



SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
CITIZENS' ADVISORY COUNCIL

MINUTES

Thursday, October 1, 2020

**WATCH:** (link can be found online at <https://www.sfmta.com/calendar/citizens-advisory-council-cac-regular-meeting-october-1-2020>)

**PUBLIC COMMENT CALL-IN:** (415) 646-2800 | Conference ID: 681238

REGULAR MEETING  
5:30 P.M.

COUNCIL MEMBERS

Neil Ballard (Chair), Frank Zepeda (Vice Chair),  
Michael Chen, Queena Chen, Steve Cornell, Aaron Leifer, John Lisovsky, Christopher Man,  
Daniel Murphy, Obai Rambo, Karim Salgado, Susan Vaughan, Dorris Vincent, and Daniel  
Weaver

COUNCIL LIAISON  
Roberta Boomer

COUNCIL SECRETARY  
Keka Robinson-Luqman

Due to the COVID-19 health emergency and to protect our Council Members, SFMTA staff, and members of the public, the SFMTA Meeting Room (Union Square Conference Room) is closed.

**Members of the public are encouraged to participate remotely. If you want to ensure your comment on any item on the agenda is received by the Council in advance of the meeting, please send an email to [CAC@sfmta.com](mailto:CAC@sfmta.com) by 5pm on Wednesday, September 30<sup>th</sup> or call (415) 646-2388.**

## ORDER OF BUSINESS

### 1. Call to Order

Chair Ballard called the meeting to order at 5:32 p.m.

### 2. Roll Call

CAC members present at Roll Call: Neil Ballard, Michael Chen, Queena Chen, Stephen Cornell, Aaron Leifer, John Lisovsky, Daniel Murphy, Obai Rambo, Susan Vaughan, and Frank Zepeda

CAC members absent with notification: Christopher Man and Karim Salgado

CAC members absent without notification: Dorris Vincent and Daniel Weaver

### 3. Announcement of prohibition of sound producing devices during the meeting.

No announcement was made.

### 4. Approval of Minutes:

No public comment.

On motion to approve the minutes of September 3, 2020:

ADOPTED: AYES – Neil Ballard, Michael Chen, Queena Chen, Stephen Cornell, Aaron Leifer, John Lisovsky, Daniel Murphy, Obai Rambo, Susan Vaughan, and Frank Zepeda

ABSENT – Christopher Man, Karim Salgado, Dorris Vincent, and Daniel Weaver

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

Chair Ballard welcomed newly appointed District 4 Council member Obai Rambo to the Council.

Council Member Rambo thanked Chair Ballard for the warm welcome. He stated that his interest is in making Muni accessible, equitable, and just.

#### PUBLIC COMMENT:

Zachary Karnazes requested that everyone state their name before they start speaking.

### 6. Public Comment:

Edward Mason stated that he had to run two blocks to board a J line bus because the J 22 Southbound Church Platform north of Market street displays a sign that says, "board the J here." However, another sign affixed to the same railing states, "do not board the J here effective August 22, 2020." The Operator insisted it was the right routing, despite the signage.

There should be improved communication with operators on stop changes and outdated signage should be removed so as not to confuse the public.

Zach Karnazes stated that he has been appalled for years at how he and other disabled patrons of the SFMTA have been treated. The disability grievance process is broken. He has filed a lawsuit against the SFMTA to protect the rights of the disabled to board and use public transit safely. He learned that drivers are penalized when there are disability complaints instead of the focus being on education. They are also punished when stopping to pick up wheelchair users because of the time constraints of their schedules. Drivers don't receive enough pay or breaks. The Director of Transportation makes over \$340,000 a year and the SFMTA continues to cut from the bottom. Driver safety is not being prioritized and they are the lifeblood of the SFMTA. He wants to know what the SFMTA is doing to protect drivers who are most at risk and are sacrificing the most during the pandemic.

Chun Yin Li stated that his car was towed away from a residential parking spot on Green Street near Powell on July 24<sup>th</sup>. At the time, the SFMTA published to the media and the website that the 72-hour parking time limit and towing was suspended, and residential parking permits were suspended. The construction zone signs have a QR code to scan that shows the information of the tow away zone. He scanned the QR code and it led to a page that said Tow Away was not approved. He inquired why his vehicle was towed if it was not approved. The 72 hours construction zone posting time limit only works if the 72-hour Parking time Limit is in effect. That is what allows the public to have a fair chance to see the sign and move their vehicle. With the 72-hour parking time limit suspended, the construction zone posting time limit does not work. That time limit is arbitrary. There are serious misunderstandings between what the SFMTA is publishing, and what is being implemented.

#### REGULAR CALENDAR

7. Presentation, discussion, and possible action regarding the Muni Metro reopening and what went wrong. (Julie Kirschbaum, Director, Transit. Explanatory documents include a slide presentation.)

Julie Kirschbaum, Director, Transit, presented the item.

#### PUBLIC COMMENT:

David Pilpel stated that he appreciated Julie Kirschbaum's presentation and that the issue is worth further discussion. It shouldn't be one and done. He agrees with Council member Rambo. The public needs the whole system back. There should be at least one town hall meeting on the topic to reach real passengers. The overhead lights in the subway should be replaced and the tracks and walls should be washed to remove debris and grime. Travel demand may not recover as it was. Service plans and standards should be examined.

Edward Mason inquired who the original manufacturer is of the splice and replacement. A company named Strukton Rail does overhead catenary wire scans. They've completed one for 103 miles of overhead wire in Salt Lake City. He asked if Muni has considered this technology in the subway. The SFMTA should consider it.

Zachary Karnazes stated that a lot of essential lines are being lost. The idea of having more public town halls is necessary. Public input, especially from the disability community, is important. He stated that to refer to bus drivers as “hanging out” seems to insinuate that bus drivers are lazy or an eyesore when not actively doing their job. It is an offensive way to describe Transit Operators who are risking their lives right now. He stated that he would like to see improved accessibility and cuts from the top and not the bottom. The SFMTA should stop pitting driver needs against rider needs.

Roger Marengo congratulated Council member Rambo and welcomed him to the CAC. He thanked Julie Kirschbaum for the presentation. He asked that the LRVs be brought back before the end of the year. He would be happy to bring back one-car trains.

#### CAC MOTION 201001.01

The SFMTA CAC recommends that surface-level LRV service, occurring outside the Market metro tunnel that requires a transfer to get downtown, return as soon as practicable and not wait for subway repairs to complete. This will deliver the advantages of using LRVs faster and free up buses for other needed service.

Members of the public expressing neither support nor opposition: David Pilpel and Zachary Karnazes

On motion to approve:

ADOPTED: AYES – Neil Ballard, Michael Chen, Queena Chen, Stephen Cornell, John Aaron Leifer, Lisovsky, Daniel Murphy, Obai Rambo, Susan Vaughan, and Frank Zepeda

ABSENT – Christopher Man, Karim Salgado, Dorris Vincent, and Daniel Weaver

#### CAC MOTION 201001.02

SFMTA CAC supports the eventual entry of four-car shuttle trains (trains operating in the Market Street Tunnel between Embarcadero and West Portal) into service to increase subway capacity and reduce crowding.

Members of the public expressing support: David Pilpel

On motion to approve:

ADOPTED: AYES – Neil Ballard, Michael Chen, Queena Chen, Stephen Cornell, Aaron Leifer, John Lisovsky, Daniel Murphy, Obai Rambo, Susan Vaughan, and Frank Zepeda

ABSENT – Christopher Man, Karim Salgado, Dorris Vincent, and Daniel Weaver

8. Presentation, discussion, and possible action regarding congestion pricing. (Mari Hunter, Parking & Curb Management, Acting Policy Manager. Explanatory documents include a slide presentation.)

PUBLIC COMMENT:

Edward Mason stated that the data from the hub study was ten years old. He inquired if the goal is to reduce traffic congestion or reduce pollution. There is a culture of convenience and he thinks people will pay the money regardless of income level. There should be signage included to tell the amount of pollution drivers are contributing.

David Pilpel asked how it would work for those living near the line whether inside or outside the line. He also asked how it would work for those who live inside the zone and work outside the zone.

CAC MOTION 201001.03

The SFMTA CAC recommends the SFMTA continue to develop, with its partner agencies, a congestion pricing plan for all privately-owned automobiles entering downtown San Francisco, with pricing set to meet congestion reduction goals, with substantial discounts available for low-income drivers, and an exemption for wheelchair-accessible vehicles.

Members of the public expressing support: David Pilpel

On motion to approve:

ADOPTED: AYES – Neil Ballard, Michael Chen, Aaron Leifer, John Lisovsky, Daniel Murphy, Obai Rambo, Susan Vaughan, and Frank Zepeda

NAYES – Stephen Cornell

ABSENT – Queena Chen, Christopher Man, Karim Salgado, Dorris Vincent, and Daniel Weaver

9. Presentation, discussion, and possible action regarding the Administration, Operations, and Customer Service Committee (AOCSC) report and recommendations.

Member Leifer gave an update on the September 17<sup>th</sup> AOCSC meeting.

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

Neil Ballard requested clarification from staff regarding the towing incident discussed by Chun Yin Li.

Sue Vaughan asked for a list of the members of the Congestion Pricing Program Policy Advisory Committee.

John Lisovsky requested a presentation on bicycle lanes on 7th Avenue and on Laguna Honda between Golden Gate Park and Forest Hill Station

John Lisovsky asked how the amount of garbage in the Twin Peaks area has changed since the SFMTA reopened it to cars.

John Lisovsky inquired what CEQA reforms that are within the City's jurisdiction to implement would help the SFMTA streamline sustainable transit improvements and car-free/slow streets.

John Lisovsky inquired if the SFMTA would have any role in making the great walkway permanent.

Neil Ballard Requested district specific presentations from SFMTA Staff District Liaisons.

**PUBLIC COMMENT:**

David Pilpel stated that regular updates on each District is a great idea. Roberta Boomer is retiring soon. He suggested an acknowledgment for her. His CEQA appeals at the Board of Supervisors were denied on Tuesday. He stated that the media comments against him have not been helpful.

ADJOURN- The meeting was adjourned at 9:37 p.m.

Submitted by:

A handwritten signature in black ink, appearing to read 'KAR Luqman', written over a horizontal line.

Keka Robinson-Luqman  
SFMTA CAC – Secretary

Next regular meeting: Thursday, November 5<sup>th</sup> at 5:30pm | Online via Microsoft Teams