

**S. F. Municipal Transportation Agency Citizens' Advisory Council
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Reference Number	By	Request	Staff Responsible	Status	Response
220106.01	Sue Vaughan	She requested more information regarding scooter compliance.	Joel Ramos	Complete	Hearing about Scooter Compliance at BOS Land Use and Transportation Committee (link to video here): https://sfgov.legistar.com/LegislationDetail.aspx?ID=5219873&GUID=D3D7B021-6500-46AA-B4A5-BB9D4F54E9A9
220106.02	John Lisovsky	How many scooter-caused pedestrian fatalities have there been to date?	Philip Cranna	Complete	There have been 3 fatalities of scooter <i>riders</i> total – 2 in 2020, and 1 in 2021. No <i>pedestrians</i> have been killed by e-scooters.
220114.01 (Email)	John Lisovsky	The left turn from Fifth Street (southeast bound) onto Folsom (northeast bound) is dangerous to cyclists on Fifth crossing Folsom northwesterly; there is a green arrow for cars at the end of the light cycle making the turn, but no red arrow to stop left turners from conflicting with cyclists earlier in the cycle. (A no right turn arrow prevents conflicts with right turners traveling along Fifth in the same direction as the cyclists.) How roughly expensive would it be to study the intersection and potentially add a red arrow to that left turn?	Thalia Leng	Complete	The south bound left turn movement will be separated from the north bound bike movement at 5th and Folsom as part of a new signal upgrade (includes new mast pole etc) under the Folsom Streetscape project. This project will likely start construction in late 2023 or early 2024.
220125.01 (Email)	Aaron Leifer	Who is responsible for monitoring and managing SFWiFi inside the SFMTA subway and tunnels? Service was	Kimberly Ng	Complete	As defined and communicated at build. We saw an opportunity to put this in during the shutdown of the Subway service. Looking at the question posed above - it

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		<p>supposed to have been expanded during the subway shutdown in 2020 but is still quite poor for even basic wi-fi connectivity, most notably in Church and Van Ness Muni Metro stations and in the tunnel in between.</p> <p>Are there any efforts in process to improve wi-fi connectivity in these areas?</p>			<p>mentions "service was supposed to be expanded during shutdown" Actually, we did not have any Wi-Fi service (in the tunnel) prior to the shutdown - at all. We saw the opportunity during the shutdown and wanted to add some communication ability for emergency and incidents to enable customers to communicate with their work location, home, etc. This is really a bridge until we have commercial cellular in the Metro tunnel (which is in the design phase now – Central Subway is first and is being implemented right now). This was not built as a formal project. We did not have the time and funding, in the moment, to perform coverage analysis, heat maps, frequency analysis, etc., as was we communicated at the time of build. As we go forward we do tune and adjust periodically but again, this was never intended to support video streaming, gaming, etc.</p>
220203.01	Sue Vaughan	Requested the following regarding the Institutional Pass Program: how many institutions, total number of institutional passes issues, and the costs and benefits to the agency.	Diana Hammons	Complete	<p>The SFMTA fare policy, adopted by the Board of Directors as part of the budget, provides the following authority as it relates to institutional programs:</p> <p><i>The SFMTA may enter into agreements with schools, government agencies, residential buildings, athletic facilities and other organizations to establish revenue neutral institutional pass programs. Groups must have a minimum of 500 participants (all members are required to participate and cannot "opt-out"). Fares</i></p>

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					<p><i>will be set based on estimated fare revenue based on transit use across the entire group and divided by the total population. The formula for establishing the revenue neutral fare will be based on demographic and organization specific data, and actual Clipper usage (where available) as part of the individual agreements with participating organizations.</i></p> <p>The following institutions currently participate in this program</p> <ul style="list-style-type: none"> • California College of the Arts ~ 1,600 students each semester • San Francisco Conservancy of Music - ~470 students each semester • University of San Francisco - ~5,400 students each semester • San Francisco State University - ~23,000 students each semester • 1950 Mission Development - 200 residents • Chase Center event Attendees <p>The programs are intended to be cost neutral, therefore, we do not estimate that we receive additional revenue directly from these programs, however, other benefits include improved operation by increasing pre-payment of fares and reductions in cost of processing and collecting cash fares. In</p>

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					addition, providing customers with access to convenient pre-paid passes, has the benefit of encouraging additional ridership.
220203.02	John Lisovsky	Looking at developer impact fees, could MTA model the potential fiscal revenue to itself from: <ol style="list-style-type: none"> 1. Supervisor Mandelman's fourplexes legislation 2. Supervisor Mar's fourplex zoning legislation 3. Supervisor Safai's fourplex zoning legislation 4. Mayor Breed's charter amendment on streamlining some housing developments 5. Mayor Breed's "Cars to Casas" zoning legislation 6. Approving a Housing Element and General Plan that would zone for the realistic development of 82,000 homes over 8 years, as stipulated by the state's Regional Housing Needs Allocation (RHNA)? 	Jonathan Rewers	Pending	

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		7. Any other significant land use proposals currently under consideration at the Board of Supervisors?			
220203.03	Sue Vaughan	Requested an update on the Commuter Shuttle Program for 2021 including the total number of commuter shuttles with Placards, the average number of stop events per day, and the total charges assessed for 2021.	Mona Chiu	Complete	<ul style="list-style-type: none"> The total number of commuter shuttles with placards: 836 The average number of stop events per day: Avg 138 shuttles in AM and avg 135 Shuttle in PM. Total of daily 273 Total charges assessed for 2021: Citations \$102,000 Stop events \$1,622,597.9. Total is \$1,724,597.9
220203.04	Sue Vaughan	Requested an update on Muni service disruptions during the Omicron surge including the percentage of missed runs, the causes of those missed runs, and how the agency is preparing for future disruptions.	Kimberly Ng	Complete	During the Omicron surge, SFMTA missed between 20 and 25% of scheduled service. The Agency experienced more COVID cases in the first 6 weeks of 2022 than in all of 2021. Additionally, Operator short term sick calls more than doubled. We plan to implement a new schedule in mid-April that better reflects current staffing levels. We are also hiring new Operators every 5 weeks and committed to ongoing training until staffing levels improve.
220208.01 (Email)	Aaron Leifer	Since the 3G network will be shut down on February 22, 2022, what will the impact be to SFMTA transit information?	Kimberly Ng	Complete	<ul style="list-style-type: none"> No hardware was upgraded in the vehicles. The 3G modems in ATT signs are affected and the upgrades of the 3G modems for ATT signs started in late 2021 due to manufacturing delays because of Covid-19

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		<ul style="list-style-type: none"> • When did SFMTA begin upgrading hardware in vehicles and other key areas to prepare for this change? • How many (or what percentage) of Muni busses and LRVs will be upgraded in time? • If not all vehicles will be online by 2/22, what is the anticipated date to get them back online so they can be tracked? • What percentage of shelters and other stops with NextBus information displays will not be online after 2/22? If not all, when will those upgrades be complete? 			<ul style="list-style-type: none"> • No Muni buses or LRVs require an upgrade. About 70 ATT modems have been upgraded and the remaining 450 will be upgraded at the rate of 30 upgrades per week as 4G modem kits become available by the manufacturer. Some are planned to be replaced with new CIS signs as they become available. • No Vehicles are affected. • ATT has not announced the exact date and time or location of when different shelter signs will go dark. So far, most signs are still working. If AT&T decommissioned 3G in San Francisco today, approximately 90% of signs would be affected; however, the SFMTA is expediting the installation of new CIS signs and the upgrading of 3G to 4G modems in other shelters to reduce this percentage.
220208.02 (Email)	Aaron Leifer	<p>Wanting to follow up on the deployment of the upgraded seats in the LRV4 fleet:</p> <ul style="list-style-type: none"> • How many LRV4s currently have the upgraded seats? • Are all new LRV4s been deployed with upgraded seats? If not, why not? 	Kimberly Ng	Complete	<ul style="list-style-type: none"> • Three cars (2033, 2069, and 2070) with the upgraded seats are supporting revenue service. • Yes, Phase 2 LRVs (2069 and above) come from the factory with the new upgraded seating arrangement. • Retrofits of the Phase 1 LRVs (2068 and lower) is underway with completion of all 68 cars planned to

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		<ul style="list-style-type: none"> When will LRV4s with the older "bench" seats be retrofitted with the newer seats? 			be completed within one year, although COVID is impacting parts delivery
220217.01 (Email)	Aaron Leifer	<p>The temporary boarding platform at the southwest corner of Church and Market is falling apart. The traffic-facing side has been damaged and decayed to the point that it looks like it might collapse. Some questions:</p> <ul style="list-style-type: none"> Does the agency still plan to maintain (and permanently replace) this stop? If so, when will it be repaired? It's also a safety hazard without any fixed structure to protect waiting patrons from cars. Can you provide an update on the permanent replacement or any short-term safety improvements? If the temporary stop will not be maintained, when will it be removed to direct outbound passengers back to the original permanent stop in front of 	Kimberly Ng	Complete	<ul style="list-style-type: none"> Yes – the agency will conduct repairs to this stop. Parts/materials are currently on order for these repairs to be completed. Additionally, we will partner with local merchants and neighbors to design additional streetscape improvements at this location later this year. Please see above, regarding repairs and short-term improvements. A long-term replacement for this stop will be included in the upcoming J Church project. Detailed design work will begin later this year, with construction starting as early as 2024. The temporary stop will be maintained, with a long-term replacement starting construction as early as 2024.

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		Churchill on the northwest corner of Church and 14th?			
220223.01	Frank Zepeda	Which Bredas and motorcoaches are up to date with midlife overhaul?	Kimberly Ng	Complete	<p>The Breda vehicles were overhauled by subsystem, rather than a single comprehensive end to end overhaul program. Some of the systems have been outsourced (such as trucks and couplers) while others were conducted in house (such as doors). We are currently doing partial overhaul (not the whole fleet) of a select few systems (such as HVAC) to make end of life on these vehicles.</p> <p>We are planning a mid-life overhaul of our New Flyer the motorcoaches purchased between 2013-2016. Phase 1 split into two parts due to COVID and initial RFP lacking responsive bids.</p> <p>First group (112 40ft coaches purchased in 2013)</p> <ul style="list-style-type: none"> • SFMTA Maintenance performs in-house overhaul work • Repower of the propulsion systems and replace Automatic Passenger Counter (APC) • Started in Aug 2021, estimated completion mid 2023 <p>Second group (219 40ft & 60ft coaches purchased in 2015-2016)</p> <ul style="list-style-type: none"> • Selection complete and seeking SFMTA Board approval

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					<ul style="list-style-type: none"> • Overhaul major vehicle systems • Revised and re-balanced work scope based on industry feedback <p>Remaining coaches will be overhauled in near future as part of Phase 2 and 3 work.</p>
220223.02	Stephen Cornell	How is rail-slapping being addressed at 24 th and Church?	Kimberly Ng	Complete	We have prioritized the 24th street area for work starting in late April. Over a 6-week period intersections at 24th, Clipper and Duncan along the J-Church alignment will undergo repairs to improve rail fastening and pavement at the trackway.
220303.01	Sue Vaughan	Who is responsible for making sure bus stops are clearly marked along construction zones?	Kimberly Ng	Complete	In construction areas that require bus stop relocations, the construction contractor is responsible for hanging the signs. Muni's Construction Support group provides guidance on signage requirements, and we review alternate bus stop locations. If signage is insufficient, please contact Muni customer service so the Construction Support group can follow up with the contractor for corrections.
220407.01 (Email)	Sue Vaughan	I have noticed signs at the southbound white zone on Divisadero at Geary that restrict usage to commuter shuttle buses. 1) When were these signs restricting white zone use to commuter shuttles installed? 2) What state and local laws empower the SFMTA to restrict	Philip Cranna	Complete	1) 3/9/2016. This information is available for each zone on the commuter shuttle map linked below. 2) This question must be reviewed by CAO before an answer is provided. 3)

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		<p>white zone usage to the exclusive use of one industry?</p> <p>3) Where else has the SFMTA installed signs restricting white zones to the exclusive use of one industry?</p> <p>4) What are those industries?</p>			<p>https://www.sfmta.com/maps/commuter-shuttle-program-interactive-map</p> <p>https://www.sfmta.com/maps/san-francisco-taxi-stand-locations</p> <p>There are also valet zones and tour bus zones (example: 2660 Mason) but I am not aware of any maps or lists of those locations.</p> <p>4) Taxis, valets and tour buses. Port has pedicab zones, but I am not sure if they fall under white zones (example: Alcatraz Landing).</p>
220407.02	John Lisovsky	What is the longest duration the agency expects the subway to be shut down for maintenance?	Kimberly Ng	Pending	
220407.03	Sue Vaughan	Requested the transit signal priority report.	Dan MacKowski	Complete	The report was emailed to the council on 4-28-22.
220505.01	Frank Zepeda	Why are the transit shelters in such disarray (broken glass, etc.)? Has the contract with Clear Channel changed?	Kimberly Ng	Complete	<p>The contract with Clear Channel has not changed. They are responsible for cleaning the shelters twice a week (which includes removing all graffiti, stickers, posters, litter, dust, dirt, and weeds from each shelter or kiosk and from a five-foot radius surrounding the shelter or kiosk). Clear Channel also responds to reports of broken glass or other hazardous items within 24 hours.</p> <p>We have added \$500,000 to our FY23 budget to focus on shelters and shelter management and cleaning. We would</p>

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					appreciate if you can report it to 311 anytime you see a shelter requiring attention so we can respond to it as soon as possible.
220505.02	Sue Vaughan	Does the Transit Division plan on converting white zones that are also bus stops (like the inbound bus stop on Lombard at Gough) into bus stops only?	Kimberly Ng	Complete	We do not currently have a blanket policy to convert white zones into only bus stops, nor do we have plans to create such a policy at this time.
220506.01 (Email)	Stephen Cornell	<p>Asked the following regarding the "Our Community, Our Shuttle" project:</p> <ol style="list-style-type: none"> 1) How much will the members of The Community Congress members be paid? 2) Will City or MTA employees who serve on The Community Congress be eligible for extra pay? 3) Will paid members of the various community-based groups be paid extra to be on the Congress? 4) Do the members of the Community Congress have to be San Francisco residents? 5) How many passengers are expected to use the service? By weekday? By weekend? 6) What is the expected total cost per passenger per ride? 	Robert Lim	Complete	<p>1) \$100 per meeting. We expect to have 14 meetings (4 quarterly meetings per year, from Sept 2022 to Mar 2026).</p> <p>2) No, City employees serving on the Community Congress will not receive compensation if they are acting as a City employee within the bounds of their job description. A City employee may receive compensation if they are acting as a delegate on their personal time within the context of being a member of the community.</p> <p>3) Congress delegates acting as a representative of a community-based organization will be offered compensation. This does not apply to community-based organizations contracted as sub-grantees.</p> <p>4) Congress delegates currently do not have to be San Francisco residents. Bayview-Hunters Point Community Advocates, as the sub-grantee leading the Community</p>

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		<p>7) How does cost per ride compare to other services? Like Kaiser, Sutter Health, etc.?</p> <p>8) What is the expected amount of time for clients to wait for a ride?</p> <p>9) Will the vehicles have any exemptions over any other commercial vehicles? i.e. use of bus stops, transit lanes, exclusive loading zones, etc.</p> <p>10) How does this program comply with the Charter requirements of the Transit First Policy. Specifically point #1 "the primary objective of the transportation system must be the safe and efficient movement of people and goods"?</p>			<p>Congress, will establish further eligibility rules around delegate appointments once they are under contract.</p> <p>5) Our initial projections are around 10,000 passenger trips per year with an increase in following years as more people are made aware of the service.</p> <p>6) Among the efficiency metrics that will be used to evaluate the service, as part of the data analysis component to the project we will collect information on rides given over the course of the pilot to determine operating cost per passenger trip.</p> <p>7) We do not have information on transportation services provided by Kaiser and Sutter. We have consulted with staff from those shuttle providers, but they declined to share their financial information with us.</p> <p>8) We are planning for a maximum wait time of 15 minutes but is subject to change per outreach as we weigh trade-offs between service area, hours of operation, number of vehicles in service at a given time.</p> <p>9) We will have discussions on these potential exemptions at future outreach activities. Any potential requested changes will require consultation with our transit teams and City</p>

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					<p>Attorney's office to determine if there are any operational or legal conflicts.</p> <p>10) The Shuttle Program provides the safe and efficient movement of people and goods in the following ways:</p> <ul style="list-style-type: none"> • Safety <ul style="list-style-type: none"> ○ Shuttle drivers are thoroughly trained and licensed to operate the commercial vehicles ○ Providing additional transportation options can reduce the need or reliance on car ownership and can remove vehicles from the roadway, reducing traffic congestion and conflict points between vehicles and pedestrians in the streets • Efficiency <ul style="list-style-type: none"> ○ Shuttle vehicles are electric only, providing an economic and environmentally sound alternative to more carbon dependent forms of transportation ○ Public transit travel times can be reduced by providing more transportation options to individuals and thus reducing the reliance on car ownership ○ Reducing the need for car ownership will free up neighborhood parking spots and also

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					allow those who have to use the limited right of way, such as trucks to move goods, to efficiently move around.
220519.01	John Lisovsky	What is the average trip distance, trip time, and trip cost for classic and e-bikes respectively in the Bay Wheels system for the region?	Matt Lasky	Complete	Data for the regional system can be found here https://www.lyft.com/bikes/bay-wheels/system-data Data for Bay Wheels in SF https://stats.sfmta.com/t/public/views/FordGoBike/BikeShareStationbyStation?iframeSizedToWindow=true&%3Aembed=y&%3AshowAppBanner=false&%3Adisplay_count=no&%3AshowVizHome=no#3 Average trip distance- unknown (Bay Wheels doesn't collect distance info, just trip length in time) Average trip time- 16:36 min (Bay Wheels doesn't collect distance info, just trip length in time, and we don't split out info by bike type) Average trip cost- unknown (Bay Wheels does not provide this information to the SFMTA)
220519.02	John Lisovsky	How long does the typical e-bike go between repairs?	Matt Lasky	Complete	Bay Wheels does not provide this information to the SFMTA
220707.01	Stephen Cornell	Why has public input been eliminated from ISCOTT?	Nick Chapman	Complete	Public comment has not stopped or changed in any significant way for ISCOTT.

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					<ul style="list-style-type: none"> • Agendas are posted at least a week prior – online, at the library, with the Clerk of the Board, etc. <ul style="list-style-type: none"> ○ Agendas are emailed to a list of people who've requested it as well. • The agenda includes information on how to comment, both for specific items and for general ISCOTT matters (second item on agenda). • Posted public hearing notices also include information on how to provide comments/input <p>The only real change that impacts public comment is that we are no longer holding in-person hearings as we did before the pandemic, so comments at hearings have to be made by mail or email prior, or by any phone or computer during the hearings. Going to online/virtual hearings reduces the demands made on residents, community groups, applicants and other stakeholders in attending the required public hearing – either as applicants or public commenters – so we are continuing a practice that was introduced initially as part of COVID response, as a way of providing better service to the community, applicants and other stakeholders.</p>
220804.01 (Email)	John Lisovsky	Who has jurisdiction over freeway off-ramps, San Francisco or Caltrans? I.e., if a road diet were being implemented on a street connecting to a freeway, would	Brian Dusseault	Complete	Caltrans has jurisdiction over state right of way including on-ramps, off-ramps, street level highways in SF (e.g., Van Ness Ave, 19th Ave). Operation and maintenance of some portions of state right of way is delegated to San Francisco

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		MTA need to get clearance from Caltrans to repaint lane lines on the offramp and/or remove lanes?			such as operation and maintenance of traffic signals at a freeway ramp. However, changes such as striping would require Caltrans review and oversight and a Caltrans encroachment permit is required to implement.
220804.02 (Email)	John Lisovsky	Do municipalities have the authority to levy taxes on gasoline?	Jonathan Rewers	Pending	
220804.03 (Email)	Stephen Cornell	What outreach was done for HOV lane additions on 1- Park Presidio 2- Crossover Dr 3- Lombard St? Include what business groups., what bus companies (public and private), freight companies (local, and interstate), etc.	Erin McMillan	Complete	Please see attached spreadsheet (emailed to the CAC on 8/25/22) that includes the outreach tactics used for the HOV lanes, in addition to the list of community-based organizations and key neighborhood groups that were and continue to be engaged. Please note this does not include the list of individual community members who signed up for project alerts for the HOV lanes, this is only organizations and groups.
220807.01 (Email)	Sue Vaughan	Did the SFMTA authorize the creation of ride-hail stops in San Francisco to accommodate people attending Outside Lands on the weekend of August 5-8, 2022? If so, what was the public process? Please see the SF Gate story: https://www.sfgate.com/local/article/uber-prices-sf-outside-lands-17356343.php	Kate Toran	Pending	

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220817.01 (Email)	Connor Skelly	<p>What is the status of replacing the stop sign in the median at the J-Church northbound stop on San Jose Ave at Santa Ynez?</p> <p>There used to be a stop sign at that median but it was hit by a car and removed and has not been replaced.</p> <p>Many northbound cars run the stop on San Jose and Santa Ynez. This is a dangerous intersection, as there are lots of children and muni riders around, and cars are going very fast as many of them are coming recently off the 280 freeway. There is a stop sign in the median of the southbound side, but the one on the northbound side was hit by a car, removed, and never replaced.</p>	Noel Laffey	Complete	We are preparing the work order which requires a clearance permit from Central Control. Once we receive the permit, we will expedite replacement of the sign.
220822.01 (Email)	Chris Arvin	At meetings for the 2022 Muni Service Network, it was mentioned that the agency was developing a plan for what 120% - 125% of pre-COVID service hours could look like in terms of routes and frequencies. At a meeting last fall, the CAC was told by staff that the agency	Sean Kennedy	Complete	<ul style="list-style-type: none"> We are focused on implementing the service plan approved by the SMFTA Board on December 7, 2021. Unfortunately, we haven't been able to add service as quickly as we had hoped because of our transit operator and mechanic shortage, and related impact of the COVID-19 surges on our operator hiring plans. We are adding more service as soon as

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		<p>expected that plan to be released in February or March of 2022. I'd like to know what happened to that plan – if it was developed, I would like that to be shared, and if not, I'd like to know why.</p>			<p>we can and are doing everything in our power to hire more transit operators and other transit staff to make that possible. We anticipate having enough resources to fully implement that plan in 2023, which includes extending the 12 Folsom to Fillmore, meaning all but four blocks of the former 3 Jackson line will be served by other Muni lines.</p> <ul style="list-style-type: none"> • Since travel patterns and trip choices changed significantly during the pandemic, once the December 7, 2021 changes have been implemented on the ground we will switch focus to analyzing data, obtaining community/rider feedback on how the network is performing, detecting service gaps and identifying potential system expansion ideas including discussions about lines like the 3 Jackson and 47 Van Ness. I expect this process to take place from summer 2023-summer 2024. • Results of this effort will be used to develop and analyze up to three network service visions that could inform a future ballet initiative. • During this time we will continue to monitor the system and make targeted adjustments to address crowding. However, adjustments will be limited by staffing resources and pace of hiring and may shift between routes in a resource neutral manner (i.e.

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					underutilized resources will be reassigned to address issues).
220904.01 (Email)	John Lisovsky	SoMa is home to some of the most dangerous streets in San Francisco, including four-lane, high-speed one-way traffic on 9th and 10th Streets, and five-lane traffic on Harrison and Bryant. All other things being equal, on each of those streets, would it be generally simpler to build a protected bike lane on each side of the road, or one large cycle-track along just one side? Would it be easier to use a concrete curb or bollards? Please explain your thinking for each.	Matt Lasky	Complete	For protected bike lanes, we consider a host of factors when determining whether one-way lanes on both sides of the street or two-way on one side are the best option. Criteria and considerations include: number of driveways, amount of existing parking on each side, how transitions would work to other bikeway facilities and stakeholders' interests. Traffic delineators are the easiest bikeway protection to install, the SFMTA Sign Shop can do this work and is the least costly. Concrete curbs provide an improved separation but are more costly and require construction level drawings and installation by SFPW or a private contractor.
221025.01 (Email)	John Lisovsky	Santiago is ~48 feet wide, with ~7 feet for parked cars on each side and a consequent ~17 feet wide travel lane in each direction, and the neighborhood consists primarily of single family homes and duplexes. 1) Do wide traffic lanes encourage speeding?	Matt Lasky	Complete	Generally, wider traffic lanes encourage faster moving vehicles. According to the 2022 Traffic Fatality Table (https://www.visionzerosf.org/about/how-are-we-doing/) there was not a fatality on Santiago. Chicanes and medians are options- typically they require approval at an SFMTA Engineering Hearing and are part of the Slow Streets toolbox.

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		2) If so, is the street design a contributing factor to the recent deadly collision on Santiago? 3) Because chicanes and medians do not affect parking, and require less engineering work than protected bike lanes, how viable are they as a road treatment in the short term?			
221124.01 (Email)	Connor Skelly	What is the status of the speed bumps on Santa Ynez Ave? There was one installed on the east end, but more were supposedly promised.	Damon Curtis	Complete	There is one additional speed hump planned on the 100 block of Santa Ynez between Otsego and Delano, approximately midblock. The hump is part of group of traffic calming devices in the Excelsior neighborhood that we expect to install through an as-needed JOC contract in February/March 2023. We are working with SFPW and the D11 office to install landscaped traffic islands at the Santa Ynez/Capistrano intersection that will reduce the corner radii to slow down turning vehicles and increase pedestrian safety. That work is in design phase right now and construction is expected to occur in fall 2023.
221204.01 (Email)	John Lisovsky	What impact did free muni for youth have on youth ridership? How detailed is the MTA's data on youth ridership before and	Diana Hammons	Complete	Prior to the pandemic, approximately 4.1 million trips were taken per year using the Free Muni for low and moderate income youth pass on Clipper. The expansion of the

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City & County of San Francisco
Information/Presentation Requests Matrix – 2022**

Reference Number	By	Request	Staff Responsible	Status	Response
		since youth have been given free access to Muni?			program to include all youth in August of 2021 eliminated the need to submit an application and receive a Clipper card for travel. Stakeholder groups regularly identified this process as a barrier for participation in the program. The trade off for this is that we no longer have the ability to measure ridership through a pass, however, some level of data may be obtained when the on board customer surveys are restarted (they have been suspended during the pandemic).