



SFMTA
Municipal
Transportation
Agency

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

ENGINEERING, MAINTENANCE AND SAFETY COMMITTEE

MINUTES

**Wednesday, April 25, 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 4:21 p.m.

2. Roll Call

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

EMSC members absent: Cesar Magdaleno (without notification)

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 February 28, 2018:

ADOPTED: AYES –Dorris Vincent and Frank Zepeda

ABSENT – Cesar Magdaleno

5. Report of the Chairman (For discussion only)

No report.

6. Public Comment:

Edward Mason addressed the commuter shuttle bus situation. The program is over three years old and still has problems. Buses are staging, double parking, and blocking bike lanes. There have been 2,000 citizen complaints and over 5,000 Parking Control Officer (PCO) citations. He stated he is not sure how the SFMTA declares it a successful program if that many penalties are being assessed.

REGULAR CALENDAR

7. Presentation, discussion, and possible action regarding the Radio Replacement Project. (Jianmin Fong, Project Manager, Radio Replacement Project. Explanatory documents include a slide presentation.)

Jianmin Fong presented the item.

PUBLIC COMMENT:

Edward Mason inquired who the vendor is, if vendor personnel is installing the equipment, and if the Radio Replacement Project is in the path of other critical SFMTA projects.

8. Presentation, discussion, and possible action regarding the Pilot Scooter Share Program Permit. (Miriam Sorell, Senior Transportation Planner. Explanatory documents include a slide presentation.)

Miriam Sorell presented the item.

PUBLIC COMMENT:

Edward Mason inquired if there is any overarching legislation from the Board of Supervisors that requires companies like these to get clearance from the SFMTA before they start operating. The idea of asking for forgiveness instead of permission has got to end. He inquired how the regulations will be enforced when there are 500 scooters on the streets. If the taxi medallion is a quarter of a million dollars, he asked why the SFMTA doesn't charge the scooter companies full freight.

Patrick Wallen from Bird's public policy team stated that the SFMTA's plan to cap the number of scooters to 500 is counter to the goal of getting people out of cars. Bird can be an invaluable part of the solution to combat the root causes of global climate change. He stated that the high demand for Bird vehicles after only being in operation for a month is a clear indication that people want a better alternative to driving short distances. Over the last 30 days more than 32,000 riders have taken more than 95,000 rides, collectively riding 143,000 miles on bird scooters. If they had traveled by car instead, they would have generated 64 tons of CO2 emissions. On average, Bird riders travel 1.5 miles each trip. Capping the number of scooters would discourage people from using Bird's as a mode of transportation. He stated that Bird hopes to work with SFMTA to dynamically regulate the number of shared dock-less electric scooters that are on the streets, so as to meet the needs of Bird's users and continue the positive trend of getting people out of cars and onto more sustainable modes of transportation.

Randall Dittel is a bike messenger in the SOMA. He stated that he has completed over 30,000 deliveries. Scooters are a convenience item that serves a few at the expense of many. Scooters require an expensive smart phone and an able body to use them. Sidewalks must remain protected walking lanes. Scooters are driven with a throttle like a car, they are not ridden. Consumer grade scooters are not being designed to the quality that shared transit should be.

Bob Walsh, representing the company Scoot stated that he saw a draft of the proposed permitting but didn't see a requirement for helmets or a turn signal. He also didn't see a horn or bell requirement. This is a tough city to scoot in. If the SFMTA is going to force people to be in the streets, it should be as safe as possible. Scoot pays \$325 per permit. He inquired how they got to the number of \$50 per scooter for the dock-less electric scooters.

Motion 180425.01

The SFMTA CAC supports the proposed plan for E-Scooters. It is recommended that SFMTA provide guidelines on how and where scooters are placed, and that SFMTA consistently encourage SFPD to enforce the state laws against sidewalk riding. It is further recommended that SFMTA work with the scooter companies to share user

travel data so that analyses are done to update a comprehensive transit plan which can ultimately reduce congestion.

On motion to approve:

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

9. Presentation, discussion, and possible action regarding proposed 12 vintage streetcars up for disposal at Marin Yard. (Kathleen Phu, Transit Planner. Explanatory documents include a spreadsheet.)

Kathleen Phu presented the item. She stated that the SFMTA is looking to clear out Marin Yard, which is packed. Through rigorous review, staff identified 18 vintage cars to keep and will be relocating them for long term storage in the southeastern corner of the Cow Palace near the barns.

PUBLIC COMMENT:

Edward Mason inquired if there is a general policy for keeping vehicles and guidelines for scrapping them. There should be a written policy document. It's a tragedy to have had these cars exposed out at Marin Yard and deteriorate. If there is no room for expansion in the City, he inquired why the Planning Department continues to expand. Land is at a premium.

Motion 180425.02

The SFMTA CAC recommends that complete cars (1106, 1108, 1139, 1140, 4008, 4009) slated to be scrapped not be scrapped but rather retained for the planned expansion of the historic rail line service in the future. As other cars are being moved to a new storage area, these cars can also be moved at the same cost as the other cars. The cost and storage of stripping the cars is offset by the moving cost of the cars, thus keeping the cars intact is far more beneficial for Muni. The argument of 'significant rust' also applies to the cars that are kept - they too have been stored outdoors for the past 15 years. To an outside observer it makes no sense to scrap a complete car instead of a completely stripped car. Therefore, it is recommended that if necessary, already completely stripped, gutted cars 1026, 1027, and 1028 be scrapped in exchange for 3 of the complete cars.

On motion to approve:

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

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

Dorris Vincent asked why residents have to call to have sidewalk parking cited. She also asked why enforcement of sidewalk parking isn't done during the mornings, evenings, and late at night.

Dorris Vincent requested an update on sidewalk parking enforcement.

Frank Zepeda inquired why the new destination signs on the new buses are different colors.

ADJOURN- The meeting was adjourned at 5:45 p.m.

Submitted by:

A handwritten signature in black ink, appearing to read 'KAR Luqman', with a stylized flourish at the end.

Keka Robinson-Luqman
SFMTA CAC – Secretary

Next regular meeting: Wednesday, May 23rd at 4:00 p.m.
One South Van Ness Avenue, 7th Floor, Noe Valley Conference Room, #7075