



DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, April 9, 2019

1. Roll Call

Chair Peskin called the meeting to order at 10:04 a.m.

Present at Roll Call: Commissioners Haney, Mar, Mandelman, Peskin, Ronen, Stefani, Walton and Yee (8)

Absent at Roll Call: Commissioners Brown (entered during Item 2), Safai (entered during Item 4) and Fewer (entered during Item 5) (3)

Commissioner Stefani moved to excuse Commissioners Brown and Fewer, seconded by Commissioner Walton. Commissioners Brown and Fewer were excused without objection.

2. Citizens Advisory Committee Report – INFORMATION

John Larson, Chair of the Citizens Advisory Committee (CAC), reported that the allocation of approximately \$63 million for light rail vehicle (LRV) procurement generated a great deal of discussion among the CAC and public, specifically the new seating design as well as access for people with mobility issues. San Francisco Municipal Transportation Agency (SFMTA) staff stated that their agreement with Siemens allowed them to address public concerns around the design of LRVs being ordered as well as retrofitting those that had already been ordered. Mr. Larson stated that CAC members were concerned that although higher capacity three-car trains were possible, the automatic train control system and infrastructure changes that could provide higher capacity through longer trains had no roll-out date. He added that the CAC was supportive of the accelerated schedule for LRV replacement because of the potential cost saving that would result from not having two fleets running concurrently and recommended an amended approval with a presentation on proposed design changes at the next CAC meeting. He noted that this item was approved with nine ayes and two abstentions.

In regard to Item 6 on the agenda, allocation of approximately \$1.4 million in Prop K funds for five requests, Mr. Larson said the CAC inquired if Transportation Network Companies (TNCs) would be contributing financially to the changes for a passenger loading zone as part of the Fisherman's Wharf Pier 39 Complete Streets Improvement Project. SFMTA staff said TNCs would not be funding any portion of the project and noted that the loading zone was a conceptual design. Mr. Larson said the CAC did not recommend funding Fisherman's Wharf Pier 39 Complete Streets Improvement Project because of objections to having loading zones benefit TNCs. He reported that the other four requests were approved unanimously.

Mr. Larson reported that the CAC received an update on the Caltrain Modernization program and business plan and had questions about travel time improvements on the corridor and ridership costs. He said the CAC asked if the new train cars would include a dual door to accommodate

future high-speed rail platforms. Caltrain staff said the dual door design was still in place because of the state's overall goal to provide high-speed rail in the corridor. Caltrain added that given that such service may not materialize until the end of the useful life of the first generation of Caltrain cars, designing a single set of doors and not sacrificing seats might be more prudent.

In regard to the monthly CAC Van Ness Bus Rapid Transit (BRT) update presented by the SFMTA, Mr. Larson said the CAC urged SFMTA staff to look at ways to improve bicycle travel on Van Ness Avenue during construction. He said the CAC recommended better signage and outreach to detour bicyclists off of Van Ness Avenue and on to Polk Street during the duration of construction.

Chair Peskin asked if that was conveyed to Peter Gabancho, Project Manager for the Van Ness BRT project, and Kate McCarthy, Public Outreach and Engagement Manager, at the SFMTA.

Mr. Larson replied in the affirmative.

There was no public comment.

3. Approve the Minutes of the March 19, 2019 Meeting – INFORMATION

There was no public comment.

Commissioner Yee moved to approve the minutes, seconded by Commissioner Mar.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Brown, Haney, Mar, Mandelman, Peskin, Ronen, Stefani, Walton and Yee (9)

Absent: Commissioners Fewer and Safai (2)

4. State and Federal Legislation Update – ACTION

Amber Crabbe, Public Policy Manager, presented the item per the staff memorandum

There was no public comment.

Commissioner Brown moved to approve the item, seconded by Commissioner Stefani.

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Stefani, Walton and Yee (10)

Absent: Commissioner Fewer (1)

5. Allocate \$62,767,634 in Prop K Sales Tax Funds, with Conditions, for Light Rail Vehicle Procurement – ACTION

Anna LaForte, Deputy Director for Policy and Programming, and Julie Kirshbaum, Acting Director of Transit at San Francisco Municipal Transportation Agency (SFMTA), presented the item per the staff memorandum.

Chair Peskin asked if the SFMTA had received communications from the public that had been sent to the Board prior to the meeting.

Ms. Kirshbaum replied in the affirmative.

Commissioner Brown asked about the share of total seats that were designated for senior and handicapped riders in the new LRV design.

Ms. Kirshbaum replied that the SFMTA's Multimodal Accessibility Advisory Committee and the Mayor's Office on Disabilities recommended additional blue seats designated for senior and handicapped riders. She said the LRV design team was working with those groups to increase the number of blue seats in the 151 replacement LRVs to be purchased in Phase 2 of the procurement.

Commissioner Brown noted that many seniors riding in the Phase 1 LRVs are not able to sit due to an insufficient number of blue seats. She said seniors were the fast growing population in the city and efforts should be made to ensure that public transit vehicles had a sufficient number of seats designated for them.

During public comment Robin Krops said she was injured while riding one of the new LRVs and was no longer able to use the lateral-facing seats. She said her own informal poll of other passengers found that at least one-quarter of them preferred transverse seating, and she advocated for re-designing the seating arrangement on the new LRVs to increase the number of transverse seats and re-designing the seats to provide better back support.

Eileen Bokin, District 4 resident, urged the Board to continue the item and noted that Save Muni had submitted a number of concerns about the LRVs. She said the Coalition for San Francisco Neighborhoods and the Board of Supervisors Land Use and Transportation Committee had concurred with Save Muni's concerns. She shared a San Francisco Chronicle article where one of the Siemens cars filled with smoke near the Montgomery Station and said certain engineering features that were available on Siemens cars in the European Union were not incorporated in the San Francisco design.

Bob Feinbaum, President of Save Muni, spoke against the item. He said he was unconvinced by the SFMTA's analysis of the cost-effectiveness of early retirement of the Breda LRVs. He said the contract provision that required Siemens vehicles to have the capability of being coupled into four-car vehicles had not been demonstrated nor referred to by the SFMTA. Mr. Feinbaum said his request for public records request had not yielded any results and believed that the only way to increase the capacity of the subway was through longer trains.

Edward Mason said the project was a 30-year decision and said members of the public who were not technically savvy were unaware that they could make comments through the City's 3-1-1 system or by filling out an online survey. He requested a comparison chart of the Breda and Siemens vehicles depicting the seating versus standing capacity for the two different types of vehicles. Mr. Mason added that the new vehicles should have additional blue seats and suggested that the SFMTA evaluate the technical issues as they relate to the particular topography of San Francisco.

After public comment Chair Peskin asked SFMTA and Transportation Authority invited staff to respond to public comment.

Ms. Kirshbaum stated that the California Public Utilities Commission (CPUC) reviewed both two- and three-car trains and asked the SFMTA to come back to them when the three-car trains were ready for operational testing. She added that the Siemens vehicles had been thoroughly tested and vetted for both two- and three-car trains. Ms. Kirshbaum shared the public's desire for longer and fewer trains in the subway and said that was something that the SFMTA Board had asked staff to pursue. She explained that the Forest Hill station did not accommodate four-car trains and said three-car trains were the quickest path to longer trains in the subway.

Chair Peskin asked if the Siemens LRVs could be coupled.

Ms. Kirshbaum said the Siemens LRVs could be coupled and was one of the biggest advantages

over the Breda LRVs. She said the Breda LRVs were designed to be coupled but encountered mechanical issues stemming from the way coupled trains communicated with one another. She agreed with the recommendation for more blue seats and reported that the Breda LRVs had approximately 60 seats compared to the Siemens design with bench and traverse seating totaling 50 seats. She added that the single row of seats in the new design was closer to about 40 seats.

Mr. Kirshbaum stated that while there was a reduction in seats from the Breda LRVs, the new design provided efficient passenger flows and the ability to quickly board large groups of people. She added that the SFMTA was pursuing single and double forward-facing seats based on feedback from the public.

Ms. LaForte said SFMTA's cost-benefit analysis included some quantitative analysis of the option of procuring the Siemens vehicles on an accelerated schedule and said that the Transportation Authority agreed with SFMTA that the public interest was best served by an accelerated procurement schedule.

Commissioner Mandelman moved to approve the item, seconded by Commissioner Haney.

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Stefani and Walton (10)

Absent: Commissioner Yee (1)

6. Allocate \$1,384,671 in Prop K Sales Tax Funds, with Conditions, for Five Requests – ACTION

Eric Reeves, Senior Program Analyst, presented the item per the staff memorandum

Chair Peskin stated that he did not want to have an exclusive TNC loading zone as part of the Fisherman's Wharf Pier 39 Complete Streets Improvement Project, but also did not want to hold up funds for safety improvements. He mentioned a takeaway from the previous Vision Zero Committee meeting was the need for more enforcement and more police officers on motorcycles to do that enforcement, particularly along The Embarcadero. Chair Peskin stated that at any one time in the City and County of San Francisco there were about 10 cops on bikes and that the number was woefully inadequate.

Chair Peskin remarked that while Prop K funds could not be spent to increase the number of cops, enforcement needed to become part of the Vision Zero strategy. He continued by saying that while he waits for Embarcadero safety improvements, he could like to see more Parking Control Officers (PCOs) to help enforce 'don't block the box' (intersection). In addition, he said he would like to see the city work with Uber and Lyft to implement geo-fencing to keep TNCs out of bike lanes. Chair Peskin lastly emphasized the need to step up driver enforcement and driver education.

Commissioner Fewer seconded Chair Peskin's request for additional motorcycle cops and stated that she worked with Commissioner Mandelman and San Francisco Police Chief Scott to put through an academy class of future motorcycle cops. She noted that there had not been an academy class in three years, but one was graduating at the end of April or beginning of May.

Commissioner Fewer said the Board could not pass ordinances without stressing enforcement and recounted two recent fatalities that occurred on intersections along District 1. She said enforcement was paramount to reach the city's Vision Zero goals. She also suggested that public

agencies such as the SFMTA, train people how to drive in San Francisco, noting that so much has changed since many drivers received their license years ago that they don't know how to drive in San Francisco anymore.

Chair Peskin suggested working with Commissioner Fewer, in her capacity as the Chair of the Board of Supervisors Budget Committee, to find additional funds for the Police Department and SFMTA for enforcement. He also mentioned the TNC tax that would go before the voters in November as another potential source of funds for enforcement.

Shawn McCormick, Parking Enforcement Director at SFMTA, said enforcement was key throughout the entire city and that enforcement had been focusing on The Embarcadero as a very visible spot in the city. He said through the first quarter of the year SFMTA had issued over 4,000 parking citations along The Embarcadero and was continuing to increase enforcement. Mr. McCormick said enforcement related to 'don't block the box' was effective in the South of Market Area and they need to do more of that north of market, along with being more proactive on the weekends.

Casey Hildreth, Project Manager at the SFMTA, agreed with the Board's assessment of the need for increased enforcement and near-term creative strategies as The Embarcadero enhancement projects worked towards a longer vision. He said the SFMTA was working with the Port of San Francisco around enforcement and looking forward to working with TNCs to discuss self-enforcement similar to the Valencia corridor.

Chair Peskin asked who from the SFMTA served on the Vision Zero Task Force.

Mr. Hildreth said Chava Kronenberg represented the SFMTA on the Vision Zero Task Force.

Chair Peskin asked if anybody from the Port of San Francisco was on the Vision Zero Task Force.

Mr. Hildreth replied that he did not believe so.

Chair Peskin said it would be great to have a recommendation from the Vision Zero Task Force in regard to the committee's vision for enhancing enforcement along The Embarcadero.

Commissioner Brown said vehicles blocking intersections in District 5 was an issue and suggested the use of 'don't block the box' enforcement to help protect pedestrians and bicyclists. She said the Market & Octavia Area Plan intended for Page Street to be a pedestrian and bike safety street, but up until recently it was being used by vehicles to inch closer to the freeway. She requested additional enforcement along Page, Oak and Fell streets and suggested writing tickets to vehicles that blocked intersections to create a deterrence.

Mr. Hildreth said the SFMTA would work to coordinate some level of enforcement as they divert traffic from Page to Oak street and that they were looking to add additional markings in the intersection. He added that enforcing good behavior and reinforcing the rules of the road was most important when making significant changes to the roadway. He said he was taking the Board feedback back to his team and would continue to coordinate with the enforcement team as well.

During public comment Francisco Da Costa said enforcement was being talked about in a general way and suggested that the Board receive an orientation from the project managers. He discussed the recent pedestrian fatalities and stated that reporting complaints to 3-1-1 was ineffective.

Kristen Leckie, Senior Community Organizer at the San Francisco Bike Coalition, spoke in support for the funding request for the Fulton Street Safety Project. She thanked Commissioner Fewer for her leadership on the project to bring improvements along Fulton street and said the

city needed to act quickly to protect senior pedestrians in the Richmond. She said the project would provide accessibility improvements for those biking and walking along Golden Gate Park.

Charles Deffarges, Senior Community Organizer at the San Francisco Bike Coalition, spoke in support of the Embarcadero Enhancement Project and Pier 39 Complete Streets Project. He asked the city to not lose track of its near-term safety goals on the waterfront and noted that 7 individuals who were either walking or biking had already been hit. He asked the SFMTA to include The Embarcadero as part of their 90-day action plan for Vision Zero.

Joanne Fraguli, Deputy Director of the Mayor's Office on Disability, spoke in support for all of the Vision Zero pedestrian safety improvements as well as the Board's urgent call to action for education and enforcement. She said statistics showed that people with mobility and vision disabilities, as well as seniors, were disproportionately affected by crashes and more needed to be done during the design phase to incorporate their needs. She suggested that the increased focus on enforcement also look at electric scooters and bicycles who are also involved in a lot of near misses with the more vulnerable populations.

Commissioner Fewer moved to approve the item, seconded by Commissioner Mandelman.

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Stefani and Walton (10)

Absent: Commissioner Yee (1)

7. Approve the San Francisco Lifeline Transportation Program Cycle 1 Program of Projects – ACTION

Aprile Smith, Senior Transportation Planner, presented the item per the staff memorandum.

There was no public comment.

Commissioner Fewer moved to approve the item, seconded by Commissioner Brown.

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Safai and Stefani (9)

Absent: Commissioners Walton and Yee (2)

8. Exercise Contract Option for On-call Project Management Oversight and General Engineering Services in an Amount Not to Exceed \$4,000,000, for a Combined Total Contract Amount Not to Exceed \$10,000,000 – ACTION

Eric Cordoba, Deputy Director for Capital Projects, presented the item per the staff memorandum.

During public comment Francisco Da Costa requested that the Board review the state and federal compliance requirements of the project and stated that the project did not meet compliance.

Commissioner Brown moved to approve the item, seconded by Commissioner Fewer.

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mandelman, Peskin, Ronen, Safai, Stefani and Walton (9)

Absent: Commissioners Mar and Yee (2)

9. Approve the Proposed Fiscal Year 2018/19 Budget Amendment – ACTION

Cynthia Fong, Director for Finance and Administration, presented the item per the staff memorandum.

There was no public comment.

Commissioner Brown moved to approve the item, seconded by Commissioner Mandelman.

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mandelman, Peskin, Ronen, Safai, Stefani and Walton (9)

Absent: Commissioners Mar and Yee (2)

10. Major Capital Project Update - Better Market Street – INFORMATION

Cristina Calderon Olea, Project Manager at San Francisco Department of Public Works (SFPW), presented the item.

During public comment Francisco Da Costa suggested keeping and restoring the sidewalk bricks from 5th to 8th streets to accelerate the Better Market Street project.

Other Items

11. Introduction of New Items – INFORMATION

Commissioner Fewer requested a discussion looking at the educational component of Vision Zero and specifically how the city was outreaching to seniors and monolingual seniors. She noted that there had been four serious crashes involving elderly Chinese seniors in District 1 over the past three months, with two of them being fatal. She also requested an update regarding the Safe Streets for Seniors Program, which she said was a critical component of the city's Vision Zero work. She added that she was seeking a strategic discussion around educational outreach through Chinese language public service announcements on television, radio, or print.

Commissioner Haney requested that the SFMTA provide a presentation detailing how they are prioritizing transit improvements for communities of concern, and specifically detailed steps taken to improve reliability issues around the 25 Treasure Island Muni bus line. He said the 25 was the only way for Treasure Island residents to get on and off the island on public transportation and were often faced with delays and service interruptions.

12. Public Comment

During public comment Francisco Da Costa recommended that each district hire designated points of contact that recorded complaints made by the public around Vision Zero as opposed to having the public call 3-1-1.

Edward Mason reported that a private corporate commuter bus stalled on westbound 24th street and caused delays on Muni and also a reroute of the 48 Muni bus line. He said this was an on-going issue in the neighborhood with stalled or disabled buses.

Mark Gruber spoke in support of taxi drivers and the taxi industry who were facing financial difficulties due to ridesharing companies like Uber and Lyft. He said the medallion sales program was a bad idea and asked the city to refund the money paid for medallions over a period of years

to amortize the financial impact. He said the Board could help taxi medallion holders through transportation fund similar to businesses impacted by construction projects along Van Ness and Chinatown.

13. Adjournment

The meeting was adjourned at 11:53 a.m.