

**S. F. Municipal Transportation Agency Citizens' Advisory Council
City & County of San Francisco
RECOMMENDATIONS / MOTIONS – 2015**

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| 150108.01 | CAC 1/8/15 | Appointing Steve Taber to the SFMTA's Bond Oversight Committee. | Roberta Boomer | Complete | Notice of appointment provided to the Bond Oversight Committee |
| 150205.01 | CAC 2/5/15 | The SFMTA CAC recommends that the SFMTA Board of Directors adopt the Polk Street Streetscape Project and recommends that an economic review of the construction impacts on local business on Polk Street be made part of this project. | Luis Montoya | Complete | Thank you. SFMTA and Public Works staff will work with the neighborhood to address and minimize any disruptions caused by project construction. Approximately two years after completion of the project, staff will provide a report with a comparison of sales tax revenue data for Polk Street and other comparison locations. A consultant or other City department with expert knowledge and relevant experience will evaluate Polk Street's economic vitality using methodologies based on similar studies conducted in peer cities. These reports will be shared with the CAC. |
| 150305.01 | CAC | The SFMTA CAC recommends that the SFMTA Board of Directors adopt the Wiggle Neighborhood Green Corridor. | Miriam Sorell | Complete | Thank you. We appreciate your support. |
| 150402.01 | CAC | The CAC urges the SFMTA to strongly encourage the SFPD to include distracted driving, especially cell phone use, while operating a moving vehicle including cars and bicycles in the enforcement section of VisionZero. | Ann Mannix | Complete | Thank you. April is "distracted driving month" and there will be heightened enforcement of this activity. It was the #1 citation issued in 2014 and will remain a priority for the traffic company. |
| 150402.02 | EMSC Motion 150325.01 | WHEREAS, The SFMTA has already decided to remove all but two left turns on Van Ness within the Van Ness BRT project; and, | Vince Harris/Peter Gabancho | Complete | SFMTA evaluated early implementation of left turn prohibitions along Van Ness Avenue to see if it would be a significant safety improvement to do |

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| | | <p>WHEREAS, The SFMTA has only modeled the impacts of this decision on traffic patterns on streets adjacent to the Van Ness BRT project, but has not conducted an actual study;</p> <p>THEREFORE, The SFMTA CAC encourages the SFMTA to immediately close off all but two left turn pockets on Van Ness Avenue that have already been legislated for removal. The purpose of this is to determine the viability of the traffic patterns within the BRT project area.</p> | | | <p>these regulations in advance of the start of construction early next year. SFMTA has concluded that there aren't significant benefits to divert resources to this task.</p> <p>Collision analysis indicated that there was one left turn injury collision from northbound or southbound Van Ness (excluding Broadway) involving a pedestrian at only four intersections during a five year period:</p> <ul style="list-style-type: none"> - Bush/Van Ness - McAllister/Van Ness - O'Farrell/Van Ness - Union/Van Ness <p>While any collision is regrettable, these numbers do not constitute a significant area wide or intersection pattern to by itself accelerate the implementation of the left turn restrictions. Implementing the restrictions today would divert limited resources from other safety work we could be doing elsewhere. Doing just one or four of these intersections will likely only shift left turning traffic to the remaining available intersections, which we don't believe would achieve any meaningful change in conditions. Increasing the amount of right turns by banning all lefts could increase delays on Muni,</p> |

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| | | | | | <p>which currently has to operate on the right lane and would be impacted by increased right turn queues. Keeping left turns open has also been necessary so far to address interim construction projects such as the closure of Van Ness Avenue at Geary for the CPMC hospital tunnel construction. Removing and then restoring left turns during construction detours would not be a good use of resources.</p> <p>We believe there will be sufficient period of time during early phases of construction for vehicles to adjust to the disruptions that will be created by the Van Ness BRT construction and the permanent traffic circulation changes. Observations from the CPMC closures of Van Ness have been encouraging to the extent that a strong messaging plan appears to reduce expected congestion levels, at least for short duration major street closures. We will ensure more goodwill from the public if they see a direct connection between major traffic changes (such as the removal of all left turns along Van Ness) and the reasons necessary for those changes.</p> |
| 150402.03 | EMSC Motion 150325.02 | The SFMTA CAC recommends that staff work with existing businesses to mitigate the effects of their daily business operation during and after the construction of the Van Ness BRT project. | Peter Gabancho | Complete | As with all major construction projects, the SFMTA is working with businesses to mitigate the impact of construction. This month we have been surveying neighbors along Van Ness Avenue about |

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| | | | | | the impacts expected from construction of the Van Ness Corridor Transit Improvement Project. The data collected from the survey is helping the project team to consider the needs of neighbors who will be most affected by construction that is scheduled to begin at the end of 2015. Neighbors on Van Ness Avenue have been mailed a postcard encouraging them to go online to take the Construction Impact Survey, an email has been sent to the project update email list to encourage online survey completion, a team of ambassadors have been canvassing door-to-door to survey residents and businesses in-person who may not have had a chance to take the survey online. The survey is available in English, Chinese and Spanish. As of April 29, 72% of properties have completed a survey. |
| 150507.01 | EMSC Motion 150422.01 | The SFMTA CAC urges the SFMTA to leave Geneva/Beach division as the home of the historic fleet where there is ample room for storage and maintenance, as well as space for future expansion of the historic fleet. | John Haley | Complete | We will re-evaluate when construction of the Green Division re-rail project is complete. Currently PCC's and historic vehicles will remain at MME. |
| 150507.02 | EMSC Motion 150422.03 | The SFMTA CAC urges the SFMTA to store the historic horse car body and Portugal car in an indoor facility, such as Burke warehouse should the vehicles have to vacate Marin, in order to preserve them and protect them from decay. | John Haley | Complete | There are plans to convert the Marin Yard into a bus acceptance facility. Therefore, the cars that are currently stored at Marin will have to be moved. We could also consider moving these two cars to the Burke Street warehouse. |

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| 150507.03 | EMSC Motion 150422.04 | In order to make for a more comprehensive read, the SFMTA CAC recommends staff to add detailed data/information to support the text in the 2015-2030 SRTP. Easy to read and understand items are the mainstay graphs, charts and tables. Past, current and future comparisons should be included. A line-by-line analysis and ridership data should be part of the plan as well as performance summaries. | Darton Ito | Complete | In response to the EMSC's recommendation, staff has inserted additional charts and a table to provide a "snapshot" of FY 2014 performance for future reference. These elements illustrate recent trends of the following metrics tracking Muni effectiveness and efficiency: annual boardings, percent of scheduled transit service on the street, mean distance between failures for the transit fleet, percent on-time performance, and FY 2014 ridership by line. |
| 150507.04 | EMSC Motion 150422.05 | The SFMTA CAC recommends that items regarding the historic vehicles be included in the SRTP. The 2006 SRTP included detailed information of the fleet, service increase to the F Line, E Line start-up, E Line expansion and G Line study. | Darton Ito | Complete | The information included in the SRTP summarizes information that is included in more detailed reports such as the Transit Fleet Management Plan and Muni Forward Implementation Plan. Information on the historic streetcars is included in the discussions of the transit fleets throughout the document. In response to the CAC's recommendations, additional information on the active historic streetcars has been added. The historic streetcar routes are discussed at a high level in the SRTP, in a similar manner as the other transit routes operated by the SFMTA Transit Division. A brief discussion of the specific service expansion of the E Embarcadero and F Market & Wharves has been inserted in to the Operating Plan chapter, as part of overall Muni Forward service expansion discussion. |

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| CAC Motion 150604.01 | | Whereas, the CAC previously endorsed the 2012 On-Street Parking Policy and subsequently discovered that staff misrepresented the contents of the document as it departed from previous policy, now therefore, the CAC recommends that the SFMTA Board of Directors immediately rescind the 2012 On-Street Parking Policy and commence a public process to establish new on-street parking policies. | Tom Maguire | Complete | The guidance in this document is consistent with the SFMTA strategic plan and the city's Transit First policy. We do not believe it is productive for the Board to rescind adopted policy. This is especially true given the demonstrated success of <i>SFPark</i> , and the Board's clear direction to the Sustainable Streets Division to move forward with reforms to the RPP program. SSD remains committed to inclusive, meaningful stakeholder engagement in RPP reform and other parking regulation changes. |
| CAC Motion 150604.02 | | The SFMTA CAC recommends that the Capital Projects and Construction staff address the safety hazards of the Muni key stop at 9th and Judah (inbound) to improve wheelchair access on the ramp and so that historic streetcars can pass. | Vince Harris | Complete | The key stop at 9 th / Judah was built many years ago and was modified over the years to address similar issues. There are major constraints in the area which includes narrow sidewalks, narrow traffic lanes, limited space and also the stop is right before a tight curve. Based on the review of our engineering team, there is no cost effective way to modify the platform. Additionally, given our sparse public resources, capital funds are being directed towards transit priority investments that improve the safety and reliability of our fixed route system, rather than expanding the scope of charter trains. |
| CAC Motion | | The SFMTA CAC recommends the Capital Plan Needs be incorporated into the overall plan as an | Darton Ito | Complete | The Capital Plan will include explanatory text and the prioritized needs, similar to the 2013 Capital |

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| 150604.03 | | integrated list to bring in all programs into the overall Capital Plan. | | | Plan (https://www.sfmta.com/sites/default/files/SFMTA%202013%20-%202032%20Capital%20Plan_1.pdf) |
| CAC Motion 150604.04 | | The SFMTA CAC recommends that projects to maintain existing assets be prioritized over projects to expand transportation assets. | Darton Ito | Complete | The priorities included in the Capital Plan use a set of criteria based on the SFMTA Strategic Plan. Many of these criteria support the maintenance of existing assets such as safety, reliability, system quality, and workplace quality. The Capital Plan categorizes each capital need base on whether its primary purpose is to maintain, enhance or expand the transportation system as well as specifying the priority score for each need. |
| CAC Motion 150604.05 | | The SFMTA CAC recommends the SFMTA modify its Real Estate Vision Plan to expand the storage capacity of the Light Rail Vehicle (LRV) fleet at Muni Metro East from 74 to 119 cars. This will accommodate the expansion of the upcoming Siemens LRV fleet while allowing for flexibility in maintenance operations. | Kerstin Magary | Complete | The SFMTA continues to update our real estate needs as additional information is available, including any updates to the Fleet Plan. |
| CAC Motion 150806.01 | | The SFMTA CAC urges the SFMTA to hire additional PCO's so there can be additional ongoing enforcement necessary to support the "Safer Market Street" plan, particularly to enforce the time limits at yellow zones. | Tom Maguire | Complete | The SFMTA will search for funding to hire additional PCO's in order to properly enforce the Safer Market Street project and in particular the time limits at yellow zones along Market Street. |
| CAC Motion | | The CAC urges the SFMTA to remove the "six wheel restriction" limitation in the yellow zones | Mari Hunter | Complete | The SFMTA will continue to evaluate alternatives to address loading issues along Market Street that |

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| 150806.02 | | along Market Street. | | | incorporate loading capacity/demand, easily enforceable loading, and the need for small businesses located along Market Street to have private auto access. |
| CAC Motion 150806.03 | EMSC Motion 150722.01 | The SFMTA CAC recommends that the overhaul of the Milan car fleet be done with the thought of retaining the car's historic characteristics by minimizing the use of modern technology except in places to ensure operating safety. | John Haley | Complete | We are exploring ways to quite the noise generated by the Milan car with the intention of retaining the car's historic characteristics. |
| CAC 150903.01 | | The SFMTA CAC recommends that a timed connection be made between the 18 Sunset and 57 Parkmerced at Skyline and Sloat to enable people to get to Stonestown. | John Haley | Complete | We appreciate this suggestion and are working on including it in the Spring 2016 sign up. |
| CAC 150903.02 | OCSC Motion 150811.01 | The SFMTA CAC would like to thank and commend the SFMTA for the well planned and expertly executed service operation during the weekend of August 1 and August 2. The SFMTA's participation greatly helped BART maintain a smooth operation thereby giving the riding public a minimally disruptive yet a safe and comfortable journey across the bay. The SFMTA CAC recommends the SFMTA Board of Directors acknowledge the work of staff in this endeavor. | John Haley | Complete | Thank you. |
| CAC 150904.03 | EMSC Motion 150826.01 | The SFMTA CAC recommends that SFMTA Board of Directors approve funding for installing the modified rotational stanchion to the existing rubber tire fleet. | John Haley | Complete | The rotational stanchion is currently being reviewed by various groups for input; ADA, Maintenance, Fleet Engineering and other stakeholders. We will share the evaluation once |

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| | | | | | completed by all. |
| CAC Motion 151028.01 | | The SFMTA CAC recommends the plan the Event Center and Mixed-use Development at Mission Bay that was presented to the CAC at October 28 meeting. | Peter Albert | Complete | Thank you. The SFMTA appreciates the support of the CAC |
| CAC Motion 151028.02 | | The SFMTA CAC recommends that in order for the transportation plan for the Event Center and Mixed-use Development at Mission Bay to work, additional PCO's need to be hired so the rest of the city is not negatively impacted when there are events at the Mission Bay Arena. | Peter Albert | Complete | The SFMTA is developing a hiring plan for the extra Special-Event PCOs. |
| CAC Motion 151028.03 | | The SFMTA CAC recommends that the variant for a lengthened and center boarding platform in the Event Center and Mixed-use Development at Mission Bay EIR be adopted. | Peter Albert | Complete | The SFMTA has heard the CAC's recommendation to endorse the center platform variant and has advised the Director to recommend it to the Office of Community Investment and Infrastructure, sponsors of the EIR |
| CAC Motion 151028.04 | OCSC Motion 150903.01 | The SFMTA CAC recommends that "Muni Forward" prioritize evaluation of the intersection of San Jose Avenue and Lakeview Street for the M line to enhance pedestrian safety and transit efficiency. | Julie Kirschbaum | Complete | A stop sign was added to the intersection of San Jose and Lakeview recently, in response to the pedestrian fatality earlier this year. The stops are nearside, which is the most efficient location at a stop controlled intersection. The Muni Forward program will eventually evaluate the outer portion of the M line, but it is not in the immediate pipeline, as it experiences lower ridership and less delays than other parts of the rail network. |

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| CAC Motion 151105.01 | | The SFMTA CAC recommends that the SFMTA investigate limiting residential parking permits to the number of licensed drivers in any given household. | Ted Graff | Complete | We appreciate the CAC's recommendations. Beginning in the Spring of 2016, the project team will be evaluating a range of policy options to reform the existing RPP program, and will include these policy options in that evaluation. |
| CAC Motion 151105.02 | | The SFMTA CAC recommends that the SFMTA investigate making temporary parking passes easier to obtain. | Ted Graff | Complete | We appreciate the CAC's recommendations. Beginning in the Spring of 2016, the project team will be evaluating a range of policy options to reform the existing RPP program, and will include these policy options in that evaluation. |
| CAC Motion 151105.03 | | The SFMTA CAC recommends that the SFMTA investigate eliminating parking permits for buildings built with fewer parking spaces than residential units. | Ted Graff | Complete | We appreciate the CAC's recommendations. Beginning in the Spring of 2016, the project team will be evaluating a range of policy options to reform the existing RPP program, and will include these policy options in that evaluation. |
| CAC Motion 151105.04 (Motion failed adoption) | | The CAC recommends that the SFMTA Board recommend that the Planning Department do a full Environmental Impact Report. | None | Complete | The motion failed adoption. |
| CAC Motion 151105.05 (Motion failed adoption) | | The CAC urges the SFMTA Board of Directors to remove the commuter shuttle buses from the red zones and create shuttle hubs or legal spaces that are in compliance with the law. | None | Complete | The motion failed adoption. Staff notes that this alternative is discussed in the "Alternatives Considered" section of the Staff Report submitted to the SFMTA Board of Directors for the November 17, 2015 meeting. |

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| CAC Motion 151105.06 | | The CAC urges the MTA Board of Directors to investigate pricing by weight of commuter shuttle buses to encourage appropriate sized buses and cost recovery of road wear. | Hank Willson | Complete | Staff thanks the CAC for the recommendation, and will investigate pricing by weight of commuter shuttle buses. Staff notes that in light of the small portion the permit fee makes up in relation to the high cost of purchasing and operating buses generally, and the other operational considerations that dictate the size of buses, varying the permit fee based on weight likely would not influence permittee's decisions regarding bus size. In addition, staff notes that the SFMTA does not have the resources to determine vehicle weight and would have to rely on submittals from shuttle operators. |
| CAC Motion 151105.07 | | The CAC recommends that Parking Control Officers who have been tasked with monitoring the shuttle buses prioritize enforcement of the rule regarding unnecessary idling of buses | Hank Willson | Complete | Staff thanks the CAC for the recommendation, and will investigate prioritizing enforcement of the unnecessary idling rule. Staff notes that enforcing idling rules are time-intensive because PCOs must personally observe a shuttle idling for an unnecessary amount of time before issuing a citation. Focusing on enforcing idling rules would reduce the amount of time PCOs have to enforce all other regulations focused on keeping keeping traffic flowing safely and smoothly at shuttle loading zones. |
| CAC Motion 151105.08 | | The CAC recommends that the SFMTA Board of Directors adopt the Commuter Shuttle Program conditioned on inclusion of the other CAC | Hank Willson | Complete | Staff thanks the CAC for the recommendation, and will investigate the CAC's other recommendations as discussed above. |

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| | | recommendations. | | | |
| CAC Motion 151105.09 | | RESOLVED, That the CAC recommends that prior to adopting the final configuration for the Geary BRT, a conceptual study be done regarding the proposed Geary rail project and that the Geary BRT be designed in a manner to facilitate the rail project, including making the segment between Palm Avenue and 27 th Avenue “rail ready” (including subsurface work, track bed and track) in order to avoid disruptive and expensive demolition and construction in connection with the rail project. | Wahid Amiri | Complete | <p>Studies have already been completed. As part of the Geary BRT feasibility study, in 2007 an analysis was done to evaluate the cost and engineering implications related to a rail-ready status for the project.</p> <p>During the development of Prop K’s language, the San Francisco County Transportation Authority concluded, and the Expenditure Plan Advisory Committee acknowledged, that light rail was not financially possible within the provisions of the referendum’s 30-year Expenditure Plan. It’s estimated that the rail-ready BRT design would double the cost estimates and result in considerable narrowing of the marginal savings associated with a BRT deployment over an immediate LRT construction on Geary.</p> |
| CAC Motion 151203.01 | | The SFMTA Citizens’ Advisory Council urges the SFMTA to secure full compensation for all expenses related to the Superbowl 50 transportation plan and the SFMTA in general and that the funding agreement be in place before January 23 rd . | Ed Reiskin | Complete | We have no means by which to secure a funding agreement. |
| CAC Motion 151203.02 | | The SFMTA CAC encourages the SFMTA to implement GPS tracking on bus substitutions in time for Superbowl week and continue GPS | Julie Kirschbaum | Complete | We are currently in the process of writing new schedules for the Super Bowl bus substitution plan. Although it takes more time and effort, we are |

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| | | tracking for future bus substitutions so that passengers have access to real time. | | | doing our best to write the schedules in a way that will allow for real time bus predictions. If we are not able to accomplish this for all lines, we will provide general headway information to the public. |
| CAC Motion 151203.03 | | The SFMTA CAC encourages the SFMTA to supplement regular buses with historic buses in place of the F Line historic vehicles during SB 50 activities. | Julie Kirschbaum | Complete | In order to keep the F Line service on Market Street as reliable as possible, ensure accessible service, and to keep operations running smoothly, regular buses were used on Market Street. The SFMTA also does not have enough historic buses to operate the Market Street portion of the F Line using these buses alone. |
| CAC Motion 151203.04 | EMSC Motion 151118.01 | Whereas, San Francisco's rapid growth, worsening congestion and slow transit speeds impede the city's goal of increasing transit's share of trips within the city; and Whereas, San Francisco's "four corridors plan," included in city policy in 1989 and approved twice by the voters is in need of being updated and expanded; and Whereas, BART is developing the concept of "urban metro service" that could make BART an effective component of an intra-city rapid transit system; and Whereas, other potential rapid transit corridors | Graham Satterwhite | Complete | The SFMTA, along with the SFCTA, San Francisco Planning, Mayor's Office, and Office of Economic and Workforce Development, has initiated the San Francisco Long Range Transportation Planning Program (SF LRTPP). The program includes establishing a comprehensive Vision for the future of transportation in San Francisco and identifies corridors where high capacity transit will be needed to support that Vision. Following development of the Vision, a Transit Modal Concept Study will identify the most appropriate modes, operators, potential alignments, and cost estimates for each high capacity transit corridor. Corridors will then be prioritized and implementation plans developed for the highest priority corridors based on funding estimates through 2050 (~30 years). |

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| | | <p>have been proposed or are under consideration by public and private agencies;</p> <p>Now, therefore, be it resolved that the City prepare a comprehensive long-range plan for urban rapid transit within the city, including (i) expansion of the Muni Metro system, (ii) integration of BART service and possible BART expansion into the system, and (iii) improvements and enhancements of the existing BART and Muni Metro systems to complement the overall system. This plan should be created with full participation by representatives of users, neighborhoods, and other interested parties and should have a time horizon for implementation of 30 years, with recommended timing and prioritization of projects.</p> | | | <p>Extensive outreach and public engagement is included as part of the Vision, Transit Modal Concept Study, and all elements of the Long Range Transportation Planning Program. Public outreach surrounding the Vision is scheduled to begin in the spring of 2016. The Transit Modal Concept Study, including outreach activities, is anticipated to begin in early 2017.</p> |