



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

MINUTES

Tuesday, July 17, 2018
Room 400, City Hall
1 Dr. Carlton B. Goodlett Place

**REGULAR MEETING AND CLOSED SESSION
1 P.M.**

SFMTA BOARD OF DIRECTORS

Cheryl Brinkman, Chairman,
Malcolm Heinicke, Vice Chairman
Gwyneth Borden
Lee Hsu
Cristina Rubke
Art Torres

Edward D. Reiskin
DIRECTOR OF TRANSPORTATION

Roberta Boomer
SECRETARY

ORDER OF BUSINESS

1. Call to Order

Chairman Brinkman called the meeting to order at 1:14 p.m.

2. Roll Call

Present: Cheryl Brinkman
Gwyneth Borden
Lee Hsu
Cristina Rubke
Art Torres

Absent: Malcolm Heinicke – with notification

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

Chairman Brinkman announced that the ringing of and use of cell phones, pagers and similar sound-producing electronic devices are prohibited at the meeting. She 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. She also advised that cell phones that are set on “vibrate” cause microphone interference and requested that they be placed in the “off” position.

4. Approval of Minutes

No public comment.

On motion to approve the minutes of the June 19, 2018 Regular Meeting: unanimously approved (Heinicke-absent).

5. Communications

Chairman Brinkman stated that given the number of members of the public in the audience she would move Item 9, General Public Comment to after Item 11.

6. Introduction of New or Unfinished Business by Board Members

None.

7. Director's Report (For discussion only)

- Special Recognition
- Update on Vision Zero

-Ongoing Activities

John Haley, Director, Transit, recognized Marie Rico, Transit Operator; Todd Ells, Transportation Controller; Steve Clark, Senior Controller; and Thomas McQueen, Controller.

Ed Reiskin, Director of Transportation discussed Vision Zero updates; Masonic Ave. Streetscape Project; shared powered scooters; repeal efforts for Senate Bill 1; lawsuit challenging Regional Measure 3; and the Twin Peaks Tunnel Project.

Tom Maguire, Director, Sustainable Streets discussed Townsend Street and Embarcadero cyclist safety efforts.

Supervisor Kim, Member, Board of Supervisors, spoke about the Townsend Street project. She has been working on this project for the last five years. The area is a mess and it's difficult for pedestrians and cyclists to maneuver around buses, cyclists, and rideshare vehicles. There are concerns about the cost of the project and when the downtown extension will start construction. Saving one life will be worth the cost. As the City becomes denser, San Francisco will need more people to walk and bicycle.

PUBLIC COMMENT:

Aleta Dupree discussed powered scooters. They add something to the toolbox in a "Transit First" environment. Scooters can help people in communities of concern, people with disabilities, and veterans. There should be multiple opportunities, including Muni, scooters, and bike share, that allow people to get around. She expressed hope that scooter permits be approved expeditiously.

David Pilpel acknowledged Louis Dorsey and requested a report on the conference that Mr. Reiskin attended. Director Reiskin didn't mention the Transbay Terminal. He expressed hope that bus routes around the terminal be re-examined. It would be great if Twin Peaks updates could be posted online. Operator availability at the Green Division is an issue. He expressed hope that there be future updates about BART.

Maureen Persico discussed the danger of riding a bicycle on Townsend Street. The SFMTA must address safety for cyclists and pedestrians. Staff has backtracked from their decision to do nothing, thanks to the Bike Coalition's efforts.

Elizabeth Creely expressed support for the planned improvements on Townsend. There are bad driving habits on that street. The Transportation Network Companies (TNCs) have overtaken Townsend Street. Their habitat must be shrunk.

Doug Betten expressed disgust with the delays to cyclist and pedestrian safety projects. The delays aren't acceptable. He expressed support for the projects that are going forward but there is an internal problem with delays that needs to be addressed.

Skip Pile discussed the need for protected bike lanes on Townsend Street. There have been a number of improvements that have helped his daily commute on a bicycle. The conditions on Townsend are dangerous and the inevitable result is an injury to a cyclist. He is happy to hear that temporary measures are in place.

Laura Joose expressed support for the Townsend bike lanes. Protected bike lanes are needed as soon as possible. She rides on Townsend every day.

Miles Cooper discussed his frustration with the lack of improvements on Townsend Street. His daughter asked him to stop riding on Townsend.

Cathy Deluca stated that when projects are delayed, people die. She is excited to hear that Townsend Street is moving forward but she isn't hearing a sense of urgency. The trauma that victims feel is not something she wants anybody else to feel. It's the SFMTA's job to make sure nobody dies. Don't investigate, get the projects done. Leadership is needed now.

Kristen Leckie stated that staff needs to act now to prevent more injuries or deaths. The entire length of the Embarcadero is on the High Injury Corridor network. The SFMTA and the Port have been dragging their feet to make improvements. End the delays by implementing near-term improvements. Residents deserve better.

Clare Blackwell stated that she was holding the SFMTA accountable for installing protected bike lanes on Townsend Street. Townsend is one of the most dangerous streets in San Francisco and is an urgent issue. She feels unsafe as a cyclist. She questioned whether she could trust the SFMTA.

Charles Deffarges said that the SFMTA should keep its' promises. Residents and cyclists shouldn't have to wait for the SFMTA to keep its' promises. TNCs have created a dangerous situation on Townsend Street. There was an approved design for the street but the SFMTA scrapped the project. Because of the voices of the public, the project is back on but there's no design. The city can't backpedal on its promises.

Jeff Knox expressed appreciation for the SFMTA's heroes and for the Masonic Street project. Masonic was delayed and has caused traffic issues. There are other projects that can improve speed. He is appreciative for Townsend Street being back on the table. He suggested a temporary barrier to keep vehicles out of the bike lane on Townsend.

Sue Hutner expressed appreciation for moving forward with the Townsend Street project. She can't encourage people to ride a bike if it isn't safe. She wants to encourage people to get out of cars.

Ellen Koiristo stated cars are the main contributor to carbon emissions. TNCs are clogging the roads and drivers treat a bike lane as a personal parking space. All bike routes are important. Please don't value cars over the lives of herself and her students.

Katherine Roberts discussed her experience riding a bike on various streets in San Francisco. TNCs are driving in the bike lane. There is no alternative to a protected bike lane. People die. Don't put people's lives at risk. There should be a protected bike lane on every bike route.

Jessica Jenkins discussed improvements to the bike infrastructure since she first started cycling. There is now a constant stream of cyclists where once there were very few. TNCs driving behavior is awful. Cyclists deserve a high-quality bike lane on Townsend Street as well as on the Embarcadero.

Matthew Blain discussed cycling in various cities in the United States. Except for around the Caltrain Station, Townsend Street is a nice street to ride on.

Alex Garcia discussed cycling on Townsend Street. Improvements are very important for that street as well as for Embarcadero. There are things that can be done to move these projects forward.

Paul Valdez discussed the need for protected bike lanes and the need to honor lives lost. He expressed disappointment for the decision to postpone the improvement projects. Safety is paramount. The MTA needs to step up and make near-term improvements on Townsend immediately. He showed photos of people who had lost their lives on San Francisco streets.

Sonja Trauss stated that the Townsend protected bike lane is important because the area is heavily trafficked. There will be many people using the street so an immediate investment is needed now. Many are moving to San Francisco now who need to be encouraged to ride a bike rather than drive. They need to be protected.

Matt Brezina stated that last Tuesday people put their bodies on the line on Townsend Street. He is appalled that a critical bike improvement project was taken off the table. The proposed plan is only from 8th to 4th streets but the entire street needs a protected bike lane. City officials need to be held accountable for a safer, greener street.

Mark Maigatter discussed the need for a protected bike lane on Townsend. The SFMTA has done amazing work to improve biking in San Francisco. All ages and types bike across San Francisco. The work on Townsend needs to move forward. There has been no pedestrian access on the south side of the street. It's unsafe. The whole area needs to be better.

Jeremy Frisch stated that he rides to work every day on unprotected streets. He takes Townsend every day to get to Caltrain. It's impossible to get there without maneuvering around vehicles. There have been over 40 recorded bike collisions in the past few years. Even one injury should be unacceptable. The pedicab cyclist was murdered. Implement protected lanes by the end of the year.

Rick Girling stated that he could have been the pedicab cyclist. He was hit by a Muni bus. He only rides on the Embarcadero when it is safe. He had to dodge cars on Townsend Street. When people get hit, people's lives are changed. This has to be taken into consideration. He doesn't understand why Embarcadero is such a problem. It's a no-brainer.

Jane Natoli stated that she would like to see a more robust plan for Townsend beyond between 4th and 8th streets. There's a lot of disorder on Townsend and it's not safe. People deserve a safe commute. The SFMTA needs to move expeditiously. There aren't enough improvements on Howard or in Golden Gate Park. These improvements are low hanging fruit.

Shawn Grunberger discussed cycling on Townsend St. It's uncomfortable and unsafe. Cyclists and pedestrians deserve better. He is pleased to hear about the reconsideration and urged the protected bike lane.

David Gouldin discussed riding on San Francisco's streets. He is appreciative of the reinstated plan for Townsend Street. He has seen firsthand the madhouse on Townsend Street. He is concerned that people have to go to such lengths to find the political will to make the improvements. A delay means a death or an injury. These projects keep citizens safe.

Erica Burn stated that she was baffled that the SFMTA doesn't have the money to build the project. Eliminating the 3 Jackson could fund the Townsend Street project.

Director Rubke requested a report regarding plans for making the rest of Townsend Street safe.

8. Citizens' Advisory Council Report

Daniel Weaver, Chairman, Citizens' Advisory Council reported on motions passed by the Citizens' Advisory Council regarding landscaping along the Geary Rapid Transit project, enforcement for bus only lanes on Geary, retaining President Conference Committee (PCC) cars scheduled for disposal, and creating a division for the historic fleet.

PUBLIC COMMENT:

David Pilpel expressed support for the motion for the disposition of the PCC cars. They may have value in the future. It's unfortunate that the cars were left to deteriorate. It would be helpful for the public to see the recommendations from the CAC and if available, the staff response.

9. Public Comment

Aleta Dupree discussed a ride on an old light rail vehicle that had old paper transfers and the old farebox. The old farebox and transfers aren't consistent with the rest of the system. Put the old paper transfers to rest. He expressed appreciation for the design of the new light rail vehicles and discussed dwell times.

Milo Trauss requested a feasibility study to use vacant space in parking structures for navigation centers. The Moscone Center and Fifth and Mission garage parking analysis shows that there is plenty of room for these centers. This should be explored. All of the parking garages should be looked at with respect to parking occupancy and whether they can be used for navigation centers.

Joe Pasternak stated that the SFMTA advertised that the Page Street Neighborway would be heard at this meeting. The project doesn't have merit and seems to be a boondoggle. It is a mess and is being sold as part of the Market-Octavia Plan. There have been dangerous problems and dangerous situations created in the area. Qualified traffic engineers need to study the area and fix the problems. The project will make the neighborhood more dangerous by pushing traffic onto other streets. He recently requested a summary of accidents in the intersections in the area. Of the other 400 calls, there were 51 vehicle accidents with 14 injuries.

Herbert Weiner complained about how the buses were not running on schedule. Traffic signs are unreliable and inaccurate. He's had to wait longer times. This is disgusting. Buses aren't keeping on their routes and aren't fulfilling their obligation. The SFMTA hasn't addressed the basic need of buses running on time and staying on schedule.

Claire Bekker expressed appreciation to the SFMTA for its' commitment to transition to an all-electric fleet and to establish green zones. Green zones should align with environmental justice communities. There are several bus routes that are a starting point for future changes.

Constance Flannery expressed opposition to a bike rack on Randall and on Arlington. Ms. Flannery and her neighbors are opposed to the location but not to the bikes. There is a better location on San Jose, one and a half blocks from the recommended location on Randall that doesn't impede pedestrians or create a danger for pedestrians or cyclists.

Robin Krop discussed the new Muni vehicles. She was injured on one from Dolores Park to downtown. She can't sit sideways and could barely walk at the end of the ride. When the buses have seats, her body is supported but the new vehicles just have a bench. There is nothing to stop her motion during a hard stop.

David Pilpel discussed the Page Street Neighborway hearing. Staff insisted that the project would be on the Board's agenda today. It's important to keep people informed about the status of any changes. The environmental exemptions should be part of the calendar items. It's easy to include. Other policy bodies include them. The 10.1 calendar item should include stakeholder engagement for each proposal.

Edward Mason discussed commuter bus violations in June and July. Various vehicles don't have a blue sticker. Buses are idling and staging on Valencia Street. Storer had a broken bus on 24th Street which disrupted traffic for 80 minutes. Tracking violations has become a full-time job in his neighborhood.

Paula Katz discussed problems with the outbound stop for the L Taraval at 17th Ave. Shoppers would have to walk further to catch a two-car train, however, most often, there's only a single train. Most shoppers are elderly or people with disabilities. The area is going to be ripped up for over a year. She asked staff to meet with the community about putting the bus back at 17th Ave temporarily.

THE FOLLOWING MATTERS BEFORE THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY BOARD OF DIRECTORS ARE RECOMMENDED FOR ACTION AS STATED BY THE SFMTA DIRECTOR OF TRANSPORTATION OR CITY ATTORNEY WHERE APPLICABLE.

EXPLANATORY DOCUMENTS FOR ALL CALENDAR ITEMS ARE AVAILABLE FOR REVIEW AT 1 SOUTH VAN NESS AVE. 7th FLOOR.

CONSENT CALENDAR

10. All matters listed hereunder constitute a Consent Calendar, are considered to be routine by the San Francisco Municipal Transportation Agency Board of Directors and will be acted upon by a single vote. There will be no separate discussion of these items unless a member of the Board of Directors or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

(10.1) Approving the following traffic modifications:

- A. ESTABLISH – NO PARKING ANY TIME – ESTABLISH – SIDEWALK WIDENING – Sunnydale Avenue, north side, from 1516 feet to 1600 feet west of Santos Street.
- B. ESTABLISH – NO PARKING ANY TIME – ESTABLISH – SIDEWALK WIDENING – Buckingham Way, north side, from 20th Avenue to 80 feet easterly.
- C. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME – ESTABLISH – SIDEWALK WIDENING – Burnett Avenue, west side, from 46 feet to 100 feet south of Parkridge Drive.
- D. ESTABLISH – BUS ZONE – Potrero Avenue, west side, from mid-block crosswalk between 22nd Street and 23rd Street to 108 feet southerly and removes two parking spaces.
- E. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Potrero Avenue, west side, from 108 feet south of mid-block crosswalk between 22nd Street and 23rd Street to 15 feet southerly.
- F. REVOKE — BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES – “980” Hyde Street, east side, from 45 feet to 56 feet south of Pine Street.
- G. REVOKE — BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES – “950” Hyde Street, east side, from 110 feet to 154 feet north of Bush Street.
- H. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES – “920” Hyde Street, east side, from 30 feet to 70 feet north of Bush Street.
- I. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES – “995” Hyde Street, west side, from 19 feet to 39 feet south of Pine Street.
- J. ESTABLISH – TOW-AWAY, NO PARKING ANY TIME – Naples Street, east side, from Rolph Street to 25 feet southerly.
- K. ESTABLISH – 1-HOUR PARKING, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY Bayshore Boulevard, west side, from Cortland Avenue to 100 feet northerly.
- L. ESTABLISH – STOP SIGN – Topaz Way, westbound, at Gold Mine Drive (S).
- M. ESTABLISH – STOP SIGNS – La Grande Avenue, northbound, at Avalon Avenue; and Avalon Avenue, eastbound and westbound, at La Grande Avenue.
- N. ESTABLISH – NO PARKING, 12:01 AM TO 6 AM, EVERY DAY – Keith Street, both sides, between Evans Avenue and Fairfax Avenue.
- O. ESTABLISH – NO TURN ON RED (during EB PHASE ONLY) – Clayton Street, southbound, at Carmel Street.
- P. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA D, 2-HOUR PARKING, 9 AM TO 5 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA D PERMITS

- Arbor Street, both sides, between Diamond Street and Conrad Street (00-99 block).
- Q. ESTABLISH – PART-TIME BUS ZONE, 6 AM TO 7 PM, MONDAY THROUGH FRIDAY
Morse Street, south side, from Lowell Street to 115 feet westerly.
- R. ESTABLISH – 15 MILES PER HOUR SCHOOL SPEED LIMIT WHEN CHILDREN
PRESENT – Harkness Avenue from Delta Street to Mill Street; and Harkness Avenue from Mill
Street to Alder Street.
- S. ESTABLISH – LEFT TURN LANE – Fulton Street, eastbound, at entrance to 1750 Fulton.
- T. RESCIND – ANGLE PARKING – Hyde Street, east side, from Pine Street to 112 feet southerly.
- U. REVOKE – BLUE ZONES, DISABLED PARKING ONLY – 900 Hyde Street, east side, from
45 feet to 56 feet and from 127½ to 171½ south of Pine Street.
- V. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY – 900 Hyde Street, east side, from
30 feet to 70 feet north of Bush Street.
- W. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY – 963 Hyde Street, west side from
19 feet to 39 feet south of Pine Street.
- X. RESCIND – RIGHT LANE MUST TURN RIGHT – Gough Street, southbound, at Fell Street.
- Y. ESTABLISH – GENERAL METERED PARKING, 4-HOUR TIME LIMIT, 9 AM TO 6 PM,
MONDAY THROUGH SATURDAY – Gough Street, west side, from 28 feet to 112 feet north
of Fell Street.
- Z. ESTABLISH – YELLOW METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 9 AM
TO 6 PM, MONDAY THROUGH SATURDAY – Gough Street, west side, from 18 feet to 40
feet north of Linden Street.
- AA. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME – Gough Street, west side, from 40
feet to 120 feet north of Linden Street.
- BB. ESTABLISH – RED ZONE – Gough Street, west side, from Fell Street to 28 feet northerly;
Gough Street, west side, from Linden Street to 8 feet southerly; and Gough Street, west side,
from Linden Street to 18 feet northerly.
- CC. ESTABLISH – RESIDENTIAL PERMIT PARKING ELIGIBILITY, AREA U – 1009 Howard
Street; no signage changes.
- DD. ESTABLISH – STOP SIGN – Goettingen Street, southbound, at Campbell Avenue.
- EE. ESTABLISH – STOP SIGN – Pacheco Street, westbound, at 24th Avenue.
- FF. ESTABLISH – RESIDENTIAL PERMIT PARKING, AREA EE, 2 HOUR PARKING,
MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA EE PERMITS –
Minnesota Street, west side, between 25th Street and 26th Street.
- GG. RESCIND – 4-HOUR PARKING, MONDAY THROUGH SUNDAY, 8 AM TO 4 PM
Tennessee Street, east side, between 19th Street and 20th Street.
- HH. ESTABLISH – RED ZONE – Beach Street, north side, from 16 feet east of Polk Street to 48 feet
westerly.
- II. RESCIND – WHITE ZONE – Beach Street, north side, from east property line of Polk Street to
28 feet westerly.
- JJ. RESCIND – BLUE ZONE – Beach Street, north side, from Polk Street to 24 feet easterly
- KK. ESTABLISH – BLUE ZONE – Beach St., south side, from 8 feet to 28 feet east of Polk St.
- LL. ESTABLISH – STOP SIGNS – Clinton Park, eastbound and westbound, at Valencia Street.
- MM. RESCIND – TOW-AWAY, NO STOPPING, 7 AM TO 6 PM, SCHOOL DAYS – Jackson
Street, south side, from 45 feet to 249 feet west of Hyde Street.

- NN. ESTABLISH – TOW-AWAY, NO STOPPING, 7 AM TO 4 PM, SCHOOL DAYS – Jackson Street, south side, from 45 feet to 249 feet west of Hyde Street.
- OO. RESCIND – RESIDENTIAL PERMIT PARKING AREAS A, C, & G, 2-HOUR PARKING, 6 PM TO 9 PM, SCHOOL DAYS, EXCEPT VEHICLES WITH AREA A, C, OR G PERMITS – Jackson Street, south side, between Hyde Street and Larkin Street.
- PP. ESTABLISH – RESIDENTIAL PERMIT PARKING AREAS A, C, & G, 2-HOUR PARKING, 4 PM TO 9 PM, SCHOOL DAYS, EXCEPT VEHICLES WITH AREA A, C, OR G PERMITS – Jackson Street, south side, between Hyde Street and Larkin Street. (Explanatory documents include a staff report and resolution. For every parking and traffic modification that received a categorical exemption, the proposed action is the Approval Action as defined by Chapter 31 of the San Francisco Administrative Code.)

Item 10.1 X-BB was severed from the Consent Calendar at the request of a member of the public.

PUBLIC COMMENT:

Members of the public expressing opposition: David Pilpel

RESOLUTION 180717-097

On motion to approve:

ADOPTED: AYES – Borden, Brinkman, Hsu, Rubke, and Torres

ABSENT - Heinicke

(10.2) Making environmental review findings; rejecting the Travel Time Reduction Program 22 Moderate Alternative and approving parking and traffic modifications along the 22 Fillmore Muni transit corridor as follows:

- A. ESTABLISH – TRAFFIC SIGNALS – 16th Street, at Shotwell Street, 16th Street at Utah Street, 16th Street at San Bruno Avenue, 16th Street at Wisconsin Street, 16th Street at Connecticut Street, 16th Street, at Missouri Street, 17th Street at Bryant Street, 17th Street at Utah Street.
- B. ESTABLISH –NO STOPPING ANYTIME - 16th Street, south side, from Harrison Street to 18 feet easterly. (Explanatory documents include a staff report, environmental documents and resolution.)

Item 10.2 was severed from the Consent Calendar at the request of a member of the public.

PUBLIC COMMENT:

Members of the public expressing neither support nor opposition: David Pilpel

RESOLUTION 180717-098

On motion to approve:

ADOPTED: AYES – Borden, Brinkman, Hsu, Rubke, and Torres

ABSENT - Heinicke

(10.3) Amending the Transportation Code, Division II, Section 503 to add Broderick Street between Pine Street and Bush Street on which commercial vehicles with nine or more seats are restricted. (Explanatory documents include a staff report, amendment and resolution. The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.)

Item 10.3 was severed from the Consent Calendar at the request of members of the public.

PUBLIC COMMENT:

Members of the public expressing support: Carla Hashagen and David Natcher

Director Torres requested information regarding using a residence for commercial purposes and whether the owner could be liable to reimburse the city for expenditures.

RESOLUTION 180717-099

On motion to approve:

ADOPTED: AYES – Borden, Brinkman, Hsu, Rubke, and Torres

ABSENT - Heinicke

(10.4) Authorizing the Director to execute a fund transfer agreement for \$438,200 in discretionary funding programmed by the California Department of Transportation for the SFMTA's San Francisco Transit Corridors Study. (Explanatory documents include a staff report and resolution.)

Item 10.4 was severed from the Consent Calendar at the request of a member of the public.

PUBLIC COMMENT:

Members of the public expressing neither support nor opposition: David Pilpel

Chairman Brinkman asked staff to notify Mr. Pilpel about any meetings or outreach associated with the study.

RESOLUTION 180717-100

On motion to approve:

ADOPTED: AYES – Borden, Brinkman, Hsu, Rubke, and Torres

ABSENT - Heinicke

(10.5) Authorizing the Director to execute Contract No. 1307, Divide Feeder Circuit Carl 11, with GECMS, dba Giron Construction, to construct new traction power electrical circuit and install switch equipment along Church St. between Market Street and Duboce Avenue, in the amount of \$1,466,760 and for a term of 270 days. (Explanatory documents include a staff report, financial plan and resolution. The proposed action is the Approval Actions as defined by S.F. Administrative Code Chapter 31.)

Item 10.5 was severed from the Consent Calendar at the request of a member of the public.

PUBLIC COMMENT:

Members of the public expressing support: David Pilpel

RESOLUTION 180717-101

On motion to approve:

ADOPTED: AYES – Borden, Brinkman, Hsu, Rubke, and Torres

ABSENT - Heinicke

(10.6) Approving Modification No. 3 to Contract No. 1236R, Third Street Light Rail Project Mission Bay Loop, with Mitchell Engineering, to design and construct a duct-bank for the San Francisco Public Utilities Commission; to increase the Contract amount by \$1,744,867.67, for a total amount not to exceed \$6,392,788.44; and to extend the Contract term by 90 days. (Explanatory documents include a staff report, resolution, modification and financial plan.)

RESOLUTION 180717-102

(10.7) Approving Amendment #2 to SFMTA Contract #2010/11-11 with Probe Information Services for the provision of workers' compensation investigation services to increase the contract amount \$360,000 for a total contract amount not to exceed \$3,485,000. (Explanatory documents include a staff report, amendment and resolution.)

RESOLUTION 180717-103

(10.8) Appointing Art Torres to serve as a Director on the SFMTA's Bond Oversight Committee, and Cheryl Brinkman as an alternate director to serve on the Transbay Joint Powers Authority Board of Directors, effective July 18, 2018. (Explanatory documents include a staff report and resolution.)

Item 10.8 was severed from the Consent Calendar at the request of a member of the public

PUBLIC COMMENT:

Members of the public expressing neither support nor opposition: David Pilpel

RESOLUTION 180717-104

On motion to approve 10.8:

ADOPTED: AYES – Borden, Brinkman, Hsu, Rubke, and Torres

ABSENT - Heinicke

On motion to approve the Consent Calendar (Items 10.1X-BB, 10.2, 10.3, 10.5 and 10.8 severed)

ADOPTED: AYES – Borden, Brinkman, Hsu, Rubke, and Torres

ABSENT – Heinicke

REGULAR CALENDAR

11. Making environmental review findings and approving parking and traffic modifications along the L Taraval Muni transit corridor as follows:

- A. ESTABLISH – TRANSIT BOARDING ISLAND - Taraval Street, south side, from 16th to 17th Avenue.
- B. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - Taraval Street, south side, from 16th to 17th Avenue; Taraval Street, south side, from 17th Avenue to 140 feet westerly.
- C. RESCIND – TRANSIT STOP - Ulloa Street, north side, east of Forest Side Avenue; Ulloa Street, south side, west of Forest Side Avenue; Taraval Street, south side, west of 15th Avenue.
- D. ESTABLISH – TRANSIT STOP - Ulloa Street, north side, east of 14th Avenue; Ulloa Street, south side, west of 14th Avenue.
- E. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - Taraval Street, south side, from 17th Avenue to 220 feet westerly. (Explanatory documents include a staff report, environmental review documents and resolution.)

Michael Rhodes, Project Manager, presented the item.

Jarlene Choy, Aide to Supervisor Yee, read a letter from Supervisor Yee, expressing support for maintaining the stop on 17th Ave. It addresses pedestrian safety and maintains access for seniors and people with disabilities.

PUBLIC COMMENT:

Members of the public expressing support: Julia Fox, Edward Mason, Bonnie Knight, Paula Katz, Nancy Rubin, Herbert Weiner, David Pilpel, Reiko Ando, and Rachel Hyden

RESOLUTION 180717-105

On motion to approve:

ADOPTED: AYES – Borden, Brinkman, Hsu, Rubke, and Torres

ABSENT – Heinicke

12. Approving the traffic modifications associated with the Dolores Street Median Parking project as follows and authorizing the Director to implement the Dolores Street Median Parking Project:

- A. ESTABLISH – PARALLEL PARKING NEXT TO MEDIAN, 8 AM TO 4:30 PM, SUNDAYS ONLY – Dolores Street, southbound, from 30 feet to 215 feet south of 14th Street, Dolores Street, northbound, from 50 feet to 215 feet south of 14th Street, Dolores Street, southbound, from 60 feet to 210 feet north of 15th Street, Dolores Street, northbound, from 40 feet to 210 feet north of 15th Street, Dolores Street, southbound, from 30 feet to 100 feet south of 15th Street, Dolores Street, northbound, from 40 feet to 110 feet south of 15th Street, Dolores Street, northbound, from 245 feet to 325 feet north of 16th Street, Dolores Street, northbound, from 40 feet to 165 feet north of 16th Street, Dolores Street, southbound, from 40 feet to 165 feet south of 16th Street, Dolores Street, northbound, from 60 feet to 165 feet south of 16th Street, Dolores Street, southbound, from 245 feet to 325 feet south of 16th Street, Dolores Street, northbound, from 245 feet to 325 feet south of 16th Street, Dolores Street, southbound, from 40 feet to 110 feet north of 17th Street, Dolores Street, northbound, from 20 feet to 110 feet north of 17th Street, Dolores Street, southbound, from 30 feet to 190 feet south of 17th Street, Dolores Street, northbound, from 40 feet to 185 feet south of 17th Street, Dolores Street, southbound, from 45 feet to 190 feet north of 18th Street, Dolores Street, northbound, from 25 feet to 190 feet north of 18th Street.
- B. ESTABLISH – PARALLEL PARKING NEXT TO MEDIAN, 7 PM TO 10 PM, FRIDAYS ONLY; 8 AM TO 1:30 PM, SATURDAYS ONLY; 8 AM TO 4:30 PM, SUNDAYS ONLY – Dolores Street, southbound, from 245 feet to 325 feet north of 16th Street, Dolores Street, southbound, from 60 feet to 165 feet north of 16th Street. (Explanatory documents include a staff report and resolution. The proposed actions are the Approval Actions as defined by the S.F. Administrative Code Chapter 31.)

John Knox White, Manager, Planning Programs, presented the item.

PUBLIC COMMENT:

Members of the public expressing support: Irene Ogus

RESOLUTION 180717-106

On motion to approve:

ADOPTED: AYES – Borden, Brinkman, Hsu, Rubke, and Torres

ABSENT – Heinicke

13. Approving various changes to the SFMTA's fare policy to increase the time limit for single ride fares to two hours, revising the implementation date for approved MuniMobile and Clipper Passport fare changes in Fiscal Year 2019 from January 1, 2019 to September 1, 2018, approving reducing the fare increase for discount and low-income monthly passes from \$2.00 to \$1.00 for both FY 2019 and FY 2020 and approving the revised Title VI analysis of the impact of the proposed fare changes on low-income and minority communities. (Explanatory documents include a staff report, policy, analysis and resolution.)

Diana Hammons, Manager, Revenue, presented the item.

PUBLIC COMMENT:

Members of the public expressing support: Aleta Dupree, Rachel Hyden and Herbert Weiner

Members of the public expressing neither support nor opposition: David Pilpel

RESOLUTION 180717-107

On motion to approve:

ADOPTED: AYES – Borden, Brinkman, Hsu, Rubke, and Torres

ABSENT – Heinicke

14. Presentation and discussion regarding an overview of programs and services provided by SFMTA to People with Disabilities and Seniors. (Explanatory documents include a slide presentation.)

Annette Williams, Manager, Accessible Services, presented the item.

Nicole Vaughan, Director, Mayor's Office on Disability, stated that she has worked closely with the SFMTA. She expressed appreciation for the positive collaboration. Her office can help with outreach and with public input. They get feedback about transportation and transportation related issues. Public outreach to people with disabilities can be improved for street design projects. There needs to be consistent, universal designs particularly for access to bus stops.

PUBLIC COMMENT:

Natasha Opfell discussed the charrette. Some people were left out, in particular, seniors and people with disabilities. WalkSF hosted a charrette to explore options for building streets that are safe for everyone. WalkSF will be putting together a toolkit and will work with the SFMTA to create a design review process.

Aleta Dupree stated that she has a disability and has ridden transit systems in larger cities. She is encouraged by new technology. Payments should be made electronically. Capital project accessibility is very helpful. She hopes the fleet can all be converted to low floor buses. This is good work.

Paula Katz stated that the program is fine but any program for seniors and people with disabilities needs to keep fixed rate Muni service accessible. This includes not removing stops and restoring stops that were previously removed. Speeding transit at the expense of longer walks isn't good for seniors and people with disabilities. Paratransit should be available for those who need it but it shouldn't be used as an excuse to remove stops.

Herbert Weiner stated that seniors are required to walk further distances to a bus stop. The accessibility of bus stops used to work well but the SFMTA is hurting itself. There are free transit passes for senior and people with disabilities but it's a trade-off for "Muni Forward" projects. The SFMTA is losing ridership and isn't addressing concerns of seniors and people with disabilities. They need to be protected on the sidewalk as well. There are cyclists on the sidewalk every day.

Robin Croft expressed appreciation to Accessible Services staff for their work. The SFMTA has the best program in the nation.

15. Discussion and vote pursuant to Administrative Code Section 67.10(d) as to whether to invoke the attorney-client privilege and conduct a closed session conference with legal counsel.

On motion to invoke the attorney-client privilege: unanimously approved (Heinicke—absent).

RECESS REGULAR MEETING AND CONVENE CLOSED SESSION

CLOSED SESSION

1. Call to Order

Chairman Brinkman called the closed session to order at 5:07 p.m.

2. Roll Call

Present: Cheryl Brinkman
Gwyneth Borden
Lee Hsu

Cristina Rubke
Art Torres

Absent: Malcolm Heinicke – with notification

Also present: Ed Reiskin, Director of Transportation
Roberta Boomer, Board Secretary
Stephanie Stuart, Deputy City Attorney
Cheryl Adams, Deputy City Attorney
Susan Kowala, Deputy City Attorney
John Haley, Director, Transit

3. Pursuant to Government Code Section 54956.9(d)(1) and the Administrative Code Section 67.8 (a)(3), the Municipal Transportation Agency Board of Directors will meet in Closed Session to discuss and take action on attorney-client matters on the following:

CONFERENCE WITH LEGAL COUNSEL

Existing Litigation:

James Michael Gerard Rouse and Jonathan Burlison vs. CCSF, Superior Ct. #CGC17556265, filed on 1/4/17 for \$900,000

RESOLUTION 180717-108

On motion to approve:

ADOPTED: AYES – Borden, Brinkman, Hsu, Rubke, and Torres

ABSENT – Heinicke

ADJOURN CLOSED SESSION AND RECONVENE OPEN SESSION - The closed session was adjourned at 5:09 p.m.

16. Announcement of Closed Session.

Chairman Brinkman announced that the SFMTA Board of Directors met in closed session to discuss the case with the City Attorney. The Board voted unanimously to approve the Rouse-Burlison case (Heinicke-absent).

17. Motion to disclose or not disclose the information discussed in closed session.

On motion to not disclose the information discussed: unanimously approved (Heinicke-absent)

ADJOURN - The meeting was adjourned at 5:11 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

Roberta Boomer
Board Secretary

California Environmental Quality Act (CEQA) Appeal Rights under S.F. Admin. Code Chapter 31: For identified Approval Actions, the Planning Department or the SFMTA has issued a CEQA exemption determination or negative declaration, which may be viewed online at the Planning Department's website. Following approval of the item by the SFMTA Board, the CEQA determination is subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16 which is typically within 30 calendar days. For information on filing a CEQA appeal, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184. Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or submitted in writing to the City prior to or at such hearing, or as part of the appeal hearing process on the CEQA decision.

Board of Supervisors review of certain SFMTA Decisions: Certain parking and traffic modifications as well as Private Transportation Programs that involve certain parking modifications can be reviewed by the Board of Supervisors. These decisions are subject to review within 30 calendar days after they are made by the SFMTA Board. For information on requesting a review, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, call (415) 554-5184, or visit https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf. Ordinance No. 127-18 specifying which SFMTA decisions are reviewable by the Board of Supervisors can be accessed on-line: <https://sfbos.org/sites/default/files/o0127-18.pdf>

The Ethics Commission of the City and County of San Francisco has asked us to remind individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [S.F. Campaign and Governmental Conduct Code section 2.100 et seq.] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the Ethics Commission at 415.581.2300; fax: 415.581.2317; 25 Van Ness Avenue, Suite 220, SF, CA 94102-6027 or the web site: sfgov.org/ethics.