



SFMTA
Municipal
Transportation
Agency

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
CITIZENS' ADVISORY COUNCIL**

OPERATIONS AND CUSTOMER SERVICE COMMITTEE

MINUTES

**Tuesday, June 14, 2016
1 South Van Ness Avenue, 7th Floor
Noe Valley Conference Room, #7075**

**REGULAR MEETING
3:30 P.M.**

**COMMITTEE MEMBERS
Mark Ballew, Chairman
Joan Downey
Daniel Murphy**

**COUNCIL LIAISON
Roberta Boomer**

**COUNCIL SECRETARY
Keka Robinson-Luqman**

ORDER OF BUSINESS

1. Call to Order

Chairman Ballew called the meeting to order at 3:30 p.m.

2. Roll Call

OCSC members present at Roll Call: Mark Ballew and Joan Downey

OCSC members absent at Roll Call: Daniel Murphy

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

CAC Secretary Robinson-Luqman made the announcement.

4. Approval of Minutes

No public comment.

On motion to approve the minutes of April 12, 2016:

ADOPTED: AYES – Mark Ballew and Joan Downey

ABSENT – Daniel Murphy

5. Report of the Chairman (For discussion only)

No report.

6. Public Comment

No public comment.

REGULAR CALENDAR

7. Presentation, discussion and possible action regarding proposed changes to the signal timing on Market Street. (Britt Tanner, Senior Engineer and Tony Young, Associate Engineer. No explanatory documents.)

Tony Young presented the item. He stated that the goals for signal timing are to reduce transit travel times, make transit more reliable, and improve pedestrian safety. The work was implemented over the weekend of May 21st and 22nd. Because the changes were implemented only two weeks ago, there is not enough data to make any solid conclusions on whether the signal retiming has had a positive or negative impact.

No public comment.

8. Presentation, discussion and possible action regarding the naming policy for the Richmond Express buses. (Sean Kennedy, Manager, Muni Forward. No explanatory documents.)

Sean Kennedy discussed ways to differentiate express buses from regular buses so as not to confuse passengers. He stated that the SFMTA has not changed the color or naming structure of bus lines since the '80s when the head signs were curtain rolls and had a color differential. Although the issue doesn't come up often, the SFMTA will look into those issues and see if any tweaks or changes can be made.

No public comment.

9. Presentation, discussion and possible action regarding the F-Line extension to Fort Mason. (Darton Ito, Acting Planning Director. Explanatory documents include a slide presentation.)

Paul Bignardi, Principal Planner, discussed proposed route extension alignment, design issues, and challenges of the project. He stated that the modeling outcome of proposed service showed an increase of only 1,640 new passengers, which was very low in comparison to other SFMTA capital project concepts—all of which are competing for scarce funding. The project is estimated to cost \$60 million.

Craig Raphael, Senior Transportation Planner, discussed funding issues. He stated that it is challenging to find funding for this project to compete with other higher priority projects. There are improvements on the way for both the F Line and the E Line. The SFMTA will be rolling out ticket vending machines as a customer service enhancement and adding an additional turn-back loop as part of the Better Market Street project.

PUBLIC COMMENT:

Rich Hillis, Executive Director of Fort Mason Center, expressed support for the F Line extension project. Many arts and cultural organizations call the Fort Mason Center home. The biggest challenge of these organizations is getting visitors and employees to the Center. He stated that they have consistently advocated for better transit to Fort Mason Center. The area is not well served and they continue to support the project and other transit enhancements.

Jim Chappell stated that 1.2 million people visited Fort Mason Center in 2015. There are 250 employees who work there. The patronage projections were done based on Planning Department data showing Fort Mason Center as "green" with no jobs. That data is faulty. The F Line extension is the smallest of Muni's rail extension projects. It wouldn't compete with other projects. The SFMTA should review the numbers and make the project a high priority.

Rick Laubscher, President, Market Street Railway, stated that Fort Mason Center is growing. The 2009 data was prepared by a company that was fired by the National Parks Service for slipshod work. Market Street Railway objected to the data at the time as inadequate. There is a minimum of 4,500 people visiting Fort Mason Center each day. 1,640 new users makes no sense. He asked for the data be revisited and updated numbers be used. The footprint of the waterfront needs to be expanded. Because Fort Mason is federal land, they do not have the

restrictions on usage that City piers do. There are a lot of reasons why this is a strong investment in the future.

OCSC Motion 160614.01

The SFMTA CAC recommends that the SFMTA proceed with planning and engineering work for the streetcar extension to Fort Mason, and that SFMTA revisit ridership projections for the project based on recent and projected changes in use of space at Fort Mason as well as non-commute events that occur at Fort Mason, as well as the increase in ridership anticipated by upgrading to a particularly popular mode of transit as observed with the upgrade to historic streetcars on Market Street.

PUBLIC COMMENT:

Members of the public expressing support: Rick Laubscher and Rich Hillis.

On motion to approve:

ADOPTED: AYES – Mark Ballew, Joan Downey, and Daniel Murphy

10. Committee Members' request for information. (For discussion only)

Joan Downey inquired why, even though the state has designated Waller Street an arterial street, the SFMTA continues to consider it an arterial street when it clearly is not.

ADJOURN - The meeting was adjourned at 4:50 p.m.

Submitted by:



Keka Robinson-Luqman
SFMTA CAC – Secretary

Next regular meeting: Tuesday, August 9th at 3:30 p.m.
1 South Van Ness Avenue, 7th Floor, Noe Valley Conference Room #7075