

## **Parkmerced Vision**

### **Planning Summary of Presentation & Public Comments from April 19<sup>th</sup> 2010**

The following is a summary of public comments and suggestions noted during the April 19th presentation.

The meeting was held at St. Stephen's Hall (473 Eucalyptus Drive, SF CA 94132); shuttle buses were provided for the convenience of Parkmerced residents and the nearby community.

Since early 2007, Parkmerced has held numerous meetings with residents and neighbors to discuss concepts for long-range planning and how to improve Parkmerced for the future.

The first half of the meeting was presented by Leo Chow (Skidmore Owings & Merrill); focusing on a brief history of Parkmerced, and how increased population growth in the bay area over the past 25 years has impacted 19<sup>th</sup> Ave. traffic. The majority of Leo's presentation addressed the 19<sup>th</sup> Ave. corridor study.

Peter Albert, of SF Muni, presented the second half of the meeting, speaking about how Muni has been coordinating, along with Parkmerced, with Caltrans, BART, the San Francisco County Transportation Authority and other SF Agencies to address the need to improve traffic and transit in the SW quadrant of The City (west of twin peaks).

Peter mentioned the significance of having a project like Parkmerced to partner with the city, regional and state agencies to obtain improvements in transit (ie: extending the M Muni Line to Daly City BART). Peter mentioned that in order for San Francisco to apply for federal grants and obtain the necessary resources to implement major transit/traffic improvements, it needs to be able to show that there are viable funds to match prospective federal dollars. A project like Parkmerced needs to be approved first (entitled) before San Francisco can seek such federal matching funds.

## **COMMENTS & Questions**

### **GENERAL PROCESS**

- 19<sup>th</sup> Ave. Corridor Study Timeline:

Q: "Are the tier timelines set in stone? Can Tier 5 happen earlier?"

A: Peter Albert stated project approval is necessary to reach Tier 5 ideas, like extending SF Muni to Daly City BART, or realigning Muni to the westside, due to the lack of Muni funds.

- SFSU:

Q: "What type of coordination does Parkmerced have with SF State?"

A: Parkmerced has continuous dialogue with SFSU

## **TRANSPORTATION**

Q: “Why can’t the fast pass work with BART and Daly City BART specifically?”

A: Since January 2010, it costs an extra \$10 to have your muni past pass work on SF BART. Parkmerced, and SF Muni are working with Daly City BART to enable the SF fast pass work at DC BART

Q: “Can SF Muni extend to Daly City BART?”

A: Peter mentioned that that can be a possibility, and could only occur in Tier 5(after projects are approved), when matching federal dollars could be sought.

Q: “If muni does get realigned to the westside of 19<sup>th</sup> ave and routed into Parkmerced, it will have to cross 19<sup>th</sup> twice, going into PM and back out to Randolph.”

A: “There are trade-offs, when looking at traffic and transit issues; the vastly improved pedestrian safety for people waiting for the M line and the improved traffic flow for buses may be worth having the M line cross 19<sup>th</sup> Ave...”

## **Next Steps**

•How to help make sure Tier 5 ideas become a reality

Q: “How can we as neighbors help get these ideas to become a reality?”

A: Peter stated that it is important for neighbors to stay involved, invite Parkmerced and SF Muni to your neighborhood group meetings. Also, neighbors need to let city officials know that they want Tier 5 ideas to occur.