.

Audience Q&A on engineering measures for this intersection:

- I love the beacon.
- Concerned about safety on bulb-outs. Slope and hill. There's an island on Joost—narrowing when people don't expect it can be difficult when implemented.
 - Note from MTA: NO ISLANDS are being proposed.
- How safe will a beacon be when people won't even pay attention to what's on their cell phones?!
- I would love a beacon. Bulb outs would be nice but I have concern over where crosswalk should be. People use BOTH corners. Does MTA has thoughts on where the crosswalk should go (which corner)? Visibility is a problem; clear crosswalk and signage is NECESSARY.
 - MTA: Not proposing two crosswalks. If there is one marked crosswalk, the north side seems flatter and more direct to stairs. With parking spots against the park, it is not perfect visibility; the southern side has a little more time for downhill drivers to see them, but the south side would have a steeper slope.
- Fond of bulb outs; lives very near intersection. Not convinced that blinking light coming DOWN Diamond would help. By the time they see it, driver is on top of intersection.
- What did MTA see during study? Was majority of speeding downhill?
 - MTA: Most speeding is from Sussex north.
- I want people to go slower. If you change the speed limit, and it's not enforced... I want the flashing sign that shows speed and a police speed trap.
- Re: water abatement with certain tools (MTA mentioned water and drainage impact), please ensure no neighbors are flooded if the way water is directed down or off the street).
 - Of course. MTA works with PUC hydrologists.
- Like idea of rapid flash beacon, but the placement especially downhill is critical; needs to be where car is turning so the driver sees it sufficiently in advance of intersection. Also you should be taking notes.
- Are all-way stops and flashing beacons ever used together?
 - No. Either/or. Beacon is on-demand vs. the stop control that is always there.

- Heard previously that “stop signs are not a method of speed control.” Does not understand that statement; she thinks stop signs make cars slow down.
 - MTA: Yes — they slow down AT A PARTICULAR MOMENT. The problem is that when you populate that strategy, you have a lot of start/stop behavior and people drive faster in between the stop signs than they would if they were driving steadily between them. Stop controls are really about right of way; we can’t say it slows speed city wide.
- What will be the MTA process after this?
 - MTA: We don’t have a great answer. Will be requesting funding from Supervisor Wiener to continue design. Public outreach strategy not defined; partially determined by funding. Will come back to GPA meeting if not a separate meeting with a draft; then public hearing to get to final design. Will come back to GPA meeting at minimum; probably also a separate meeting on this because they are hearing tonight it’s a priority and will be investing significant resources.
- Would like reduced speed and flashing beacon.
- Preference is bulb outs because crossing on foot is scary; would be less scary if not so far to go and crosswalk well designer. Also want flashing beacon.
- What is the effect of grade on significance of speed? When I drive uphill I have more control; when I drive downhill I have less control — and 29 mph downhill is NOT the same as 29 mph uphill. Might be nice to have a different speed down and up (if such is even possible). Does MTA account for gradient impact on speed?
 - MTA is doing research on grade and speed bumps, and driver control and bottoming out. Right now, 8% grade is typical maximum but that’s most of the city; now getting up to 10-12% grade.
- I hate bulbouts. Bulbouts somehow make pedestrians go as close to the edge as possible, but I DO think it would help shorten the crossing distance. I also want a beacon. A speed hump on the north side would be a good possibility to combine beacon with speed hump: “Hey look, there is going to be a crossing, you should slow down anyway, if people are there you should let them cross but they’re hitting breaks for speed bump anyway.”
- Diamond Heights Assn. has been wanting to reduce speed on Elk approaching Canyon. Not in favor of bulbouts; not convinced they are safe. Thinks stop signs are appropriate. People start speeding at Portola; but there’s a speeding problem on all of Diamond Heights Blvd. There’s a LONG strip without a stop sign, since Goldmine; they pick up speed around the corner and head down the hill. Is it true that state law means speed limit of 30 mph can’t be changed?
 - It’s true: City cannot arbitrarily change to 25 mph, but safety concerns can be taken into account.
 - Other constraints: data cannot be taken at peak periods. MTA will go back and get a new speed study/reanalyze and ensure it’s by the book. Even if it’s 30-31 mph, we can still drop down to 25 (at least in lower section, not necessarily up farther, up past Arbor). MTA recorded speeds late last year or early this year. Only one day worth of data. They WILL reassess speeds before and after implementation.
- Cross at south side of Sussex because it’s narrower and allows pedestrian more time between them and car coming from top of hill; new street trees have reduced visibility. Not crazy about bulbouts, but the one that looks like a squared off corner is nice. Breaking distances are longer when going downhill.

- Can you combine with speed check lights? Post a speed check up higher on the hill, and then the crosswalk flashing sign at the crosswalk.
 - MTA: We need to understand how much funding is available for this.
- Idea for speed reduction: may be able to ask state to do survey re: safety of cars not launching downhill.
- You gave a general process outline. Any target date in mind? As to when whatever is going to happen?
 - MTA: Depends on funding. Request to fund can take months; would look to get public approval of changes by about end of year; design process could last up to a year from when we engage DPW colleagues; have to advertise — 1.5 to 2 years before construction would start.
 - That timeline is typical of major infrastructure changes: signs would NOT take that long. That's major stuff. Lots they can do in shorter timeline. Pedestrian signs could happen next few months.
- Rice: We've heard a lot of thoughtful comments. We'll post materials and notes; direct people to make comments to MTA.
 - What is the internal goal of this team having what they think is THEIR best recommendation and say, given what you've seen at intersection and heard here, when would you expect to have an internal recommendation?
 - MTA: This fall, whether early or middle part. Sept. or Oct. timeframe. If they struggle internally, things can take longer.
 - Next quarterly meeting is in Oct. Could MTA attend and have a progress meeting? GPA would love to set it up.
- Would they have a plan to present at the Oct GPA quarterly meeting? More signs can't hurt no matter what happens later. They would come back with a preferred design.
- There is no marked crosswalk. If you can put a sign up, can't you paint a crosswalk?
 - MTA: You'd think that would be easy but MTA has clear direction not to mark a crosswalk that is not ADA, with curb ramps, etc.
- MTA to audience: What, to you, is peak demand? Is it a weekend? The morning?
 - When Silver Tree is in session.
 - There is a morning rush, people walking, walking dogs, going to playground; 8-9 AM and then in the afternoon there is a second cycle. It's steady all day.

Public Participation Survey distributed by MTA. Can also be completed online via MTA site.

8:50 PM Adjourned