



SFMTA
Municipal
Transportation
Agency

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
CITIZENS' ADVISORY COUNCIL**

ENGINEERING, MAINTENANCE AND SAFETY COMMITTEE

MINUTES

**Wednesday, February 28, 2018
Noe Valley Conference Room, #7075
1 South Van Ness Avenue, 7th Floor**

**REGULAR MEETING
4:00 P.M.**

**COMMITTEE MEMBERS
Frank Zepeda, Chairman
Cesar Magdaleno
Dorris Vincent**

**COUNCIL LIAISON
Roberta Boomer**

**COUNCIL SECRETARY
Keka Robinson-Luqman**

ORDER OF BUSINESS

1. Call to Order

Chairman Zepeda called the meeting to order at 4:08 p.m.

2. Roll Call

EMSC members present at Roll Call: Cesar Magdaleno, Dorris Vincent, and Frank Zepeda

3. Announcement of prohibition of sound producing devices during the meeting

CAC Secretary Robinson-Luqman made the announcement.

4. Approval of Minutes:

No public comment.

On motion to approve the minutes of January 24, 2018:

ADOPTED: AYES – Cesar Magdaleno, Dorris Vincent, and Frank Zepeda

5. Report of the Chairman (For discussion only)

No report.

6. Public Comment:

Edward Mason stated that the rail-slapping problem at 24th and Church streets has been fixed. He hopes it will sustain for several years regardless of the 80 commuter shuttle buses that cross the tracks daily. The rails take a lot of abuse. Delivery trucks, garbage trucks, and infrastructure needs of the neighborhood along with the commuter shuttle buses creates an untenable situation.

REGULAR CALENDAR

7. Presentation, discussion, and possible action regarding Upper Market Street update. (Casey Hildreth, Senior Planner. Explanatory documents include a slide presentation.)

Casey Hildreth presented the item.

PUBLIC COMMENT:

Edward Mason stated that on Noe and 16th streets, commuter shuttle buses get on the F line tracks and wind up in the middle of the intersection because of the timing of the lights. Commuter buses come up Duboce and idle at Safeway. That's a problem.

David Pilpel stated that he appealed the environmental element on the Upper Market Street project. He was told that he would be kept up to date and that has not happened. Mr. Pilpel stated that he was not aware of the outreach meeting happening. He didn't hear anything in the presentation on the other elements relative to the Fire Department and the protected bikeway. The night Mayor Lee passed away, he witnessed a major accident where a UCSF shuttle bus on Market Street hit a concrete island. Part of the issue was that the concrete median doesn't reflect well. There should be reflective signage and paint.

8. Presentation, discussion, and possible action regarding Better Market Street update. (Simon Bertrang, Project Manager. Explanatory documents include a slide presentation.)

Ian Trout presented the item.

PUBLIC COMMENT:

Edward Mason inquired if the plan accounts for any future development. He asked if there are any anticipated future demolitions and major projects and how does the Planning Department effort overlay with this. He also asked if all of the trees are going to be removed, who is going to maintain all of this infrastructure, and how much does all the greenery cost. He inquired if the decorative pavement will be flat enough that a person with a spinal injury in a wheelchair will be able to move comfortably. He asked how the SFMTA plans to prevent vandalism on the new amenities.

David Pilpel stated that in addition to coordinating with Planning, there should also be coordination with Central SOMA plans. There are some good ideas and bad ideas within the Better Market Street plan. There are reasons why there is a different scheme inbound and outbound. The plan suggests that the SFMTA is going to force transfers. It's a bit maddening and counterintuitive. It forces transfers when the SFMTA should be trying to reduce the number of transfers on Market Street.

9. Presentation, discussion, and possible action regarding L Taraval Rapid Project update. (Phillip Pierce, Public Relations Officer. Explanatory documents include a slide presentation.)

Phillip Pierce presented the item.

PUBLIC COMMENT:

David Pilpel stated that the rush to get rid of stops is a bad idea and anti-passenger. Stop consolidation has gone too far. The stop at Forest Side Avenue is not heavily used. The concern there is overblown. This is yet another layer of stop removal. What this proposal fails to address is the congestion at West Portal. That intersection is a bottleneck for the light rail lines. The L Taraval Rapid project does nothing about that. The SFMTA is running out of any good will that they had in the community. People are not happy on the west side.

Edward Mason inquired if the 14th Street stop is on a downgrade. Any time there is a stop on a downgrade and the train is not able to lower, that's a big step for seniors. That distance on the

grade is significant, especially if someone is carrying a lot of bags. He stated that he concurs with Mr. Pilpel's comments. When eliminating so many stops, the SFMTA never takes into consideration the patrons total travel time from door to door.

Motion 180228.01

The SFMTA CAC supports and recommends the reinstatement of the inbound stop at Taraval 17th Ave as it is a vital stop for residents carrying bags of groceries using the L Taraval line.

On motion to approve:

ADOPTED: AYES – Cesar Magdaleno, Dorris Vincent, and Frank Zepeda

10. Committee member requests for information. (For discussion only)

None.

PUBLIC COMMENT:

Edward Mason stated that there should be a presentation on what is going on in the subway. It took an hour to get from Noe Valley to UCSF. He inquired if the problems are being caused by the new train control system.

David Pilpel suggested the committee have a presentation on LRV4 testing, specifically, the functionality of in-route coupling.

ADJOURN- The meeting was adjourned at 6:00 p.m.

Submitted by:



Keka Robinson-Luqman
SFMTA CAC – Secretary

Next regular meeting: Wednesday, April 25, 2018 at 4:00 p.m.
One South Van Ness Avenue, 7th Floor, Noe Valley Conference Room, #7075