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**Fw: SFCTA February 13, 2024 PUBLIC COMMENT Item 6**

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Edward Mason <zabredala3@yahoo.com>  
To: "clerk@sfcta.org" <clerk@sfcta.org>

Mon, Feb 12, 2024 at 3:26 PM

To: Chair Mandelman and Members of the San Francisco County Transportation Authority (SFCTA)  
c/o [clerk@sfcta.org](mailto:clerk@sfcta.org)

## Public Comment Regarding Agenda Item 6, San Francisco County Transportation Authority Meeting, Feb. 13, 2024

### Item 6 sub item 3 Muni Rail Core Capacity

#### Forced Transfer

The Muni Rail Core Capacity Study indicates *possible* future restructuring removing one and two car trains from the subway. Translation: Forced transfer for the J at Church/Market-Duboce; and K/L at West Portal. Walking on inclement wet tracks, broken pavement and track switch gaps is unacceptable. Observed a senior's cane stuck in the track gap switch.

SEE PHOTOS AT END

ConnectSF Transit Strategy footnote 22, page 52: [https://connectsf.org/wp-content/uploads/ConnectSF\\_Transit\\_Strategy\\_FINAL-20211209-1.pdf](https://connectsf.org/wp-content/uploads/ConnectSF_Transit_Strategy_FINAL-20211209-1.pdf)

*Footnote 22: Based on three lines in the subway, each running every 6 minutes with 4-car, 3-car, and 2-car trains, respectively, compared to 5 total lines in the subway with 4 lines operating 2-car trains and 1 line operating 1-car trains, each running between every 7 to 9 minutes.*

Either way 30 trains operate with a proposed time savings of a few minutes for the designated longer trains is reversed by having to walk and wait for the next train. There is no net time savings.

#### Communication Based Train Control System

The approximate \$750 million replacement train control system will control surface and subway trains. Future subway trains will operate with shorter subway space allocation compared to the loop detection system of the Automatic Train Control System. The projected goal is more subway capacity thus negating the requirement for future forced transfers.

#### Population

The United States birth rate is generally declining for about 20 years. Population replacement is 2.1 children per woman. Currently about 1.7

With a declining birthrate and aging population that will increase then fade away, -- the planned future 2050 population projections are questioned.

San Francisco bet on the tech industry with incentives to revive Mid Market Street ( Twitter Tax Break). The tech industry can work from any global location. The tug and pull of worker job satisfaction expectations and management demanding in office work will continue.

Lastly, will the US Emigration policy change to increase the future working class pool?

***Recommend MTA concessions to delete any future consideration of forced transfers utilizing Prop L funding.***

#### Item 6 Subitem 5 Transit Enhancements

##### Replacement Shelters

The current "Red Wave Earthquake" glass transit Shelters approved by the Arts Commission was a significant and *costly mistake*. Other designs for viewing about 2007 in City Hall were more sturdy with protection from wind and rain. The Victorian design was appealing. Rather than expending all the effort and funding for a new shelter, consider the sturdy traditional Valley Transportation Authority perforated metal shelters. Avoid the "modern winged" shelters lacking sides at the San Jose Arena and some Santa Clara Street locations. Back to Basics, protection from wind and rain regardless of the Arts Commission desires.

##### Flag Stop daylighting

The one fits all Flag Stop initiative fails to acknowledge flag stops on steep hills. The most accessible stop is at the intersection flat surface. Boarding or off boarding on a grade (hill) is dangerous. Burdened with grocery bags and off boarding on a hill offsets your center of gravity subjecting a person to falling. An examples are: Castro at: Elizabeth, 23rd Streets, and 21st Street. Northbound are two yellow flag stops at 23rd Street. One at the crosswalk starting up the hill and another further up the hill. Both are unsatisfactory. At the first flag stop, the front bus tires at the start of the grade has the front door inches from the surface, but the rear door is accessible with an extra large awkward step

up. The second yellow flag stop higher up the hill creates vertical balance issues when boarding and off boarding. Most bus operators safely stop on the flat intersection.

Photos of Church and Market (first four): Broken Pavement, Track Switch Gap.

Church and Duboce (last two) Track Gap and Slippery multiple tracks when wet.

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**6 attachments**



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**Aaron Goodman** <amgodman@yahoo.com>  
To: Edward Mason <zabredala3@yahoo.com>  
Cc: clerk@sfcta.org

Mon, Feb 12, 2024 at 5:38 PM

Support Ed masons comments and email.

Too much ignored in the studies / lack of repairs at crossings and totally ignoring the system design outside the downtown without subway tunneling need to get system linked and looped.

My visit to the metreon and a movie and south to mission rock took 45 min for a ride that should be 5-10 max. Plus I have bad ankles one twist on a divot near a rail crossing track area and I'm down with a severe twisted ankle.

I'm sure u have enough legal issues let's not add to them and improve crossing repairs asap at transit intermodal and crossing zones.

City looks like the streets post an earthquake movie and we have not had an earthquake yet...

Agoodman (prior D11 now in I think D5 😊)

Sent from my iPhone

On Feb 12, 2024, at 3:27 PM, Edward Mason <zabredala3@yahoo.com> wrote:

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