



**SFMTA**  
Municipal  
Transportation  
Agency

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

**MINUTES**

**Thursday, March 2, 2017  
Room 7080, Union Square Conference Room  
1 South Van Ness Avenue, 7<sup>th</sup> Floor**

**REGULAR MEETING  
5:30 P.M.**

**COUNCIL MEMBERS**

**Daniel Weaver (Chair), Frank Zepeda (Vice Chair), Neil Ballard, Mark Ballew,  
Barbara Bocci, Steve Cornell, Joan Downey, Cesar Magdaleno, Daniel Murphy, Alex Reese,  
Steve Taber, Susan Vaughan, and Dorris Vincent**

**COUNCIL LIAISON  
Roberta Boomer**

**COUNCIL SECRETARY  
Keka Robinson-Luqman**

## ORDER OF BUSINESS

### 1. Call to Order

Chairman Weaver called the meeting to order at 5:30 p.m.

### 2. Roll Call

CAC members present at Roll Call: Neil Ballard, Mark Ballew, Barbara Bocci, Stephen Cornell, Joan Downey, Cesar Magdaleno, Daniel Murphy, Susan Vaughan, Daniel Weaver, and Frank Zepeda

CAC members absent at Roll Call: Steve Taber

CAC members absent: Alex Reese and Dorris Vincent

### 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 2, 2016:

ADOPTED: AYES – Neil Ballard, Mark Ballew, Barbara Bocci, Stephen Cornell, Joan Downey, Cesar Magdaleno, Daniel Murphy, Susan Vaughan, Daniel Weaver, and Frank Zepeda

ABSENT – Alex Reese, Steve Taber, and Dorris Vincent

### 5. Report of the Chair (For discussion only)

Chairman Weaver reported that the new Chairman of the SFMTA Board of Directors, Cheryl Brinkman, was present and would like to address the Council.

SFMTA Board Chairman Cheryl Brinkman thanked the CAC for their service and input.

Council Member Sue Vaughan asked Chairman Brinkman how independent she is in terms of her decision making and inquired how the SFMTA Board came to the decision to adopt the commuter shuttle program in violation of California state law.

Member Taber arrived at 5:36 p.m.

### 6. Public Comment:

Edward Mason reported on Noe Valley commuter bus violation statistics for the months of January and February 2017. (Mr. Mason submitted written comments for inclusion in the minutes.)

Written 150-Word Public Testimony by Edward Mason for Minutes of SFMTA Citizens' Advisory Council Regular Meeting March 2, 2017: Agenda Item 6, Public Comment:

MTA CAC February 2, 2017 written comments by Edward Mason. Preliminary Noe Valley commuter bus violation statistics for January 2017 include: 34 observation periods and 140 violations. They include: delay-block Muni: 29, residential street operation by vehicle greater than 35 feet 2; No ICC: 1; No California license 32; major congestion 20, stage 19. Idle 11, no blue program placard 59; missing placard 10, stall: 1 Engine idling along Market Street between Church and Duboce requires enforcement. Stall at Castro/14<sup>th</sup> had significant engine oil leak. Mirror hit another bus causing over 15 minute delay congestion and not reported to Muni.

Anastasia Yovanopoulos stated that there are more than 30 buses per hour competing one shared Muni stop. There is no data available on how many buses there are per hour and how many people are on the buses. The program needs to be assessed and controlled. The only way Muni can regulate these buses is at the time of their licensing. When they reapply for their license there should be certain requirements. No study has been done on displacement of residents even though the study was required.

Deetje Boler stated that there is agreement that vibration on the New Flyer buses is intolerable. The buses are going to shake themselves to pieces. She is concerned that a couple hundred more buses are being added to the fleet. She inquired why Muni is not purchasing buses from from the United States. She is concerned that the buses will not last. She has called 311 about the 19 Polk stop northbound being eliminated. That stop is severely needed.

#### REGULAR CALENDAR

7. Presentation, discussion, and possible action regarding an update on the Van Ness Improvement Project. (Sean Cronin, Public Relations Assistant. Explanatory documents include a slide presentation.)

Sean Cronin presented the item.

#### PUBLIC COMMENT:

Jim Chappell stated that he is enthused about the Van Ness Bus Rapid Transit project. Fort Mason is the second largest attraction in San Francisco but doesn't have much bus service. He would love for the 49 line to say "Fort Mason" on the head sign. Also, he would like to see a neighborhood map at bus shelters and directional signs directing people to Fort Mason.

Deetje Boler inquired whether the loss of bus stops on Van Ness Avenue are related to the new plans. She also inquired when the new boarding islands are put into existence, how many bus stops there will be. She is not clear where the bus stops are and is not sure why those stops have been eliminated. The stops should be brought back. She wants to know what the plan is for people who find walking long distances a challenge. The SFMTA Service Planning section is focused on vehicles and drivers and forget that they are for the purpose of moving people around. The safety issue of the 19 Polk line is thought of from the point of view of the vehicle and not the pedestrian. She urged staff to think in terms of usage rather than transit schedules.

Edward Mason recommended a robust quality assurance program. He doesn't want to see the same thing happen with Van Ness. With the N Judah re-railing project, one thing was said on the website, but what happened was a different thing. It took almost a week to get the website and the signs into compliance with what was happening on the ground.

Anastasia Yovanopoulos stated that the red transit-only lanes did not work out on Mission Street. Merchants said business was down 50 percent. There needs to be a compromise. The people on the ground need to be listened to more. It's a big deal that the bus will be two minutes faster. Someone is going to have to walk six blocks with groceries.

8. Presentation, discussion, and possible action regarding jitneys. (Alex Jonlin, Transportation Analyst; Sarah Jones, Director, Planning; and Kate Toran, Director, Taxi and Accessible Services. No explanatory documents.)

Kate Toran said that the SFMTA is excited to be moving forward. Jitneys have long been regulated under the police department. When the SFMTA took over the jurisdiction of the taxi industry, non-standard vehicles moved out of the police code and into the transportation code. There are new transportation services popping up all over. The SFMTA is now working to create regulatory conditions.

Alex Jonlin stated that private transit vehicles have a long history in San Francisco. Under State Law, the California Public Utilities Commission (CPUC) has jurisdiction over any passenger carrying service that operates between cities. Within the city, the SFMTA has the jurisdiction. Safety is the number one concern. The obstruction of transit service is another issue. There have been complaints from the public. Concerns include accessibility and what regulations apply. Recently, the SFMTA and the CPUC clarified these private transit vehicle services are under the City's jurisdiction. The SFMTA is working quickly to get some regulations on the books. This project would create a specific permit for private transit vehicles. Sharing Muni zones is not part of the plan. Staff will go before the SFMTA Board of Directors in the spring of 2017 with preliminary regulations.

PUBLIC COMMENT:

Edward Mason expressed belief that there is state legislation that would transfer responsibility for Transportation Network Companies and charter services to the State Department of Transportation. He inquired if that legislation passed. Chariot double parks and then waits to depart on Valley Street. He has also observed them double parking at 24<sup>th</sup> and Guerrero streets. That's a real issue.

Anastasia Yovanopoulos inquired if there are any specific regulations or whether they were still being developed. She stated that it seems these private transit vehicle services will be regulated similarly to the commuter shuttle program.

CAC MOTION 170307.01

The SFMTA CAC recommends that effective enforcement be made part of the plan for the new private transit vehicle regulations.

PUBLIC COMMENT:

Deetje Boler inquired if Chariot represents shuttle buses. She suggested that Muni create their own jitney service. She said there should be a Muni run jitney that people could depend on to get around, which is really hard to do using the cross town buses. She inquired if that idea is a possible development in the future of the SFMTA.

On motion to approve:

ADOPTED: AYES – Neil Ballard, Mark Ballew, Barbara Bocci, Stephen Cornell, Joan Downey, Cesar Magdaleno, Daniel Murphy, Steve Taber, Susan Vaughan, Daniel Weaver, and Frank Zepeda  
ABSENT – Alex Reese and Dorris Vincent

9. Presentation, discussion, and possible action regarding the Engineering, Maintenance and Safety Committee (EMSC) report and recommendations.

Frank Zepeda reported that they had a presentation on the Twin Peaks Re-rail project. It's going to take two years to complete and they will have five shut downs for 11 days each. The SFMTA is going to modify the bus routes because the tunnels will be shut down. The L and M lines will be motor coaches and they will interline with the J and K lines. The project will stabilize the tunnel, redo the draining system, and re-rail the tracks.

10. Council Member Information and Agenda Item Requests. (For discussion only)

Daniel Murphy inquired if the SFMTA has considered making Fort Mason the destination indication on the 49 line. He also inquired if they've considered putting a map of the Fort Mason area at the stops near Fort Mason.

Joan Downey inquired if the SFMTA is working with SFPD enforce the red transit-only lanes on Powell and Mission streets, and if not, why not.

Sue Vaughan requested a presentation regarding the Residential Parking Permit Program. She would like an evaluation with a presentation from the parking group staff including a detailed briefing, policies being considered, and an explanation of the methodology of the program.

Joan Downey stated that according to a recent Hoodline article nearly a third of citations were given out within half a mile of the SFMTA office, more than half were handed out within one mile, and 85 percent total were issued within two miles. She requested a presentation that explains why that number is so disproportionate and what the agency plans to do to change it.

ADJOURN - The meeting was adjourned at 7:39 p.m.

Submitted by:



Keka Robinson-Luqman  
SFMTA CAC – Secretary

Next regular meeting: Thursday, April 6th at 5:30pm  
1 South Van Ness Avenue, 7th Floor, Union Square Conference Room, #7080