

**S. F. Municipal Transportation Agency Citizens' Advisory Council  
City & County of San Francisco  
Information/Presentation Requests Matrix – 2020**

Reference Number	By	Request	Staff Responsible	Status	Response
200206.01	Sue Vaughan	Requested an update to 191205.03. Where can she find the legislation referred to in the response?	Alex Jonlin	Complete	It does not exist yet.
200206.02	Sue Vaughan	How many commuter shuttles have placards and what is the average number that are operating per day?	Samantha Rebelos	Complete	1827 / 552
200206.03	Sue Vaughan	Requested a list of all the commuter shuttle bus stops and how many are stopping and where (where are they concentrated).	Samantha Rebelos	Complete	See below list of stops (this is available on our website). Average daily stops is 4,226. The most concentrated stops, and those stop numbers, are below.  9th St & Market, East (AM and PM stop) 168 Van Ness & Union, SE corner (AM and PM stop) 126 Lombard St & Scott St, NW corner (PM stop) 124 Lombard St & Scott St, SE corner (AM stop) 119 Franklin St & Bush St, NE corner (PM stop) 117 Van Ness Ave & Filbert St, SW corner (AM stop) 115 Stanyan & Waller, NW corner (AM and PM stop) 101 Castro St & 18th St, NW corner (AM stop) 99 Castro St & Market St, NE corner (PM stop) 95 24th St & Church St, SE corner (AM stop) 95 Mission St & Steuart St, SE corner (AM and PM stop) 88 Divisadero & Haight, (Far Side) (AM and PM stop) 84 8th St & Market, South (AM and PM stop) 84 Gough St. & Geary Blvd, SW corner (AM stop) 81 San Jose Ave. & 29th St, SE corner (PM stop) 75
200206.04	Sue Vaughan	Is there anyone doing a safety analysis of the emerging mobilities including	Adrian Leung	Complete	Yes, the Vision Zero team and DPH are both coordinating safety analysis around reporting statistics for scooter

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		the scooters and the station-less bikes?			<p>injuries, using SFPD and Trauma Center data. That effort doesn't necessarily specify whether scooters are privately owned or part of the scootershare program.</p> <p>For all stationless operators, we have reporting requirements related to safety. Almost any injury would likely be rider reported, which means the rider would need to notify the operator of the incident. This is to say that there may be more, but they may not get reported due to various circumstances like the rider feeling responsible, or not thinking the operator needs notification.</p> <p>No formal analysis is currently planned given that the reported injury data is relatively small to serve as a representative sample size.</p>												
200206.05	Sue Vaughan	Where are there benches and/or bus shelters with seats along the 29 Sunset line?	Sean Kennedy	Complete	<table border="1"> <tr> <td><b>29 Sunset</b></td> <td></td> </tr> <tr> <td>Inbound to the Presidio</td> <td>25</td> </tr> <tr> <td>Outbound to Bayview</td> <td>17</td> </tr> <tr> <td><b>TOTAL SHELTERS</b></td> <td><b>42</b></td> </tr> <tr> <td><b>TOTAL STOPS</b></td> <td><b>179</b></td> </tr> <tr> <td><b>% STOPS W/ SHELTER</b></td> <td><b>23.5%</b></td> </tr> </table> <p>Please note, for benches that have been installed by another entity (not Clear Channel) we do not have a record of this work. In the spreadsheet it is noted where there might be benches, based off of familiarity with the</p>	<b>29 Sunset</b>		Inbound to the Presidio	25	Outbound to Bayview	17	<b>TOTAL SHELTERS</b>	<b>42</b>	<b>TOTAL STOPS</b>	<b>179</b>	<b>% STOPS W/ SHELTER</b>	<b>23.5%</b>
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					<p>line but these have not been confirmed, and are not included in the numbers you see above.</p> <p>(spreadsheet emailed to the CAC 3/27/20)</p>
200206.06	Stephen Cornell	Requested a list of each exception for fees of street closures including city agencies.	Nick Chapman	Complete	<p>It appears that requests for lane/street closures that might normally have gone through ISCOTT – and thus been subject to ISCOTT fees – will <b>not</b> be going through the actual ISCOTT process, but rather through an EOC process. If this is the case, it's not clear to me that an 'exception to a fee' is what is happening.</p> <p>Were these closures subject to normal ISCOTT fees, given that all are likely to submitted less than 30 days prior to the start date, each application would incur a fee of at least \$ 1575. For applications submitted less than 7 days prior to the start date of the closure, the fee would be \$ 2500</p> <p>There are some additional SFMTA fees/costs associated with street closures that might potentially also come into play</p> <ul style="list-style-type: none"> <li>• Posting of “no parking” signs</li> <li>• Meter cost recovery</li> <li>• PCO deployments</li> <li>• Charges for any impacts to Muni – including deployment of inspectors as deemed necessary, relocation of bus stops, etc.</li> </ul>

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					<ul style="list-style-type: none"> <li>Also time and materials for any traffic engineering work necessitated by the closure including signal time changes, restriping, etc.</li> </ul> <p>Except for meter cost recovery, all of these fees/charges are revenue neutral, cost recovery measures.</p>
200206.07	Queena Chen	Is there a limit to how many bikes or scooters a company can put on a bike rack?	Adrian Leung	Complete	<p>For deployment, SFMTA instructs all operators to use up to half the capacity at any given rack or cluster of racks. For bikes, that's one per rack. For scooters, it's two per rack so long as they're on the same side.</p> <p>It's important to note that rider usage is less predictable. We're trying to instruct riders to follow these guidelines, but it's more difficult to regulate, and the top priority is that riders lock to a rack rather than leave devices free-locked as potential tripping hazards.</p>
200206.08	Queena Chen	How much has the SFMTA collected in fines for illegally parked scooters and bikes?	Philip Cranna	Complete	<p>The following is the sum of fines collected since the start of each program.</p> <p>Scooters: \$149,600 Bikes: \$6,000</p>
200206.09	Daniel Weaver	Requested a presentation on cellular service in the tunnel. (CAC)	Keka Robinson-Luqman	Complete	This topic is scheduled for the 8/6/20 CAC meeting.
200207.01 (Email)	Neil Ballard	Requested a presentation on parking meter replacement.	Keka Robinson-Luqman	Complete	This topic is scheduled for the 6/9/20 OCSC meeting
200210.01	Aaron Leifer	Why weren't the February 22 service	Keka Robinson-Luqman	Complete	Initially, the Muni Forward update was scheduled for the

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		<p>changes brought to the CAC for public review and input before they were announced and implemented?</p> <p>These include changes to the following lines:</p> <ul style="list-style-type: none"> <li>o J</li> <li>o KT</li> <li>o L</li> <li>o M</li> <li>o N</li> <li>o 7</li> <li>o 23</li> <li>o 1AX</li> <li>o 1BX</li> <li>o 31AX</li> <li>o 31BX</li> <li>o 38AX</li> <li>o 38BX</li> </ul>			<p>February 6<sup>th</sup> CAC meeting but had to be rescheduled to the March 5<sup>th</sup> CAC meeting in order to make room on the agenda for the FY2021-2022 SFMTA Budget.</p>
200227.01 (Email)	Aaron Leifer	<p>There seems to be an uptick in the number of "intruder in the subway" disruptions. What is the agency doing to reduce these occurrences and minimize the resulting delays?</p>	Lupita Ibarra	Complete	<p>Our current procedure is as follows once the TMC receives a report of a subway intruder:</p> <ol style="list-style-type: none"> <li>1. The TMC establishes operating restrictions and/or preventing the movement of trains in the area of access. If the intrusion occurs in a twin bore or divided section of the subway, provide protection and</li> </ol>

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					<p>institute operating restrictions for the adjacent tunnel/track.</p> <p>2. A train will be sent in cutout and slowly travel through the area in both directions to search for intruder. If an intruder is spotted and/or clearance cannot be confirmed responding personnel will enter the trackway and escort intruder out of the subway. These instances can take upwards of 15-20 minutes to clear and cause rolling delays in the system.</p>
200227.02 (Email)	Aaron Leifer	<p>At the August 2019 OCSC meeting, we were told that the numerous malfunctioning subway platform signs were due for repair/replacement under contract from the vendor.</p> <ol style="list-style-type: none"> <li>1. To date, how many of the signs have been fixed?</li> <li>2. What is the timeline for completing repairs/replacements to ensure the agency does not incur additional costs for these fixes?</li> </ol>	David Rojas	Complete	The contractor has agreed to replace all the station sign display panels in the system. This overhaul will begin as soon as the SFMTA verifies buy-in from internal stakeholders. The current forecast is two months for the work to begin. (response received: 2/27/20)
200227.03	Aaron Leifer	On the morning of Tuesday, February	Lupita Ibarra	Complete	1. Unfortunately, the crossover that was intended to be

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(Email)		<p>25, an earlier subway disruption was cited as the cause of a nearly 40-minute inbound delay on the J Church line. However, at the end of this wait, four inbound trains arrived within 5 minutes of each other. Then, once the first (very full) train reached Market, it was switched back forcing all aboard to detrain and be further delayed while waiting for the second train to arrive. Here are my questions:</p> <ol style="list-style-type: none"> <li>1. Regardless of anything happening in the subway, why were the J cars clearly bunched/delayed at the Balboa Park origin point not launched in a more timely manner?</li> <li>2. Since the subway was disrupted, why weren't J cars on the surface switched back (at Duboce or Market, for example) to keep the non-subway portion of line running on time?</li> </ol>			<p>used to switch trains around encountered an issue. As a result, trains bunched up a single location.</p> <p>2. The switch that is referenced had an issue. However, the switch has now been repaired and as actively used.</p> <p>3. The operator on the first train was nearing the 12hr shift limit and a rescue operator was unavailable. As a result, the first train had to be switched back.</p>

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		<p>3. Since four trains launched virtually at the same time, why was the first train switched back instead of the second or third? This would have accomplished the goal of balancing service while not further inconveniencing customers that were already delayed?</p>			
200227.01 (Email)	Michael Chen	<p>Is the signal priority at Judah and 18th for the N-Judah functioning as intended?</p> <p>This is my observation of a new transit priority signal on Judah and 18th Ave. Previously, it has a four way stop sign. About two years ago, it was converted to traffic signal. The signal is designed to hold green so that N-Judah can pass. It works, sort of.</p> <p>1. When a west bound train approach the green light on Judah street, it holds</p>	Cheryl Liu	Complete	<p>We appreciate your feedback on the signal timing at 18th/Judah. All your observations are correct! The signal timing considers many trade-offs from intersection geometry to adjacent signals and accessible platform design. We hope the detailed explanations below will provide a better understanding of the trade-offs.</p> <p>Evaluating trade-offs is a critical piece of an engineer's job because in signal timing if you make a specific direction more efficient – it is usually at the expense of something else. Please let us know if you would like to discuss further and we can connect you to one of our engineers.</p> <p>1. <i>When a west bound train approach the green light</i></p>



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		<p>until the train passes. Yay!</p> <p>2. It does not work for East bound train. There is about 50/50 chance it gets a red light. When it is red, the train stalls for about 20-30 seconds. On the whole, I'm not convinced that it results in net reduction in traffic time.</p> <p>3. Sometimes there are two East bound trains arrive in a row to 19th. The traffic signal hold for trains. However, there can only be one train stop at the 19th ave stop. The second train waits at 18th ave, still holding the traffic signal green. This greatly frustrates both north south traffic and pedestrians, all are stopped at the intersection for a long time for no good reason. This usually takes one light cycle across 19th Ave to turn green to relieve. Only until the second train pull into the 19th Ave stop will the light function again.</p> <p>I don't know if anyone in SFMTA is aware of the problem or have any plan</p>			<p style="text-align: center;"><i>on Judah street, it holds until the train passes. Yay!</i></p> <p>The signal timing for westbound transit is designed to accommodate the accessible platform on Judah Street, just west of 18th. When a passenger needs to be served at the accessible platform, the train has to block north and south traffic on 18th because of the accessible platform design (the accessible platform is placed closer to 18th than 19th Ave due to its relative flatness and to accommodate the ramp to the platform). In order to hold traffic on 18th in case there is a passenger using the accessible platform, the signal needs to enter a preemption phase, which holds the light for Judah green until the train passes through the intersection. The preempt is called by a light rail vehicle hitting a detector west of 16th Ave. This is the reason why a train does not have to stop proceeding westbound at 18th (unless there is already a train at nearside 19th). From a traffic signal standpoint, the signal does not know if there is someone that wants to use the accessible platform – we have to provide a pre-empt for every westbound train. A pre-emption will throw off coordination every time and will require time for the signal to “recover” and get back into coordination. The amount of recovery time is dependent on the length of preemption provided.</p> <p><i>2. It does not work for East bound train. There is about</i></p>

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		to tweak it. It is not a great demonstration as it stands.			<p><i>50/50 chance it gets a red light. When it is red, the train stalls for about 20-30 seconds. On the whole, I'm not convinced that it results in net reduction in traffic time.</i></p> <p>The reason for an eastbound train possibly having to stop at 18th is because the signal timing of 19th/Judah accounts for 19<sup>th</sup> Avenue being a state Highway, with a long cycle that provides more green time to 19<sup>th</sup> Avenue (since it is a major through-fare). The cycle length of 18th/Judah is shorter than the one at 19<sup>th</sup>/Judah, making it difficult to coordinate them perfectly. By design we run the 18th/Judah signal at half the cycle length of 19th because (1) 18th/Judah is a geometrically smaller intersection (2) equal amount of pedestrian activity crossing north/south crossings and west/east crossings and (3) to maintain coordination with 19th/Judah. We rely on signal timing progression for an eastbound train to proceed through 18th Ave on a green. When Judah gets a green light at 19th, the green light for Judah at 18th turns on 13 seconds later to accommodate the travel time of a train (accounting for reaction and acceleration to get to 20mph). However, this ideal scenario is interrupted if:</p> <ul style="list-style-type: none"> <li>• The eastbound train does not leave at the beginning of the Judah green “window” at 19th</li> <li>• A westbound train served the 19th/Judah transit stop within the past ~ 5 minutes. Because pre-emption kicked in, the signals was thrown out of</li> </ul>

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					<p>coordination and requires a few minutes for the signal to get back into sync with 19<sup>th</sup>.</p> <ul style="list-style-type: none"> <li>• The westbound train served the accessible platform for any period of time</li> <li>• The train is passing through during the times when the signals at 19<sup>th</sup> and 18<sup>th</sup> aren't synchronized (between 10 PM - 6:30 AM Mon-Friday, or 11 PM- 8:30 AM weekends.)</li> </ul> <p><i>3. Sometimes there are two East bound trains arrive in a row to 19th. The traffic signal hold for trains. However, there can only be one train stop at the 19th ave stop. The second train waits at 18th ave, still holding the traffic signal green. This greatly frustrates both north south traffic and pedestrians, all are stopped at the intersection for a long time for no good reason. This usually takes one light cycle across 19th Ave to turn green to relieve. Only until the second train pull into the 19th Ave stop will the light function again.</i></p> <p>This scenario can happen if there is train bunching in the eastbound direction. The second train can be waiting for a green for Judah at 18th for reasons explained in question 2 above.</p>
200301.01 (Email)	Aaron Leifer	Subway train estimates seem to be more frequently inaccurate. Aside from "way-out" estimates (for	Cecilia Martinez-Rios	Complete	At this time, there are no immediate "planned fixes" for subway estimates that would be implemented before the planned new information system is rolled out.

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		<p>example, a wait of &gt;20 minutes) often suddenly changing for the better, we're now seeing "close-in" estimates often being wrong. For example, a predicted wait time of 5 minutes, in a manner of seconds, drops to 3 minutes, then 1 minute as the train suddenly arrives. (I observed this happening three times in just the last two days at Powell and Van Ness stations.) This of course can be unfortunate and upsetting for customers who were planning on arriving to catch a train in 5 minutes, then arrive at the station stop to find it already left due to an inaccurate prediction time.</p> <p>Please provide an update on planned fixes for subway estimates, especially those displayed in the stations. (And by "fixes" I mean a remedy for our current system before the planned new information system rolls out.)</p>			
200303.01 (Email)	Aaron Leifer	When delays or service gaps occur on rail lines, we often see messages about buses being deployed to support service. I'd like to know some details	Lupita Ibarra	Complete	<p>1. • Track blockage (debris on track, vehicle on track, etc.) which prevents the movement of trains in that location</p> <p>• Service Incidents (mechanical, infrastructure,</p>

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		<p>about that support service:</p> <ol style="list-style-type: none"> <li>1. What criteria determine when shuttles get deployed? (In other words, how big of a delay or a service gap does it need to be?)</li> <li>2. How long does it usually take to get bus shuttles in place?</li> <li>3. Are bus shuttles tracked via NextBus? If not, why not?</li> <li>4. If the situation involves a service gap, what other mitigation measures are employed before deploying buses (e.g., switchbacks, launching additional trains, etc.)?</li> <li>5. Are bus shuttles (and by extension their drivers) pulled from other active bus lines? If so, is there an order of priority for which bus lines are</li> </ol>			<p>operator and/or passenger related). If these incidents result in 15-20 minutes of delay in the subway (30 minutes or less on the surface) we immediately pull shuttles from routes with redundant and/or high frequency corridors.</p> <p>2. Depending on the time of day, it takes roughly 15-30 minutes to pull shuttles and stage the coaches at the start of the bus bridges.</p> <p>3. Yes, bus shuttles are tracked, and they are usually placed on “rail-owl” assignments. This information is shared with our Public Information Officer who then informs passengers how to track shuttles on NB.</p> <p>4. • Switchbacks • Deadheads • Reverse headways • Rebalancing headways based on the number of vehicles available on the route.</p> <p>5. Typically, we try to pull operators from the division. If none are available, we pull vehicles from high frequency corridors or routes with redundant service. To mitigate the impact to passengers, vehicles slated to be shuttles usually are removed from their regular route once they have reached the terminal.</p>

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		impacted? Are riders of impacted bus lines notified of the resulting service reductions?			
200305.01 Presentation Request	Joan Downey	Requested an update on the commuter shuttle bus program.	Keka Robinson-Luqman	Complete	There has been essentially no activity during COVID. They all stopped operation for the most part. One or two had very light operations. One small operator went out of business. They will slowly start operating as companies open, though realistically many companies such as Facebook and Google, which had the larger operators busy, will not likely have operations at the same capacity they did anytime soon, if ever. That's all there is to update at this time.
200305.02	Daniel Murphy	Is the pilot program of extended hours for crossing guards included in the proposed FY 2021-2022 budget? What are the details of the pilot program?	Jeff Tumlin	Complete	No, we are not proposing to extend the hours of crossing guards. Instead, we proposed to increase the number of guards to be able to serve more schools. Naturally, given the scale of our budget deficit, we will need to reconsider most items in our budget.
200305.03	Sue Vaughan	What vehicles will be allowed in the Folsom Red Lanes?	Sandra Padilla	Complete	Any and all buses will be able to use the lane. Buses are defined as any vehicle carrying over 15 people in the vehicle code. So commuter shuttles, hospital shuttles, and any other vehicle that is carrying over 15 people would qualify.
200305.04	Joan Downey	Requested a presentation on the paint shop.	Keka Robinson-Luqman	Complete	This topic is scheduled for the 9/3/20 CAC meeting.
200305.05	Joan Downey	Will the right hand turn on Arguello Street going onto Frederick be closed?	Adrian Leung	Complete	First, with regard to feasibility, two major concerns are 1) whether larger vehicles can still make the turn at the

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					<p>intersection just north of this location, and 2) how the street closure would interface, if necessary, with the parking on the south side of the new space. The bikeshare team checked for turning movements, and for now, a standard unit 30 (think basic box truck a la UPS) can make the right turn. A WD-40, which is like a long semi-truck trailer, would have to start the turn from the opposite side of the street. So, traffic engineers will ultimately decide how these facts weigh into this decision. As for parking, having cars pull in and out of this closed off stub would be complicated. Our recommendation could be to simply close it off completely to all traffic.</p> <p>Second, for outreach considerations, bikeshare originally received this request through Supervisor Brown's office via Aide Juan Carlos. Juan Carlos said it came as community input, but we weren't actually sure what that entailed. If Joan Downey has more knowledge about who else supports this idea, that would be a big help. Our Senior Engineer in Livable Streets remembers this being suggested some 10-15 years ago, but we couldn't remember why it didn't work out. So, one major factor could be based on whether the fronting building residents support this, or whether the recommendation is coming from other folks. Of course, if the project is deemed feasible, we will then also bring it to the Supervisor as the elected representative for this area, and check for their</p>

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					feeling sand recommendations. Those are the next big planning steps.
200305.06	Michael Chen	Is there a plan to address bus stops that have parking spaces in front of them (I believe they are called flag stops)? This can be a barrier for accessibility.	Cecilia Martinez Rios	Complete	SFMTA has approximately 3,500 transit stops and about 1/3 of them are considered flag stops. Most of these flag stops are in residential areas. We have the authority to remove 20' of parking at transit stops to allow for front door boarding/alighting, however, do not think it makes sense to do so for every flag stop in the system. Pre-COVID we had a plan to pilot implementation along the 18 line to learn more about where it would work and what the feedback from riders and residents were so we could improve implementation before proceeding on a larger scale. COVID has put a halt to that process for now as staff time is focused on other recovery efforts, but we do plan to revisit the pilot as soon as time allows.
200305.07	Michael Chen	Do Parking Control Officers (PCOs) have discretion on ticketing vehicles that are parked on the sidewalk, or are they supposed to enforce if complaint is valid?	Shawn McCormick	Complete	PCOs do have discretion on ticketing any violation including sidewalk violations.
200305.08	Michael Chen	Does the Muni discount program have a high obstacle to access/need to be renewed often? Are there plans to make the discount programs for youth/low-income/elderly/disability easier to access?	Diana Hammons	Complete	We think the current process balances ensuring a low burden for customers, while managing the agency's risk.



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200305.09	Sue Vaughan	Who participated in the initial LRV4 seat configuration survey?	Cecilia Martinez-Rios	Complete	The initial survey was open to all members of the public, feedback was solicited online and in person. About 9,000 responses were received.
200305.10	Sue Vaughan	What is the plan to improve the seating configuration on LRV4s and what is the timeline for getting it done?	Cecilia Martinez-Rios	Complete	The interior arrangement of the cars will be modified to include transverse seating in all cars, additional stanchions and more hand holds. The current vehicles and the first 50 of the future delivery will have single transverse seats; the remaining 101 cars will include double transverse seat arrangement. The first retrofit is being planned towards the end of the year 2020. The future delivery of cars will be delivered with transverse seats and is scheduled to start mid-2021.
200326.01 (Email)	Aaron Leifer	Will Muni run longer/articulated buses on former LRV lines to help ensure social distancing and avoid overcrowding?	Sean Kennedy	Complete	The SFMTA has been monitoring LRV loads since the Shelter in Place Health Order went into effect. Based on this information, we feel confident that 40' buses, at the planned frequencies, will be able to handle LRV demand and allow for social distancing between riders. We will continue to monitor these loads and are prepared to make changes if necessary, to continue to support the Health Order and social distancing.
200402.01	Sue Vaughan	Requested a presentation on sanitation policies at facilities, at station stops, and on rolling stock, including any new public service announcements about sanitation.	Keka Robinson-Luqman	Complete	This item is scheduled for the 7/9/20 CAC meeting.
200402.02	Sue Vaughan	Requested the Cost Recovery schedule for all cost recovery programs.	Ben Becker	Complete	This information was emailed to the CAC on 5/29/20.

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200402.03	Sue Vaughan	How much money comes to the SFMTA from SFPD CVC Rules of the Road infractions?	Leo Levenson	Complete	The SFMTA does not receive any SFPD CVC citation revenues, including red light camera citation revenues.
200402.04	Aaron Leifer	Requested a detailed, point-by-point list of which Working Group recommendations will be funded, and to what extent. Please make sure to clarify in layman's terms, as applicable, what any FTE positions referenced will do (or would have done).	Cecilia Martinez-Rios	Complete	Unfortunately, due to our current financial situation, many of the Muni Working Group recommendations will need to be postponed. However, items that do not require funding and items that can be implemented through other creative approaches, such as reassigning staff will be pursued. For example, the Muni Working Group put a strong recommendation on accelerated Muni Forward delivery, which we are working to expedite to stretch our operating resources by reducing transit time lost in congestion. Transit staff will come back to the CAC this fall with a more detailed update of the working group recommendations once we have a better understanding of the service and economic impacts of the COVID-19 pandemic.
200402.05	Aaron Leifer	Requested a disaggregated, project-by-project Vision Zero report referenced by Director Tumlin on the call. This report should show how effective individual Vision Zero projects have been in reducing fatalities.	Chava Kronenberg Ryan Reeves	Complete	The SFMTA published the 2018 annual report on our Vision Zero projects last May here: <a href="https://www.sfmta.com/sites/default/files/reports-and-documents/2019/06/vzsf_eval_report_final_for_web.pdf">https://www.sfmta.com/sites/default/files/reports-and-documents/2019/06/vzsf_eval_report_final_for_web.pdf</a>  2019 Year-End Report: <a href="https://www.sfmta.com/sites/default/files/reports-and-documents/2020/08/vzsf_streetseval2020_080320.pdf">https://www.sfmta.com/sites/default/files/reports-and-documents/2020/08/vzsf_streetseval2020_080320.pdf</a>

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					There are more project level reports on the Eval program webpage: <a href="https://www.sfmta.com/safe-streets-evaluation-program">https://www.sfmta.com/safe-streets-evaluation-program</a>
200402.06	Queena Chen	What is the total cost and breakdown of the cost for SFMTA to operate the Chinatown Park and Ride Program (located in the Golden Gate Garage).	Rob Malone	Complete	Total monthly cost of CT Park & Ride Shuttle:  Shuttle        \$14,868 CCDC            \$1,500  <b>Total:            \$16,368</b>  FYI, the shuttle has been suspended since 3/15/20, in response to reduced demand under the SIP order.
200402.07	Queena Chen	Has the SFMTA investigated extending the lifeline pass stickers to be valid for two to three months instead of one, especially since there is currently a shelter in place order?	Diana Hammons	Complete	The SFMTA has currently suspended sales of Lifeline passes. Customers may ride for free with a valid Lifeline ID card. We have considered recommendations to increase the length of time a pass is valid; however, it is unlikely there would be a high demand from low-income customers to pre-pay two to three months of transit in advance. We are evaluating opportunities to expand sales locations once the shelter in place is lifted.
200402.08	Sue Vaughan	Requested data on the correlation between increased use of Uber & Lyft and the decline in parking revenues.	Hank Willson	Complete	We are not aware of any data.
200402.09	Frank Zepeda	Requested a general memo that explains how the decisions were made to eliminate service and redirect staff	Cecilia Martinez-Rios	Complete	This information was emailed to the CAC on 5/29/20. Also please see answer to RFI #200430.01 for further explanation.

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		during the COVID-19 Shelter-in-place order.			
200402.10	Frank Zepeda	What is the work plan regarding deferred maintenance items being done in the tunnel during the LRV service shutdown?	Cecilia Martinez-Rios	Complete	Maintenance of Way continues a full schedule of preventive maintenance and safety inspections on fixed guideway systems for the duration of the railway shutdown. Additional work has been planned to replace track fasteners at the Eureka curves and improve track switches at Duboce Junction. Line crews will renew several sections of overhead wire, replace and adjust electrical hardware components. Our Signal team is currently engaged with control wiring, switch machine adjustments and testing of the West Portal crossovers. We are continuously evaluating our readiness for when the determination is made to restore service.
200430.01 (Email)	Aaron Leifer	In what order will Muni return lines to service as SIP restrictions are relaxed? A timeline of <i>when</i> each restoration will occur is understandably impossible to predict, but I would assume Muni has worked to craft an order of which lines will be returned to service first, then next, etc.	Cecilia Martinez-Rios	Complete	Service was streamlined to focus resources on critical corridors that would support both operator and customer safety. Reintroduction of service is tied to the City's roadmap for relaxing the shelter in place order with several key constraints including: <ul style="list-style-type: none"> <li>1) Procedural changes – in an effort to promote operator safety we instituted a policy of having fresh pullouts...meaning that every time a vehicle went into service it was cleaned for the operator. Pre-COVID, operators would hand over vehicles as their shift ended in the field. But the new policy requires that a clean bus pulls out of the yard so it essentially doubles our vehicle needs.</li> </ul>

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					<p>2) Support functions – there are staffing issues for service support functions, like car cleaners etc., hampering our ability to bring back more service. That said, we brought additional frequency to a number of crowded lines and reintroduced the 9R when the city relaxed some of the SIP orders a few weeks ago.</p> <p>In the middle of June, when the city relaxes the next level of SIP orders, we plan to reinstate the 43 Masonic (from its southern terminal to Geary), the entire length of the 30 Stockton and extend the 5 Fulton all the way to the beach. We will also be putting in a short 7 Haight shuttle from Judah/19th to its terminal at the beach.</p> <p>Then in middle of August we plan to bring back the rail system in alignment with the City's SIP modifications that include the opening of schools.</p> <p>The original service changes and the subsequent (and planned) additions are based on 4 key metrics:</p> <ol style="list-style-type: none"> <li>1) Connecting essential land uses (like hospitals and neighborhood commercial areas)</li> <li>2) Supporting the Muni Equity Strategy</li> <li>3) Post COVID ridership</li> <li>4) General city-wide coverage</li> </ol>
200515.01 (Email)	John Lisovsky	What would the future of Baywheels would look like if Lyft, which has seen	Adrian Leung	Complete	At this point, the SFMTA doesn't have a clear contingency plan for a Bay Wheels bankruptcy. It's hard to speculate

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		<p>multiple rounds of layoffs, goes bankrupt? The relationship between MTC, which made the contract, and MTA, which seems to have some veto power on price increases, is also one I would seek more clarity on as regards Baywheels. Should Lyft go bankrupt or restructure—and should it either wish to sell or to discontinue Baywheels—I would like to know what various powers MTA, MTC, and the City have to acquire it. I'd also like to know what legal limitations MTA, MTC, and the City might be subject to about any such acquisition?</p>			<p>what it would look like given that there are so many moving pieces at present, especially here in the Bay (i.e. regional system, MTC contract holder). However, I can offer examples from other cities. Some cities own infrastructure but contract out operations. Other cities run bikeshare through non-profits, with various funding frameworks, like sponsorship. I can't think of a city that wholly owns a bikeshare system, infrastructure and operations—that would probably require a much more complicated process.</p> <p>The relationship between MTC and MTA in this context is two-fold. Outside of bikeshare, the MTC is our regional transportation authority, which sets goals and policies for nine bay area counties; they also affect some of the funding that makes its way into every transportation project (like local ballot measures). For Bikeshare, MTC is the official contract holder through the Program Agreement, which describes exactly what the bikeshare operator must provide for service and lays out Key Performance Indicators and Liquidated Damages to hold them accountable. The Coordination Agreement is the specific document between SF and Bay Wheels. This agreement is informed by the Program Agreement (for KPIs and LDs), but it goes on to specify items like which party is responsible for legislation, or the total number of stations for the system.</p>

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					<p>Specifically, for recent pricing, the Program Agreement specifies what the pricing should be for the dock-based system. San Francisco has is of the legal perspective that this agreement does not apply to stationless ebikes, and that those bikes aren't covered under the Program Agreement's exclusivity. Lyft disagreed with that and sued the city saying bikeshare exclusivity included stationless ebikes. A preliminary part of that lawsuit resulted in a negotiation process and a separate contract with Lyft. This hybrid e-Bike contract grants the MTA approval power over pricing. It bears notice that pricing is a balance in our Public-Private Partnership. Because of the more complicated logistics around both batteries AND stationless operations, the service is significantly more costly. As the public agency, we want the pricing to sustain the operator, but we also want it to be affordable to promote mode shift. It's gets tricky.</p> <p>Regarding the power and limitations of acquisition, I will have to forward this inquiry to the City Attorney's Office as I am not sure what is in the realm of possibility. I can provide some historical perspective: when bikeshare in SF started, the MTC owned the hardware, through Bay Area Air Quality Management District Funding, and Alta Planning Bike Share provided operations. Because that fund source wasn't sustainable, especially for expansion, a</p>

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					new business model was established to involve more private investment. This was unanimously embraced by the Supervisors in 2015 and resulted in the sponsorship model that Motivate started with in 2017.
200515.02 (Email)	John Lisovsky	What are the technical and logistical challenges to four- and five-car subway shuttles between West Portal and Embarcadero? Which platforms can accommodate four-car train sets? Can any accommodate five? Six? At Charing Cross, the London Tube has the first door of the front car and the last door of the rear car inside the tunnel and asks passengers to move toward the center doors to exit. Would this be possible for Muni metro train sets longer than the length of a platform?	Cecilia Martinez-Rios	Complete	Running 4 car train would require upgrades to the train control system for all stops and physical changes at Forest Hill and West Portal. The vehicles would also need to be redesigned if we wanted to allow just the front door to open on the back train. 5 and 6 car trains would need to bypass Forest Hill and West Portal stations.
200515.03 (Email)	John Lisovsky	In light of the current political turmoil relating to the fare increases, I'm curious how much money we project getting from parking meter fees alone—not fines, in-lieu taxes, or Taxis—and by what factor we would need to multiply that parking fee revenue in order to offset the revenue the budget now intends to receive	Hank Willson	Complete	In the current budget, parking meters were projected to bring in approximately \$69M in FY 2020. So, roughly, every expansion of total parking metered hours by 10% (either by metering more areas, or extending hours at currently metered areas) would yield about \$6.9M more in revenue. However, expanding parking meter locations or hours comes with considerable costs of implementation, enforcement, maintenance, signage, etc., which subtract from any gross revenue increases.



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		from the fare increases. (This revenue could, of course, come from raising hourly rates, but also from expanding metering into residential neighborhoods, and later into the evening and night.)			Perhaps more importantly, parking meter revenues are down more than 90% since the COVID shelter-in-place order, and it's impossible to predict when or if parking meter revenues will return to pre-COVID levels.
200531.01 (Email)	Neil Ballard	Please detail the ways in which SFMTA is assisting law enforcement agencies during the ongoing protests underway in San Francisco as of 5/31/20. Are Muni vehicles being used to transport police and/or detained protesters?	Kimberly Burrus	Complete	<p>As a major transportation agency, the SFMTA is committed to ensuring the transport of all San Franciscans. We do this through our normal service and through missions work as we assist other agencies with arranged transport for critical assignments.</p> <p>We have helped transport SFPD officers to areas of the city as they protect the fundamental right to assemble. These transports, like many others, such as COVID PUI's for DPH and the transport of tent residents from Civic Center to safe sleeping sites outside of the demonstration zones, is our support to other city agencies as we work collectively to accomplish an overall goal.</p> <p>At no point does the SFMTA, nor do we intend to, transport any detainees. We are here in support of everyone.</p>
200604.01 (Email)	Michael Chen	What are the criteria for deciding what streets are eligible or desirable as slow streets? For example, I have heard that fire department access is important.	Shannon Hake	Complete	<p>Our Slow Streets criteria is listed on our <a href="#">website</a>, but can generally be broken down as follows:</p> <ul style="list-style-type: none"> <li>- At least 6-8 blocks long</li> <li>- Residential land use</li> </ul>

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		For the criteria, how can I (or any member of the public) understand what streets are qualified/disqualified?			<ul style="list-style-type: none"> <li>- Preferably two lanes of traffic, one in each direction (one-way operations will disqualify a corridor)</li> <li>- Generally flat (steep slopes or sight distance issues will disqualify a corridor)</li> <li>- Connections with the bike network or Green Corridors network</li> <li>- Stop-controlled intersections rather than signalized intersections (multiple signalized intersections will disqualify a corridor)</li> <li>- No conflicts with Muni, commercial loading zones, or emergency response routes</li> </ul> <p>Right now there's no comprehensive map of streets that meet this criteria (mostly because maps of frequent emergency response routes and non-revenue Muni access are limited), but most residents could determine whether their street would qualify as a Slow Street by using these criteria.</p>
200604.02 (Email)	Michael Chen	Multiple Bay Wheels stations are out of service: Polk and Fern, Polk and Myrtle, and Steiner and Geary are all unavailable now. Why is service being reduced? Is the SFMTA holding Bay Wheels accountable to maintain adequate service? Why should Bay	Adrian Leung	Complete	Bikeshare is being pulled in a lot of different directions now. We're positioning ourselves as essential to the recovery plan, but we're faced with many of the same complications with community outreach and elected official resistance that has become common, even though we've expanded the system by more than eight times, and shown that the system can be a force in mode shift toward

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		Wheels charge a \$2 out of station fee if the closest station is a ½ mile away?			<p>alternative options.</p> <p>Two major issues we're having with the system now, leading to longer temporary shutdown of stations, are encampment encroachment and theft/vandalism.</p> <p>With the shelter-in-place directive, moving encampments away from stations hasn't been a priority, and their proximity prohibits servicing by Bay Wheels staff who also need to maintain social distancing standards during their work. I've been trying to find contacts, homeless outreach and other folks who are able to let encampments know that it's important to provide safe separation. I think it's akin to how we would address encampments at bus stops or boarding islands. But, getting traction has been slow going.</p> <p>In terms of vandalism and theft, we have seen an incredible storm of station destruction, and theft including kiosk batteries and solar panels. So far, we haven't been able to identify motive, but this trend started in Oakland and during SIP, it's only gotten worse. Without deeper institutional support to identify the root issues, Bay Wheels is pivoting towards deeper preventative efforts, hardening stations and ordering extra parts. However, it bears noting that some of the vandalism is fairly rampant and destructive. One station was set afire. Bottom line, if</p>

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					<p>someone wants to destroy the system, it's in the street; it's vulnerable.</p> <p>For e-bike Parking, we did work closely with Bay Wheels so that downed stations didn't affect e-bike pricing, meaning that if you still lock your bike nearby to a downed station, they should not charge you the out-of-station fee. If that's different from your experience, let me know. I also realize that this may not be well-publicized now given that Bay Wheels would then have to explain the siege of theft/vandalism.</p> <p>As to your general pricing inquiry, it was a predictably unpopular decision for bikeshare—allowing for a pricing increase after an initial free period where hybrid eBikes were wildly popular. In January and February, we saw record-breaking ridership up to an average of 14.5K/day throughout the week before pricing was implemented. At the same time, the increased functionality of eBikes parking outside of stations has significantly more costly operations, including battery swapping for power, and complicated rebalancing needs. Without additional funding, the overall bikeshare service becomes unsustainable in its current incarnation where our private partner provides the service without public subsidy.</p> <p>For now, the SFMTA will continue to work with the</p>

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					public's best interest in mind through our private public partnership. We feel the ideal pricing for any product is iterative, and we are committed to working with Lyft as needed to adjust pricing to ensure that the Bay Wheels system continues to achieve our city's sustainable transportation goals.
200604.03 (Email)	Michael Chen	What safety treatments will the SFMTA implement near Frederick Street and Willard Street, where Devlin O'Connor was killed on May 29?	Mike Sallaberry	Complete	We are proposing traffic calming on the street (currently with SFFD who is reviewing it) and going to restripe the T-intersection of Willard/Frederick where we heard there was stop sign running, which may contribute to speeding.  Program-wise we are discussing an outreach effort to educate people about doorings, namely that drivers must first check to see it is safe prior to opening a door
200604.04	Sue Vaughan	Will FEMA reimburse for street closures?	Kate Chalk	Complete	If it's for, for example, slow streets, it may be reimbursable if SFMTA can support it by a health order (FEMA stated this when we asked about slow streets). Please also know we truly can't guarantee anything is reimbursable as that is up to FEMA, and we've been told reimbursements even vary across who from FEMA reviews the claim, but will submit it as long as SFMTA provides reasonable justification that it is a COVID emergency response cost.
200604.05	Aaron Leifer	What is the SFMTA doing to address riders with behavioral disorders who may not be observing mask wearing and social distancing, or otherwise	Julie Kirschbaum	Complete	Partnering with other City agencies, we have been focusing on educating customers about the importance of mask compliance. We have signage and audio announcements on the buses and we also have

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		pose a health risk to drivers and other riders?			ambassadors on Market Street talking to customers. Additionally, SFPD initially road the buses and handed out masks. If a customer does not have a mask or refuses to wear one, the Operator contacts the Transportation Management Center, who reaches out to an Inspector and/or SFPD to meet the bus and help diffuse the situation.
200610.01 (Email)	Aaron Leifer	Where can I find the pre-COVID data for average daily ridership for the individual Muni lines? I'd just like to see average daily ridership for the last twelve months before COVID, so February 2019-February 2020.	Alex Demisch	Complete	This information was sent to the CAC on 9/25/20.
200709.01	Sue Vaughan	What is Clear Channel doing to clean the bus shelters during the pandemic?	Gail Stein	Complete	Clear Channel is performing the same cleaning as always, as required by contract.
200709.02	John Lisovsky	What amount of money does it take and what are the impacts it would have on service to only clean buses at the yards and not the terminals?	Louis Guzzo Myra Phillips	Complete	Yard-only coach cleaning is something we already do except for a brief stint during the pandemic. We piloted in-field cleaning for the 14 and 14R between June 13 – August 22 but have gone back to exclusively cleaning at the yard.  The costs of in-field cleaning are approximately two hours of operating time per route (opportunity cost), which is a rough estimate of the time it takes to drive from a route to its division, get cleaned, and deadhead back to the route to go back in service.

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					Impacts are that we see a small reduction of vehicles in service in early afternoon even after schedules has done their best to stagger pull ins and pull outs and even after maintenance has planned to have the first PM pull outs ready.
200709.03	Sue Vaughan	Requested a presentation on SFMTA efforts to secure federal, state, and MTC operating funds for the duration of the pandemic. (Chair Ballard requested it be turned into an RFI)	Kate Breen	Complete	<p><b><u>CAC Update on SFMTA efforts to secure federal, state, and MTC operating funds for the duration of the pandemic</u></b></p> <p><b>State Advocacy</b></p> <ul style="list-style-type: none"> <li>• SFMTA staff are working with the Mayor’s Office and our lobbyists in Sacramento to seek emergency funding for public transit at the State level.</li> <li>• SFMTA staff are working closely with the California Transit Association to support their <a href="#">California Without Transit</a> campaign, which seeks \$3.1B in State and Federal funding to support public transit, and recently sent a letter to our State delegation supporting this request. <b>(Attached)</b></li> <li>• To date, the State has passed some transit-related regulatory relief measures, but has not yet allocated emergency funding for public transit.</li> </ul> <p><b>Federal Advocacy</b></p> <ul style="list-style-type: none"> <li>• SFMTA staff are working with the Mayor’s Office and our lobbyists in Washington, DC to continually seek additional funding for public transit.</li> </ul>

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					<ul style="list-style-type: none"> <li>• The first federal emergency relief package passed by Congress on March 25<sup>th</sup>, the CARES Act, included \$25B for public transit. MTC was the direct recipient of the \$1.3B in funding for the Bay Area. Staff have been working closely with MTC over the last several months as a member of the <a href="#">Blue Ribbon Transit Recovery Task Force</a>, on how to best allocate this funding over two tranches. Ultimately, SFMTA received \$373M from the CARES Act. We anticipate funding from the CARES Act can cover our expenses through December 2020.</li> <li>• On May 15<sup>th</sup>, House Democrats passed another \$3 trillion emergency relief package, the HEROES Act, which included \$15.75B for transit agencies. The Senate does not plan to take up the HEROES Act, and has not yet released their proposal for the next emergency relief package though discussions are continuing.</li> <li>• In collaboration with other major transit agencies, we recently sent a letter (<b>attached</b>) to Senate leadership seeking an additional \$32-\$36B in funding for public transit to be included in the next emergency relief package currently under consideration in Congress.</li> </ul> <p><b>If we do not receive additional funding:</b></p>



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					<ul style="list-style-type: none"> <li>• SFMTA projects a \$568M revenue loss over the next four years.</li> <li>• How our transit service is allocated throughout the city beyond August is uncertain and will depend on the physical distancing requirements and revenues.</li> <li>• Based on current budget projections, we will not be able to restore more than 70% of pre-COVID service hours for at least the next six months, and potentially even longer, if additional revenue sources are not identified. We are committed to allocating our limited resources to essential transit service for those who are not able to work from home or who do not own a private vehicle.</li> <li>• The budget adopted by the SFMTA Board of Directors assumed that the SFMTA would have to increase the amount of positions it holds vacant from 575 to 675, increasing attrition. This action was taken to avoid layoffs. With re-openings slowing and an increase in cases nationally in many places, but in California and San Francisco specifically, we have revised our models for the current fiscal year.</li> </ul>
200709.04	Sue Vaughan	Requested a presentation on SFMTA plans for permanent reductions in service in the event that operating funds are not secured.	Sean Kennedy	Complete	Currently, we do not know the extent of the budget issues. Consequently, we do not have a “permanent reduction” plan or list. Once we have a better picture of the final budget implications, we will be sure to involve the CAC,

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200710.01 (Email)	Aaron Leifer	Requested Muni's plan for social distancing and sanitation in the subway stations.	Travis Richards	Complete	<p>citywide stakeholders, MTAB and BOS in an inclusive and extensive community involvement process.</p> <p>The SFMTA's plans for physical distancing and disinfecting in the subway stations, in order to help reduce transmission of COVID-19, include customer communications promoting physical distancing and other COVID-19 mitigation measures, monitoring the capacity of the station platforms, and disinfecting high-touch surfaces. Additional details are included below:</p> <ul style="list-style-type: none"> <li>• Physical Distancing <ul style="list-style-type: none"> <li>○ Customer Communication – General Signage &amp; Announcements <ul style="list-style-type: none"> <li>▪ Signage and/or floor decals that communicate the need for Muni passengers to properly physically distance and/or to wear face coverings over the nose and mouth are posted at the following locations at each station: <ul style="list-style-type: none"> <li>• At ticket vending machines</li> <li>• At the entrance side of the fare gates</li> <li>• On the stairs and escalators and at the elevator entrances</li> <li>• On the platform and on station pillars and walls at platform level</li> </ul> </li> </ul> </li> </ul> </li> </ul>

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					<ul style="list-style-type: none"> <li>• At benches on the station platforms</li> <li>▪ The following will be communicated through both audio announcements in the stations and visual announcements that are among the messages that scroll across the overhead digital signs on the station platforms:                             <ul style="list-style-type: none"> <li>• Muni is for essential trips only</li> <li>• Customers are asked to practice physical distancing</li> <li>• Masks or face coverings are required</li> </ul> </li> <li>▪ SFMTA Ambassador Program                             <ul style="list-style-type: none"> <li>• The Ambassador Program will assign City Disaster Service Workers (DSWs) to various Muni Metro subway platforms to encourage and educate customers regarding behaviors to help reduce the risk of transmission COVID-19, including to properly physically distance and to wear face coverings.</li> </ul> </li> <li>○ Managing platform capacity</li> </ul>

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					<ul style="list-style-type: none"> <li>▪ Prior to the COVID-19 pandemic, station agents monitored crowding on the station platforms and closed the fare gates when the platforms approached capacity. When Muni rail service restarts, station agents will use this tactic of closing the fare gates in order to regulate the occupancy of the platform so that customers can maintain proper physical distancing. Ambassadors will also be asked to assist with monitoring and informing station agents regarding platform occupancy.</li> <li>• Disinfecting high-touch surfaces               <ul style="list-style-type: none"> <li>○ The regularly scheduled cleaning that was conducted in the subway stations prior to the COVID-19 pandemic is still being performed. In response to COVID-19, staff has increased its frequency of disinfecting high-touch surfaces in the subway stations (e.g. stair and escalator handrails, elevator operating panels, fare gates, etc.).</li> </ul> </li> </ul>
200710.02 (Email)	John Lisovsky	What is the protocol for operators when documenting traffic violations or other incidents with the cameras that	Leda Rozier Brent Jones	Complete	Operators are to complete an incident report on any issue that occurs while in service that is out of the ordinary (accidents, traffic violations, etc). This document is

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		are mounted on Muni vehicles?			provided to the division management for review and if necessary appropriate action.  The protocol is for the operator is to make sure everyone on board the coach is safe and okay, notify Transit Management Center (TMC) of the occurrence and wait for orders, and to fill out an occurrence report of what took place during the violation or incident.
200723.01 (Email)	Christopher Man	Requested route maps of the following routes: <ul style="list-style-type: none"> <li>• 30-Stockton (Crissy Field Extension)</li> <li>• 37-Corbett (Modified Route from Twin Peaks to 11th/Market)</li> </ul>	Sean Kennedy	Complete	Here is a link to a map of the 30 extension. <a href="https://www.sfmta.com/projects/30-stockton-presidio-extension">https://www.sfmta.com/projects/30-stockton-presidio-extension</a>  The 37-Route map was sent to the CAC on 9/25/20.
200727.01 (Email)	Neil Ballard	It is my understanding that SFMTA has taken advantage of the transit shutdown and reduced congestion brought about by COVID-19 to perform maintenance in the tunnel and on surface projects. Please provide a high-level overview of the work that has been done, and what work remains.	Charles Drane	Complete	Maintenance of Way (MOW) continues a full schedule of preventive maintenance and safety inspections on fixed guideway systems. We are conducting all required safety inspections and PMs of our track, signals, overhead, train control and substations. Our crews have adjusted their work routines to safely adhere to recent public health recommendations which at times slows maintenance.  We are conducting additional system observations and patrols: <ol style="list-style-type: none"> <li>1. Tracks – conducting weekly runs to observe conditions of ground vegetation, debris and notice</li> </ol>

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					<p>of attempted work or obstructions by 3<sup>rd</sup> parties near the ROW.</p> <ol style="list-style-type: none"> <li>2. Overhead Lines – conducting weekly runs of all lines to review for intrusion by foreign objects, vegetation encroachment and possible errant utilities.</li> <li>3. Power Control Center remains fully operational, continually monitoring the Traction Power System.</li> <li>4. We are continuously evaluating our fixed guideway readiness for when the determination is made to completely restore all revenue service.</li> </ol> <p>MOW Engineering and Track Maintenance:</p> <ol style="list-style-type: none"> <li>1. Completed stock rail replacements at Duboce track right in the subway and at Eucalyptus on the M-line.</li> <li>1. Completed inspections of subway lighting conditions and track fasteners between Van Ness station and Forrest Hill station including the Duboce Portal.</li> <li>2. Conducted a topographic survey to plan for special track replacement in the subway.</li> <li>3. At the intersection of 3<sup>rd</sup> and King we have reconstructed the track base, renewed the track fasteners and pavement of the inbound ROW.</li> <li>4. Adjusted the track elevation at Forrest Hill station.</li> <li>5. Renewed track fasteners supporting the inner rail</li> </ol>

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					<p>of at the Castro curve.</p> <p>6. Track pavement and base repairs occurred at spot locations on Market between 3<sup>rd</sup> and Fremont St.</p> <p>Line crews:</p> <ol style="list-style-type: none"> <li>1. Renewed several sections of overhead wire, replaced and adjusted electrical hardware components in the subway.</li> <li>1. Retired all open work orders on the 14, L and N lines.</li> <li>2. Replaced an overhead trolley switch for the 30-stockton.</li> <li>3. Adjusted and replaced feeder section break components at the Van Ness crossover.</li> </ol> <p>Signal team:</p> <ol style="list-style-type: none"> <li>7. Completed control wiring, switch machine adjustments and testing of the West Portal crossover.</li> <li>8. UCSF platform Repaired track switch between Warrior Way and Mission Bay Boulevard on 3<sup>rd</sup>.</li> <li>9. Supported signal upgrades for the new Central Subway track that was tied-in to the existing intersection at 4<sup>th</sup>/King.</li> </ol> <p>Items on the horizon:</p> <ol style="list-style-type: none"> <li>1. Subway overhead wire and splice replacements.</li> <li>2. Subway track grinding project.</li> </ol>

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					<ul style="list-style-type: none"> <li>3. L-Taraval fixed guideway improvements of track, overhead and traction power systems west of Sunset Av.</li> <li>4. King Substation upgrade at 2<sup>nd</sup>/King.</li> </ul>
200805.01 (Email)	Michael Chen	Are 311 operators and PCO staff fully informed of Director Jeff Tumlin's directive that PCOs should enforce sidewalk parking on sight and on complaint? SF 311 dispatcher #453 told Robin Kuttner on July 24 that they have been instructed to not enforce sidewalk parking during shelter in place. Dispatcher #410 said same thing on July 27. Dispatcher #413 said they were told to be lenient and citations are at PCO's discretion on July 29.	Shawn McCormick	Complete	PCO's and dispatchers have been informed. It was a case of misunderstanding.
200806.01	Daniel Murphy	Requested regular updates on the state of the system vis a vis Covid-19.	Roberta Boomer	Complete	This page: <a href="https://www.sfmta.com/projects/covid-19-developments-response">https://www.sfmta.com/projects/covid-19-developments-response</a> has the latest information.
200806.02	John Lisovsky	Requested a presentation on the combined network of slow streets and protected bike lanes.	Keka Robinson-Luqman	Complete	This topic is scheduled for the 8/26/20 EMSC meeting.
200807.01 (Email)	Neil Ballard	Requested a Legislative update presentation.	Keka Robinson-Luqman	Complete	This topic is scheduled for the 11/5/20 CAC meeting.
200825.01 (Email)	Aaron Leifer	While it's certainly horrible to hear that staff at Central Control tested positive for COVID, why did that result	Cecilia Martinez-Rios	Complete	The subway was mainly shutdown due to an overhead wire component issue in the subway. While unfortunately there was a positive staff member at Central Control that



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		in the shutdown of the entire rail system? Aren't there contingency plans to provide redundancy and keep the system running if something unfortunate like this (or worse) occurs? What would happen if Central Control was physically destroyed by fire/earthquake/etc.?			also contributed to this decision, it wasn't the sole reason for the shutdown. We do have redundancies in place which would allow us to operate the Control Center from a secondary location.
200827.01 (Email)	Karim Salgado	I would like to request more information regarding the Red Zones that are painted in front of homes. The way I am interpreting the link below, states that a person cannot park in a Red Zone but ok to block the driveway without going into the Red Zone if the car's registration is the same as the home and not exceeding the number of occupants of the home. I would like more clarification because I feel that the wrong information is being given out.  <a href="https://www.sfmta.com/blog/san-francisco-parking-tips-parking-around-driveways">https://www.sfmta.com/blog/san-francisco-parking-tips-parking-around-driveways</a>	Yoshio Haraguchi	Complete	If a building has two or fewer dwelling units and a vehicle is registered at the address, then it will not be issued a citation for blocking the driveway of the building. This is the case whether there is a red zone.  If the vehicle is not registered to the address or has more units and someone calls enforcement because they cannot access the driveway due to the vehicle blocking it then the vehicle may be cited and or towed.  If a driveway has red tips (a driveway red zone) a vehicle can be considered 'blocking the driveway' when it is parked overlapping the Red Zone. Otherwise it has to cross the point where the curb begins to slope down (the start of the curb cut) to be considered 'blocking the driveway'  There is some discretion afforded to the enforcement

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					officer in the field to make the call about whether to issue a citation.
200828.01 (Email)	Aaron Leifer	If the COVID-positive staff member was not the “sole” reason for the shutdown and the subway wire issue was “mainly” the reason... What other reasons are there for the closure? Considering that Muni has once again boarded up the subway stations, what are ALL of the reasons for the subway re-closure? How long is this new shutdown expected to last? If a specific time for re-opening can't be given, please provide an estimate. If an estimate can't be given, please explain why not.	Cecilia Martinez-Rios	Complete	The reasons previously stated are the reasons for the Muni Metro subway closure: a problem with overhead catenary system (OCS) splices was the primary reason for the shutdown, which was exacerbated by the fact that an employee in the Transportation Management Center (TMC) tested positive, resulting in additional employees needing to quarantine as a precaution.  At this time, staff are working to develop a more detailed timeline for when the subway will be able to reopen, but the current estimate is for the subway to remain closed likely at least through the end of the year.
200903.01	Daniel Murphy	Requested a presentation on the Muni Metro reopening and what went wrong.	Keka Robinson-Luqman	Complete	This topic is scheduled for the 10/1/20 CAC meeting.
200903.02	Neil Ballard	What was the rationale behind the rerouting of the 48 Quintara line and when will it be back to its regular route?	Sean Kennedy	Complete	As part of the COVID response core service plan we modified the alignment in order to operate with an improved frequency, and overall more reliable service. The route takes a simplified alignment in Noe Valley, by using Diamond Street to get directly to Clipper Street from 24th Street. This means that the 48 Quintara-24th Street does not travel on Grandview, Douglass, 21st, or Hoffman streets.

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					<p>This reroute means that the route operates approximately 5 min faster giving a more reliable service for the entire route that serves many important essential destinations like the 24<sup>th</sup> street neighborhood commercial core and the SF general hospital.</p> <p>No timeline on returning the Hoffman loop segment. If the new routing is considered for permanent change it will need to go through the full SFMTA legislative process again, within 120 days after the emergency order has been rescinded.</p>
200903.03	John Lisovsky	Requested a presentation on the Tenderloin Pedestrian Safety Improvements and potential car free streets.	Keka Robinson-Luqman	Complete	This topic is scheduled for the 10/28/20 EMSC meeting.
200917.01	Daniel Murphy	Does the bus stop signage improvement plan include the 14R at Daly City Bart?	Sean Kennedy	Complete	Yes. All bus stop signage.
200917.02	Sue Vaughan	The SFMTA has posted signs on poles on Slow Streets with ways that people can give electronic feedback on the Slow Streets program. How many people have responded and what is the SFMTA analysis of that feedback?	Shannon Hake	Complete	As part of the evaluation of the Slow Streets program, we're collecting Slow Streets perception data from two sets of people: those who live along a Slow Street, and those who use the Slow Street (and of course there's significant overlap between those two groups). Those who have addresses along a Slow Street received a postcard in the mail with a link, and as Sue noted those who are using a Slow Street can take the survey via a QR code/link

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					<p>posted on these streets. While we eventually plan to collect this data for every corridor in the program to evaluate how Slow Streets are addressing community needs, we have surveyed only three corridors so far. Here are the number of responses:</p> <ul style="list-style-type: none"> <li>- <b>Lake Street:</b> 319 resident survey responses, 1,279 user survey responses</li> <li>- <b>Page Street (ongoing through 9/30):</b> 261 resident survey responses, 487 user survey responses</li> <li>- <b>Shotwell Street (ongoing through 9/30):</b> 103 resident survey responses, 115 user survey responses</li> </ul> <p>We haven't analyzed all the data yet, and two of the corridor-specific surveys are still ongoing. But generally we're seeing a lot of support for Slow Streets, with over 85% of responses in favor of the program (it's slightly higher for users of Slow Streets than for residents of Slow Streets). We're also seeing a lot of interest in making some of these streets permanent, though that's not on the horizon in the near term.</p>
200917.03	Daniel Murphy	Are text message updates for the rail lines still going out to subscribers for the corresponding substitute bus lines?	Cecilia Martinez-Rios	Complete	Yes, they have continued to go out. In fact, one alert went out to N Judah subscribers last night, 10/08/20.
200923.01	Obai Rambo	How can we get more buses that service the west side in tandem and	Sean Kennedy	Complete	Due to operating constraints from COVID and its associated fiscal and capacity related impacts, we have

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		enhance times of service so that folks don't feel a sense of scarcity in service?			centered service on our Core network, which represents about 30 lines of our pre-COVID 75 line system. Service was selected for return based on 4 main criteria including :1) serving Muni Equity Strategy neighborhoods, 2) serving essential land use (such as neighborhood commercial core areas and hospitals), 3) general city wide coverage and 4) post covid ridership. Many lines that are not currently in service meet some of these metrics but we used this criteria in trying to prioritize where resources would go. January is the next service change as we will reintroduce some surface rail which offers the ability to add some buses to reduce crowding on several lines as well as return the 27 Bryant and 33 Stanyan to service. I am not sure at this time when the next service increase will happen after the January changes, but will keep your comment about west side service increase as a input for consideration at that time.
200928.01 presentation request	Neil Ballard	Requested a presentation on the MTC's proposed requirement that 60% of work be conducted remotely.	Keka Robinson-Luqman	Complete	This item was unable to be scheduled.
201001.01	Neil Ballard	Requested clarification from staff regarding the towing incident discussed by Chun Yin Li.	Shawn McCormick	Complete	Even during the pandemic construction and work in and on the streets is still taking place. This work was done by PG&E and the proper permits and postings were requested.  I cannot confirm when the QR code was scanned or the screen shot was taken. If it was taken prior to the posted

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					<p>dates and times on the signage, the zone code would indicate the zone is not valid at that time. If it is taken after the time it would also show not valid. It is only going to show valid or enforceable when it is within the window of the posted restriction. The window for this tow was a single day and for only a 10 hour window.</p> <p>Even when the city is not enforcing the 72 hour restriction, it is still the responsibility of the vehicle owner/operator to check their vehicle, whether for a break in, citations, or other conditions taking place on the street. 72 hours is the required posting time for construction in residential areas. This requirement was complied with by PG&amp;E and validated by the Department of Public Works.</p> <p>Our website indicated that Posted construction zones were part of active enforcement.</p> <p>The Appellant was provided a letter that allows them to appeal to the Controller's office within one year should they wish to do so. The form was provided with the tow decision response letter.</p>
201001.02	Sue Vaughan	Who are the members of the Congestion Pricing Program Policy Advisory Committee?	Keka Robinson-Luqman	Complete	The committee consists of representatives from neighborhood groups, historically underserved communities, advocacy organizations, labor and business organizations, and groups that focus on the environment,

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					<p>equity, and health.</p> <p>The committee includes representation from the following organizations:</p> <ol style="list-style-type: none"> <li>1. A. Philip Randolph Institute</li> <li>2. APA Family Support Services (invited)</li> <li>3. Chinatown Community Development Center (invited)</li> <li>4. Central City SRO (invited)</li> <li>5. ClimatePlan</li> <li>6. Commission on the Environment</li> <li>7. Council of District Merchants Associations</li> <li>8. Hayes Valley Neighborhood Association (invited)</li> <li>9. El Centro</li> <li>10. Greenlining</li> <li>11. Human Rights Commission</li> <li>12. La Raza Centro Legal, Transit Justice Coalition</li> <li>13. MEDA (invited)</li> <li>14. PODER (invited)</li> <li>15. Potrero Boosters Association</li> <li>16. SF Chamber</li> <li>17. SF Giants (invited)</li> <li>18. SF Labor Council</li> <li>19. SF Travel (invited)</li> <li>20. SOMCAN (invited)</li> <li>21. SPUR (invited)</li> <li>22. San Francisco Bicycle Coalition</li> <li>23. San Francisco County Transportation Authority</li> </ol>

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					Citizens Advisory Committee 24. San Francisco Transit Riders 25. Senior and Disability Action (invited) 26. South Beach   Rincon   Mission Bay Neighborhood Association 27. Taxi Task Force 28. TransForm 29. UCSF Mission Bay 30. Uber 31. Union Square BID 32. Vietnamese Youth Development Center 33. WalkSF 34. West of Twin Peaks Central Council (invited) 35. Young Community Developers
201001.03 presentation request	John Lisovsky	Requested presentation on bicycle lanes on 7th Avenue and on Laguna Honda between Golden Gate Park and Forest Hill Station. (EMSC)	Matt Lasky	Complete	I'm not immediately aware of a project here but I'm happy to investigate more.
201001.04	John Lisovsky	How has the amount of garbage in the Twin Peaks area changed since the SFMTA reopened it to cars?	Viktoriya Wise	Complete	The SFMTA does not monitor the trash at Twin Peaks Blvd. This question is best answered by Public Works or Rec and Park.
201001.05	John Lisovsky	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?	Andrea Contreras	Complete	CEQA reform to streamline sustainable transportation projects includes a new state-wide statutory exemption created under <a href="#">Senate Bill 288</a> . This allows for a more streamlined exemption process for pedestrian, bicycle and transit projects that meet certain criteria. City-wide, there has been discussion of amendments to Chapter 31 of the



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201001.06	John Lisovsky	Will the SFMTA have any role in making the great walkway permanent?	Tim Doherty	Complete	<p>Administrative Code which would raise the threshold for CEQA appeals of certain public projects.</p> <p>From a day to day operational perspective, the Great Highway is under the jurisdiction of Recreation and Parks Department and they co-manage the roadway with support from Public Works. As a result of the recent decision to re-purpose the roadway, the MTA has been actively implementing a suite of traffic calming measures to reduce safety and traffic concerns on adjacent roadways.</p> <p>The SFMTA is also partnering with the SFCTA on the District 4 Mobility Study. The study is exploring ways to increase the use of transit, walking and biking in the Outer Sunset and Parkside neighborhoods and is also evaluating alternative configurations, (partial closure, full closure, re-open) of the Great Highway from Lincoln to Sloat Blvd. The Study also aims to identify traffic calming measures on adjacent roadways that could minimize impacts on local businesses and residents. The study will have community outreach and engagement opportunities and aims to have findings and recommendations by the end of 2020.</p> <p>The SFMTA is also partnering with the SFMCPUC and other departments that are implementing the Ocean Beach Master Plan which aims to protect critical coastal</p>

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					<p>infrastructure, improve the resilience of the coastline and improve the safety and connectivity between Lake Merced, Fort Funston, Ocean Beach and the Golden Gate Park. The SFPUC project proposes to permanently close the GHway, south of Sloat, in the coming years so it is timely to explore if it feasible to modify the GHway between Lincoln and Sloat given the southern extent of the GHway will be permanently closed by the SFPUC project in the near- term.</p> <p>I am under the impression that the Vehicle Code requires approval of street closures by ordinance or resolution of a local authority. As the Great Highway is under the jurisdiction of Recreation and Parks Department, MTA Board approval is not required and the local authority would instead be the Board of Supervisors or the Recreation and Park Commission. Any changes to the multimodal transportation system adjacent to the Great Highway would be under the jurisdiction of the SFMTA. It should also be noted that the Great Highway is within the State's coastal zone and is also under the jurisdiction of the Coastal Commission. The Local Coastal Plan/Western Shoreline Area Plan contains relevant policies regarding the management of the city's coastal zone and the Great Highway.</p> <p>Below are links to websites with additional information</p>

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					D4 Mobility Study: <a href="https://www.sfcta.org/projects/district-4-mobility-study">https://www.sfcta.org/projects/district-4-mobility-study</a>  Ocean Beach Master Plan Implementation <a href="https://sfplanning.org/ocean-beach">https://sfplanning.org/ocean-beach</a>
201028.01	Frank Zepeda	Requested an update on Better Market Street.	Keka Robinson-Luqman	Complete	This topic is scheduled for the 2/4/21 CAC meeting.
201028.02	John Lisovsky	What precautions are being used on the shared spaces streets to ensure that cars are not able to threaten the safety of outdoor diners?	Nick Chapman	Complete	This information was emailed to the CAC on 11/25/20.
201028.03	Dorris Vincent	What happened to the 23 Line?	Sean Kennedy	Complete	The 23 Monterey is currently not running as the agency is focusing resources on its core COVID-19 network. The 23 is being considered for restoration when resources are available.
201105.01 (Email)	Sue Vaughan	What are the speed limits on Slow Streets?	Shannon Hake	Complete	Slow Streets does not change the posted speed limit on streets, most are 25 MPH or as posted.
201105.02 (Email)	Sue Vaughan	What motorized vehicles are allowed on Slow Streets?	Shannon Hake	Complete	Vehicles with local access needs to a particular block are allowed on Slow Streets. This means delivery vehicles, emergency vehicles, residents' vehicles, or even buses—as long as they have a destination that requires access to the block.

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201105.03 (Email)	Sue Vaughan	Is it possible to get data on parking revenue for about 10 years from 2009 to 2019? Can it be broken down by parking garages and parking meters?	Ted Graff	Complete	<table border="1"> <thead> <tr> <th>Jurisdiction</th> <th>Calendar Year</th> <th>Revenue</th> <th>Jurisdiction</th> <th>Fiscal Year</th> <th>Revenue</th> </tr> </thead> <tbody> <tr> <td rowspan="10">SFMTA On-street</td> <td>2009</td> <td>\$35,483,671.64</td> <td rowspan="10">SFMTA Off-street Garages</td> <td>2009</td> <td>\$80,600,851</td> </tr> <tr> <td>2010</td> <td>\$39,464,489.05</td> <td>2010</td> <td>\$82,804,044</td> </tr> <tr> <td>2011</td> <td>\$46,195,770.80</td> <td>2011</td> <td>\$83,974,187</td> </tr> <tr> <td>2012</td> <td>\$52,724,362.84</td> <td>2012</td> <td>\$81,307,540</td> </tr> <tr> <td>2013</td> <td>\$62,712,034.21</td> <td>2013</td> <td>\$85,991,622</td> </tr> <tr> <td>2014</td> <td>\$60,725,694.26</td> <td>2014</td> <td>\$90,465,177</td> </tr> <tr> <td>2015</td> <td>\$62,096,663.86</td> <td>2015</td> <td>\$93,409,820</td> </tr> <tr> <td>2016</td> <td>\$63,134,904.96</td> <td>2016</td> <td>\$94,059,727</td> </tr> <tr> <td>2017</td> <td>\$62,123,892.67</td> <td>2017</td> <td>\$91,256,976</td> </tr> <tr> <td>2018</td> <td>\$59,302,093.06</td> <td>2018</td> <td>\$90,518,587</td> </tr> <tr> <td>2019</td> <td>\$56,465,679.64</td> <td>2019</td> <td>\$93,155,147</td> </tr> </tbody> </table>	Jurisdiction	Calendar Year	Revenue	Jurisdiction	Fiscal Year	Revenue	SFMTA On-street	2009	\$35,483,671.64	SFMTA Off-street Garages	2009	\$80,600,851	2010	\$39,464,489.05	2010	\$82,804,044	2011	\$46,195,770.80	2011	\$83,974,187	2012	\$52,724,362.84	2012	\$81,307,540	2013	\$62,712,034.21	2013	\$85,991,622	2014	\$60,725,694.26	2014	\$90,465,177	2015	\$62,096,663.86	2015	\$93,409,820	2016	\$63,134,904.96	2016	\$94,059,727	2017	\$62,123,892.67	2017	\$91,256,976	2018	\$59,302,093.06	2018	\$90,518,587	2019	\$56,465,679.64	2019	\$93,155,147
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201105.04	Sue Vaughan	In terms of disciplinary action at the agency, what are the categories of infractions and how many infractions have there been per category according to the BAAAG statistics shared with the MTA CAC (2015 to 2020)?	Kimberly Ackerman	Complete	This information was emailed to the CAC on 11/25/20.																																																				
201105.05	Neil Ballard	Requested a presentation on Muni Service in 2021.	Keka Robinson-Luqman	Complete	This topic is scheduled for the January 21 <sup>st</sup> AOCSC meeting.																																																				
201119.01 (Email)	Sue Vaughan	What is the exact length of the new boarding islands on Market Street?	Britt Tanner	Complete	As part of Phase 1 of Better Market Street, we will be constructing a total of four new center boarding islands – two at the U.N. Plaza mid-block crosswalk, and two at the 6th St intersection. These islands will range in length between 118' and 130' (not including the mini-high ramp for accessible F-line boarding)																																																				
201119.02 (Email)	Sue Vaughan	How many vehicles will the new boarding islands be able to accommodate (40 foot buses,	Britt Tanner	Complete	The new islands will be able to accommodate any combination of two 40-foot or 60-foot buses, or potentially two 40-foot buses plus the front door only of a																																																				

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		articulated buses, and taxi cabs, etc.)?			third bus behind them. Because the center lanes will be Muni-only, taxis will not be allowed to use the boarding islands, or otherwise interfere with the number of buses that these islands can accommodate.
201203.01 (Email)	Sue Vaughan	Referencing RFI 201105.03, why did on-street parking revenues drop between 2016 and 2019?	Hank Willson	Complete	<ol style="list-style-type: none"> <li>1. Significant growth of shared mobility (uber, lyft, scooters etc.) as an alternative to driving and parking</li> <li>2. Parking meter removals (approximately 3000 fewer meters on the street compared to January 2017), due to: <ol style="list-style-type: none"> <li>a. Daylighting</li> <li>b. Bike lanes</li> <li>c. Bulbouts</li> <li>d. Other Vision Zero projects</li> <li>e. Construction</li> <li>f. Shared Spaces</li> </ol> </li> </ol>
201203.02 (Email)	Sue Vaughan	Referencing RFI 201105.02, are motorized scooters and electric bicycles permitted on Slow Streets?	Shannon Hake	Complete	The designation of a Slow Street does not change who is authorized to use the roadway, it's simply a through traffic restriction for vehicles. So motorized scooters and electric bicycles, along with any other vehicles permitted on other SF streets, are permitted on Slow Streets.
201203.03 (Email)	Sue Vaughan	Can we have a presentation on Curbside Pickup Zones? <a href="https://www.sfcta.org/sites/default/files/2020-11/Item%205%20-%20Curb%20Mangement%20Strategy">https://www.sfcta.org/sites/default/files/2020-11/Item%205%20-%20Curb%20Mangement%20Strategy</a>	Francesca Napolitan	Complete	The Shared Spaces Program is a multiagency program, created in response to the COVID-19 pandemic and under the Emergency Health Order, to promote economic recovery. This program allows businesses to apply to utilize curb space near their business for dining, retail

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		<a href="#">%20-%20SFCTA%20PRESENTATION 0.pdf</a>			<p>services, personal services and curbside pickup zones. Also included in the Shared Spaces Program are street closures. Below is the summary of the current zones by type.</p> <table border="1" data-bbox="1790 597 2459 824"> <thead> <tr> <th data-bbox="1790 597 2185 672">Zone Type</th> <th data-bbox="2185 597 2459 672">Number of Zones</th> </tr> </thead> <tbody> <tr> <td data-bbox="1790 672 2185 711">Dining, retail, and service</td> <td data-bbox="2185 672 2459 711">1,050</td> </tr> <tr> <td data-bbox="1790 711 2185 786">Pick up and social distancing</td> <td data-bbox="2185 711 2459 786">316</td> </tr> <tr> <td data-bbox="1790 786 2185 824">Street closures</td> <td data-bbox="2185 786 2459 824">30</td> </tr> </tbody> </table> <p>Dining, retail, and service zones are in effect 24 hours a day seven days a week whereas pickup and social distancing zones hours and days of operation vary based on the needs of the businesses they are designed to serve. Zones are located all over the city. Their locations can be viewed here <a href="#">Shared Spaces Dashboard (arcgis.com)</a>. Shared Spaces curbside zones occupy 1,824 metered parking spaces in addition to zones located in non-metered areas. Street closures affect 570 meters.</p> <p>Current Shared Spaces permits are valid through June 30, 2021. Policy development for a permanent program is currently underway. Staff are considering fees given the current program is free but private use of the curb could be charged at market rate and is not subject to cost</p>	Zone Type	Number of Zones	Dining, retail, and service	1,050	Pick up and social distancing	316	Street closures	30
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					recovery. Other consideration includes additional design guidelines, and parameters on where zones may or may not be placed due to issues such as safety, transit conflicts, and the needs for other types of curb access.
201203.04 (Email)	Sue Vaughan	What will be the seating arrangements for new 30-foot buses now in the process of being purchased?	Cecilia Martinez-Rios	Complete	<p>Our seating layout for bus purchases have always involved Operators, ADA communities, Maintenance, marketing and management during the whole process for their input.</p> <p>The manufacturer has some standard seating layout (boiler plate designs) but they usually are having the wheelchair securement side-by-side and this is not a preferred seating layout for SFMTA. For all SFMTA buses, we have staggering securement locations because that provides much better maneuvering room. What we try to convey here is that their standard boiler plate designs would not work for SFTMA.</p> <p>The seating layout design typically starts about 60-90 days after the Contract is NTP and the manufacturer will incorporate as much as they can for the suggestions/comments. Obviously, there could be some suggestions that physically can't be accommodated but the manufacturer will do the best they can.</p> <p>The 80% ready seating layout would be available for SFMTA to review about 45 days before the pilot vehicle production starts. At this stage, the seating layout still</p>

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					<p>can make some adjustments.</p> <p>After the pilot arrives at SFMTA, we will present the vehicles to various groups for last round of comments.</p> <p>Yes, SFMTA heard it loud and clear that our customers like single forward-facing seats. And the goal is to incorporate as many as we can without sacrificing too much on the seating capacity.</p>