

# South Beach / Rincon / Mission Bay Neighborhood Association Meeting

MINUTES

01/14/2013

6:00 PM-7:45 PM

COMMUNITY ROOM  
200 BRANNAN

<b>ATTENDEES</b>	19 residents/attendees + 4 Officers + 3 Directors = 26 total
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[NEXT MEETING: 2/11/13 6:00 - 7:00 PM](#)

<b>TOPIC</b>	Public Transportation in our Neighborhood
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- **WELCOME / INTRODUCTIONS (Gary Pegueros)**

- **ANNOUNCEMENTS**

- Gary announced some NERT training options; Dine About Town promo; NA Yahoo Group and Dues. Katy advised of upcoming Piers 30-32 subcommittee meetings.

- **SFMTA Julie Kirschbaum & Peter Albert**

Subject: Current & Future Service Levels for our Neighborhood

Challenges:

- Not enough operators; therefore, not all services are rolled out every day. They are stepping up hiring & training. It takes at least 8 weeks from hire to ready to work. Many new hires wash out of the training program.
- Old Equipment -- we have some of the oldest busses in the country. SFMTA will be getting 62 new busses this spring. Trains are expected to last another 10 years. Doors and steps are the #1 problem on trains. There are not enough trains to service the Embarcadero.
- Rail Subway Itself -- NYC has 4 tracks in subway so that trains can go around each other. SF does not. We just restored the loop cable – how communications work on the trains. The operator performance needs to be improved as they enter tunnels and go on automatic. Signage & communication need to be improved. The only way a rider knows there is a problem is if s/he is in the subway.

Transit Effectiveness Project (TEP)

<http://www.sfmta.com/cms/mtep/tepoer.htm>

- 22 was not fully funded. Catellus funded a small portion, but SFMTA was expected to fund the rest.
- 16<sup>th</sup> Street is very challenging. The 22 electric trolley has to cross CalTrain. They use different types of electricity – AC and DC.
- Maybe use a motor coach from 16<sup>th</sup> St BART to Mission Bay?
- Developers need to pay fees for conceptual engineering of 22.
- 11 Downtown Connector is new. It travels Sansome – 2<sup>nd</sup> – Folsom – Van Ness & connects to Montgomery BART. It will ease the F Line and connect SoMa & Market.
- The current Muni Plan is from 1985.
- Peter is working with the Giants, the Warriors, & Pier 70 to tie all together. He is hoping to have a comprehensive workshop in March.
- Lead time is a big issue. It takes 3 years to procure a bus.
- Maybe bring the 10 Townsend in to Mission Bay in lieu of the 30 &/or 45?

- Crossing of the 30 & 45 at CalTrain is difficult.
- 4<sup>th</sup> & King is the biggest problem for the N & T Lines due to signal configuration.
- Once the Central Subway is in, the T will go down 4<sup>th</sup> Street. In the meantime, MTA is going to put in signal improvements at 4<sup>th</sup> & King.
- T will eventually have two cars in long (7 minutes) & short (4 minutes) lines.
- The TEP CEQA initial study is being published this month, and a funding dialogue will begin in the Fall of this year. The earliest we would see service increases would be in July of 2014.
- Julie can return in July or Aug of this year to update us.
- New train cars will be able to hook 3 at a time.

#### Other

- The Giants do not provide funding for special events. MTA must pay for increased service themselves. We should ask the Warriors to provide special funding for their events.
- The proposed arena at Piers 30/32 would be a shorter walk from BART; more people are expected to walk than for the ballgames at AT&T.
- Re the 12 and 42 lines -- They were used too infrequently. Busses need to serve people with different purposes to be sustainable – shopping, going to work, going to school, etc.
- Peter will look into existing shuttle services and possible solutions.

- **NEXT MEETING**

- Our next meeting will be Monday, Feb 11<sup>th</sup>.