



SFMTA
Municipal
Transportation
Agency

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
CITIZENS' ADVISORY COUNCIL

MINUTES

Thursday, September 4, 2014
Room 7080, Union Square Conference Room
1 South Van Ness Avenue, 7th Floor

REGULAR MEETING
5:30 P.M.

COUNCIL MEMBERS

Daniel Weaver (Chair), Daniel Murphy (Vice Chair), Mark Ballew,
Joan Downey, Steve Ferrario, Katie Haverkamp,
Alex Reese, Susan Vaughan, Dorris Vincent, Roland Wong, and Frank Zepeda

COUNCIL LIAISON
Roberta Boomer

COUNCIL SECRETARY
Yvette Torres

ORDER OF BUSINESS

1. Call to Order

Chairman Weaver called the meeting to order at 5:32 p.m.

2. Roll Call

CAC members present at Roll Call: Mark Ballew, Steve Ferrario, Katie Haverkamp, Daniel Murphy, Susan Vaughan, Dorris Vincent, Dan Weaver, Roland Wong and Frank Zepeda

CAC members absent at Roll Call: Joan Downey and Alex Reese

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

CAC Liaison Boomer made the announcement

4. Approval of Minutes:

- August 7, 2014

Public Comment:

None

On motion to approve the minutes of the August 7, 2014 meeting: Approved

Ayes – Mark Ballew, Steve Ferrario, Katie Haverkamp, Daniel Murphy, , Susan Vaughan, Dorris Vincent, Dan Weaver, Roland Wong and Frank Zepeda

Absent – Joan Downey, Alex Reese

5. Report of the Chair (For discussion only)

Chairman Weaver noted that there were no recommendations from the EMSC so Item 9 had been removed from the agenda. He appointed Council Member Wong to the EMS Committee.

Councilmember Downey arrived at 5:36pm.

Councilmember Reese arrived at 5:38pm.

6. Public Comment:

Edward Mason provided an update on the corporate commuter pilot project in Noe Valley. The SFMTA has solved the problem of unauthorized vehicles stopping at authorized stops but these vehicles just go to another street. Vehicles continue to make right hand turns from the center lane and operate on weight restricted streets. Buses that run past 8pm use the bus stop at Duboce and Church. Cars that try to bypass the shuttle almost hit pedestrians. 311 operators are not familiar with the pilot program. There's damage to the pavement and to the exhaust system of the buses. There was one operator that did pull over on 24th and Chattanooga to let a Muni vehicle pass.

REGULAR CALENDAR

7. Presentation, discussion and possible action regarding Next Bus information. (Jeff Flynn, Manager, Service Planning)

Jeff Flynn discussed how NextBus and the Automatic Train Control System (ATCS) work on vehicles that are in the subway. When vehicles are underground, the trackers no longer work so the ATCS makes a prediction. This past August, the predictions in the subway were extremely inaccurate. This happens whenever the SFMTA uploads a new schedule in system. If the info that is loaded is inaccurate or has issues, it leads to inaccurate predictions. This happens with every sign-up. With the integration of the new ATCS and Next Bus, the data will be more frequent and thus more accurate. Data will be sent every five seconds. Mr. Flynn discussed the issues when there are non-communicating trains regarding inoperable trackers or a vehicle that isn't logged into the system and how staff evaluates NextBus performance. NextBus is predicting arrivals and they aren't always correct. They get about 40 complaints a week and staff investigates each one. Most are not due to NextBus but are because of a breakdown in service. Mr. Flynn reviewed what happens when Muni schedules are revised and how NextBus adjusts. If there is a significant change, for example when there's been a new "sign-up", NextBus has to "relearn" travel times. Until it does it will default to a travel speed" of 8mph, which is the average speed on the street. In the subway, the average travel speed is 45mph so the predictions are off. In the future, the default travel speed will be what the speed is in the subway rather than the speed on the street. The next change will be in October and it should be smoother. With respect to bus shelters, AT&T recently decommissioned their cell towers four years earlier than they had said they would so staff is scrambling to replace all 1100 signs. Signs are being replaced every night. He urged the CAC to report any sign that says "registering" to 311 so they can be replaced.

Motion 14904.01

Whereas, The current backlog of shelter inspections is more than six months which constitutes a threat to public safety and convenience, the CAC urges the SFMTA to work with the Building Inspection Commission and Director to resolve the backlog of shelter inspections including signage and lighting as soon as possible and moving forward, to set a reasonable time frame for inspection of shelters.

Public Comment:

None.

On motion to approve: Approved

Ayes – Mark Ballew, Joan Downey, Steve Ferrario, Katie Haverkamp, Daniel Murphy, Alex Reese, Susan Vaughan, Dorris Vincent, Dan Weaver, Roland Wong and Frank Zepeda

8. Presentation, discussion and possible action regarding a Strategic Plan for Historic and Vintage Vehicles. (Rick Laubscher, Market Street Railway)

Rick Laubscher reviewed the Market Street Railway's (MSR) Strategic Plan. There is no single leader in charge of historic street cars and there has never been a comprehensive plan so MSR decided to put one together. It is a misconception that streetcars are packed and can't handle the loads any longer. There are simple management improvements that could be implemented. Longer range planning issues need to be addressed in expeditious manner. There has never been any planning about where the streetcars ought to be based or what a holistic maintenance program should be. Street cars were at the Cam Beach yard and then moved due to a complaint from City Hall without process or consultation. The performance of Milan cars plummeted and engines have started to fail. This needs to be addressed given the significant investment made in these cars. The cars need to be returned to the Beach yard where they can be protected. The MSR plan discusses the need for faster service; improved signage and having fewer stops along the line. MSR is advocating for prepaid boarding since all island boarding platforms are going to be rebuilt. Signage needs to be improved at stops where there are heavy passenger loads. Signs should be in multiple languages and include QR codes, especially at the Ferry Building. Stops should be eliminated where there is a lot of local bus service. He suggested having traffic signal pre-empt along the Embarcadero at key locations to cut time off the run. The single biggest problem area is at Fisherman's Wharf. Construction projects and tourism have made traffic awful. Mr. Laubscher discussed ways to improve F-line service in the area.

The growth pattern in San Francisco particularly along the waterfront, justifies the extension of the E Line down the Third St. corridor to serve the new Warriors arena, Pier 70 and Dogpatch but Muni doesn't want to do that. They think it will hold up Central Subway cars. It is critical to separate E and F line terminals. The extension to Fort Mason has already cleared environmental process but he doesn't think it makes sense to spend operating and capital funds to extend into the Presidio. The figures in the Real Estate Vision plan are wrong as is the prediction of future need.

Chairman Weaver referred Market Street Railway's Strategic Plan to the EMS Committee for further discussion.

Motion 140904.02

In order to prevent deterioration of the historic streetcar fleet, the CAC recommends that the fleet be returned immediately to the Cam Beach yard and until such time as an alternate location sheltered from the elements is constructed.

Public Comment:

Edward Mason asked about the status of the Upper Yard.

On motion to approve Motion 140904.02: Approved

Ayes – Mark Ballew, Joan Downey, Steve Ferrario, Katie Haverkamp, Daniel Murphy, Alex Reese, Susan Vaughan, Dorris Vincent, Dan Weaver, Roland Wong and Frank Zepeda

9. Discussion and possible action regarding a recommendation from the Engineering, Maintenance and Safety Committee (EMSC)

There were no recommendations from the EMSC.

10. Council Members' requests for information. (For discussion only)

Mark Ballew asked about the timeframe to install and activate a NextBus sign at the shelter by the Forest Hill Station.

Dorris Vincent noted that the staff response to her request for information about the seats at Third and Palou was incorrect. There used to be two seats and now there is only one. She asked whether the second seat, both inbound and outbound, would be replaced.

Alex Reese requested a presentation on the city's plan for parking. (Chairman Weaver requested a presentation at the next meeting.)

Sue Vaughan requested a list of the most dangerous intersections for pedestrians and what steps staff has taken to make them safer.

Daniel Murphy requested that Tom McGuire, the newly hired Director of Sustainable Streets be invited to a CAC meeting early in 2015.

Joan Downey asked for the schedule of meetings for the Art Commission.

Sue Vaughan asked for the circumstances under which a bus driver can pass by passengers and not stop.

11. Schedule upcoming calendar items. (For discussion only)


Next regular meeting: Thursday, October 2 at 5:30 p.m.

1 South Van Ness Avenue, 7th Floor, Union Square Conference Room, # 7080

ADJOURN - The meeting was adjourned at 7:56 p.m.

Submitted by:
Roberta Boomer
SFMTA CAC – Liaison


Accessible meeting policy – One South Van Ness Avenue

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