



SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
CITIZENS' ADVISORY COUNCIL

MINUTES

December 2, 2021

WATCH: (link can be found online <https://www.sfmta.com/calendar/citizens-advisory-council-cac-regular-meeting-december-2-2021>)

PUBLIC COMMENT CALL-IN: (415) 915-0757 | Conference ID: 589 180 11#

REGULAR MEETING
5:30 P.M.

COUNCIL MEMBERS

Michael Chen (Chair), Aaron Leifer (Vice Chair),
Chris Arvin, Sascha Bittner, Queena Chen, Steve Cornell, John Lisovsky, Obai Rambo, Karim Salgado, Yensing Sihapanya, Susan Vaughan, Dorris Vincent, and Frank Zepeda

COUNCIL LIAISON
Christine Silva

COUNCIL SECRETARY
Keka Robinson-Luqman

Due to the COVID-19 health emergency and to protect our Council Members, SFMTA staff, and members of the public, the SFMTA Meeting Room (Union Square Conference Room) is closed.

Members of the public are encouraged to participate remotely. If you want to ensure your comment on any item on the agenda is received by the Council in advance of the meeting, please send an email to CAC@sfmta.com by 5 p.m. on Wednesday, December 1st, or call (415) 646-2388.

ORDER OF BUSINESS

1. Call to Order

Chair Chen called the meeting to order at 5:33 p.m.

2. Roll Call

CAC members present at Roll Call: Chris Arvin, Michael Chen, Stephen Cornell, Aaron Leifer, John Lisovsky, Yensing Sihapanya, Susan Vaughan, Dorris Vincent, and Frank Zepeda

CAC members absent at Roll Call: Sascha Bittner and Queena Chen

CAC members absent with notification: Karim Salgado

CAC members absent without notification: Obai Rambo

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

No announcement was made.

4. Approval of Minutes:

No public comment.

On motion to approve the minutes of November 4, 2021:

ADOPTED: AYES –Chris Arvin, Michael Chen, Queena Chen, Stephen Cornell, Aaron Leifer, John Lisovsky, Yensing Sihapanya, Susan Vaughan, Dorris Vincent, and Frank Zepeda

ABSENT – Sascha Bittner, Obai Rambo, and Karim Salgado

5. Report of the Chair (For discussion only)

Chair Chen surveyed the Council to see if they would be available for the regular CAC meeting on January 6th. He also reported on upcoming agenda items.

PUBLIC COMMENT:

Edward Mason suggested that the CAC meetings be rescheduled to align with the San Francisco County Transportation Authority Expenditure Plan Advisory Committee (EPAC) meetings.

David Pilpel suggested discussing public outreach and he strongly encouraged listing all the upcoming items on the agenda regardless of whether they are scheduled.

6. Public Comment:

Ken Koblenzer discussed Lake Street as a continuing slow street. There is a group that wants Lake Street to reopen because they claim it has created a large gridlock on California Street. Slow Lake Street is wonderful, and he hopes it stays forever.

Edward Mason expressed concern regarding the placement of the bicycle loops on the sidewalks. The one at Eighth and Mission streets inbound has been removed. They are right at the curb and are an impediment to boarding transit.

REGULAR CALENDAR

7. Presentation, discussion, and possible action regarding findings under new state urgency legislation to allow remote meetings during the COVID-19 emergency; continuing remote meetings for the next 30 days; and directing the Council Secretary to agendize a similar resolution at a council meeting within 30 days. (Explanatory documents include a resolution.)

No public comment.

CAC MOTION 211202.01

WHEREAS, California Government Code Section 54953(e) empowers local policy bodies to convene by teleconferencing technology during a proclaimed state of emergency under the State Emergency Services Act so long as certain conditions are met; and

WHEREAS, In March 2020, the Governor of the State of California proclaimed a state of emergency in California in connection with the Coronavirus Disease 2019 (COVID-19) pandemic, and that state of emergency remains in effect; and

WHEREAS, On February 25, 2020, the Mayor of the City and County of San Francisco (the City) declared a local emergency, and on March 6, 2020, the City's Health Officer declared a local health emergency and both those declarations also remain in effect; and

WHEREAS, On March 11 and March 23, 2020, the Mayor issued emergency orders suspending select provisions of local law, including sections of the City Charter, that restrict teleconferencing by members of policy bodies; those orders remain in effect, so City law currently allows policy bodies to meet remotely if they comply with restrictions in State law regarding teleconference meetings; and

WHEREAS, On September 16, 2021, the Governor signed AB 361, a bill that amends the Brown Act to allow local policy bodies to continue to meet by teleconferencing during a state of emergency without complying with restrictions in State law that would otherwise apply, provided that the policy bodies make certain findings at least once every 30 days; and

WHEREAS, While federal, State, and local health officials emphasize the critical importance of vaccination and consistent mask-wearing to prevent the spread of COVID-19, the City's Health Officer has issued at least one order (Health Officer Order No. C19-07y, available online at www.sfdph.org/healthorders) and one directive (Health Officer Directive No. 2020-33i, available online at <http://www.sfdph.org/directives>) that continue to recommend measures to promote physical distancing and other social distancing measures,

such as masking, in certain contexts; and

WHEREAS, The California Department of Industrial Relations Division of Occupational Safety and Health (Cal/OSHA) has promulgated Section 3205 of Title 8 of the California Code of Regulations, which requires most employers in California, including in the City, to train and instruct employees about measures that can decrease the spread of COVID-19, including physical distancing and other social distancing measures; and

WHEREAS, Without limiting any requirements under applicable federal, state, or local pandemic-related rules, orders, or directives, the City's Department of Public Health, in coordination with the City's Health Officer, has advised that for group gatherings indoors, such as meetings of boards and commissions, people can increase safety and greatly reduce risks to the health and safety of attendees from COVID-19 by maximizing ventilation, wearing well-fitting masks (as required by Health Officer Order No. C19-07), using physical distancing where the vaccination status of attendees is not known, and considering holding the meeting remotely if feasible, especially for long meetings, with any attendees with unknown vaccination status and where ventilation may not be optimal; and

WHEREAS, On July 31, 2020, the Mayor issued an emergency order that, with limited exceptions, prohibited policy bodies other than the Board of Supervisors and its committees from meeting in person under any circumstances, so as to ensure the safety of policy body members, City staff, and the public; and

WHEREAS, The SFMTA Citizens' Advisory Council has met remotely during the COVID-19 emergency and can continue to do so in a manner that allows public participation and transparency while minimizing health risks to members, staff, and the public that would be present with in-person meetings while this emergency continues; and

WHEREAS, On September 27, 2021, the SFMTA, under authority delegated by the Planning Department, determined that the AB 361 findings described above are not a "project" under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Citizens' Advisory Council and is incorporated herein by reference;

WHEREAS, On October 14, 2021, in Recommendation No. 211014-117, the Council adopted the recommended findings allowing it to continue to meet remotely for 30 days; now, therefore, be it

RESOLVED, That SFMTA Citizens' Advisory Council finds as follows:

1. As described above, the State of California and the City remain in a state of emergency due to the COVID-19 pandemic. At this meeting, the Council has reconsidered the circumstances of the state of emergency.
2. As described above, State and City officials continue to recommend measures to promote physical distancing and other social distancing measures, in some

settings.

3. As described above, because of the COVID-19 pandemic, conducting meetings of this body and its committees in person would present imminent risks to the safety of attendees, and the state of emergency continues to directly impact the ability of members to meet safely in person; and, be it further

RESOLVED, for at least the next 30 days, meetings of the SFMTA Citizens' Advisory Council and its committees will continue to occur exclusively by teleconferencing technology (and not by any in-person meetings or any other meetings with public access to the places where any policy body member is present for the meeting). Such meetings of the Council and its committees that occur by teleconferencing technology will provide an opportunity for members of the public to address this body and its committees and will otherwise occur in a manner that protects the statutory and constitutional rights of parties and the members of the public attending the meeting via teleconferencing; and, be it further

RESOLVED, That the Council Secretary is directed to place a resolution substantially similar to this resolution on the agenda of a future meeting of The SFMTA Citizens' Advisory Council within the next 30 days. If the Council does not meet within the next 30 days, the Council Secretary is directed to place such a resolution on the agenda of the next meeting of the Council.

On motion to approve:

ADOPTED: AYES –Chris Arvin, Michael Chen, Queena Chen, Stephen Cornell, Aaron Leifer, John Lisovsky, Susan Vaughan, Dorris Vincent, and Frank Zepeda

ABSENT – Sascha Bittner, Karim Salgado, Yensing Sihapanya, and Obai Rambo

8. Presentation, discussion, and possible action regarding JFK Drive. (Christopher Kidd, Deputy Program Manager, Golden Gate Park Access & Safety Program. Explanatory documents include a slide presentation.)

Christopher Kidd, Deputy Program Manager, Golden Gate Park Access & Safety Program, and Taylor Emerson, Manager, Strategic Planning at San Francisco Recreation and Parks Department presented the item.

PUBLIC COMMENT:

Pi Ra stated that the shuttle needs to be improved. Currently, it is not accessible for people with disabilities and seniors. Equity is also an issue. It needs to be accessible for people in the Bayview.

Cliff Bargar stated that it would be a shame to lose the 24/7 tranquility that currently exists in Golden Gate Park.

Ken Koblenzer stated that as a disabled senior, car-free JFK works fine for him. It would be good to have a link between Sunset and Chain of Lakes at least in one direction. Preferably southbound.

David Pilpel stated that the slide presentation should have had page numbers. He is unclear on who decided to close JFK during Covid and on what authority. The 21 Hayes should be extended as a trolley coach into Golden Gate Park.

Eric Rozell expressed support for the closure of JFK Drive, but accessibility needs to be addressed more.

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.

Members of the public expressing support: Cliff Bargar

On motion to approve:

ADOPTED: AYES –Chris Arvin, Sascha Bittner, Michael Chen, Aaron Leifer, John Lisovsky, Yensing Sihapanya, Susan Vaughan, Dorris Vincent, and Frank Zepeda

NAYES – Stephen Cornell

ABSENT – Queena Chen, Karim Salgado and Obai Rambo

9. Presentation, discussion, and possible action regarding the Customer Information System (CIS) update. (Kharima Mohamed, Public Information Officer & Jason Lee, Project Manager, Customer Information System. Explanatory documents include a slide presentation.)

Jason Lee, Project Manager, Customer Information System presented the item.

PUBLIC COMMENT:

David Pilpel stated that he would like to see the view map function from NextBus restored. He asked if all the shelters will need hardware changes if the push-to-talk buttons are moved and suggested regional coordination through an app coordinated by the Metropolitan Transportation Commission instead of an SFMTA-only app.

10. Presentation, discussion, and possible action regarding the Administration, Operations, and Customer Service Committee (AOCSC) report and recommendations.

AOCSC Motion 211118.01

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

CAC MOTION 211202.03

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

On motion to approve:

ADOPTED: AYES –Chris Arvin, Sascha Bittner, Michael Chen, Stephen Cornell, Aaron Leifer, John Lisovsky, Susan Vaughan, Yensing Sihapanya, Dorris Vincent, and Frank Zepeda

ABSENT – Queena Chen, Obai Rambo, and Karim Salgado

AOCSC Motion 211118.02

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 by extension 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**
- Many subways/metro light rails around the world run multiple lines on the same trackway (e.g., New York, London, Tokyo, Chicago, Los Angeles) at rates higher than 30 trains/hour
- 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 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 211202.04

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.

Members of the public expressing support: Kathy Setian, Elissa Matross, Anastasia Yovanopoulos, Peter Straus, Karen Kennard, Jaime Vilorio, Edward Mason, Michael S., David Pilpel, Pi Ra, and Ruth M.

On motion to approve:

ADOPTED: AYES –Chris Arvin, Sascha Bittner, Michael Chen, Stephen Cornell, Aaron Leifer, John Lisovsky, Yensing Sihapanya, Susan Vaughan, Dorris Vincent, and Frank Zepeda

ABSENT – Queena Chen, Obai Rambo, and Karim Salgado

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.

Members of the public expressing support: David Pilpel

On motion to approve:

ADOPTED: AYES –Chris Arvin, Sascha Bittner, Michael Chen, Stephen Cornell, Aaron Leifer, John Lisovsky, Yensing Sihapanya, Susan Vaughan, Dorris Vincent, and Frank Zepeda

ABSENT – Queena Chen, Obai Rambo, and Karim Salgado

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

Members of the public expressing support: David Pilpel

On motion to approve:

ADOPTED: AYES –Chris Arvin, Sascha Bittner, Michael Chen, Stephen Cornell, Aaron Leifer, John Lisovsky, Yensing Sihapanya, Susan Vaughan, Dorris Vincent, and Frank Zepeda

ABSENT – Queena Chen, Obai Rambo, and Karim Salgado

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

None.

ADJOURN- The meeting was adjourned at 9:47 p.m.

Submitted by:

