



Citizens' Advisory Council
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December 3, 2021

SFMTA Board of Directors
San Francisco Municipal Transportation Agency
One South Van Ness Avenue, Seventh Floor
San Francisco, California 94103-5417

Re: SFMTA CAC Recommendations

Dear Directors:

In our Citizens' Advisory Council meeting on December 2, 2021, the Council considered the following recommendations:

CAC MOTION 211202.02

The SFMTA CAC recommends that the current car-free route within Golden Gate Park be maintained, and that shared roads offer as much physical protection to individuals outside motor vehicles as possible.

CAC MOTION 211202.03

The SFMTA CAC encourages the agency to explore expanding full-time, 24/7 road closures as roadway 'shared spaces.'

CAC MOTION 211202.04

WHEREAS the SFMTA has an obligation to provide safe, consistent service to all riders, especially those most vulnerable (e.g., the disabled, elderly, women, and families)

WHEREAS the technical analysis presented by SFMTA staff supporting Option 1 and Option 3 for the J Church omits the following:

- Improvements in subway performance go far beyond removal of the J Church line:

- The dramatic reduction in ridership across all lines (~50%) inherently speeds up boarding and reduces station dwell time
- There is no “AM peak” service as downtown rush hour demand has yet to return and trains operate on roughly the same schedule for most of the day, another source of service reduction
- The recent subway shutdown of an unprecedented duration resulted in improvements to boost overall system reliability
- Even under the agency’s recently stated 30 trains/hour subway capacity limit, at least four (if not five) additional trains per hour could run **without overall performance degradation**
- The agency has not begun to roll out automated train control system (ATCS) improvements which should result in additional operational efficiencies in order to justify their cost

WHEREAS arguments presented by SFMTA staff significantly understate the public opposition to Option 1 (and by extension Option 3) of those surveyed (who are not exclusively J Church riders) in Summer 2021:

- A vast majority (68%) of those surveyed oppose making the forced transfer permanent
- Less than 22% of those surveyed support a permanent forced transfer
- Transfers *are* (vs. “can be”) challenging for riders with disabilities, 73% of whom found them difficult (68% of all surveyed found them difficult)
- Reducing transfer wait times **will not** fully address the concerns of riders, especially vulnerable communities

WHEREAS the proposed Option 3 for the J Church would be needlessly confusing for riders due to different bus and rail stops while providing inconsistent and poor overall service

WHEREAS the SFMTA CAC has received more than 300 individual letters and petitions with more than 500 signatures supporting Option 2

WHEREAS the safety and streetscape improvements proposed by the agency to address rider concerns—to be completed regardless of the J Church terminus—**would not begin to be permanently implemented until 2025 if at all** according to staff presentations

WHEREAS the SFMTA should work to increase transit ridership and J Church riders are already opting to not ride Muni due to the forced transfer

Be it RESOLVED that the SFMTA Citizens Advisory Council RECOMMENDS the SFMTA:

- For the purposes of the December 7, 2021, SFMTA Board meeting, return the J-Church line to the subway for all-day service. (Given the three options presented to the SFMTA Board of Directors, this would mean choosing Option 2.)

- Expedite the permanent safety and streetscaping improvements at Market and Church Streets, including but not limited to the construction of an elevator on the south side of said intersection.
- Explore additional options for J Church service to downtown as future conditions warrant, as part of an overall Muni rail plan presented to the CAC and the public for input and consideration.
- Expedite plans to replace the ATCS and revise said plans to include the J Church in the subway.

CAC MOTION 211202.05

The SFMTA CAC supports the bus network improvements and restorations included in the 2022 Muni Service Plan, given that there will be consideration of additional service restoration in 2022 as conditions warrant.

CAC MOTION 211202.06

The SFMTA CAC requests that:

- The SFMTA adjusts its frequency guide online and at transit stops to provide more detailed frequency of routes than the current "Day" and "Owl," given that many lines see a reduction in frequency starting around 8:00 pm.
- The SFMTA once again provides the frequency of routes on route pages on its website, e.g. [sfmta.com/routes/1](https://www.sfmta.com/routes/1)

It is the opinion of the SFMTA Citizens' Advisory Council that the proposed recommendations would be of significant benefit to the citizenry of San Francisco and the San Francisco Municipal Transportation Agency.

Sincerely,



For

Michael Chen, Chair
SFMTA Citizens' Advisory Council

cc: SFMTA Citizens' Advisory Council