

**S. F. Municipal Transportation Agency Citizens' Advisory Council  
City & County of San Francisco  
Information/Presentation Requests Matrix – 2021**

Reference Number	By	Request	Staff Responsible	Status	Response
210122.01 (Email)	Sue Vaughan	How many MTA staff have tested positive for coronavirus that the MTA is aware of?	Inside SFMTA Covid-19 & Agency updates All Staff email 2/4/21	Complete	To date, 231 staff have tested positive for COVID-19 with over half having been reported since Thanksgiving which mirrors the larger society surge. The 231 employees testing positive represents about 3.9% of our total staff. This is consistent with regional infection rates, and well below the statewide infection rate of about 8.25%. Again, please continue to take personal ownership for physical distancing and mask/face covering usage and facility cleaning.
210122.02 (Email)	Sue Vaughan	How much SFMTA work time has been lost due to staff contracting the coronavirus?	Kimberly Ackerman	Pending	
210122.03 (Email)	Sue Vaughan	How many staff deaths due to the coronavirus have there been that the MTA is aware o	Kimberly Ackerman	Pending	
210122.04 (Email)	Sue Vaughan	At the January 19, 2021 MTA Board of Directors meeting, Item 11, staff mentioned that the vehicle code created an exemption for paratransit and "blood" vehicles (those transporting blood) to operate in transit-only lanes. What is this vehicle code exception?	Ricardo Olea	Complete	California Vehicle Code Section 21655.5 <a href="https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=VEH&amp;sectionNum=21655.5">https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=VEH&amp;sectionNum=21655.5</a> .
210122.05 (Email)	Sue Vaughan	What laws govern charging fees and/or taxing private buses for access to red lanes and other transit-only lanes?	Ricardo Olea	Complete	There are no laws that would allow the city to tax certain users to be able to use a transit only lane. If the Agency were to device a lane usage permit system, the Agency could only charge a fee to recover the costs to administer that program.
210122.06 (Email)	Sue Vaughan	Is the SFMTA currently considering instituting a charge or tax for private bus access to red lanes?	Ricardo Olea	Complete	No.

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210126.01 (Email)	Neil Ballard	How are planners and engineers assigned to projects at SFMTA? For example, are certain planners assigned to schools, while others are assigned to hospitals and medical centers? Are planners and engineers ever assigned by district, neighborhood, or geographic location?	Sarah Jones	Pending	
210129.01 (Email)	John Lisovsky	What is the annual operating cost of the cable cars and the historic streetcars? How much fare revenue do they bring in? And is there some estimate of the economic activity they bring to the local economy via tourism?	Emily Williams	Pending	
210201.01 (Email)	Aaron Leifer	Why was service pulled from the inbound N-bus stop at Church/14th Streets? Considering that the Market Street busses (KLM) are frequently overcrowded by COVID standards, and often experience larger-than-planned service gaps, it makes sense to have another option to get downtown. Since restoring this stop wouldn't deviate the N bus, is there a business reason not to re-instate this stop?	Sean Kennedy	Pending	
210202.01 (Email)	Chris Arvin	How many fare evasion citations have been issued between the reinstatement of them on December 1st, 2020, and the latest data available? How many of those fare evasion citations have been paid?	Kimberly Burrus	Pending	

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210202.02 (Email)	Chris Arvin	On each individual Muni route in which fare evasion citations have been issued since December 1st, 2020, how many fare evasion citations have been issued since then?	Kimberly Burrus	Pending	
210202.03 (Email)	Chris Arvin	What is the estimated or actual cost of running the fare inspection program in its current capacity?	Kimberly Burrus	Pending	
210202.04 (Email)	Chris Arvin	Are there any estimates of how compliance has changed since the reinstatement of fare evasion citations on December 1st, 2020?	Kimberly Burrus	Pending	
210202.05 (Email)	Chris Arvin	What is the most recent count of the number of transit (bus, light rail, etc.) operators employed by the SFMTA?	Cecilia Martinez-Rios	Pending	2,475
210202.06 (Email)	Chris Arvin	How many of SFMTA's transit operators or transit operator hours are currently assigned to other tasks, either part-time or full-time, which could potentially be returned to operating transit service? For example, this would include operators currently service as ambassadors as opposed to operating transit service.	Emily Williams	Pending	
210204.01 (Email)	Karim Salgado	Can I get a list of the properties that SFMTA owns and that could be used to be developed into housing?	Jonathan Rewers	Pending	
210204.02	Neil Ballard	What enforcement has taken place regarding the over 100 complaints to 311 regarding	Shawn McCormick	Complete	The specific location by the grocery store has been problematic and people move quickly when we approach.

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		double and triple parking on Keith and Thomas streets?			We have citations for double parking on these two streets. The numbers don't match the number of calls as people move quickly when we approach to avoid receiving a citation.
210204.03	Neil Ballard	What is the timeline for deciding which Slow Streets will remain and which ones will go away and when will those decisions begin to be implemented?	Shannon Hake	Complete	<p>We recently released a blog post on this very topic here: <a href="https://www.sfmta.com/blog/slow-streets-path-permanence">https://www.sfmta.com/blog/slow-streets-path-permanence</a></p> <p>We're currently preparing evaluation materials for all temporary Slow Streets to determine the level of support among residents for a permanent designation. Surveys to residents living within ¼ mile of a Slow Street will be sent in March and we'll analyze the results in April. By the early summer, we'll be back to the MTA Board of Directors with a list of potential Slow Streets that are recommended for permanence beyond the pandemic. We'd then follow up with community outreach processes in those neighborhoods later this year and in 2022.</p>
210204.04	John Lisovsky	What does it cost annually to operate the cable cars, and how much income do they generate? What does it cost annually to operate the historic street cars and how much annual income do they generate?	Cecilia Martinez-Rios	Pending	
210204.05 (Email)	Sue Vaughan	Thank you for your response to RFI 201203.01. How many metered parking spaces have been converted into Lyft bicycle stations?	Adrian Leung	Complete	We don't have readily available data for this, primarily because when we permit stations, we focus on linear footage of curb space, not whether they are metered, RPP, or unmetered. This is part of an overall agency strategy to

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					<p>treat curb space as a resource beyond basic car storage, with more uses, including bus zones, loading zones, parklets, bikeshare stations, bike parking corrals, bulbouts, and now shared spaces.</p> <p>When stations go through our legislative process, we don't record metered space removal. This <i>has</i> led to questions about the effect on parking revenue from the implementation of bikeshare revenue. It's instructive to know that our own Curb Management group, which handles meters, permits, loading zones, and other uses, has firmly stated that bikeshare stations are the <u>most valuable</u> possible use of our curb space.</p> <p>Still, I can try and provide a very approximate estimate. We currently have about ~250 stations in SF, and many of them are at general grey curb without meters, or off-street on sidewalks. For a generous assumption, we could assume 75% of stations are in metered areas (~180 stations). If the average station is 60ft, then this adds up to 540 metered spaces across the city which has upwards of 275,000 spaces. 10% of which are metered. So, the impact to metered parking is &lt;2%. With these numbers, the impact to overall parking is less than .2%</p> <p>Finally, to translate this into parking revenue impact, the SFMTA engages in dynamically priced parking, which</p>

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					means meters are priced corresponding to supply and demand. A drop in the meter supply could lead to higher prices if driving demand stays the same. Keep in mind the benefit of bikeshare, the main goal behind it, is mode shift, providing more people with an alternative option to NOT have to drive. So, bikeshare affects both supply AND demand. If we're successful, any parking spaces we replace will be offset by folks being able to travel to that area with bikeshare. This means it's hard to gauge any station's independent impact on revenue.
210204.06 (Email)	Sue Vaughan	Thank you for your response to RFI 190905.03. How much has the SFMTA spent on construction permits for dock-based bicycle stations?	Adrian Leung	Complete	For this latest expansion effort, starting in 2017, we've paid approximately \$70K to Public Works for construction-related permits, corresponding to our current ~250 stations. This has been completely covered by profit-sharing with the system, along with fees collected in contract agreements for Liquidated Damages based on operator performance.  Bay Wheels covers all other construction costs, in addition to operations and hardware for the entire system.
210204.07 (Email)	Sue Vaughan	Thank you for your response to RFI 201203.03. What law or laws permit the SFMTA to charge market rate for use of curbs?	Hank Willson	Complete	Since this is a question about law, it might be better directed to the City Attorney. But the main CA provision that governs fees charged by local governments is the CA Constitution, Article XIII C (the relevant update was Proposition 26 from 2010).
210204.08 (Email)	Sue Vaughan	Regarding Better Market Street: How much of a "done deal" is the forced right turns for	Britt Tanner Cristina Olea	Pending	

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		taxis? Did you consider allowing taxis to use the red lane on a trial basis to see if it would work?			
210204.09 (Email)	Sue Vaughan	Regarding Better Market Street: When will it be implemented? Why are you forcing taxis to turn off Market Street before Muni service returns to pre-pandemic levels?	Britt Tanner Cristina Olea	Pending	
210204.10 (Email)	Sue Vaughan	Regarding Better Market Street: Would it be possible to allow taxis to drive straight through on Market during off-hours?	Britt Tanner Cristina Olea	Pending	
210204.11 (Email)	Sue Vaughan	Regarding Better Market Street: It will be difficult to flag a taxi on Market Street. Will anything be done to make it easier for residents and visitors to understand this (and not blame taxis) and tell them how to get a taxi?	Britt Tanner Cristina Olea	Pending	
210204.12 (Email)	Sue Vaughan	Regarding Better market Street: Will it be possible to undo the forced right turns for taxis if the bicycle lane is built later?	Britt Tanner Cristina Olea	Pending	
210204.13 (Email) Presentation request	Sue Vaughan	I request a presentation on the SFMTA's plans to convert its rubber-tire fleet to clean air vehicles.	Keka Robinson-Luqman	Pending	
210204.14 (Email) Presentation request	Sue Vaughan	I request a presentation on the SFMTA's plans and preparations for the reopening of public schools when that happens.	Keka Robinson-Luqman	Pending	

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210208.01 (Email)	Chris Arvin	I'd like to know what the status is of upgrading stops which are marked only by yellow and black paint to have signs with full route names. This 2015 article, containing a quote from Julie Kirschbaum, indicated that these upgrades were at one point in progress: <a href="https://sf.streetsblog.org/2015/04/23/muni-s-yellow-pole-markings-at-transit-stops-will-be-replaced-by-real-signs/">https://sf.streetsblog.org/2015/04/23/muni-s-yellow-pole-markings-at-transit-stops-will-be-replaced-by-real-signs/</a>	Cecilia Martinez-Rios	Pending	
210209.01 (Email)	Chris Arvin	I'd like to understand the cost of bringing back additional bus lines. An estimate is fine – as a specific example, I'd be curious what the cost would be to bring back the 31 Balboa line.	Cecilia Martinez-Rios	Pending	
210223.01 (Email)	Neil Ballard	I have noticed in two recent outreach surveys that the Ingleside neighborhood is lumped in with surrounding neighborhoods—in a survey gauging interest in Slow Streets, Ingleside was included in "Oceanview/Parkside" and on the Vision Zero SF Action Strategy Update survey, the closest neighborhood to Ingleside is Oceanview. Is there a reason that Ingleside is not an available neighborhood to select for these and other survey	Shannon Hake	Complete	This may be a question for SF Planning. The Ingleside neighborhood isn't formally recognized by the SF Planning Neighborhoods Map, and that map is what we use for our SFMTA project boundaries. You can see the map here: <a href="https://sfplanning.org/resource/neighborhood-group-organizations">https://sfplanning.org/resource/neighborhood-group-organizations</a> and there's some contact information on that page for a planner who may be able to help.
				Pending	



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