



SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
CITIZENS' ADVISORY COUNCIL

MINUTES

Thursday, September 6, 2018
Room 7080, Union Square Conference Room
1 South Van Ness Avenue, 7th Floor

REGULAR MEETING
5:30 P.M.

COUNCIL MEMBERS

Daniel Weaver (Chair), Frank Zepeda (Vice Chair), Neil Ballard, Mark Ballew,
LisaMarie Betancourt, Barbara Bocci, Jarie Bolander, Queena Chen, Steve Cornell, Joan
Downey, Michael Eshleman, Christopher Man, Daniel Murphy, Susan Vaughan, and Dorris
Vincent

COUNCIL LIAISON
Roberta Boomer

COUNCIL SECRETARY
Keka Robinson-Luqman

ORDER OF BUSINESS

1. Call to Order

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

2. Roll Call

CAC members present at Roll Call: Neil Ballard, Mark Ballew, LisaMarie Betancourt, Jarie Bolander, Queena Chen, Stephen Cornell, Christopher, Man, Daniel Murphy, Susan Vaughan, Daniel Weaver, and Frank Zepeda

CAC members absent at Roll Call: Joan Downey

CAC members absent with notification: Barbara Bocci and Dorris Vincent

CAC members absent without notification: Michael Eshleman

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

CAC Secretary Robinson-Luqman made the announcement.

4. Approval of Minutes:

No public comment.

On motion to approve the minutes of August 2, 2018:

ADOPTED: AYES – Neil Ballard, Mark Ballew, LisaMarie Betancourt, Jarie Bolander, Queena Chen, Stephen Cornell, Christopher Man, Daniel Murphy, Susan Vaughan, Daniel Weaver, and Frank Zepeda

ABSENT – Barbara Bocci, Joan Downey, Michael Eshleman, and Dorris Vincent

5. Report of the Chair (For discussion only)

No report.

6. Public Comment:

Edward Mason provided a report for commuter shuttles. There was a WeDriveU mystery bus that had no plates. It now has plates but it still does not have a blue commuter shuttle sticker. After being reported to the Parking Control Officers (PCOs), it was cited and has now been replaced by another bus. There is still considerable idling on Valencia street. Mosaic Global was operating without a blue sticker. Buses are operating on Guerrero which is a three-ton weight restricted street. It is a continual cat and mouse game with the Commuter Shuttle Program.

REGULAR CALENDAR

7. Presentation, discussion and possible action regarding the SFMTA Commuter Shuttle Program and private transportation companies. (Philip Cranna, Manager, Enforcement and Legal Affairs. Explanatory documents include a report.)

Philip Cranna, Manager, Enforcement and legal affairs stated that Taxi & Accessible Services assumed full administration of the Commuter Shuttle program on July 1st. He discussed the Commuter Shuttle Program Annual Report for FY 2017-2018.

Council member Downey arrived at 6 p.m.

PUBLIC COMMENT:

Edward Mason stated that the SFMTA Board of Directors sanctioned this illegal program to satisfy the culture of convenience for corporations and adjacent counties. There are 600,000 gallons of fuel that are unproductively used due to deadheading based on the pilot program statistics. There are more buses than capacity. There are also intersection stalemates which is caused by wide-turning buses conflicting with automobiles. The commuter shuttle program also contributes to infrastructure damage. Curbs, sidewalks, and crosswalks have all eroded that were just put in two years ago under the urban village program. This report fails to recognize the land use implications.

Patrick Maley stated that the Commuter Shuttle Program has been a disaster for transportation. It was not intended to remove cars from the road. It was a way to artificially inflate land value. It serves less than 1% of the San Francisco population. The program's impact is disproportionate to the amount of people it serves. It increases carbon emissions. The only people who benefit are the large property owners and the companies. This program was designed by the Bay Area Council and if they were concerned about environmental impact or taking cars off the road, they would have come up with a program that was open to all commuters, regardless of where they work, where they live, or what their income is because that's how you get efficiency.

Evelyn Posamentier inquired what commuter shuttle ridership statistics the SFMTA collects, particularly for number of passengers per bus.

8. Presentation, discussion, and possible action regarding Motivate Bike Share. (Adrian Leung, Manager, SFMTA Bikeshare Program. Explanatory documents include two handouts.)

Victoria Chong, Bicycle Outreach Coordinator, stated that Bikeshare fits into the City's Transit First Policy. It also provides an affordable quick way for people to get around. It comes at no cost to the tax payers. Ford is the corporate sponsor of the bikeshare program. In San Francisco, there are 134 stations and just over 1000 bikes in circulation. On average there are about 5000 rides per weekday and each bike has four to five trips per day. There are 250 JUMP bikes in the service area.

Justin Nguyen, Outreach/Marketing Coordinator, Bay Area Motivate, stated that the Motivate contract is held under the Metropolitan Transportation Commission. It is a 10-year exclusive contract to operate in San Francisco. He said that Motivate works closely with the Board of

Supervisors, who provide them with a list of neighborhood associations for outreach purposes.

PUBLIC COMMENT:

Lori Stasukelis stated that anything to do with bikeshare has to be fair to all neighbors not just the bike-riding ones. Some people cannot ride bikes for various reasons, including disabilities. She would like to see the SFMTA's time and talent go towards a better, equitable, and reliable bus system instead of niche marketing for profit. The SFMTA had a hearing for seven bike placements on the Friday after the fourth of July when the City was a ghost town. She said she lives within 250 feet of a proposed bike placement but received no notice about the hearing. She inquired how they weigh input from the community and if anyone from SFMTA or Motivate actually visit a proposed site during usage hours. It's a joke to put a bike rack next to Fairmont School.

David Emanuel stated that there was a hearing on July 6th that wasn't well attended due to people being out of town. He inquired what the process is to resolve some of these issues and what the role of the SFMTA is in oversight and supervising the resolution of the issues. There are a lot of questions and confusion in his neighborhood.

Constance Flannery stated that she attended the meeting on July 6th. She was very upset about the locations and didn't understand why they were picked. The sites are poorly chosen. There are better sites. The location on Arlington is a very busy four way stop and would cause riders to pull bikes out into the middle of traffic and risk being hit. There should have been more attention paid to the neighbors.

Lori Nord stated that she found out about the proposed site at Arlington and Miguel streets because she just happened to walk by a posting on a telephone pole. The SFMTA picked the two craziest, congested and least safe locations to install new bike racks. When the racks take parking spots, people are going to circulate the neighborhood more looking for a spot and that is not going to help pollution.

Edward Mason stated that the first time he heard bike racks were coming to Noe Valley was the day before they got there when the tow away signs went up. Neighbors were asking him what was going on. There's a defect in the process that has to be re-evaluated.

Evelyn Posamentier stated that it's a travesty of the public trust to hold hearings with such a lack of notice. It seems that so much in the City is geared toward the go, go, go, generation. As a senior and a person with a disability, she sees this as "ableism".

Patrick Maley stated that he sees a massive amount of private companies going after the most valuable real estate in the City which is the right of way. All of the emerging mobility he's seen is for the same people around the same age in the same economic demographic. These are not people who are not going to have cars. The SFMTA is providing lots of options for one small group of people.

CAC MOTION 180906.01

The SFMTA CAC recommends that the SFMTA require Bike Share notices to be posted and mailed to all community associations in the surrounding areas as well as neighbors within 500 feet at least 30 days prior to a hearing and that the SFMTA Board requires SFMTA staff and Motivate staff to create and maintain a dedicated webpage with the following information regarding Bike Share Stations:

- 1) Proposed locations for Bike Share Stations 30 days before the hearing
- 2) Interactive map indicating present, approved, and proposed Bike Share Station locations
- 3) Suggestion form for residents and constituents to give feedback on Bike Share Station locations
- 4) Maintained log of suggestions (from point 3) with responses from Motivate and SFMTA staff
- 5) Contact information for Motivate/SFMTA staff responsible for Bike Share Station outreach

On motion to approve:

ADOPTED: AYES – Neil Ballard, Mark Ballew, LisaMarie Betancourt, Jarie Bolander, Queena Chen, Stephen Cornell, Joan Downey, Christopher Man, Daniel Murphy, Susan Vaughan, Daniel Weaver, and Frank Zepeda
ABSENT – Barbara Bocci, Michael Eshleman, and Dorris Vincent

CAC MOTION 180906.02

The SFMTA CAC recommends that decisions about siting bike share docks require final approval from the SFMTA Board.

On motion to approve:

ADOPTED: AYES – Neil Ballard, Mark Ballew, LisaMarie Betancourt, Jarie Bolander, Queena Chen, Stephen Cornell, Joan Downey, Christopher Man, Daniel Murphy, Susan Vaughan, Daniel Weaver, and Frank Zepeda
ABSENT – Barbara Bocci, Michael Eshleman, and Dorris Vincent

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

Daniel Weaver requested a list of all Parking Control Officer citations and administrative penalties issued to commuter shuttles during August 2018.

Sue Vaughan requested the stop event fees for the second half of 2018.

Sue Vaughan inquired if the SFMTA is able to collect fees that are allegedly being paid by riders to take commuter shuttle rides.

Sue Vaughan inquired what the revenue sharing agreement is and what the curb space charge is for the bikeshare program.

Sue Vaughan requested a copy of the bikeshare contract between Motivate and the Metropolitan Transportation Commission.

Neil Ballard requested a presentation about emergency plans for when something goes wrong in the tunnel and how it is communicated. Chairman Weaver wants the topic presented at a full CAC meeting

Joan Downey asked for follow up to her information request (180802.04). She wants to know when the crosswalk will be installed.

Joan Downey inquired if there is a problem with operating the new Siemens cars in manual mode as she has had some rough rides lately.

Joan Downey inquired if the new signs in the stations are still showing NextBus information.

Mark Ballew requested a presentation at OCSC on subway sign designs.

Queena Chen asked for follow up to her information request (180802.12). She inquired how staff is held accountable if they do not post notices.

Sue Vaughan requested a copy of the Muni 60-day recovery plan.

Queena Chen requested a safety evaluation on the new crosswalk at Broadway, Columbus, and Grant streets.

Daniel Weaver requested a presentation on the approval process of the scooter pilot program at the full CAC.

ADJOURN - The meeting was adjourned at 8:27 p.m.

Submitted by:



Keka Robinson-Luqman
SFMTA CAC – Secretary

Next meeting: Thursday, October 4th at 5:30pm
1 South Van Ness Avenue, 7th Floor, Union Square Conference Room, #7080