

Citizens Advisory Committee of the Eastern Neighborhoods Plan

City and County of San Francisco

Minutes of Special Meeting

Monday, July 24, 2023

Attending

Anne Cervantes (virtual)

Henry Karnilowicz

Irma Lewis

Kim-Shree Maufas

Jolene Yee

Julian Bañales

Rachel Strangeway, SF Planning intern

1. MTA Working Group Discussion–Slow Streets

- a) Specific Streets under discussion: Minnesota, Shotwell, Capp, 20th Street, 22nd Street
- b) Specific concerns/issues for each street:

Minnesota Street: Status of Street: Residential street that did not have significant traffic except for UCSF (which relocated staff to newer buildings) and Amazon distribution hub (currently not as active as before). Friends of Esprit Park, Dogpatch Neighborhood Association, UCSF, schools (La Scola, Friends of Potrero Hill) and several HOAs are stakeholders. Slow Street conditions are dangerous as the planters/blockades restrict 2 way traffic to one lane and have a negative impact on adjacent streets (Tennessee). Minnesota was never a thoroughfare street. The Amazon Warehouse has moved away from the location and UCSF has stopped using its office spaces that were located near there.

Feedback: 1) Stakeholder outreach is insufficient (only sent postcards) and outreach to UCSF and 2) Community outreach wasn't sufficient before they went permanent. Didn't outreach to HOA presidents, stakeholder groups. 3) Privately installed and funded maintenance of blockades/planters forced two way traffic into one lane creating hazards by restricting traffic, sending traffic that now impacts adjacent streets and creating issues for safety with emergency responders.

Shotwell, Capp, 20th Street and 22nd Street: Calle 24, etc. and other groups do not like the Slow Streets as it is creating significant traffic congestion on

neighboring streets, makes it too difficult to get across town & reduces quality of life due to gas fumes.

Criteria for determining Slow Streets: how do they determine what streets are Slow Streets?

How inclusive are they in their outreach? SFMTA should hire community organizers and/or reach out to all major stakeholders (local businesses, churches, park users) and not just rely on postcard mailers as their primary/only form of contact as many of the stakeholders may not reside on that street. Concern that SFMTA wants a specific outcome (example bike lanes) and do not consider other stakeholders. Would like to see more transparency about the SFMTA agenda. For example, if bike lanes are getting pushed as a capital project due to need to spend earmarked federal funding, please communicate that upfront with the public.

Slow Streets in the Mission combined with changes to the other primary streets re-routing transit pathways ends up congesting streets like 24th and other East/West Streets plus other North/South Streets. Examples:

- Mission - Red Lane and mandated turns offs
- Valencia - SRO residents parking and transit to side streets which do not provide availability
- South Van Ness - Change to single lanes instead of two lanes cause north/south delays
- Senior Communities - Experiencing ongoing impacts and delays of travel by the re-routed transit, both on public transit or in private vehicles.