

**S. F. Municipal Transportation Agency Citizens' Advisory Council  
City & County of San Francisco  
Information Requests Matrix – 2014**

Reference Number	By	Request	Staff Responsible	Status	Response
140106.01	Frank Zepeda	Would like to know the arrival and departure of all timepoints for the 59, 60, 61 lines on 12/25/13, 12/28/13, 12/31/13, and 1/4/15.	Travis Fox / Jason Lee	Complete	Frank is working with Jason Lee to get the info. Item closed as a CAC RFI
140106.02	Frank Zepeda	Would like the arrival and departure of all timepoints for the F Line, J Church, 23 Monterey, and 44 O'Shaunessy for the month of October 2013.	Travis Fox / Jason Lee	Complete	Frank is working with Jason Lee to get the info. Item closed as a CAC RFI
140106.03	Frank Zepeda	Would like the daily line-by-line performance for the 4 <sup>th</sup> quarter of 2013.	Travis Fox / Jason Lee	January 2014 staff report Complete	This information was sent to the Council on January 30. Further information will be provided by Travis Fox/Jason Lee.
140106.04	Frank Zepeda	Would like the vehicle capacity at the following divisions: MC-Woods; Kirkland, Islais Creek; Flynn TC – Presidio, Potrero CC – Wash/Masn Rail – Geneva/Beach; Metro/Green; Upper Yard; and MME.	Jason Gallegos	January 2014 staff report Complete	The existing capacity for each facility is as follows:  Marin: 57 (40-foot bus) Islais Creek: 185 (40-foot bus) Woods: 223 (40-foot bus) Flynn: 180 (40-foot bus) Presidio: 165 (40-foot bus) Potrero: 185 (40-foot bus) Kirkland: 100 (40-foot bus)  The following information is for the rail facility capacity:  Green/Annex: 110 LRV (2-car) MME: 125; Proposed Future Capacity: 74 LRV (2-car) + 56 historic street cars Cameron Beach – Existing: 24 historic street cars Cameron Beach – Proposed: 24 LRV (2-car) 500 Geneva Upper Yard: 18 LRV (2-car) - Used as employee parking

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Reference Number	By	Request	Staff Responsible	Status	Response																																	
					Cable Car – 40																																	
140109.01	Susan Vaughan	Would like a list of attendees who attended meetings regarding the commuter shuttle policy and a list of the commuter shuttle providers.	Carli Paine	January 2014 Staff Report Complete	This information was sent to the Council on January 31.																																	
140109.02	Dorris Vincent	Would like to know why the NextBus display signs have either been removed or have no information at various bus stops in various neighborhoods of the City, such as at 30 <sup>th</sup> & Mission (inbound) and at Mission Street & Silver Avenue (outbound).	Jeff Flynn / Gail Stein	January 2014 Staff Report Complete	There are a number of reasons why a NextMuni sign may not be working. If the shelter has recently been replaced, then we may be waiting for the Department of Building Inspection (DBI) to issue a green tag following inspection. A green tag is the approval from DBI that allows the contractor to turn on the power at a shelter. (Note: the power is upgraded when the shelters are replaced). There are also some issues with AT&T which have caused problems. In the case of 30 <sup>th</sup> & Mission, the shelter was damaged in an accident. The shelters in the area of Mission Street & Silver Avenue are working.																																	
140109.03	Dorris Vincent	Would like to know how many tickets have been issued on Sundays between the hours of 8:00 am – 3:00 pm in the Bayview for 2013.	Jerry Robbins / Camron Samii	January 2014 Staff Report Complete	<p>Response: The following information was provided by Camron Samii:</p> <table border="1"> <thead> <tr> <th><u>Citation Codes</u></th> <th><u>Citation Code Description</u></th> <th><u>Citation Count</u></th> </tr> </thead> <tbody> <tr> <td>PK6.01D</td> <td>Parking on Lawn / Planted Area</td> <td>1</td> </tr> <tr> <td>TRC7.2.35</td> <td>Parking on Grades</td> <td>7</td> </tr> <tr> <td>TRC7.2.22</td> <td>Street Cleaning (43 prior to 8:00 am)</td> <td>0</td> </tr> <tr> <td>TRC7.2.23F</td> <td>Parking Meter/Out Downtown</td> <td>21</td> </tr> <tr> <td>TRC7.2.25</td> <td>Red Zone</td> <td>16</td> </tr> <tr> <td>TRC7.2.27</td> <td>White Zone</td> <td>2</td> </tr> <tr> <td>TRC7.2.29</td> <td>Parking over 72 hrs.</td> <td>1</td> </tr> <tr> <td>TRC7.2.41</td> <td>Parking Prohibited</td> <td>2</td> </tr> <tr> <td>TRC7.2.45</td> <td>Temp Parking Restriction</td> <td>5</td> </tr> <tr> <td>TRC7.2.84</td> <td>Commercial Vehicle Parking in</td> <td>1</td> </tr> </tbody> </table>	<u>Citation Codes</u>	<u>Citation Code Description</u>	<u>Citation Count</u>	PK6.01D	Parking on Lawn / Planted Area	1	TRC7.2.35	Parking on Grades	7	TRC7.2.22	Street Cleaning (43 prior to 8:00 am)	0	TRC7.2.23F	Parking Meter/Out Downtown	21	TRC7.2.25	Red Zone	16	TRC7.2.27	White Zone	2	TRC7.2.29	Parking over 72 hrs.	1	TRC7.2.41	Parking Prohibited	2	TRC7.2.45	Temp Parking Restriction	5	TRC7.2.84	Commercial Vehicle Parking in	1
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					Certain Districts V22500A Within Intersection 8 V22500B On Cross Walks 3 V22500E In Front of Driveway 51 V22500F On Sidewalk 69 V22500H Double Parking 25 V22500L Wheelchair Ramp (Blocking) 10 V22502A More than 18 Inches from Curb 6 V22514 Fire Hydrant 4 Parking Near Ramp for Handicapped V22522 (3FT) with Red Paint 1 V22507.8B Blocking Access to Blue Zone 2 V5200 No License Plate 16 V5201 License Plate on Dash 1 V5204A No Tabs/Expired Tabs 114 <b>Grand Total 366</b>
140109.04	Joan Downey	Would like to know if a tree can be planted in front of a bulb out area by a business/property owner.	Jerry Robbins / Ricardo Olea	January 2014 Staff Report Complete	Response: Tree permits are issued by DPW Street Use and Mapping: <a href="http://www.sfdpw.org/index.aspx?page=649">http://www.sfdpw.org/index.aspx?page=649</a> DPW regulates tree plantings, not the SFMTA.
140109.05	Katie Haverkamp	Would like service information in both directions for the 14 Mission, 14 Mission Limited, and the 49 Van Ness lines for the months of November and December 2013.	Jeff Flynn	January 2014 Staff Report Complete	This information was sent to the Council on January 30.
140109.06	Susan Vaughan	Would like to know why commuter buses have been allowed to pull into bus lanes for the past years and who made that decision.	Carli Paine	January 2014 Staff Report Complete	No authorization was given to commuter shuttle providers to use bus zones. However, when they started operating, enforcement was done on a complaint basis, with attempts to resolve the problem with individual operators. Even so,

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Reference Number	By	Request	Staff Responsible	Status	Response
					sometimes, shuttles do get cited for stopping in Muni zones.
140122.01	Frank Zepeda	Would like a copy of the EIR addendum for the Masonic Avenue project.	Neal Patel	January 2014 Staff Report - Complete	This information was sent to the Council on February 6.
140206.01	Dan Weaver	Would like a copy of the Project Integration Policy	Jonathan Rewers	February 2014 Staff Report - Complete	This information was sent to the Council on March 5.
140206.02	Susan Vaughan	Would like the meeting minutes for all meetings held with Carli Paine with stakeholders/representatives regarding the Commuter Shuttle Bus Program	Carli Paine	February 2014 Staff Report - Complete	Meeting minutes were not kept. Meeting notes for February 3, 2010 and May 25, 2012 were sent to the Council on February 13.
140206.03	Susan Vaughan	Would like to know the total number of citations issued from January 2011 through December 2013 for violation of the California Vehicle Code (CVC) 22500I (parking, standing, stopping in a bus zone) and how many citations were issued to private commuter shuttle buses pulling into bus stops.	Diana Hammons	February 2014 Staff Report- Complete	The total number of citations issued for CVC 22500I from January 2011 through December 2013 is listed below. Our Citation Processing system is based on vehicle license plate and registered owner information. There is no way to differentiate citations issued to commuter shuttle buses historically. Up until November 2013, a field was added to the system to allow Parking Control Officers (PCOs) to enter a notation for citations issued to a commuter shuttle vehicle. Between November 9, 2013 and January 26, 2014, 460 citations were issued to commuter shuttle buses. (Diana Hammons)  Citations issued for CVC Code 22500I (parking, standing, stopping in a bus zone): FY 2011 – 4,678; FY 2012 – 4,317; FY 2013 – 4,231
140206.04	Dan Weaver	Would like to know what the delays were in the subway on 1/31/14 and 2/5/14.	Davide Puglisi	February 2014 Staff Report - Complete	The delay on January 31, 2014 was due to a power problem on the N line. The delay on February 5, 2014 was due to two concurrent signal problems at Metro Yard and St. Francis Circle due to rain.
140206.05	Daniel	Would like to know the daily cost total as it	John Haley/Jeff Flynn	May 2014 Staff	Overtime at Green Division is up. Prior to February 1, biweekly

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	Murphy	relates to the General Sign-Up for the Green Division. (NOTE: David Pilpel commented that since the rail training did not start in a timely manner, it affected the General Sign-Up and run pays at the Green Division and that rail training should have started in November, but was started in January instead.)		Report - Complete	overtime at Green Division was approximately \$225,000 according to Finance reports. Since February 1, biweekly overtime averages \$265,000 per pay period.
140206.05	Susan Vaughan	Would like to know if there is an a.m. and p.m. ridership data for the 83X line.	Jeff Flynn	February 2014 Staff Report - Complete	The daily average is approximately 250 riders per day in the AM and 250 riders per day in the PM.
140219.02	Susan Vaughan	Commented on an article in the February 19, 2014 Bay Guardian about who influenced the Google bus policy. Ms. Vaughan stated that the Bay Guardian was not given a complete list of attendees who had attended shuttle provider meetings. Ms. Vaughan would like an additional list of shuttle providers who were not mentioned in the article.	Carli Paine	February 2014 Staff Report - Complete	This list that was sent to the CAC on January 31, 2014. With regard to the SFBG article, the SFBG received the list from an anonymous source, and not the SFMTA.
140225.01	Susan Vaughan	Would like to know the dates that meetings with shuttle providers took place.	Carli Paine	February 2014 Staff Report - Complete	The dates of meetings that have been held with shuttle providers were held on: November 13, 2013; July 11, 2013; September 7, 2012; May 25, 2012; and February 3, 2012. The July 11, 2013 meeting was convened by the Bay Area Council.
140226.01	Frank Zepeda	Would like a copy of the Irving Streetscape presentation that was discussed at the February 26 EMSC meeting.	Dustin White	February 2014 Staff Report - Complete	This information was sent to the Council on March 5.
140311.01	Joan Downey	Muni's service plans for 4/20	Davide Puglise	May 2014 Staff Report - Complete	This information was sent to the Council on April 14
	Sue	Distinguish between transit service providers	Carli Paine	May 2014 Staff Report	This information was Neighbors to develop an area-wide traffic

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	Vaughan	and employers who contract with the transit service providers		- Complete	<p>calming plan – see attached Final Report. This process included extensive outreach with the community.</p> <p>Buena Vista Avenue West at Frederick Street was listed as an area of concern – particularly for pedestrian visibility, and the SFMTA recently moved forward with the island. While this project began with a lot of community input we definitely could have improved our communication in recent months to let neighbors know about the upcoming changes. The SFMTA held a Public Hearing for the parking loss associated with the median island that was publicly posted on utility poles in the area. The hearing was held on 10/4/2013 with no one objecting.</p> <p>The island was constructed without the associated signs and curb paint. We have submitted a work order for those components and instructed our crews that these installations should be prioritized. sent to the Council on April 29</p>
	Joan Downey	A new traffic island was recently put in on BV West at the intersection with Frederick. Why was there not any community outreach before the installation?	Jerry Robbins	June 2014 Staff Report - Complete	The SFMTA's work on addressing safety concerns on Buena Vista Avenue West began in 2009, based on expressed neighbor concerns about excessive traffic and high speeds in this neighborhood. The SFMTA worked with a wide variety of stakeholders, including the Buena Vista Neighborhood Association and the Corbett Heights
	Mark Ballew	Who is in charge of creating Muni signage? Is there a plan to replace the grammatically incorrect signage on the vehicles? For example, many sticker signs use underlining and quotes where it is not appropriate, and have existed that way for nearly a decade.	John Haley	May 2014 Staff Report - Complete	We are reviewing all of our signage in stations and on vehicles to insure that we are communicating effectively with the public. Over the next several months we will be bringing in new bus and rail vehicles and overhauling others and part of that is reviewing the existing signage. As you have correctly pointed out much of the signage has been in use for several years. Our

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					communications staff is conducting a systematic review of the signage and we will be introducing changes over the next several months
	Mark Ballew	Information on the agency's plan for leasing training facilities for vehicle operators. I was told by Sonali that Muni had lost its training facility on the pier. I would also like to know if the agency has considered leasing a space in collaboration with another agency or company, such as ACTransit, SamTrans, Golden Gate, or Bauer.	Kerstin Magary	May 2014 Staff Report - Complete	<p>The SFMTA has been searching for a couple of years for approximately 6 acres with outdoor and indoor facilities for Muni Bus Operator Training in SF and San Mateo Counties. Due to the need for constant Operator training and re-training classes for 2,600 Muni Operators, the training facility needs to be close to the Muni's other yards for daily access from San Francisco.</p> <p>Short term solutions have been on property controlled by the Port, Police Department, Recreation and Park Department (RPD) and Cow Palace. Sites in San Francisco are not large enough, are already leased to private businesses, have environmental issues, and/or are in the planning and development process for other uses.</p> <p>SFMTA contacted Samtrans, which has about 300 bus operators and trains them a couple times a year in their existing bus yards in San Mateo County. Samtrans cannot accommodate the SFMTA's Training needs.</p> <p>The SFMTA is continuing to search for a long term solution for Training in or near San Francisco or San Mateo Counties.</p>
	Mark Ballew	What the long term plans are for funding the \$50m per year maintenance deficit for regular maintenance and mid-life overhauls of the incoming rail, motor coach, and	Sonali Bose	May 2014 Staff Report - Complete	The SFMTA continues to invest in maintenance and has set aside over \$10 million additionally to the maintenance budget for vehicles. Additionally, as newer vehicles are purchased the maintenance needs on these vehicles should decline which will

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		trolley rolling stock is.			free up maintenance dollars in the budget to address maintenance needs on older vehicles. However, despite these efforts, the SFMTA operating budget continues to have a structural deficit and efforts are underway to address these deficits.
	Sue Vaughan	The bus stop for the 27 Bryant is very poorly positioned, too close to the corner of O'Farrell as the outbound 27 is turning the corner onto Mason. The bus driver of the 27 that I just was on did not see me standing there and nearly passed me up. Request: can a traffic engineer study this stop and start working on alternatives? Can Joan's committee look into this?	Julie Kirschbaum/Jeff Flynn	July 2014 Staff Report - Complete	We've reviewed the stop placement. Currently a yellow stop band for customers is painted at the corner of O'Farrell/Mason while operators are instructed to stop approximately 60' south of the corner on Mason Street. Based on our review, we will be posting a bus stop sign on Mason Street approximately 60' south of O'Farrell Street and refreshing the street markings for the operator. With the operator stop point and the customer information marking the stop at the same location, this should eliminate the confusion over where customers should board and wait for the bus and provide clearer guidance for operators. This will be implemented within the next month.
	Sue Vaughan	Is the transfer from the 29 to the 23 for pedestrians going to be improved at this intersection as part of the TEP or separate from the TEP? There are no wayfinding signs or sidewalks	Jeff Flynn	May 2014 Staff Report - Complete	SFMTA is currently working very closely with Supervisor Tang's office to improve pedestrian safety at Sunset and Yorba including installation of a traffic signal. We surveyed the Yorba stops and both have sidewalks up to Sloat Boulevard. The stops on Sunset Boulevard under the Sloat overpass do not have sidewalks and have no accessible path to Sloat Boulevard. These were raised as a safety and accessibility concern and will be removed from service
140428.01	Dorris Vincent	Update on platform maintenance and on lines being changed to accommodate new housing developments at Alice Griffin and Jamestown.	Ted Aranas/Terrence Fahey Jeff Flynn	July 2014 staff report - Complete	With the redevelopment of Alice Griffin and the Candlestick Point area when the stadium is demolished, the 29 Sunset line will be extended along Gilman Street east towards the redeveloped Candlestick Point area. As housing and employment densities increase, service on the 29 line is planned



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					to be increased. Longer term, a bus rapid transit line will serve the area, connecting the redeveloped Hunter's Point area, the eastern end of Alice Griffin, the redeveloped Candlestick Point area, and continuing to the T Third line and Balboa Park Station. An express line to downtown is also planned.						
140428.02	Frank Zepeda	Updates on the Second Street and Polk Street Projects as well as the E-line.	Neal Patel and Lisa Chow	May 28 EMSC - Complete	These projects were presented to the EMSC meeting on May 28, 2014.						
140115.1	Dorris Vincent	The cost of the EcoSys software.	Lucian Burgert	June 2014 Staff Report - Complete	<p>Overall costs for SFMTA's <i>Capital Program Controls System</i> are as follows:</p> <table style="margin-left: 40px;"> <tr> <td>Base Contract Value:</td> <td style="text-align: right;">\$2,499,712</td> </tr> <tr> <td>Approved Customizations</td> <td style="text-align: right;">\$1,422,890</td> </tr> <tr> <td>Total Approved Value:</td> <td style="text-align: right;">\$3,922,602 *</td> </tr> </table> <p>*This overall cost represents the following contract scope: Full business process review and reengineering and the corresponding design / development / implementation of the following tools: Primavera P6; EcoSys EPC; Contract Manager; Progress Reporter; and SharePoint.</p> <p>Due the contract being deliverable-based (with most deliverables having relation to all five sub-systems), it is not really feasible to identify costs associated with EcoSys only</p>	Base Contract Value:	\$2,499,712	Approved Customizations	\$1,422,890	Total Approved Value:	\$3,922,602 *
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140501.1	Marc Salomon	What is the fund source for the EcoSys software system.	Lucian Burgert	June 2014 Staff Report - Complete	80% Federal 20% Local						
140501.2	Steve Ferrario	A copy of the Central Subway Financial Controls/EcoSys audit.	Roberta Boomer	Complete	Emailed to the CAC on 11/17/14						

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140501.3	Katie Haverkamp	A breakdown of the statistics regarding Light Rail Vehicles.	Candace Sue/ Matthew Brill	June 2014 Staff Report - Complete	Emailed to the CAC on 5/19/14
140501.4	Sue Vaughan	A copy of the Controller's report regarding peer cities be provided to the CAC.	Matthew Brill	June 2014 Staff Report - Complete	Emailed to the CAC on 5/19/14
140501.5	Ballew	Open space for operator training.	Mark Ballew	June 2014 Staff Report - Complete	New operator training starts with one week of practice off-street usually in a parking lot. Currently we use the following venues: Pier 96, Cow Palace, Candlestick and Treasure Island.  What we don't have is a dedicated place of our own however Real estate is pursuing a location in South San Francisco.
140501.6	Dorris Vincent	Information about the ability of property owners to pass through a portion of any costs to renters.	Mathew Brill	June 2014 Staff Report - Complete	Emailed to the CAC on 5/19/14
140501.7	Joan Downey	Revisit Sunday meter enforcement in December.		Complete	Discussed as part of the Dec. 4 presentation of the Annual Report.
140501.8	Sue Vaughan	What is the cost of America's cup to Muni.	Sonali Bose/Tess Navarro	June 2014 Staff report - Complete	The cost was \$1,639,588
140501.9	Sue Vaughan	A list of people who served on the Mayor's Transportation Task Force.	Candace Sue/Marty Brill	July 2014 Staff Report - Complete	Emailed to the CAC on 5/19/14
140501.10	Sue Vaughan	Have there been any physical changes started for Commuter shuttle buses and wants to know what was done at 24 <sup>th</sup> and Valencia.	Carli Paine	June 2014 Staff Report - Complete	This stenciling was not done by the SFMTA. Carli Paine has asked for the curb to be repainted.  No stops have been designated yet as part of the shuttle network. This will happen at a public hearing with notification. No painting or other signage in support of the program will take place until the stops are approved.
140501.11	Sue Vaughan	Results of the pilot on double decker buses	Paul Bignardi	June 2014 Staff report - Complete	Results emailed to the CAC on 5/12/14

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140522	Mark Ballew	<p>When was the policy for issuing citations when a vehicle has a broken reader changed? My understanding was that no citations were issued if the vehicle had an inoperable set of Clipper readers.</p> <p>This was brought up by this article (via muni diaries):  <a href="http://www.sfgate.com/bayarea/article/Broken-Muni-readers-can-mean-unfair-tickets-5496598.php#photo-6335122">http://www.sfgate.com/bayarea/article/Broken-Muni-readers-can-mean-unfair-tickets-5496598.php#photo-6335122</a></p>	Chris Grabarkewitz	July 2014 Staff Report - Complete	If all Clipper readers on a vehicle are not functioning, a patron will not be issued a citation. That's the SFMTA's policy and all Transit Fare Inspectors are trained accordingly.
140513.01 OCSC	Joan Downey	Information about which special events are "cost recovery."	Cindy Shamban	July 2014 Staff Report - Complete	<p>All athletic events, corporate events and private events are full cost recovery for City services;</p> <p>There are a number of Street Fairs that have limited cost recovery due to the Street Fair Ordinance (Article 6 of Division I) These fairs are the long standing fairs such as:</p> <ul style="list-style-type: none"> <li>• Chinese New Year Community Street Fair</li> <li>• Chinese New Year Flower Fair;</li> <li>• Cherry Blossom Festival</li> <li>• Union Street Spring Fair</li> <li>• Carnival</li> <li>• Union Street Fair</li> <li>• Haight St. Fair</li> <li>• SF Pride Festival</li> <li>• Fillmore St. Fair</li> <li>• Juneteenth</li> <li>• Up Your Alley Fair – partial Full cost recovery as they</li> </ul>

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					<p>expanded the street closure footprint several years ago</p> <ul style="list-style-type: none"> <li>• Nihonmachi Street Fair</li> <li>• Folsom Street Fair</li> <li>• Castro St. Fair</li> </ul> <p>More recent fairs have been full cost recovery: ie How Weird St. Fair; Cole Valley Fair; ULUV Festival and any of the above fairs that change their footprint are charged full cost recovery for the difference in personnel required.</p> <p>Civic Events such as 4<sup>th</sup> of July; New Year's Eve; Fleet Week; World Series Celebrations; etc. are not cost recovery</p> <p>Sunday Street events are not cost recovery</p> <p>All parades and demonstrations are considered first amendment right activities and are not cost recovery</p>
140513.02 OCSC	Joan Downey	Why there is a deterioration of service on the 10 and 12 lines. Is the MTA working on the traffic problems at the bridge entrance that affect the 10 & 12	Jeff Flynn/Jerry Robbins	August 2014 Staff Report - Complete	<p>Over the last few months, trips have been missed across all Muni bus and rail lines including the 10 and 12 lines due to the operator shortage. Missing trips have resulted in service gaps and crowding on lines. The SFMTA Training Department is working on increasing the number of trainees in order to resolve this shortage.</p> <p>The SFMTA is conducting an Enforcement Pilot this summer to evaluate the effectiveness of various enforcement methods designed to respond to congested traffic conditions at intersections along the approach to the San Francisco Bay Bridge during the p.m. peak period. The pilot began on July 30,</p>

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					with SFMTA Parking Control Officers enforcing intersection blockage violations by issuing citations. 54 citations were issued at the intersection of 2 <sup>nd</sup> Street and Bryant streets, and 19 citations were issued at the intersection of Main Street and Harrison streets. We are also working with the Police Department to increase enforcement of the Sterling Street carpool lane entrance to the Bay Bridge. While these enforcement methods will not eliminate the back-up to the Bay Bridge on weekday evenings, we are hopeful that they will encourage more East Bay commuters to use alternatives to the single occupant vehicle and reduce the likelihood of intersection blockage occurring on Second Street where the 10 and 12 lines operate.
140513.03 OCSC	Dan Murphy	The fare evasion study.	Chris Grabarkiewctz	July 2014 Staff Report - complete	The fare evasion study is being analyzed. The field work was completed in May. The final report will be ready this fall.  12-6-14 – presented to the CAC as part of the “All Door Boarding” report.
140513.04 OCSC	Mark Ballew	The current status of driver training location and how the program is progressing.		August 2014 Staff Report - complete	Scheduled for August OCSC agenda
140513.04 OCSC	Mark Ballew	Why there is a delay in the E-line.	Jeff Flynn	July 2014 Staff Report - complete	There hasn't been a delay. The E Line is scheduled to start weekend Summer service in Summer 2015 and 7 day a week service in 2016.
140513.05 OCSC	Mark Ballew	Copy of the drawings shown by Lisa Chow at the OCSC meeting for the trackwork at the Cam Beach Yard		August 2014 Staff Report - complete	Drawings were emailed to the CAC on 7/28/14
140514	Sue Vaughan	What is the SFMTA doing to investigate <a href="mailto:info@monkeyparking.it">Monkey Parking (info@monkeyparking.it)</a> ?	Roberta Boomer	July 2014 Staff Report - complete	On June 23, 2014, the City Attorney issued a “Cease and Desist” order to Monkey Parking, citing the San Francisco Police Code that specifically prohibits individuals and companies from

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		<p>Has the SFMTA requested that City Attorney Dennis Herrera and/or District Attorney George Gascon investigate this operation and make efforts to collect all income made from it?</p> <p>What does the SFMTA plan to do regarding regulating or banning Monkey Parking?</p>			<p>buying, selling or leasing public on-street parking. Companies are potentially liable for civil penalties of \$2,500 per transaction for illegal business practices under the California Unfair Competition Law.</p> <p>A copy of Herrera's demand letter to Monkey Parking and additional information about the San Francisco City Attorney's Office is available at: <a href="http://www.sfcityattorney.org/">http://www.sfcityattorney.org/</a>.</p>
1403016	Sue Vaughan	<p>What steps is the SFMTA taking to regulate Uber, Sidecar, Lyft, and other unlicensed cabs?</p> <p>What is the vehicle code for the fine for the illegal operation of unlicensed cabs?</p> <p>How many citations have been issued for violations of that code from January 2011 through May 2014?</p> <p>Can the SFMTA CAC get a presentation from Christiane Hayashi on unlicensed transport services operating in the city?</p>	Chris Hayashi and Roberta Boomer	June 2014 CAC Report – complete	<p>The California Public Utilities Commission regulates these "TNC" vehicles. The SFMTA has no jurisdiction.</p> <p>The violation for operating without a permit is in our San Francisco Transportation Code and the penalty amount is \$5,000. The Police also cite under a separate Police Code section, I don't know the penalty amount. In calendar year 2013 we issued 45 of these citations to fake cabs, limos picking up street hails and to some extent, TNCs. In 2014 we began doing regular sting operations in coordination with the Police Department and have already issued 31 citations, 28 of which were in this second quarter due to the newly scheduled SFPD/SFMTA operations. We expect to continue that trend for the rest of the year.</p> <p>Chairman Weaver has asked that a report on taxis be scheduled for a future CAC meeting</p>
140520 email	Sue Vaughan	Is the SFMTA or the City Attorney is investigating this business and whether or not they are paying parking taxes.	Rob Maerz	July 2014 Staff Report Complete	The MTA has asked the City Attorney to review the practice of those companies using metered on street parking for profit and is awaiting the City Attorney's advice

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		<a href="https://www.carmanation.com/">https://www.carmanation.com/</a>			
140522.02 email	Joan Downey	Is there is pending legislation at the state level to change the minimum seconds per foot from 3.5 to 2.8 for ped crossing signals. Is the MTA behind this? And if not, are they in support of it?	Kate Breen	July 2014 Staff Report - complete	I am not aware of any pending state legislation to change timing for pedestrian crossing signals. The SFMTA is, however, supporting several pedestrian safety bills in the current legislative session
140522.02	Joan Downey	What is the seconds/foot timing used for Mission Street and Virginia Avenue pedestrian crossing signal?	Jerry Robbins/Ricardo Olea	July 2014 Staff Report - complete	3.5 feet per second
140528.01 EMSC	Frank Zepeda	Can signs be put up telling cyclists to watch for pedestrians for the Second St. Improvement Project	Jerry Robbins/Ricardo Olea	July 2014 Staff Report - complete	We are not planning to install “tell bicyclists to watch for pedestrians” signs as part of the 2 <sup>nd</sup> Street project at this time.
140528.02 EMSC	Mark Ballew	Is there funding for NextBus in the bus shelters	Jeff Flynn	July 2014 Staff Report - complete	There is currently no funding to expand the Nextbus on-street signage program.
140528.03 EMSC	Mark Ballew	The folding seats on buses in the handicapped area. They have a sticker on them that says they are broken but no one has told the CAC why.	John Haley	July 2014 Staff Report - complete	The seats were taken out of service at the request of the manufacturer due to safety concerns. A sudden braking incident could propel a passenger on the outer seat into the aisle.
140528.05 EMSC	Dorris Vincent	Is Muni considering a reroute of either the 19 or 44 lines because she has been watching the elderly on walkers and canes going up a steep upgrade near the new apartments on Middlepoint Street. The 19 could go up the hill and come back down instead of folks having to walk the three blocks.	Jeffery Flynn	August 2014 Staff Report - complete	There is no reroute for either the 19 or 44 lines being considered at this time.
140605.01 CAC	Steve Ferrario	Geneva Yard. Where did money come from? Fed/State? What promises were made/for what purpose? If we used Fed/State monies, what purposes can be for	Sonali Bose	August 2014 Staff Report - complete	The Geneva Historic Car Canopy asset was completed in 2010 and has about 46 years of depreciation remaining on it (from an original life of 50 years). The project was funded with a number of revenue sources: FTA, I-Bond, SFCTA, SFMRIC and Bridge

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		re-use?			<p>Tolls. The total cost was \$10.1 million and it has \$9.3M left on our books to depreciate. The FTA portion was \$2.5M, the majority of funding came from I-Bonds.</p> <p>Usually when FTA funds are used and the asset is re-used or not available for transit purposes we have to seek approval from the FTA to dispose of the asset and reimburse the FTA for the unamortized value of the remaining service life of the asset based. The canopy will continue to be used to house the historic fleet.</p>
140605.02 CAC	Katie Haverkamp	The mechanical breakdown rates on the vintage cars. PCC's vs. Milans	John Haley/Mike Ellis	Complete	On average, the mean distance between failures is 1200 miles.
140605.03 CAC	Dorris Vincent	Why the seats at Palou/Third inbound were removed (on the platform).	Gail Stein	August 2014 Staff Report - complete	The contractor's maintenance supervisor said that the seats at all three shelters at that intersection are intact.
140605.04 CAC	Daniel Murphy	The study of pedestrian countdown signals	Seleta Reynolds	August 2014 Staff Report - complete	Emailed to the CAC on 7/28/14
140605.05 CAC	Mark Ballew	A monthly report on class graduation rate for operators along with attrition.	Don Ellison	August 2014 Staff Report - complete	Operator hiring/training scheduled for August OCSC
140605.06 CAC	Mark Ballew	Get an update re: what SFMTA is doing with TWU 250A Union. Copy of PERB charges.	Roberta Boomer	July 2014 Staff Report - complete	The legal deadline for approval of a new agreement (by City Charter) is June 30, 2014. On June 13, in order to allow the possibility that an agreement could be reached, through the Charter's mediation-arbitration process, and approved by the SFMTA Board by the deadline, the SFMTA disclosed an MOU that conforms to the terms of the agreement proposed by the neutral mediator-arbitrator, to which the SFMTA and the Union previously agreed. On June 30, the SFMTA Board to reject this previous tentative agreement and extend the time to negotiate to August 14, 2014. TWU Local 250A workers are scheduled to vote on a new contract early next week. The Board will hold a special meeting on July 30 to approve the Transit Operator and



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					Transit Fare Inspector contracts.																									
140605.07 CAC	Roland Wong	Update on LRV pilot re: seat realignment – how is it going.	John Haley	August 2014 Staff Report - complete	The pilot project is ongoing through July, 2014, after which we'll be happy to present the results to the CAC																									
140609 Email	Frank Zepeda	- status/details of the lease at Marin Yard; - an engineering drawing of MME, with measurements, in pdf - an engineering drawing of Metro Green, with measurements, in pdf - an engineering drawing of Islais Creek, with measurements, in pdf - funding source for the upcoming new boarding area for the J and K lines at San Jose and Seneca. It's considered part of the Green rerail project - I'd like to know how much this piece of the project costs.	Vince Harris	July 2014 Staff Report - complete	The SFMTA declines to provide engineering drawings of MME, Metro or Islais Creek as it may compromise the security of the traveling public, transit employees or transit infrastructure per federal regulation 49 CFR Parts 15 and 1520.  The calendar item for the 1399 Marin lease was emailed on July 9, 2014. The cost of the platform and the ADA improvements leading up to it is approximately \$800K and funded by State PTMISEA I Bonds.																									
140613.01 email	Joan Downey	Sickout days: How many operators called in sick on each of the 3 days? How many of them submitted doctors notes to verify their illness? Were there one or two doctors names that appeared on an unusually large percent of the notes?	Chris Iborra	July 2014 Staff Report - complete	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Dates</th> <th>NO NOTE</th> <th>Note Provided and approved as of deadline</th> <th>Note Provided and approved after deadline</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>6/2/2014</td> <td>309</td> <td>261</td> <td>76</td> <td>646</td> </tr> <tr> <td>6/3/2014</td> <td>47</td> <td>30</td> <td>6</td> <td>83</td> </tr> <tr> <td>6/4/2014</td> <td>19</td> <td>12</td> <td>2</td> <td>33</td> </tr> <tr> <td><b>Total</b></td> <td><b>375</b></td> <td><b>303</b></td> <td><b>84</b></td> <td><b>762</b></td> </tr> </tbody> </table> <p>There were not one or two doctors names on a % of those notes.</p>	Dates	NO NOTE	Note Provided and approved as of deadline	Note Provided and approved after deadline	Total	6/2/2014	309	261	76	646	6/3/2014	47	30	6	83	6/4/2014	19	12	2	33	<b>Total</b>	<b>375</b>	<b>303</b>	<b>84</b>	<b>762</b>
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140613.02	Joan Downey	Corporate shuttle bus proposal: One concern that I haven't seen addressed is	Carli Paine	July 2014 Staff Report - complete	The pilot program does not include staging locations. This has not been a problem—most companies stage outside of the city,																									

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email		where are the buses allowed to park while waiting to go to their first stop? In Cole Valley, I'd heard that they park on side streets.			or at their lots within the city, in advance of their first run. We have been tracking complaints from residents, Muni operators, and enforcement--as we continue to monitor feedback, we will pay attention to any staging concerns that may arise.
140618 email	Daniel Murphy	What the plans are for the pedestrian connection between the Powell and Union Square stations, particularly what the distance walked will be, and what amenities (moving sidewalks and the like) are planned for the connection.	John Funghi	August 2014 Staff Report - complete	The Union Square/Market Street Station provides a direct, underground connection to the Powell Street Muni/BART Station via a modern, well-lit concourse. In addition, the north end of the station connects with the major shopping district at Union Square. The direct Muni to Muni connection is an estimated walk of 4.8 minutes from platform to platform.  Diagram emailed to the CAC on 7/11/14
140624 email	Steve Ferrario	The NextBus electronic sign, in the wave shelter, at 25th and Castro (#24 Bus, northbound). I was told that since the new shelter was installed, the sign has never worked.	Gail Stein and Jeff Flynn	July 2014 Staff Report - complete	Neither sign on Castro at 25th Street has had power since the shelters were replaced. The sign is now lit and NextBus will calibrate the "Push to Talk" button
140710.1	Steve Ferrario & Mark Ballew	What is the cost and timeline for taking the SFpark sensors out of the ground.  What did the new meters and the sensors cost? (Equipment only, not installation)	Lauren Mattern	August 2014 Staff Report - complete	DPW has agreed to leave the sensors in the pavement therefore there is no cost.  The sensors cost approximately \$4.2M and the meters cost approximately \$5.7M  For the sensors, we did not pay for the equipment, we paid for labor to install (~\$300) and a monthly fee for data (contracted for \$14/month, but performance-based billing process led to \$10/month on average).
140710.2	Sue Vaughan	Is there a plan to put stop light at Geneva and Cayuga. If so, what's the timeline?	Jerry Robbins	August 2014 Staff Report - complete	The proposed Geneva/Cayuga signal is part of the GO Street Safety Bond program along with signal work at other 10-12 intersections. Currently controlled by a four-way STOP, marked

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					<p>with yellow continental crosswalks, and assisted by a school crossing guards since 2006, this intersection also has multiple transit lines travel along Geneva. Fifteen collisions have been reported over the past five-year period (five involving pedestrians and three related to bicyclists). A signal would be a viable solution to address the safety issues there. Staff has been working with the Cayuga Improvements Association (CIA). Some neighbors oppose converting the intersection from a four-way-STOP-sign-controlled intersection to a signalized intersection because they think this will increase speeds.</p> <p>The signal contract will be advertised in mid-August with construction beginning by the end of 2014.</p>
140710.3	Sue Vaughan	What is the process for changing a red zone to a white zone.	Jerry Robbins	August 2014 Staff Report - complete	<p>The procedures for applying for a white zone is shown at: <a href="http://www.sfmta.com/cms/pcurb/indxpkcurb.htm">http://www.sfmta.com/cms/pcurb/indxpkcurb.htm</a> and <a href="http://www.sfmta.com/services/streets-sidewalks/installation-requests/new-color-curb">http://www.sfmta.com/services/streets-sidewalks/installation-requests/new-color-curb</a></p> <p>Red zones are commonly placed to prevent parking or stopping at fire hydrants, bus zones, curb transit or traffic lanes, and at intersections to improve visibility or to allow large vehicles to negotiate wide turns. It may not be appropriate to convert these types of red zones to white zones. This would need be evaluated on a case-by-case basis.</p>
140715 email	Sue Vaughan	Is it possible to get a list of all the Muni bus stops in the city and all their different designations (including red zones and zones in which nothing is painted on the curb, including the one at Park Presidio and Geary and the ones along Sunset Boulevard)? I	Julie Kirschbaum and Roberta Boomer	August 2014 Staff Report - complete	<p>The list of all bus stops was emailed to the CAC on 7/28/14.</p> <p>We are not able to provide a list of regulations that govern the different kind of stops.</p>

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		<p>know that would be quite a long list, but it must exist somewhere.</p> <p>I would also like to know what regulations govern the different kind of stops? Are they all subject to the California vehicle coding prohibiting any but common carriers?</p>			
140807.1	Daniel Murphy	Posting of post-incident summaries on the SFMTA's website. The summaries are not up to date and some months are missing.	Kristen Holland	8/13/14 Complete	The website is up to date <a href="http://www.sfmta.com/about-sfmta/reports/post-incident-summary">http://www.sfmta.com/about-sfmta/reports/post-incident-summary</a>
140807.2	Dorris Vincent	An incident on the T line when a packed train was pulled out of service due to graffiti although the paint was dry. She requested the standard operating procedure for dealing with graffiti, especially when a vehicle is in service.	John Haley	9/3/14 Complete	As a rule we replace vehicle with graffiti as soon as possible.  However the policy requires a train to be placed out of service for graffiti if it has profane, vulgar, or ethnic slurs.
140807.3	Steve Ferrario	Hearing about the accuracy of the Next Bus information. At the Embarcadero station, an old ATCS display was replaced with an inaccurate NextBus display.	John Haley/Jeff Flynn	9/4/14 Complete	Item discussed at the September 4 CAC meeting.
140807.4	Katie Haverkamp	Advertisements that cover all windows and most of the doors. What is the language in the contract regarding what can be wrapped and what the safety regulations are with respect to visibility.	Sonali Bose	8/12/14 Complete	<p>Language in the contract states:</p> <p><b>Wraps.</b> Contractor may only apply Wraps as follows:</p> <p>(i) Wraps that include windows may be applied to no more than thirty (30) Vehicles; provided, however, that the Director shall have discretion to fix the number of Wraps that include windows during any Fiscal Year at no less than 15 and no more than 30</p>

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					<p>and will notify Contractor of its intent to change this number of Wraps allowed no later than September 30 of the prior Fiscal Year; the SFMTA shall track any complaints related to Wraps and shall make the quantity and nature of those complaints available upon request; the Director shall consider all complaints and other input from the public in deciding the number of Wraps to allow on Vehicles; the number of Wraps that include windows for the first Fiscal Year of the Agreement shall be thirty (30);</p> <p>(ii) Overall, Wraps may be applied to no more than twenty percent (20%) of all authorized Vehicles at any one time (Wraps that include windows and Wraps that do not include windows).</p> <p>Wraps may not cover Vehicle numbers or SFMTA insignia or signage. All Wraps are subject to policies adopted by the SFMTA Board of Directors regarding Wrap advertising.</p> <p>Wrap Advertisements shall not damage the Vehicles, their paint schemes or decal applications. To the extent feasible, Contractor will apply Wraps to older Vehicles before newer Vehicles. Contractor shall reimburse City for any damage to Vehicles by reason of the application of any Wraps.</p> <p>Wrap materials must be in perforation patterns that are not more than 50% vinyl/material and not less than 50% uncovered space in order to provide sufficient light transmission into and out of Vehicles and must use commercially reasonable efforts to use the most technologically advanced materials available.</p> <p><b>SAFETY</b></p>

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					Contractor shall comply with all applicable and relevant federal, state and local safety and health rules and regulations, including, but not limited to, rules established in the United States by OSHA, the Federal and State EPA and the Federal and State Department of Transportation. Posting, cleaning and any related activity shall only be performed by Contractor personnel that have successfully completed safety training and all employees shall comply with all SFMTA safety requirements.
140807.5	Katie Haverkamp	What will happen to the Breda cars when they are retired.	John Haley	Completed	The cars will be auctioned off.
140807.6	Joan Downey	In the evening at Duboce and Church, there are a number of cars that travel in the red lane. She wants to know if there is enforcement of the red lane.	Mikhail Ali (SFPD)	Completed	Traveling in the red lane is a moving violation of our local Transportation Code which is enforced by SFPD
140807.7	Joan Downey	Requested a presentation at a future CAC meeting regarding the commuter shuttle bus program and enforcement.	Carli Paine	Pending	Schedule a presentation for Spring 2015.
140807.8	Joan Downey	A situation at 942 Divisadero where a recently constructed bus bulb has made it difficult and dangerous for people who can't see traffic when they try to exit their garage. She would like to know what can be done to make it safe for people to exit their garage now that their line-of-sight is gone.	Jerry Robbins/Ricardo Olea	Completed	8/23/2014 – staff response emailed to CAC
140807.9	Joan Downey	A report on and incident on 21 <sup>st</sup> and Chattanooga where a commuter bus got stopped transit. It occurred on August 5. How did the bus get on those streets	Jerry Robbins/Carli Paine	Complete	On Tuesday, August 5, a commuter shuttle bus traveling westbound on 21st St. blocked the J line from 8:33AM to 9:33AM, when it was cleared. The SFMTA charges any vehicle for the costs associated with major impacts on Muni service. The service provider has been charged for one hour of service

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					delay, one hour of service recovery, and the two hours of bus bridge service associated with this incident—a total of \$6,958.64.
140827.01 EMSC	Roland Wong	A picture of the new trolley coach seating arrangement.	Elson Hao	Complete	Emailed on Oct. 8 to the CAC
140902.01	Mark Ballew	The timeframe to install and activate a NextBus sign at the shelter by the Forest Hill Station.	Jeff Flynn	Complete	A Nextbus sign installed at Forest Hill Station at the shelter in front of the station. The shelter across the street doesn't have any power and probably won't get power for a while. It's a permanent structure that isn't one of the Clear Channel shelters
140902.02	Dorris Vincent	The staff response to the request for information about the seats at Third and Palou was incorrect (RFI# 140605.03). There used to be two seats and now there is only one. She asked whether the second seat, both inbound and outbound, would be replaced.	Gail Stein	Complete	Some of the seats were taken out a while ago due to excessive vandalism which caused them to be dangerous to the public. We are looking into replacing them.
140902.03	Alex Reese	A presentation on the city's plan for parking.	Tom Maguire	Complete	Presented at the February 5, 2015 CAC meeting
140902.04	Sue Vaughan	A list of the most dangerous intersections for pedestrians and what steps staff has taken to make them safer.	Bridgett Smith	Complete	Here is the link to a map of the high injury corridors for pedestrians. <a href="http://walkfirst.sfplanning.org/index.php/home/streets">http://walkfirst.sfplanning.org/index.php/home/streets</a>  The Walk First project outlined an approach last Spring to tackling pedestrian safety issues on our streets with the highest number of pedestrian injuries. Funding was allocated this FY, and staff is currently mapping out an approach.
140902.05	Daniel Murphy	Invite the newly hired Director of Sustainable Streets to a CAC meeting early in 2015.	Roberta Boomer	Complete	Presented at the Feb. 5, 2015 meeting
140902.06	Joan	The schedule of meetings for the Art	Roberta Boomer	Complete	The Art Commission meets on the first Monday of every month

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	Downey	Commission.			starting at 3pm in Room 416, City Hall. The next meetings of the Art Commission are scheduled for October 6 and November 3.
140902.07	Sue Vaughan	The circumstances under which a bus driver can pass by passengers and not stop.	Julie Kirschbaum	Complete	There are very few circumstances that a bus Operator is permitted to pass by passengers and not stop. Examples include: 1) if a vehicle is disabled, deadheading or out of service; 2) if two buses are bunched, the front bus can pass a stop if no passengers on the bus request to be dropped off; and 3) if a bus is overcrowded and the Operator does not feel he/she can safely add additional customers.  If you see an Operator pass a stop inappropriately, please call 311 and provide the bus number and time of day and a Division Manager will follow up with the Operator.
140909.01 OCSC	Daniel Murphy	A copy of the fare evasion report be sent to all CAC members as soon as it is available.	Chris Grabarkiewctz	Complete	12-6-14 – presented to the CAC as part of the “All Door Boarding” report.
140909.02 OCSC		How many “Free Muni for Youth” cards have been confiscated?	Chris Grabarkiewctz	Complete	974
141002 email	Mark Ballew	The status of extending the 35 to Glen Park	Julie Kirschbaum	Complete	The Board approved the extension of the 35 Eureka to Glen Park BART in March 2013. This change will be part of a package of service improvements to roll out over the two year budget cycle. We do not currently have a detailed phasing plan, but expect the first service increase in spring 2014, followed by a second increase next fall.
141002 Email	Joan Downey	Three Nextbus signs at Carl & Cole still say "registering".	Jeff Flynn	Complete	As of 10/9/14 all three signs have been repaired and are working.
141002 Email	Joan Downey	Neighbors have reported that the N-Judah crossover at Carl & Hillway has gotten noisier. Why? And can it be corrected	John Haley	Complete	The crossover at Hillway is relatively new and a recent check reveals it is being properly maintained and the switch exercised. We will issue a reminder to operators regarding the proper speed through switches and assign an inspector periodically to



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141002 Email	Joan Downey	At the outbound stop of Carl & Cole, riders report that the drivers often don't pull up to the crosswalk so that the bulbout area for easy boarding is not effective. Is there a reason they can't pull up? If not, can we ask that they do?	John Haley	Complete	We checked on the design of the bulb out and assessed the correct stop location and there are no impediments to the operators stopping at the proper location. We will remind N line operators of the proper location and periodically monitor compliance.
140929.01 EMSC	Frank Zepeda	Geary BRT slide presentation	Britt Tanner	Complete	11/5/14 emailed
141114	Sue Vaughan	1) Is Chariot a part of the Shuttle Pilot Program and Policy? (I don't think it is.) <a href="http://sfist.com/2014/11/11/new_private_bus_service_called_char.php">http://sfist.com/2014/11/11/new_private_bus_service_called_char.php</a>  2) What state or local agency is regulating Chariot if any?  3) What enforcement steps have been taken against shuttle buses that are violating the pilot by pulling into bus stops that are not part of the pilot program (such as shuttle buses pulling into the stop at Park Presidio and Geary, not a designated part of the pilot program and yet the shuttles are operating here)	Carli Paine	Complete	1) No, they are not.  2) The SFMTA doesn't regulate Chariot. You may want to check with the California Public Utilities Commission to see if they do.  3) Vehicles using Muni zones outside of the approved network are subject to citations from PCOs and Street Inspectors. However, the Muni zones on Park Presidio at Geary are part of the network. (See list of approved zones: <a href="http://sfmta.com/sites/default/files/projects/2014/Shuttles%20Network%20141006.pdf">http://sfmta.com/sites/default/files/projects/2014/Shuttles%20Network%20141006.pdf</a> )
141029.01	Roland Wong	Provide the final results of the LRV4 survey to the CAC.	Roberta Boomer	Complete	Emailed to the CAC on 12/2/14

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141029.02	Frank Zepeda	A copy of the LRV slide presentation from the October EMSC meeting.	Caroline Celaya	Complete	The slide presentation is posted at: <a href="http://www.sfmta.com/calendar/meetings/engineering-maintenance-and-safety-committee-october-29-2014">http://www.sfmta.com/calendar/meetings/engineering-maintenance-and-safety-committee-october-29-2014</a>
141106.01	Joan Downey	Update on when double berthing will begin.	Kenny Ngan	Complete	On Dec 6 <sup>th</sup> early AM, there will be a live demo of double berthing for CPUC. The cutover of double berthing for revenue is contingent upon CPUC approval. We hope to start double berthing on the 13 <sup>th</sup> of December.
141106.02	Dorris Vincent	During peak periods the T-line needs two car trains. Can that be done?	Julie Kirschbaum	Complete	Over the next 10-15 years, the Transportation Authority's travel demand model predicts significant ridership growth on the T line corridor. However, the current ridership on the T line does not warrant two car trains, which would essentially double the capacity on the route. Two car trains would also create operations challenges on Ocean Avenue, which was not designed to accommodate two cars. Although I believe the scheduled service is sufficient, individual trips on the T line may experience crowding due to gaps in service or other reliability problems. However, we are working on a number of initiatives to improve service reliability including an intensive program for operator training to increase the number of rail operators available to support the T line and other routes and a series of maintenance campaigns to minimize breakdowns in service. Finally, we are moving full steam ahead on the light rail vehicle replacement and expansion contract that was awarded this fall by the SFMTA Board. As part of the Central Subway project, we will be expanding to two car trains on the T Third and increasing service.
141106.03	Sue Vaughan	A list of motions passed and action taken.	Roberta Boomer	Complete	The CAC's recommendations (and staff responses) are posted on-line at: <a href="http://www.sfmta.com/about-sfmta/organization/committees/citizens-advisory-council-cac">http://www.sfmta.com/about-sfmta/organization/committees/citizens-advisory-council-cac</a>

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141106.04	Katie Haverkamp	How many vehicles were damaged during the Giants celebration. What was the cost and can we recover those costs?	John Haley	Complete	28 vehicles were damaged with a conservative estimate of \$140,000. We are working with the SFPD to identify the perpetrators. If found, we would seek restitution.
141117.01	Frank Zepeda	What is the length of the platform planned at the Balboa Park Station?	Lisa Chow	Complete	The length of the platform for disembarkment is approximately 80 feet long.
141124 email	Daniel Murphy	<p>1. There's an SFMTA green-colored curb located at 1341 Clement St. (between 14th Ave. and 15th Ave.) in front of a dry cleaning business, limiting parking to 10 minutes. The owner of the business appears to have put out a sign claiming this zone is for customers of their business (Blue Bird Dry Cleaning) only. Is there some kind of agreement or policy that this space is reserved for customers of that business, or is it open to anyone who wishes to park there for 10 minutes or less?</p> <p>2. If no such policy exists, is it unlawful for the business owner to put up what's effectively a deceptive sign about parking rules for on-street parking? If so, is SFMTA the agency that would tell them to stop putting out such a sign and/or take enforcement action against the sign?</p> <p>3. In general, would SFMTA tow a vehicle which overstayed the 10-minute limit in a green zone, or would the policy be to simply ticket the vehicle?</p>	Ricardo Olea	Complete	<p>1. There is no agreement for the sign in question. The sign itself is regulated both by DPW as an illegal encroachment and by us as an illegal traffic control device message.</p> <p>2. Our Color Curb program can request that the sign be removed or ask our shop's to do it. In the most extreme case of non-cooperation we can revoke the zone. Green zones are for the use of any person, not just a business' specific customers.</p> <p>3. Green zones are not tow-away enforcement areas. Only a ticket if you exceed the time limit.</p>

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141204.01	Sue Vaughan	A list of "Vision Zero" projects as well as projects that enhanced bicycle and pedestrian safety.	Anne Fritzler	Complete	<ul style="list-style-type: none"> <li>• Projects in support of Vision Zero: <a href="http://www.sfmta.com/projects-planning/projects/vision-zero">http://www.sfmta.com/projects-planning/projects/vision-zero</a></li> <li>• Pedestrian safety information (full report to the SFCTA Vision Zero Committee on December 11 here: <a href="http://www.sfcta.org/vision-zero-committee-december-11-2014">http://www.sfcta.org/vision-zero-committee-december-11-2014</a>)</li> <li>○ As of September 30, 2014, there has been a 54% increase in citations issued as compared to the same period in 2013. Of all the citations issued 24% were for the "Focus on the Five" collision factors: Speeding, red light violations, stop sign violations, failure to yield to a pedestrian in a crosswalk, and failure to yield while making a left or u-turn. The quarterly traffic enforcement numbers will be updated at the end of the calendar year.</li> <li>○ As of December 3, 2014, SFPD reports 28 traffic fatalities in San Francisco. This is the same number as 2013 for the same time period.</li> <li>○ Based on SFPD reports, there is an overall 15% reduction in injury traffic collisions from January 1st through September 30th, 2014 versus the same period of time 2013. Most notable are the reductions in the severity of injuries sustained in 2014 collisions – with a 16% decrease in severe injury, an 18% decrease in other visible injury, and a 14% decrease in complaint of pain injury among all modes.</li> </ul> <p>The bicycle projects completed in FY14 and the beginning of FY15 (primarily developed in the 2009 Bicycle Plan):</p> <ul style="list-style-type: none"> <li>• Cesar Chavez Streetscape and Bicycle Lanes</li> </ul>

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					<ul style="list-style-type: none"> <li>• Fell and Oak Buffered Bicycle Lane Installation</li> <li>• Polk Street Northbound Contraflow Lane</li> <li>• Bayshore Boulevard Bicycle Lanes</li> <li>• San Jose Avenue Road Diet Pilot Project &amp; Buffered Bike Lane</li> <li>• Market Street Bicycle Counter</li> <li>• Folsom Street Pilot (Downtown) – Road Diet and Buffered Bike Lane</li> <li>• Folsom Street Bike Lanes (Mission) – Road Diet and Bike Lanes</li> <li>• Sloat Boulevard Bike Lanes – Road Diet and Bike Lanes</li> <li>• Valencia/ Market Jughandle</li> <li>• Holloway Avenue Bike Lanes and Speed Humps</li> <li>• District 8 Green Sharrows and Intersection Guidance</li> <li>• Duboce/ Buchanan Cross Bike</li> <li>• Bike Share Pilot (35 stations and 350 bikes)</li> <li>• 11th &amp; Howard and 8th &amp; Folsom Two-Stage Left Turns</li> <li>• Green Waves – Folsom, Fulton and North Point</li> <li>• America's Cup Temporary Two-Way Bike Facility on Embarcadero</li> <li>• Electric Bike Locker Installation (32) at 3 SFMTA Garages</li> <li>• Bicycle Rack Siting and Installation (700), including corrals</li> <li>• Bicycle Rack Procurement (5000)</li> <li>• Light Up the Night and 2014 Bike to Work Day Safe</li> </ul>

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					Routes to Schools
141204.02	Joan Downey	Why the bus shelter on Frederick at Willard has been removed.	Gail Stein	Complete	It is part of the citywide replacement program and it will be replaced early in 2015
141204.03	Dorris Vincent	The seats at Third and Palou still haven't been replaced and now the seats at Third and Evans have been removed outbound. She would like to know when they will be replaced.	Gail Stein	Complete	Clear Channel is trying to order new seats for Third Street to replace vandalized ones but they have not been easy to obtain since the original manufacturer went out of business. Once they find a new manufacturer, some of the seats will be used for the stops at Evans and at Palou
141204.04	Sue Vaughan	What are the results of the post-implementation review of 83X service and whether there was increased productivity.	Julie Kirschbaum	Complete	The 83X currently carries about 400 passengers per day and has average loads of 15 in the morning peak hour and 10-12 in the afternoon peak hour. While this route provides a valuable service to customers who use it, the ridership is lower than a typical express route. Therefore, we plan to work this winter to identify and implement strategies to increase ridership and improve performance. Possible strategies include marketing the route to large employers, reducing the service hours and improving signage along the route.
141219 email	Sue Vaughan	<p>1) What is the process for Muni operators to complain about problematic traffic engineering and other operational problems?</p> <p>2) Will the bus stops at Van Ness and Pacific (outbound) and Van Ness and Clay (inbound) be redesigned as part of the TEP/Muni Forward or the Commuter Bus Pilot Program?</p> <p>3) As part of the TEP/Muni Forward and the Commuter Bus Pilot Program, will there be a survey of bus stops citywide to ensure</p>	Julie Kirschbaum	Complete	<p>1) The service planning and traffic engineering teams go to the Operator divisions monthly to participate in the division safety meetings. At those meetings, Operators frequently raise traffic engineering and other operational problems, which are then evaluated and addressed. Additionally, Operators raise issues to their Union Chair and Superintendents, who regularly share feedback and suggestions.</p> <p>2) There are no current plans to use VN/Clay and VN/Pacific for shuttle zones. The Muni Forward program is not actively working at these locations, as the BRT project is the transit priority project for Van Ness.</p>

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		that buses have bus stops that are long enough and the access to those stops is unimpeded?			1)The bus stops that are included in the Commuter Bus Pilot Program were all evaluated for bus stop length and continue to be monitored closely. We have also recommended lengthening bus stops to meet our standards for the Muni Forward capital projects. We have not done a systematic review of bus stop lengths throughout the City, but we are continually making adjustments as opportunities present themselves. For example, in coordination with the upcoming Hayes Street paving we are bringing two bus stop extensions on Hayes Street to the SFMTA Board of Directors.