



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, July 23, 2019

1. Roll Call

Chair Peskin called the meeting to order at 10:02 a.m.

Present at Roll Call: Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Walton and Yee (9)

Absent at Roll Call: Commissioners Safai (entered during Item 2) and Stefani (entered during Item 2) (2)

2. Chair's Report – INFORMATION

Chair Peskin offered condolences to the families of Michael Evans and Benjamin Dean who were hit and killed in crashes, as well as Kelly Dean who was critically injured and in the hospital. He reported that Commissioner Haney had organized a rally imploring motorists to slow down and reminded the public that the Tenderloin was a neighborhood, which required drivers to drive at 25 miles per hour or less. Chair Peskin noted that Senator Weiner attended the rally and lamented the fact that law enforcement statewide had killed San Francisco's repeated attempts to get automated speed enforcement. He requested that the Police Officers Association of San Francisco petition the state legislature to get the city automated speed enforcement and asked the San Francisco Police Department (SFPD) to start issuing tickets for speeding.

Chair Peskin reported that the meeting agenda had items related to pedestrian safety, an approval of a Vision Zero ramp study, a key set of safety scramble projects in District 3 at Kearney and Columbus, as well as an update on programs to protect kids through safe routes to school. He recognized former Transportation Authority Board member, Katy Tang, for her work on the safe routes to school program and announced a Transportation Network Company (TNC) tax that would appear on the November 2019 election ballot, which would fund safer streets city-wide. Chair Peskin asked Transportation Authority staff to work closely with Commissioner Yee, the Board, the San Francisco Municipal Transportation Agency (SFMTA) and SFPD as it related to Vision Zero commitments.

Commissioner Ronen seconded Chair Peskin's comments and said she was devastated by the amount of pedestrian and traffic deaths that were happening on city streets. She called on all city leaders to do everything in their power to end the senseless killing of people on city streets and asked that the city institute all possible pedestrian safety options.

Commissioner Haney thanked Chair Peskin for his remarks and the Board for their



support in calling for a state of emergency around traffic safety in San Francisco. He announced that he would be introducing a resolution later that day at the Board of Supervisors meeting and asked for the Board's support. He said the city needed sweeping and urgent action and seconded Chair Peskin's call for increased enforcement.

Commissioner Fewer said District 1 had suffered two fatalities, both of whom were Chinese seniors, and felt not enough attention had been placed on the importance of abiding by speed laws. She said increasing the number of motorcycle cops on the streets would be a real deterrent and asked the SFPD to beef up citations around high-injury corridors. Commissioner Fewer also asked SFMTA to look at ways to keep pedestrians safer, such as extending crossing times at crosswalks and repainting faded crosswalks.

Commissioner Yee thanked Chair Peskin and Commissioner Haney for their remarks and said his office was currently working on legislation to increase the number of pedestrian scrambles at intersections. He asked that the Board work towards getting the state to pass Assemblymember Chiu's bill on automated speed enforcement.

Commissioner Brown thanked Chair Peskin for his remarks and said the city needed to change its mentality on the way it designed and ran its streets. She said the city had to prioritize pedestrians and bicycles over cars. Commissioner Brown said no right turns on red lights and unprotected left turns on Divisadero street needed to be looked at and noted that two of the five 2019 pedestrian fatalities in District 5 were a result of drivers making dangerous unprotected left turns that crossed multiple lanes.

Commissioner Walton echoed the sentiments of Chair Peskin and said the Board was going to work hard as a body to focus on keeping pedestrians safe. He shared a text message he received from a District 10 constituent requesting speed bumps on a street that had a pedestrian island removed and the story of another District 10 resident who had his leg amputated as a result of being hit by a distracted driver. He thanked the Board, Transportation Authority and SFMTA for their dedication and commitment to bringing change.

There was no public comment.

3. Executive Director's Report – INFORMATION

Tilly Chang, Executive Director, presented the Executive Director's Report.

There was no public comment.

Consent Agenda

- 4. Approve the Minutes of the July 9, 2019 Meeting – ACTION**
- 5. [Final Approval] Approve a Fund Exchange of \$3,366,000 in One Bay Area Grant Funds from the John Yehall Chin Elementary Safe Routes to School Project (John Yehall Chin Project) with an Equivalent Amount of Prop K Funds from the Better Market Street Project and Allocate \$3,802,000 in Prop K Funds, Including the Exchange Funds, with Conditions, to the John Yehall Chin Project – ACTION**



Anna LaForte, Deputy Director for Policy and Programming, provided a follow up on Item 5 of the agenda. She stated that San Francisco Department of Public Works (DPW) would be ensuring safe crossing for school children during construction work on the John Yehall Chin project and was updating its construction bid document to reflect a dedicated flagger at each intersection to assist schoolchildren and pedestrians. The flagger would work during the hours that crossing guards typically worked of 8:15 a.m. until 9:45 a.m. and 3:15 p.m. until 4:30 p.m. She said the plan was for construction to begin in March 2020.

Commissioner Peskin thanked Commissioner Yee for raising those issues at the July 9, 2019 Transportation Authority Board meeting.

6. **[Final Approval] Allocate \$11,880,163 in Prop K Sales Tax Funds for Ten Requests and \$6,852,380 in Prop AA Vehicle Registration Fee Funds for Four Requests, with Conditions – ACTION**
7. **[Final Approval] Adopt the SoMa Freeway Ramp Intersection Safety Study Phase 2 Final Report – ACTION**
8. **[Final Approval] Amendment of the Scope of Work and Schedule for the District 3 Neighborhood Transportation Improvement Program Planning Project and Revising the Name From the Kearny Street Multimodal Implementation Plan to District 3 Pedestrian Safety Improvements – ACTION**
9. **[Final Approval] Approve San Francisco’s Goals for Plan Bay Area 2050 and San Francisco’s Regionally-Significant Project List – ACTION**
10. **[Final Approval] Award Three-Year Professional Services Contracts, with an Option to Extend for Two Additional One-Year Periods, to Nossaman LLP, Meyers Nave Riback Silver & Wilson, and Wendel, Rosen, Black & Dean LLP, in a Combined Amount Not to Exceed \$1,000,000 for On-Call General Legal Counsel Services – ACTION**
11. **Investment Report and Debt Expenditure Report for the Quarter Ending June 30, 2019 – INFORMATION**

There was no public comment.

Commissioner Stefani moved to approve the Consent Agenda, seconded by Commissioner Mar.

The Consent Agenda was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Stefani, Walton and Yee (11)

End of Consent Agenda

12. **Adopt the Lombard Crooked Street Reservations & Pricing System Study Final Report and Authorize the Executive Director to Advance the Recommendations of the Study, Including Seeking Necessary Legislation and Funding Identification – ACTION**



Commissioner Stefani said something needed to change in the area and was excited that Transportation Authority staff drafted a study that would inform the city on how to best proceed.

Andrew Heidel, Senior Transportation Planner, presented the item per the staff memorandum.

During public comment Aleta Dupree said she was concerned about congestion pricing and was in favor of automated enforcement. She also stated that there needed to be a way to ensure that customers with disabilities could access a path to travel down Lombard street.

Stephen Taber, Transportation Chair of the Russian Hill Neighbors, spoke in support of the study and said the current congestion was a very serious issue. He noted that Lombard street was the only street that had reasonable access to Russian Hill from the northwest when coming over the Golden Gate Bridge and suggested robust signage and public relations for tourists and residents.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Stefani, Walton and Yee (11)

13. Update on the California High Speed Rail Authority Preferred Alternative – INFORMATION

Boris Lipkin, Northern California Regional Director at California High-Speed Rail Authority, presented the item.

Director Chang thanked Mr. Lipkin for his presentation and the California High-Speed Rail Authority (CHSRA) for their partnership. She acknowledged there was remaining work needed on the design of the high-speed rail configuration and the expectation that all trains would eventually make their way to the Transbay Transit Center.

During public comment Roland Lebrun stated that the Pacheco Pass was the wrong alignment. He also stated that the CHSRA did not have exclusive rights to the design nor did they have developmental environmental clearance.

Aleta Dupree spoke in support of the report and expressed the importance of having high-speed rail from the Peninsula to the Transbay Transit Center.

14. Construction Mitigation Program Update – INFORMATION

Chair Peskin thanked Commissioner Mar for requesting Item 14, the Commissioners who worked with the SFMTA and the Mayor's office to allocate \$5 million of funding and the SFMTA for developing a construction mitigation course of action.

Commissioner Mar thanked Director Chang for placing Item 14 on the agenda and said he wanted to ensure that the Board could access the \$5 million set aside to provide economic support to neighborhood businesses during the construction phase of the L



Taraval improvement project. He said similar to recent efforts to enhance safety in city streets for pedestrians and cyclists, the Board also had a responsibility to do everything it could to mitigate the impacts of construction, particularly on neighborhood businesses and residents.

Jonathan Rewers, Senior Manager of Budget, Financial Planning and Analysis & Building Progress Program Manager at the SFMTA, presented the item.

Chair Peskin said construction mitigation was an issue of great concern to the Board and the SFMTA but felt that the businesses on the 1900 blocks on Stockton street would be in trouble as a result of the delayed Central Subway project. He said he understood the importance of major capital projects like the Van Ness Bus Rapid Transit (BRT) project but noted that the over 500 days of delay was causing a financial burden on many Van Ness businesses. He noted a conversation he had with a Van Ness business owner who was struggling to keep her business running as a result of the prolonged construction and added that the delays were affecting four supervisorial districts along the Van Ness corridor.

Commissioner Safai suggested that the Office of Economic Work Development (OEWD) manage the construction mitigation fund, as opposed to the SFMTA who was not equipped to manage the program. He said there was an upcoming improvement project on Mission Street that would have a significant impact on a part of the city that already had one of the highest rates of vacancy. Commissioner Safai suggested that the majority of the funds made available to businesses come in the form of grants ranging from \$10,000 - \$25,000. He said revolving loans would not be beneficial to businesses on the brink of shutting down and that the program should prioritize getting funds quickly to these businesses.

Chair Peskin stated that business owners had mentioned in conversation that they would be interested in robust no interest loans. He said having a microlending fund that could be used for years and that projects ahead could help businesses survive for a period of time. He suggested that the Board discuss the benefits of microlending as an option.

Commissioner Brown asked for clarification regarding the proposed cash payments to businesses for SFMTA projects and revolving loan payments to San Francisco Public Works (SFPW) projects.

Mr. Rewers said the \$5 million fund came from the general fund set aside that went to the SFMTA for pedestrian safety projects or for fleet replacement. He said outside of SFMTA's major capital projects, they were partnering on a number of projects that were adding pedestrian bulbouts and paint. Mr. Rewers said the idea of a revolving loan fund, funded through the SFMTA's budgeted fund, was the SFMTA recognizing that they were a partner in a significant number of projects in San Francisco and had an equal responsibility to contribute.

Commissioner Brown said she was worried for Haight-Ashbury businesses that heavily relied on the summer tourist season but would be forced to close their stores as a result of the Upper Haight Transit Improvement & Pedestrian Realm project. She asked what



would happen if businesses were unable to repay revolving loans and what the terms on the loans would be.

Jorge Rivas, Interim Deputy Director of Neighborhood Development at OEWD, said the terms on the loan were not yet determined, but said OEWD was looking at 0% interest loans with repayment after construction ends. He added that there would be flexibility in terms of how OEWD worked with the underwriters to establish the terms on the loans. Mr. Rivas said the intention of the revolving loans was to make sure the businesses stayed afloat during the construction period and also have OEWD provide technical assistance. He said the tenants would be provided pro bono consultants to implement their business plan or improve their business plan during that time.

Commissioner Brown asked if businesses that were forced to close permanently would still be responsible for the revolving loan.

Mr. Rivas said OEWD would work with the merchant to figure out a payment plan but noted that OEWD's current revolving loan fund had a 97% small business repayment rate.

Commissioner Brown asked if there could be an option that forgave businesses from having to payback a loan if their closure was a result of a construction project.

Mr. Rivas said that option could be explored.

Commissioner Brown asked if the businesses that were affected by the Inner Sunset Streetscape Improvement project would be eligible to access the construction mitigation fund.

Mr. Rewers echoed Chair Peskin's comments that the SFMTA would catch up on assisting all businesses that had suffered financial losses as a result of construction projects. He added that the SFMTA was working on establishing a program with clear criteria that would determine if a business was eligible for the construction mitigation fund.

Commissioner Walton said the duration of city construction projects was responsible for putting merchants out of business and was not caused by businesses not having a business model or being in need of technical assistance. He said the Board had requested that the SFMTA provide a financial support strategy to mitigate the impacts on businesses during construction. He added that loans would not help a business that was suffering and asked that the SFMTA develop concrete and tangible strategies that supported businesses.

Mr. Rewers guaranteed that the SFMTA would provide a complete work order to OEWD. He said the SFMTA was strategizing how to best utilize the \$5 million fund to help as many businesses as possible while also making the program work for all current and future construction projects.

Chair Peskin said the reason agencies had historically fought mitigation payments to impacted business was to avoid increases in project cost. He suggested that maybe it be the policy of the Board to not approve future projects or halt funding on current projects that did not have robust mitigation payment programs for impacted businesses. Chair



Peskin said that projects would become more expensive but would eliminate the need for loans or grants.

Commissioner Walton said loaning money to businesses who were losing money and going out of business did not address the problem and believed that a longer conversation would be needed to address the problem.

Commissioner Yee said he made a request five years ago that struggling businesses be provided cash payments to stay afloat and provide gross receipts and profit margins to demonstrate their level of need. He said he was in agreement with Commissioner Walton that loans would not help small businesses that were struggling to stay in business.

Commissioner Safai said he believed that the city had the resources to provide both cash and revolving loan funds. He said the city was able to provide micro loans to businesses in distress and also provide the Board-approved mitigation fund for construction projects. Commissioner Safai said he would not be in favor of always asking construction projects to factor mitigation payments into the project cost, but instead preferred a grant process that involved OEWD working with local banks to put money towards a revolving loan fund. He said based on the comments from Commissioners the city needed to get the money out as quickly as possible to assist businesses that were on the brink of shutting down. He noted that a good example was OEWD's San Francisco Shines program that provided funds in an expedited manner and was a model he would support.

Chair Peskin said that every capital project in the City and County of San Francisco set aside 2% for arts and asked why some percentage could not be set aside for impacts to small business.

During public comment Roland Lebrun suggested that construction mitigation be resolved during the planning stage of a project and recommended that the Board research Canal Reach in London, England.

Jim Patrick, Owner of Patrick and Company, said he was one of the small businesses and suggested alternatives like the city paying the fees a bank might charge to arrange a loan.

Danielle Rabkin, Owner of CrossFit Golden Gate, said her business had been on Van Ness for almost five years and her revenue had been drastically lower compared to the previous year as a result of construction. She said by the time any assistance was to be made available, her business would be closed. She stated that decreased visibility and lack of foot traffic had demolished her income and construction dust had quadrupled her cleaning cost. Ms. Rabkin said she needed help and would not be able to pay back a loan to make up the income she had lost. She said she had been talking to OEWD and the Small Business Development Center since December 2018 to get assistance and could not survive further delays.

Chair Peskin said Ms. Rabkin was a prime example of the hardships small business owners were facing as a result of delayed construction projects. He shared that he had worked with the Assessor's Office to come up with the proper square footage of her business because her previous lease had more square footage in it than she actually owned. Chair



Peskin said it was important that the city protect its constituents who were a vital part of the economy. He said that he would no longer vote for projects unless they had large built in budgets to take care of small business owners. He asked that the SFMTA and OEWD provide assistance to Ms. Rabkin.

Robin Kropp said she wanted to know what the construction mitigation plans were for the Geary Bus Rapid Transit project.

15. Update on the San Francisco Safe Routes to School Non-Infrastructure Program – INFORMATION

Miriam Sorell, Transportation Demand Management Program Manager at the San Francisco Municipal Transportation Agency, presented the item.

Commissioner Haney said he was excited about the program and noted that Commissioners Yee, Fewer, Walton and himself had previously served on the San Francisco Unified School District (SFUSD) Board. He said he had authored the resolution that created the safe routes to school goal for SFUSD and made some of the structural changes that committed to extend the goal to all San Francisco schools. He asked how the program was tracking data, how it would look at key indicators and outcomes, if it was seeing reductions in single-family vehicle trips and school area collisions and if the reductions were seen more at certain schools that had more implementation of safe routes. He also asked how the program measured whether a school was fully implemented and where the city was in terms of implementation across the school district.

Ms. Sorell said in terms of collecting actual data for those metrics, tallies were collected in the school classroom for kindergarten, fifth grade, sixth-grade, and ninth-grade to get a baseline of how many people were currently using one of the "four fun ways" to get to school - walking, biking, transit, and carpooling - versus single-family vehicle trips. She said that was how the program connected its benchmark and was typically conducted every two years. Ms. Sorell said in terms of different schools and how San Francisco Municipal Transportation Agency (SFMTA) was implementing programs, it had a different style of programming over the past several years. She said SFMTA was looking in the upcoming year to have a more focused evaluation on how individual actions implemented affected changes at particular schools or in particular target communities. This would allow SFMTA to better understand the methods before being rolled out more broadly.

Commissioner Haney asked if the program was seeing a reduction in single-family vehicle trips and if it was being reported regularly.

Ms. Sorell said she would share a report that the San Francisco Department of Public Health developed for the previous safe routes to school allocation. She added that the SFMTA had not begun tracking single-family vehicle trips data since they recently took over the project as of July 1, 2019.

Commissioner Fewer said she had recommended that the city reinstate attendance area zones while on the SFUSD board and felt that kids commuting across town was not



feasible. She suggested that the SFMTA share its data with SFUSD because the policy on how kids were assigned to schools impacted morning traffic. Commissioner Fewer said that an estimated 25% of morning commute traffic was parents taking their children to school and added that SFUSD served two thirds of school age children in San Francisco. She also suggested that SFMTA and SFUSD coordinate strategies that encourage more families to take other forms of transportation during the morning commute.

Commissioner Mar said the presentation was informative and it was exciting to see the plans to enhance the Safe Routes to School Program and said as a parent he understood the challenges that parents face in getting their children to school. He said he was in favor of safe alternative transportation options and said he was working in partnership with the SFMTA and Transportation Authority on a transportation study in the school district. He asked if parents and students had opportunities to share their input on the Safe Routes to School Program.

Ms. Sorell said the SFMTA's education and outreach work would provide an opportunity to engage and learn from parents and students about what would help them make decisions around sustainable transportation. She added that the SFMTA welcomed input and ideas from parents and students and was looking to grow its presence at San Francisco schools.

Commissioner Mar asked if input from parents and students were incorporated into the plans.

Ms. Sorell said the outreach and encouragement events helped the SFMTA understand barriers that could be addressed through different parts of the program. She said barriers related to school area safety could be addressed if funding was available, while barriers related to not having the right knowledge could be addressed through input from parents and students.

Commissioner Stefani said morning school drop off and afternoon pickups were a perfect opportunity for police enforcement to ensure drivers obeyed speed limits in school zones. She asked if the SFMTA and San Francisco Police Department (SFPD) were coordinating efforts around enforcement.

Ms. Sorell said the SFMTA and SFPD met periodically and noted that the SFPD was planning back-to-school efforts. She said she would convey Commissioner Stefani's comments to the SFPD.

During public comment Christopher White, Program Director at the San Francisco Bicycle Coalition, said that they were one of the partners in the Safe Routes to School Program for education, outreach and encouragement work. He thanked the Board for their support and said over 100 schools participated in Bike and Roll to School week.

16. Update on the San Francisco Municipal Transportation Agency's Siemens Light-Rail Vehicle Procurement – INFORMATION

Julie Kirschbaum, Director of Transit at the San Francisco Municipal Transportation Agency, presented the item.



Commissioner Safai commented that he did not see a slide in the presentation that discussed the wheel-flattening issue. He asked what the overall cost would be to retrofit the braking systems of the Siemens Light Rail Vehicles (LRVs).

Ms. Kirschbaum said the cost would be about \$30,000 per vehicle and about \$5 to \$6 million total.

Commissioner Safai asked if the retrofit effort would require approval from either the SFMTA Board or Transportation Authority Board.

Ms. Kirschbaum said SFMTA had developed a cost package for the retrofits and Prop K was one of several funding sources under consideration.

Commissioner Safai asked if the SFMTA would train operators to rely on the "mushroom" brake controller on the new Siemens LRVs.

Ms. Kirschbaum said the SFMTA encouraged use of the mushroom controller but said operators could optionally use the t-stick controller. She said the reality of operating two fleets at the same time was that many operators would continue to use the mushroom controller in emergencies.

Commissioner Safai asked if Ms. Kirschbaum was stating that the reason that the SFMTA training continued to encourage operators to use the mushroom brake was because of safety issues.

Ms. Kirschbaum said that the SFMTA encouraged operators to use the mushroom controller on the Breda LRVs and had determined it to be the safest course of action for emergency stops. She clarified that the SFMTA was not training operators to use that technique on the Siemens LRVs, but operators used it based on their Breda training.

Commissioner Safai asked for confirmation that the SFMTA was not encouraging operators to use the mushroom brake on the Siemens LRV trains, and Ms. Kirschbaum confirmed.

Commissioner Safai asked if the SFMTA was going to request \$6 million to retrofit the Siemens LRV trains that they had purchased.

Ms. Kirschbaum replied in the affirmative.

Commissioner Safai asked why the braking issue was not anticipated when the SFMTA purchased the new vehicles, noting that each vehicle cost between \$3 to \$3.5 million.

Ms. Kirschbaum said the frequency with which operators were required to use the emergency brake on the Siemens LRV trains had not been anticipated. She added that the SFMTA underestimated the impact of operating two fleets, which required operators to maintain all of their Breda skills while also adapting to the new vehicles.

Commissioner Safai asked what the cost to the light rail system was as a result of operators using the emergency brake rather than using the t-stick controller.

Ms. Kirschbaum answered that the cost of frequent use of the emergency brakes was flattening of wheels. She said the impacts of wheel-flattening included replacement of



entire wheel systems, the need to re-round ("true") flattened wheels, and increased customer crowding when LRVs had to be taken out of service.

Commissioner Safai asked about the cost to replace wheel systems.

Ms. Kirschbaum said the SFMTA would need to follow up with the Board about those costs.

Commissioner Safai said it made no sense to spend millions of dollars on new vehicles but not anticipate the need for system replacements or vehicle down-time. He added that the financial impact was significantly more than the \$6 million cost of the brake retrofits. Commissioner Safai asked why the operators had not been consulted to try to anticipate all potential issues. He said the failure to include operators in the planning had led to a decrease in overall service and increased delays.

Ms. Kirschbaum said the SFMTA's goal was delivering excellent service and addressing the problems. She said testing of the new track brakes had been going smoothly and expected the SFMTA would be able to bring the new braking system to the California Public Utilities Commission (CPUC) Board for certification in the next month or two.

Commissioner Safai asked if train operators in attendance could share their insight with regard to the old and new LRVs.

Roger Marengo, President of Transportation Workers Union Local 250-A, asked that the Board and public not blame the operators for manufacturing defects. He said operators had asked for a rearview mirror to be able to see in the back of their cab and for mirrors on the side of their trains to prevent injuries. Mr. Marengo said the video monitor that replaced the mirrors was approximately the size of a smart phone screen and was not sufficient for looking 150 to 160 feet back. He added that the monitor screens sometimes went blank.

Ramon Galdamez, Vice-President of Transportation Workers Union Local 250-A, said light rail operators were deeply concerned about the safety mechanisms on the Siemens LRVs and their inability to stop in a timely manner. He said the braking deficiency could have been avoided if the SFMTA would have consulted with the operators.

Commissioner Safai stated that he heard loud and clear that the operators were not consulted prior to the purchase of the Siemens LRVs. He asked if the SFMTA was committed to Siemens moving forward.

Ms. Kirschbaum said addressing the design issues with the Siemens vehicles was SFMTA's best option and that the alternative approaches would mean the Breda vehicles would be replaced over a much longer time frame and would likely be more expensive.

Commissioner Safai asked for confirmation that once the new Siemens LRVs were retrofitted, there would be fewer maintenance shop hours spent truing and replacing flattened wheels.

Ms. Kirschbaum replied in the affirmative.

Commissioner Safai asked if the SFMTA was aware of operator concerns around vehicle



rearview mirrors, the size of monitors and monitors blanking out.

Ms. Kirschbaum replied in the affirmative and said slide #6 in her presentation discussed improvements that had been implemented, improvements for which design had been finalized, and improvements that were being designed. She added that the improvements presented included replacing the video monitors with ten-inch screens.

Commissioner Safai noted that slide #6 of the presentation did not mention installation of mirrors.

Ms. Kirschbaum said exterior mirrors had been considered, but the SFMTA believed that the monitors offered better visibility.

Commissioner Safai commented that people doing the work needed to be taken into account when crafting legislation and policies. He said lack of input from them was costing the city millions of dollars.

Mr. Marengo said communication was improving, and that both sides were in the process of remedying as many safety issues as possible. He said operators shared the same goal of improving transportation and fixing safety issues as they arise.

Commissioner Safai said it was the first time in his tenure as a Commissioner that someone from organized labor had been invited to speak at a Board meeting. He encouraged the SFMTA and Transportation Authority to have conversations with operators during the planning phases of projects and said the Board would be inviting the operators on a more frequent basis to ensure they were a part of the conversation.

During public comment Robin Kropp said she was in favor of bringing back the rearview mirrors on trains and was concerned about sudden braking. She said she was injured while riding one of the new LRVs and was no longer able to use the lateral-facing seats.

Aleta Dupree was in favor of the safety measures being taken and said as a disabled person, lateral-facing seats were very important to her.

Edward Mason said that flat wheels were still an issue and the trains slow acceleration and slow opening doors were impacting the reliability of the system overall. He said he was in favor of additional transverse seating and blue seats reserved for seniors and people with disabilities.

Other Items

17. Introduction of New Items – INFORMATION

There were no new items introduced.

18. Public Comment

During public comment Edward Mason stated that July 31, 2019 concluded five years since the start of the corporate commuter bus program. He said there had been 4,248 placards issued to buses and currently 711 buses operating in San Francisco. He listed the total number of registered complaints, administrative penalties and citations to date



based on public information documents he had requested.

Aleta Dupree said it was important that the city focus on traffic enforcement for both vehicles and two-wheeled conveyances. He also suggested that the city have a regional perspective when looking at public transit.

19. Adjournment

The meeting was adjourned at 12:39 p.m.