



SFMTA
Municipal
Transportation
Agency

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS AND
PARKING AUTHORITY COMMISSION**

MINUTES

Tuesday, February 3, 2015
San Francisco Hall of Flowers Auditorium
1199 9th Avenue

SPECIAL MEETING
9 A.M.

SFMTA BOARD OF DIRECTORS

Tom Nolan, Chairman
Cheryl Brinkman, Vice Chairman
Gwyneth Borden
Malcolm Heinicke
Joél Ramos
Cristina Rubke

Edward D. Reiskin
DIRECTOR OF TRANSPORTATION

Roberta Boomer
SECRETARY

ORDER OF BUSINESS

1. Call to Order

Chairman Nolan called the meeting to order at 9:02 a.m.

2. Roll Call

Present: Cheryl Brinkman
Gwyneth Borden
Malcolm Heinicke – absent at Roll Call
Tom Nolan
Joél Ramos
Cristina Rubke

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

Chairman Nolan announced that the ringing of and use of cell phones, pagers and similar sound-producing electronic devices are prohibited at the meeting. He advised that any person responsible for the ringing or use of a cell phone, pager, or other similar sound-producing electronic devices might be removed from the meeting. He also advised that cell phones that are set on “vibrate” cause microphone interference and requested that they be placed in the “off” position.

4. Communications

Chairman Nolan announced that public comment on matters not on the agenda would be taken at end of the meeting.

5. Citizens’ Advisory Council Report

No report.

6. Presentation and discussion regarding an overview of the SFMTA’s Strategic Plan and Key Performance Indicators. (Explanatory documents include a slide presentation.)

Director Heinicke arrived.

Ed Reiskin, Director of Transportation, presented the item.

PUBLIC COMMENT:

Edward Mason requested the absolute numbers for the charts.

7. Presentation and discussion regarding San Francisco’s transportation trends and mode share goals. (Explanatory documents include a slide presentation.)

Tom Maguire, Director, Sustainable Streets, presented the item.

PUBLIC COMMENT:

Edward Mason expressed appreciation to the directors who speak into the microphone. Cyclists should be on city streets that don't have public transit. The challenge is topography and with not interfering with Muni. CalTrans did a regional bus survey in 2005 or 2006. They had a regional express bus program that faded away and was not accepted. It's time to re-evaluate that. He recounted his experience with interagency transfers when he just misses a transfer. San Francisco has to do something about housing in other cities.

Aaron Bialick discussed targets for mode share. He reviewed the Transportation Agency's study stating that projected growth in driving in core areas needed to be curbed by 25% percent just to maintain a free flowing system but another 20% reduction was needed. As a regular user of San Francisco's on-street car share system, he urged that it be expanded.

Tyler Frisbee expressed appreciation for reaching the mode share goals. The SF Bike Coalition is looking forward to consideration of how to address the next set of mode share goals. It is apparent to everyone that streets are very crowded. Voters think the SFMTA is on the right track and are willing to fund it. She urged the SFMTA to speed up project delivery, planning and transparency.

Nicole Schneider asked the SFMTA to look at mode share shift goals through a safety lens. When the SFMTA looks at mode shift numbers, it needs to think about how to preserve lives and limbs.

Thea Selby expressed concern about trust. The SFMTA has been talking about reaching 50% mode share and how hard it would be but now it has met the goal. The SFMTA needs to keep and build the trust of riders and residents, especially now. There is a mandate by residents to improve transit. They will be offering a challenge to officials and public employees to ride Muni twice a week.

Howard Wong noted that in the 1950's-60's transit riding was high. By 1990, MTC's data shows that transit was down to 31% and today it's at 24%. The MTC data says the percentages won't change in the next ten years. Staff should look at other cities. He wondered why Zurich increased so much in the same time that San Francisco decreased. San Francisco has reduced its focus on transit preferential streets. There has to be multiple choices to address different needs.

8. Presentation and discussion regarding Goal One: Vision Zero. (Explanatory documents include a slide presentation.)

Tom Maguire, Director, Sustainable Streets, presented the item.

PUBLIC COMMENT:

Tyler Frisbee expressed appreciation for staff for implementing VisionZero. She appreciates the SFMTA's focus and engagement and is excited about the release of the two-year action strategy. There is much more to be done. For people who are walking and cycling, the number one way to improve safety is to increase the number of people who are walking and biking.

Nicole Schneider expressed appreciation for staff's for commitment to VisionZero. In the first year, she has seen a shift in way the City thinks about safety. As we head into year two, we have to tackle the hard questions. We have to prove to San Franciscans that we are going to tackle safety and we need to move forward aggressively. There needs to be a "complete streets" checklist to make sure that projects aren't falling through the cracks. There needs to be an emphasis on equity.

Herbert Weiner proposed strengthening VisionZero. What's missing is that many cyclists who ride on the sidewalk place pedestrians at risk. People are struck by cyclists in intersections. This needs to be strengthened for pedestrian safety. It's fine to go after cars but pedestrians shouldn't be at risk from cyclists. There should be citizen's arrests for cyclists who ride on sidewalks.

Howard Wong stated that the number of cars coming into San Francisco will increase dramatically, with maybe another 100,000 over the next decade. VisionZero in New York City is a model program. New York City has decreased speed limits to 25 mph. European models should also be looked at. They're non-intuitive. In some cities, they removed crosswalks, signage, signals, and added artwork and pedestrian collisions plummeted. The key is eye to eye contact between pedestrians and drivers.

9. Presentation and discussion regarding Goal Two: Transit First. (Explanatory documents include a slide presentation.)

John Haley, Director, Transit Services, presented the item.

PUBLIC COMMENT:

Herbert Weiner expressed concern about the 33 Stanyan bus going to SF General Hospital. That route shouldn't be discontinued. The 55 going to Mission Bay is a great idea. There are many UCSF patients who go to SF General Hospital. He doesn't like the communications command and control structure and would like to see an internal review from top to bottom to account for late or missing buses. A lot of internal problems were dumped on the TEP. He expressed concern about the removal of bus stops and runs. The density of neighborhoods must be reflected in the number of bus stops. Shuttles are a good idea.

Daniel Sisson stated that as transit continues to improve, the SFMTA has to think in both short and long terms. Short term improvements such as 5L and red lanes are fantastic. The installation of clocks in terminals is great. These small things have big impact. In the long term, the SFMTA has to think about the region as a whole and how transit can tie into the regional network.

Howard Wong stated that Muni and transit is an extension of San Francisco's hospitality industry. There are simple, low-cost approaches to hospitality. Bus drivers were often on the same line for years and are part of the friendliness and courtesy that riders used to find enjoyable. Drivers need to be integrated into the hospitality concept. Cleanliness of buses is critical to an enjoyable ride. A few kind words and information goes a long way towards making the system better.

10. Presentation and discussion regarding Goal Three: Major Capital Corridor Projects and Urban Planning Initiatives. (Explanatory documents include a slide presentation.)

Vince Harris, Director, Capital Projects and Programs, reviewed the Capital Improvement Program Budget, the Central Subway Project, the Van Ness Bus Rapid Transit Project, the Better Market Street and the Safer Market Street Projects.

Britt Tanner, Project Manager, Geary Bus Rapid Transit Project presented the Geary BRT item.

Luis Montoya, Senior Transportation Planner, Livable Streets presented the Masonic Avenue Streetscape Project; the Polk Streetscape Safety Project and the Second Street Improvement Project.

Peter Albert, Manager, Urban Planning Initiatives, presented the 19th Avenue/M Oceanview Realignment, the Geneva-Harney Bus Rapid Transit Project, and the Waterfront Transportation Assessment.

PUBLIC COMMENT:

Herbert Weiner wondered about the impact of changes on seniors and people with disabilities. They have to walk a long distance. These proposals have never been submitted to a medical professional and the SFMTA may be stuck with an ADA lawsuit that will cost a lot of money. The proposals for restricting driving on Van Ness and Geary will mean cars will spill over onto adjacent streets, creating pollution and congestion on adjoining streets. This is an agenda for the survival of the fittest.

Edward Mason inquired about the strategy for modifying cyclists' behavior and wondered what will happen when someone has to cross a bike lane to get to a boarding island. Cyclists in a crosswalk using their personal devices are oblivious to pedestrians. He also wondered how streetscape projects will be maintained after they've been built.

Howard Wong stated that it's important to maintain the priorities that voters set. The downtown Caltrain corridor is a priority. The congestion must be relieved and the only way to do that is by rail. Voters want transit priority streets. Every street in San Francisco should be Muni-friendly. The city needs to increase transit mode share. The Central subway is a political project and not a transit project.

11. Presentation and discussion regarding Goal Four: Public Outreach and Engagement and Employee Survey. (Explanatory documents include a slide presentation.)

Candace Sue, Director, Communications and Marketing presented the public outreach and engagement strategy. Alicia John-Baptiste, Chief of Staff, presented the employee survey.

PUBLIC COMMENT:

Herbert Weiner stated that there's been notorious manipulation by SFMTA staff at public meetings who break up large groups into smaller groups and then distort what's been said. The audience should be addressed as a whole and not broken into smaller groups. Public comment shouldn't be ignored. He questioned why union representatives or drivers weren't at the meeting. Surveys by

email are restrictive because not everyone owns a computer. He wondered if a whistleblower could bring something forward. Dissenting voices aren't recognized.

Howard Wong stated that one of better public process was the Pier 70 project. It had zero paid ballot arguments against it. They held meetings on weekends and nights and included repeated opportunities for public input. He has had extensive interaction with SFMTA staff and most staff is appreciative of their opportunities and happy with salaries but the general feeling is that of being overworked and without support from management. The City and SFMTA family should be a cohesive group.

12. Presentation and discussion regarding legal and financial responsibilities of the SFMTA. (Explanatory documents include slide presentations.)

Nadia Sesay, Director, Office of Public Finance, Controller's Office and Mark Blake, Deputy City Attorney presented the financial responsibilities of the SFMTA. Andrew Shen, Deputy City Attorney and Mariam Morley, Deputy City Attorney presented the legal responsibilities of the SFMTA.

PUBLIC COMMENT:

Herbert Weiner discussed a meeting called by Mayor Lee in which he was not allowed to participate. Certain select groups were allowed to participate and wondered if this didn't violate the protocols elaborated by the previous presenter.

Edward Mason discussed the placement of public comment on the agenda. Back when BART was going to San Jose, VTA's public comment was placed last on the agenda before adjournment. This was viewed as suppression of public comment. Now VTA calls public comment after roll call. He would like public comment at the SFMTA to be held at a specific time at the start of the meeting. Other departments have two times for general public comment.

13. Public Comment

Herbert Weiner stated that free bus fares for seniors and people with disabilities were a trade-off because it assumed that they're willing to walk a quarter mile or longer to get to a bus stop. People use paratransit because of this and should be allowed to use it for free.

ADJOURN - The meeting was adjourned at 4:03 p.m.

A recording of the meeting is on file in the office of the Secretary to the San Francisco Municipal Transportation Agency Board of Directors.

Roberta Boomer
Board Secretary