

**S. F. Municipal Transportation Agency Citizens' Advisory Council  
City & County of San Francisco  
RECOMMENDATIONS / MOTIONS – 2017**

REFERENCE NUMBER	COMMITTEE NAME	MOTION / RECOMMENDATION	STAFF RESPONSIBLE	STATUS	RESPONSE
CAC Motion 170105.01	OCSC Motion 161011.01	WHEREAS, The City has a transit first policy that prioritizes alternative modes of transportation other than driving, and WHEREAS, It is not in line with the City's Transit First policy, and WHEREAS, It encourages driving which contributes to congestion and greenhouse gases that cause climate change and sea level rise, and WHEREAS, The city should set an example for people to use public transportation, cycling, and walking to get to their destinations, now therefore be it RESOLVED, That the SFMTA CAC recommends that the SFMTA Board not proceed with the Dolores Street Median Parking Pilot Program.	John Knox-White	Complete	SFMTA staff concurs with the SFMTA CAC's support of San Francisco's Transit First Policy. Staff believes that if implemented, this project will reduce the amount of "median parking" that currently occurs along Dolores Street from roughly 220 spaces to 110. It likewise increases visibility at intersections and facilitates increased access for emergency vehicles at midblock locations. While this project represents new formalized parking, the end result will be a change in decades of practice and fewer parking spaces, consistent with the direction the CAC would like to see. For these reasons, we believe that this project does support the Transit First Policy, and is therefore in line with the SFMTA's goals.
CAC Motion 170202.01	OCSC Motion 170110.01	To help address the FY17 and FY18 budget shortfall, the SFMTA CAC recommends that the SFMTA eliminate the 83x line.	Julie Kirschbaum	Complete	Thank you for this feedback. SFMTA staff agrees that this route is underutilized and is currently evaluating the Title VI implications, if any, of eliminating this route.
CAC Motion 170202.02	EMSC Motion 170125.01	Given the support of the community, The SFMTA CAC recommends that the SFMTA Board support the Palou Streetscape Project.	Felipe Robles	Complete	SFMTA staff is thankful for the CAC's time and consideration and appreciate their motion to support the Palou project.
CAC Motion 170302.01		The SFMTA CAC recommends that effective enforcement be made part of the plan for the new private transit vehicle regulations.	Alex Jonlin	Complete	Staff agrees with the CAC that effective enforcement should be a part of new private transit vehicle regulations. The proposed regulations would include administrative penalties for violations of permit terms, to be enforced by taxi investigators. Staff will also

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					explore other enforcement methods, including the use of data. While full compliance can't be achieved through citations alone, enforcement will be an important component of any new SFMTA regulations.
CAC 170406		The SFMTA CAC recommends that the SFMTA delete language in the report that assigns cause for San Francisco's housing issues and also delete language that assigns a cause for redevelopment of the Western Addition.	Roberta Boomer	Complete	The motion failed adoption.
CAC 170406	CAC	The SFMTA CAC recommends that advertising functions be excluded from information displays to ensure clarity of transit information.	Roberta Boomer	Complete	Chairman Weaver referred the motion to the FAC.
CAC MOTION 170406.01	OCSC Motion 170309.01	The SFMTA CAC recommends that the SFMTA stationless bicycle permit program include regulations for bike safety codes, ensures that the bicycles don't block the public right of way, and include a plan for enforcement.	Heath Maddox	Complete	The SFMTA appreciates the CAC's support.
CAC MOTION 170601.01	EMSC Motion 170517.01	The SFMTA CAC supports the donation of Cable Car 28 to the Rail Museum in Connecticut.	John Haley	Complete	Thank you. We appreciate your support.
CAC MOTION 170803.01		The SFMTA CAC recommends that the agency pilot Residential Parking Permit programs with one permit per licensed driver and two permits per household, as well as Residential	Hank Willson	Complete	SFMTA staff thanks the CAC and appreciates the recommendation. Staff plans to follow this recommendation and pilot the recommended policies.

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		Parking Permit programs which combine paid parking and free Residential Parking Permit parking in the same spaces, and develop a clear evaluation plan including specific metrics for success which include evaluating the results for parking space availability rates and the mix of resident and nonresident parking use.			
CAC MOTION 170803.02	OCSC MOTION 170711.01	The SFMTA CAC recommends that the SFMTA increase the number of Proof of Payment inspectors, as the current number is inadequate to the size and scope of the Muni system, both to prevent fare evasion and to provide additional visibility for the safety and security of passengers and employees.	Chris Grabarkiewctz Kathleen Zierolf	Complete	SFMTA staff agrees that Proof of Payment could use more staff to adequately provide customer service, safety, and fare inspection in the MUNI System. The moratorium on new positions directed by the Mayor is still in effect due to budgetary issues.
CAC MOTION 170803.03	OCSC MOTION 170711.02	The SFMTA CAC recommends that the SFMTA hire staff for effective enforcement of regulation of new areas of agency jurisdiction, such as private transit vehicles.	Kate Toran	Complete	The Private Transit Vehicle (PTV) permit program, if approved by the SFMTA Board, will include enforcement by Taxi Investigators for both parking and administrative violations. In addition to the Taxi Investigators, SFMTA's Parking Control Officers will continue to issue parking violations to PTV providers, as appropriate. The effectiveness of PTV enforcement duties are anticipated to be evaluated within 6-8 months of the program implementation to ensure adequate staffing levels.

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CAC MOTION 170907.01		The SFMTA CAC recommends that, both to maximize accessibility and encourage transit use, the SFMTA seek funding as soon as possible for a people mover in the proposed tunnel connecting the new Transbay Terminal to the Embarcadero BART/Muni station.	John Katz Joyce Oishi	Complete	<p>The moving walkway was removed from the BART/Muni Pedestrian Connector scope after a review of similar walkway lengths, including at SFO, the standards of the International Air Transportation Association, and average urban walking distances for major metropolitan cities such as New York and London. The BART/Muni Pedestrian Connector's length falls within the normal range for unassisted walkways.</p> <p>As the connecting tunnel will be built and funded through the Transbay Joint Powers Authority (TJPA), SFMTA will not be directly seeking funding for the people mover or the tunnel itself. However the SFMTA would fully support any funding requests from the TJPA to potential funding sources for the tunnel, as well as fully cooperate in the design, permitting and construction of the tunnel. The SFMTA also notes the strong support from the CAC that the people mover be included as a feature of the tunnel, but whether or not the people mover is included in the final design of the tunnel would be a decision of the TJPA board.</p>
CAC MOTION 170907.02		The SFMTA CAC recommends that the SFMTA develop a comprehensive plan for signage and other wayfinding measures to let Muni passengers arriving at the Mission Plaza know that buses in the outbound direction must be caught at the Bus Plaza.	John Katz Joyce Oishi	Complete	Thank you for your interest in this project. The SFMTA is working closely with the TJPA on a comprehensive wayfinding sign program for the transit center and the immediate area around it. Your recommendation to specifically provide signage at the Mission Plaza stop that buses discharging passengers there (the 38, 38R, 7

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					and 5/ 5R buses) will be picking up passengers at the bus plaza in the outbound direction is a good one, and staff will work to make that happen before the terminal opens for full service in spring 2018.
CAC MOTION 170907.03		The SFMTA CAC endorses the San Francisco Transportation Sector Climate Action Strategy and recommends that this program be advanced and promoted.	Tim Doherty	Complete	Thank you for the opportunity to present on the draft 2017 Transportation Sector Climate Action Strategy. Additionally, thank you for the endorsement and recommendation. The SFMTA and its partners look forward to advancing, promoting and implementing the Strategy in the years ahead.
CAC MOTION 171005.01 (Motion failed adoption)		The SFMTA CAC urges the SFMTA staff and Board of Directors to work with state legislators to introduce legislation aimed at establishing local regulatory authority over transportation network companies.	None	Complete	No response necessary. The motion failed adoption.
CAC MOTION 171005.02		The SFMTA CAC supports the SFMTA Government Affairs 2018 legislative program.	Jadie Wasilco	Complete	Thank you for the recommendation.
CAC MOTION 171005.03		The SFMTA CAC recommends that the SFMTA work with the City to establish a congestion charge for all private vehicles headed into the congested downtown core of San Francisco, including private automobiles, taxicabs, transportation network companies, and private shuttles.	Jadie Walisco	Complete	The Government Affairs team will look into this issue. We recommend the CAC review the San Francisco County Transportation Authority's Mobility, Access, and Pricing Study, to learn more about congestion pricing in San Francisco.  <a href="http://www.sfcta.org/mobility-access-and-pricing-study-about">http://www.sfcta.org/mobility-access-and-pricing-study-about</a>

