

**S. F. Municipal Transportation Agency Citizens' Advisory Council**  
**City & County of San Francisco**  
**RECOMMENDATIONS / MOTIONS – 2020**

REFERENCE NUMBER	COMMITTEE NAME	MOTION / RECOMMENDATION	STAFF RESPONSIBLE	STATUS	RESPONSE
CAC MOTION 200206.01	EMSC Motion 200122.01	The SFMTA CAC encourages the SFMTA Board to adopt the Bayview Community Based Transportation Plan.	Christopher Kidd	Complete	Thank you to the SFMTA CAC, and especially to the members of the EMSC, for their support of the Bayview Community Based Transportation Plan
CAC MOTION 200305.02	FAC Motion 200220.01	<p>The SFMTA CAC recommends that the SFMTA leverage the MuniMobile platform to address interim fare flexibility shortcomings in the Clipper platform. Specifically, the SFMTA should investigate adding the following functionality to MuniMobile:</p> <ul style="list-style-type: none"> <li>○ \$5 daily fare caps, or the amount equivalent to the single-day (non-cable car) passport fare</li> <li>○ Free transfers between cable car lines</li> <li>○ "Family max" fares for cable cars</li> <li>○ NFC payment functionality, specifically Apple Pay</li> </ul>	Leo Levenson	Complete	Noted. We will take these ideas into consideration. Please be aware that we expect to be migrating our MuniMobile application to a new platform over the next year and we do not expect to be able to complete any significant new programming until that migration is complete.
CAC MOTION 200402.01		The SFMTA CAC recommends that the FY21 and FY22 operating and Capital Consolidated Budget Proposed as presented to the CAC on April 2, 2020 be adopted.	Leo Levenson	Complete	Thank you for your support.
CAC MOTION 200604.01		Given the SFMTA's vital role in supporting the City's response to the pandemic, and given the major changes to mass transit schedules and routes to support the need for social distancing, the SFMTA CAC recommends that the SFMTA	Shawn McCormick	Complete	Sidewalk enforcement is enforced both by citizen requests and officers observations in the field. PCO's continue to support the pandemic response and have prioritized PCO deployment based on Emergency Operations Center (EOC) and the

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		establish a policy of making proactive sidewalk parking enforcement, on sight and without citizen request, a top priority for PCOs, given the difficulty for pedestrians in maintaining social distancing on sidewalks where illegally parked cars are encroaching onto pedestrian space.			SFMTA's Department Operations Center (DOC).
CAC MOTION 200604.02		The SFMTA CAC endorses the Slow Streets program and recommends that the SFMTA continue to implement new Slow Streets throughout the City.	Kate McCarthy	Pending	
CAC MOTION 200604.03		The SFMTA CAC recommends that the SFMTA prioritize creating Slow Streets in high-density neighborhoods that do not have much square footage of open space per resident such as Lower Nob Hill, the Tenderloin, Ingleside, Chinatown, and South of Market.	Kate McCarthy	Pending	
CAC MOTION 200604.04		The SFMTA CAC recommends that the SFMTA share how streets are considered for eligibility for Slow Streets, including factors like bicycle infrastructure and fire department access. The CAC also recommends that the SFMTA overlays these factors onto a city map so that the public understands why a street is a good or poor choice to be a slow street. The CAC recommends that this information is shared to the public on the SFMTA	Kate McCarthy	Pending	

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		Slow Streets webpage.			
CAC MOTION 200604.05		The SFMTA CAC recommends that the SFMTA swiftly install temporary transit lane treatments to keep core transit service running quickly and efficiently.	Kate McCarthy	Pending	
CAC MOTION 200604.06		The CAC recommends that any temporary increases in transit priority lanes and bike lanes should be prioritized with economic recovery and human flourishing as the determining factors.	Kate McCarthy	Pending	
CAC MOTION 200604.07		The SFMTA CAC urges the SFMTA to enhance efforts to increase public participation, especially from underserved communities in selecting locations for Slow Streets and inform the public about adoption of Slow Streets.	Kate McCarthy	Pending	
CAC MOTION 200604.08		The SFMTA CAC urges the SFMTA to enhance public participation in creating temporary transit-only lanes to better inform the public about the adoption of such lanes.	Kate McCarthy	Pending	
CAC MOTION 200709.01		Whereas the J-Church and the K-Ingleside are crucial lines that serves historic commercial corridors, and whereas passengers of the K-Ingleside streetcar currently board and alight on outdated boarding islands that cannot accommodate two-car boarding of modern Light	Emily Williams	Pending	

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		Rail Vehicles and in order to ensure the optimal capacity of the newly interlined L-K streetcar line, the SFMTA CAC recommends that the SFMTA institute bus shuttle substitutes for the K-Ingleside and J-Church until rail service returns and to expedite its planned project to lengthen the streetcar boarding islands of Ocean Avenue.			
CAC MOTION 200709.03		The SFMTA CAC supports the planned rail service restoration with the caveat that the agency provides a detailed plan to help ensure proper social distancing and cleaning in subways and on trains.	Emily Williams	Pending	
CAC MOTION 200709.04		The SFMTA CAC endorses the plan to trial realigning the subway lines to encourage greater efficiency and minimize time in the subway. However, if or when passengers must wait more than 10 minutes for a scheduled transfer between streetcar service (J, K-L) and tunnel service (M-T, S), the L-K and J lines should enter the tunnel and terminate at Embarcadero station. This will improve rider experience, operational stability, and service consistency.	Emily Williams	Pending	

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