



SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
CITIZENS' ADVISORY COUNCIL

ENGINEERING, MAINTENANCE, AND SAFETY COMMITTEE

MINUTES

Wednesday, June 27, 2018  
Noe Valley Conference Room, #7075  
1 South Van Ness Avenue, 7<sup>th</sup> Floor

REGULAR MEETING  
3:30 P.M.

COMMITTEE MEMBERS  
Frank Zepeda, Chairman  
Stephen Cornell  
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 3:34 p.m.

### 2. Roll Call

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

EMSC members absent: Stephen Cornell (with notification)

CAC members present: Daniel Weaver

### 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 April 25, 2018:

ADOPTED: AYES – Dorris Vincent and Frank Zepeda

ABSENT – Stephen Cornell

### 5. Report of the Chairman (For discussion only)

No report.

### 6. Public Comment:

Edward Mason provided an update on the commuter shuttle buses. On Valencia Street, there are still buses idling. There was a bus that recently idled for 18 minutes. They are also blocking the bike lanes. Mosaic from San Jose are operating with no permit sticker. There are commuter shuttle buses operating with no license plates, no permit sticker, and no identification on them. A Storer bus stalled for 80 minutes on 24<sup>th</sup> street recently. The SFMTA is accommodating industry but they are not accommodating the neighborhoods. Some of the shuttle buses are extremely noisy even while idling. The program is approaching the four year mark and it is still a huge inconvenience in the neighborhoods.

## REGULAR CALENDAR

7. Presentation, discussion, and possible action regarding push-button signals. (James Shahamiri, Engineer. Explanatory documents include a slide presentation.)

James Shahamiri provided an overview on the state of pedestrian countdown signals (PCS) in San Francisco including which intersections have PCS, signal timing, and safety.

PUBLIC COMMENT:

Edward Mason inquired if there is something seniors or the disabled could do to communicate to the signal if they were in a crosswalk and required more time. He stated that the white walk sign is often not seen by drivers making right turns on red and this causes near misses of pedestrians crossing the street. Mr. Mason stated that an educational process should be in place for drivers to be more aware.

David Pilpel stated that he is concerned with the three feet per second timing. He inquired if it would increase the SFMTA's costs by delaying transit travel time.

7. Presentation, discussion, and possible action regarding Muni Metro station enhancements. (Kathleen Phu, Transit Planner. Explanatory documents include a slide presentation.)

Kathleen Phu discussed existing conditions of the Muni Metro stations, the scope of the station enhancement project, and the project timeline.

PUBLIC COMMENT:

Edward Mason inquired how the SFMTA will solve the pigeon problem at West Portal station. He stated that the newly installed arrival signage at Civic Center station is obstructed by the exit signage.

David Pilpel stated that the downtown stations have always been extremely dark, particularly Powell and Montgomery stations. He inquired if there was a way to make maintaining the lighting a project. The walls should be pressure washed. There is a lot of accumulated grime. There were once passenger conduct rules posted in the stations but they are no longer there. They should be reposted.

9. Presentation, discussion, and possible action regarding historic Streetcars: double-ended cars. (John Haley, Director, Transit. No explanatory documents.)

John Haley provided an overview of the historic fleet.

PUBLIC COMMENT:

Edward Mason inquired if there is a worldwide inventory of suppliers and historic cars, if the SFMTA is planning to expand the historic fleet, and if the agency feels comfortable that the drawings and data available for the historic fleet is accurate.

Rick Laubscher inquired what all has been worked out in regards to the looking ahead at maintaining the historic fleet. In the last 35 years there have been repeated sweeps of museums seeing who might be willing to sell. The only cars that museums are interested in disposing of need a lot of work. The pickings are slim. Market Street Railway has worked closely with the SFMTA in regards to planning for future fleet needs.

David Pilpel stated that he supports the first motion. For the second motion, he is open to trying it. He said if it is done, it should be done as a trial and then evaluate its success. There are things that are rail, bus, and system wide. Some things aren't mode specific. Having more of a modal approach is not a bad idea. It would be good to have a project manager within fleet engineering. It seems like having someone who can manage projects is a good idea. There should be sufficient staff here to do certain jobs in house even if it means more staff and a dedicated crew.

#### Motion 180627.01

The SFMTA CAC recommends retaining most of the recently approved-for-disposal Presidents' Conference Committee (PCC) streetcars while an assessment is made to determine future double-ended car needs for the E and F lines. If it's deemed that a number of double-ended PCCs are needed, then these stored single-ended PCCs can be converted to double-ended cars.

On motion to approve:

ADOPTED: AYES – Dorris Vincent and Frank Zepeda  
ABSENT – Stephen Cornell

#### Motion 180627.02

The SFMTA CAC recommends that historic rail car operations and maintenance be its own division, similar to the model that is employed with the cable cars. It is in the best interest of SFMTA that a dedicated director/manager be installed to give undivided attention to the operations, maintenance, and rehabilitation of the historic rail fleet. The shop force that is needed to maintain the fleet have to be highly skilled and resourceful as the mechanics of these cars vary in scope. Because these cars are historic and its numbers limited, an in-house specialized crew is needed to fully maintain these cars as outsourcing firms are becoming rare.

On motion to approve:

ADOPTED: AYES –Dorris Vincent and Frank Zepeda  
ABSENT – Stephen Cornell

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

Daniel Weaver requested a presentation on a possible visibility campaign around the historic and vintage fleet and the need for better equipment, better facilities, more staff and a manager dedicated to this project. The public should know about what is going on.

Dorris Vincent inquired what the timeline is for running two-car trains on the T Third line regularly.

ADJOURN- The meeting was adjourned at 5:58 p.m.

Submitted by:

A handwritten signature in black ink, appearing to read 'KAR Luqman', with a horizontal line drawn through the middle of the signature.

Keka Robinson-Luqman  
SFMTA CAC – Secretary

Next regular meeting: Wednesday, July 25<sup>th</sup> at 3:30 p.m.  
One South Van Ness Avenue, 7th Floor, Noe Valley Conference Room, #7075