



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

MINUTES

Tuesday, March 5, 2019
Room 400, City Hall
1 Dr. Carlton B. Goodlett Place

REGULAR MEETING AND CLOSED SESSION
1 P.M.

SFMTA BOARD OF DIRECTORS

Malcolm Heinicke, Chair
Gwyneth Borden, Vice Chair
Cheryl Brinkman
Amanda Eaken
Lee Hsu
Cristina Rubke
Art Torres

Edward D. Reiskin
DIRECTOR OF TRANSPORTATION

Roberta Boomer
SECRETARY

ORDER OF BUSINESS

1. Call to Order

Chair Heinicke called the meeting to order at 1:01 p.m.

2. Roll Call

Present: Cheryl Brinkman
Gwyneth Borden
Amanda Eaken
Malcolm Heinicke
Lee Hsu
Cristina Rubke
Art Torres

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

Board Secretary Boomer 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 February 19, 2019 Regular Meeting: unanimously approved.

5. Communications

None.

6. Introduction of New or Unfinished Business by Board Members

Director Eaken requested updates on the SFMTA’s efforts regarding affordable housing at SFMTA facilities and operator recruitment challenges.

7. Director’s Report (For discussion only)

- Special Recognition
- Update on Vision Zero
- Commemoration of Rosa Parks

-Ongoing Activities

Tom Maguire, Director, Sustainable Streets recognized Devan Morris, data analyst and cartographer from the Department of Public Health.

Ed Reiskin, Director of Transportation, discussed Vision Zero efforts including recent fatalities and injuries; speed humps, rail service delays, the 16th St. Improvement project, the parking access and control revenue system in public garages; and Sunday Streets for 2019.

Candace Sue, Director, Marketing and Communications presented options for commemorating Rosa Parks.

PUBLIC COMMENT:

Howard Strassner discussed challenges with subway service. There will always be a limit problem with the number of trains that can be in the subway in an hour. During the mid-day and on weekends, there are 30 trains per hour but when the SFMTA tries to run 36-38 trains in the subway per hour, things start to happen. The queuing theory predicts what will happen. Hopefully three car trains will be used.

8. Citizens' Advisory Council Report

No report.

9. Public Comment

John Paar discussed building a new station in the outer Sunset. They are seeking a capital investment to create a modern station at 31st and Judah on the N Judah line. They want to end the practice of "station inequality". He suggested that funds from the "Outside Lands" festival could pay for the station.

Christopher Pederson expressed appreciation for incorporating affordable housing into SFMTA projects. He suggested studying a broader range of options, including surface parking lots owned by the SFMTA. The two parking lots in Lakeside Village would be good places to start as these lots are lightly used.

Edward Mason submitted written comments and discussed various commuter shuttle violations. The neighborhood pays an unacceptable price. In August, it will be five years since the program went into effect.

MTA Board March 5, 2019 written public comment submitted by Edward Mason for inclusion in minutes. Summary February 2019 Noe Valley Private Commuter Bus Report SFO601, 06-004 Double parks and idles on Sanchez near 24th Street exceeding ten minutes creating unnecessary pollution and vehicle passing safety situations. WEDRIVEU 3616, 05-0016 stages and idles in Muni Castro/25th street stop. Muni passengers street board and vehicles pass around both creating unsafe situations. Since November 2018 mystery van California License 35824KZ partially occupies the Muni stop at 24th/Church. No MTA Blue sticker. Partially blocks traffic

lane creating unsafe situations. These reported commuter bus plan safety and pollution violations continue. This is the unacceptable price the neighborhood has to pay to accommodate industries in adjacent counties.

Howard Strassner requested a progress report on fixing the 28 19th Avenue line on Ocean Avenue. The project was held up so it could be done when the street was to be repaired. The cars won't be impacted very much, and it will improve performance on the 28 19th Avenue line. The 5R Fulton is a great line. The stop at Presidio was supposed to be moved from the near side to the far side. He wondered what was holding up this change.

Brian Hopper discussed two street closures in 2018 for sporting events. These closures blocked the street artists' selling spaces. He wondered why this can't be corrected in the future.

Nik Kaestner discussed the Glenn Park bike share station. He said that city streets belong to anybody that uses the public space. This city has climate and Vision Zero goals which won't be reached if vehicle use isn't reduced. He urged the Board to allow the Glen Park bike station to proceed.

Kyle Peacock discussed bike transit on Third Street. The Third Street project didn't include safety improvements. He asked the Board to order a study for a one or two-way bike lane down the length of Third Street, north of the bridge.

Lisa Fisher discussed the bike share station on Randall. She appreciates staff for working with the community but doesn't support extended outreach. The world is in a climate emergency. In addition to greenhouse gas savings, cycling is also the cheapest and most efficient way to get around San Francisco.

Alex Garcia asked the SFMTA to expand daylighting zones. They are essential for safely allowing pedestrians to cross the street. Last weeks' deaths and injuries could have been prevented. Daylighting zones are often filled by delivery trucks in Chinatown. The current on-street bike community outreach process is too long.

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) Requesting the Controller to allot funds and to draw warrants against such funds available or will be available in payment of the following claims against the SFMTA:

- A. Danae Erratchu vs. CCSF, Superior Ct. #CGC17559273 file on 6/1/17 for \$50,000
- B. Daisy Williams vs. CCSF, Superior Ct. #CGC17560524 filed on 8/2/17 for \$75,000.
(Explanatory documents include a resolution.)

RESOLUTION 190305-025

(10.2) Approving the following traffic modifications:

- A. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES - “189” Church Street, east side, from 20 feet to 42 feet north of 14th Street.
- B. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES - 310 Miramar Avenue, east side, from the crosswalk at Ocean Avenue to 20 feet northerly.
- C. REVOKE -- BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES - “2185” Webster Street, west side, from 24 feet to 44 south of Clay Street.
- D. ESTABLISH -- SHUTTLE BUS STOP, MONDAY THROUGH FRIDAY - “2185” Webster Street, west side, from to 24 feet to 66 feet south of Clay Street.
- E. RESCIND – 2-HOUR PARKING, 7 AM TO 6 PM, EXCEPT SUNDAYS – Cranleigh Drive, both sides, between Sloat Boulevard and Lagunitas Drive.
- F. ESTABLISH – RESIDENTIAL PERMIT PARKING, AREA H – Cranleigh Drive, west side, between Sloat Boulevard and Lagunitas Drive.
- G. ESTABLISH – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA H PERMITS – Cranleigh Drive, both sides, between Sloat Boulevard and Lagunitas Drive.
- H. ESTABLISH – RED ZONE – Buena Vista East Avenue, east side, from Waller Street steps to 30 feet northerly.
- I. ESTABLISH – STOP SIGNS – Casitas Avenue, southbound, at Hazelwood Avenue; Hazelwood Avenue, westbound, at Yerba Buena Avenue.
- J. ESTABLISH – SIDEWALK EXTENSION – ESTABLISH – RED ZONE; Hazelwood Avenue, north side, from Casitas Avenue to 60 feet easterly; Casitas Avenue, east side, from Hazelwood Avenue to 80 feet northerly; Casitas Avenue, west side, from Yerba Buena Avenue to 80 feet northerly; Yerba Buena Avenue, east side, from Casitas Avenue to 50 feet northerly; Hazelwood Avenue, south side, from Yerba Buena Avenue to 30 feet easterly; and Yerba Buena Avenue, east side, from Hazelwood Avenue to 40 feet southerly.
- K. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Norfolk Street, east side, from Harrison Street to 450 feet northerly. (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.)

RESOLUTION 190305-026

(10.3) Authorizing the Director to execute a Lease Termination Agreement with Tad's Inc. for the Ellis-O'Farrell Garage retail space, located at 44 Ellis Street. (Explanatory documents include a staff report, resolution and agreement.)

RESOLUTION 190305-027

(10.4) Authorizing the Director to execute a Commercial Lease Agreement with Tad's Inc. for retail space, located at 44 Ellis Street in the Ellis-O'Farrell Garage, for a ten-year term and two five-year options to extend the lease. (Explanatory documents include a staff report, resolution and agreement.)

RESOLUTION 190305-028

No public comment.

On motion to approve the Consent Calendar:

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

REGULAR CALENDAR

11. Presentation and discussion regarding the Bike Share community outreach process. (Explanatory documents include a slide presentation.)

Adrian Leung, project manager, Bike Share, presented the item.

Chair Heinicke asked staff to put something visible at bike share sites that can't be missed.

PUBLIC COMMENT:

Christopher Pederson stated that effective public notice is important but it's crucial that it's expeditious. Too often projects that promote alternatives to driving take too long. The City needs to act quickly to impact climate change and bikeshare stations are an important part of that strategy.

Charles Deffarges said that he promotes bicycling for everyday transportation. The Board passed a resolution to fully deploy bike share programs but nearly a year later, the agency is not there yet. The agency isn't providing adequate leadership to expand bike share. The public is looking for urgent solutions but only get bureaucracy. The SFMTA needs to add resources to the team so they can staff up. He urged GoBike to expand bike share quickly, especially to outlying neighborhoods.

Erika Ehmsen stated that she engaged in the community process and supports the Randall Street bike location. Bike share dovetails nicely with other alternative means of transportation. She reviewed various Charter sections regarding the use of city streets. Public bike shares are innovative. She asked the SFMTA to not ignore the Transit First and Vision Zero policies.

Daniel Connaly stated that bike infrastructure is prioritized over car parking in the Transit First policy. BART commuters can't rely on a bike being available. The bike share station is not unsafe. In other cities, there is no problem with bike share safety and their programs were implemented quickly. These delays mock the City's commitment to their vision.

Matt Hill expressed support for the bike share station on Randall Street at Chenery Street. The community outreach process takes way too long, more than two years for this location. San Francisco should be a world leader on climate action and safe streets and needs to embrace mode shift away from cars.

Lori Stasukelis stated that she is in favor of bike share but thinks there is a better location than at Randall and Chenery streets. It's an issue of safety. There are plenty of spaces within 100 yards of the proposed location. She never got a notice of the hearing for the proposed location. For the July hearing, nobody was in town and nobody at the school was notified.

John Winston noted that people in that neighborhood will be depending on some means to get around. The SFMTA needs to give people choice in their transportation decisions. Bike share is just one of many. The Randall and Chenery location is part of a network of bike share locations and isn't just a neighborhood issue. People have to be able to get from City College to Glen Park. Removing three parking spots shouldn't be an impact that is considered.

Chris Faust said that the neighbors and the Board were vilified for standing up for process. This whole process was wrong. He is in tune with the neighborhood and wasn't aware of what was happening on Randall Street. There was no study nor traffic data. This street is an on-ramp to Interstate 280 and not a suburban street. The station should be put somewhere else. There was no compromise offered nor did staff look at alternatives.

Henry Harteveldt stated that he is a homeowner on Randall Street. He doesn't own a car. He never received any advance communication that this location was going to be considered. There hasn't been anything posted in the neighborhood. He expressed appreciation for a network of locations. This location is not the ideal location. It seems like there are better options that are safer. There is a lot of high speed traffic on Randall Street.

Constance Flanner discussed her opposition to the bike share station on Randall and Chenery streets because the site is unsafe. She lives across the street and didn't get any of the notices. She presented a petition signed by 80 neighbors who feel that the sites in the neighborhood are unsafe, especially for the children at the nearby school.

Jean Barish questioned the privatization of public streets. The company will get the benefit with very little going to the City. She is troubled by giving away the public streets.

Bill Foley said that he doesn't support the bike location on Randall Street mainly due to the lack of safety and the narrowness of the street. He suggested an alternate location on San Jose Avenue.

David Emanuel stated that he had no idea that this was being proposed. Striping the area to let neighbors know what was being proposed would help. The lack of outreach is problematic. The SFMTA didn't share traffic nor safety studies and they didn't justify the viable alternatives at nearby sites. There could have been consensus reached on a parallel or perpendicular street. He asked the Board to approve final sites.

Howard Strassner suggested the use of sandwich boards to show the locations. Everybody makes it seem like it will be unsafe for the cyclists. He questioned whether keeping it as a parking space would make it safer for anybody. Parking spaces aren't safe for anybody.

Herbert Weiner expressed concern about the encroachment of GoBikes in every area in the City. Ford motor company's logo is on the stations. He wondered if the City was being given away to private interests. So many parking spaces have been given up. The concerns of motorists haven't been presented to the Board nor is there a motorist on the Board. He has never seen the Board reject a proposal for bike share. He doesn't like giving away things to privatization.

Director Eaken requested information regarding the use of bike share vehicles including demographics, mode shift, and safety.

Director Hsu left.

12. Presentation and discussion regarding Light Rail Vehicle procurement Phase II upgrades. (Explanatory documents include a slide presentation.)

Julie Kirschbaum, acting Director, Transit, presented the item.

PUBLIC COMMENT:

Edward Mason expressed hope that the new seats are designed for maximum customer standards, including a drain hole. When a light rail vehicle (LRV) goes uphill, people with back issues have problems. The SFMTA is treating people like cattle and needs to consider the customer's capacity. The agency has to consider development that's coming to San Francisco. There will be another 100 LRVs so the SFMTA doesn't have to sacrifice customer comfort.

Katherine Howard stated that all seats should be lowered by two inches. Option three is the best option of bad options. She wondered about "four across" seats. She sees people taking Uber or Lyft at the end of a line where they could get a seat on an LRV. Eliminating seating discourages riders so only the desperate would ultimately ride. This is a cattle car mentality. The SFMTA should think about making cars more attractive.

Greg Miller stated the seating is very uncomfortable, given the seat's height and orientation. He can barely keep his feet on the ground and feels pain in his back at the end of a ride. He can't get a seat half of the time, which forces him to stand for 30 minutes or more. He is concerned about the side aisles and

handhold straps for people who are shorter. The wide aisles present a real risk to riders and a financial exposure to the City. He urged the Board to lower the seats and consider option three.

Robin Krop stated that she rode an LRV once and injured her back. She conducted a survey where 50% of the people said they were fine with the trains; but they were able bodied. Others said there were problems. These options don't solve those problems. People are unhappy with sliding on the benches and want transverse seating. The transverse seats need to be near the front.

Herbert Weiner stated that he rode the new LRV and had a problem with the seats. The seats are uncomfortable and people with back problems aren't considered. There should be some forward facing seats. If there's a sudden stop, people may collide. The outside of the cars doesn't seem to be as durable as the Breda cars. The SFMTA needs to consider the needs of seniors and people with disabilities. The Bicycle Coalition has more clout than seniors and people with disabilities.

Rachel Hyden stated that the survey results are in alignment with what Transit Riders members have been hearing. They have heard that the seats are terrible. They're supportive of lowering the seats and some type of divot in the seat.

Following public comment, Board members provided feedback to staff regarding their preferred options.

13. Awarding Contract No. 1306, L Taraval Improvement Project - SF Zoo to Sunset Boulevard, to NTK Construction, to construct capital improvements along the L Taraval corridor between SF Zoo and Sunset Boulevard, in an amount not to exceed \$29,039,357, and for a term of 600 days to substantial completion and making environmental review findings. (Explanatory documents include a staff report, environmental documents, resolution and financial plan. The proposed action for the sewer and water work is the Approval Action as defined by S.F. Administrative Code Chapter 31)

Amy Lam, project manager, Capital Project and Construction, presented the item.

PUBLIC COMMENT:

Members of the public expressing opposition: Eileen Boken and Herbert Weiner

RESOLUTION 190305-029

On motion to approve:

ADOPTED: AYES – Borden, Brinkman, Eaken, Heinicke, Rubke, and Torres

ABSENT – Hsu

14. 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 (Hsu-absent).

RECESS REGULAR MEETING AND CONVENE CLOSED SESSION

CLOSED SESSION

1. Call to Order

Chair Heinicke called the closed session to order at 3:59 p.m.

2. Roll Call

Present: Cheryl Brinkman
Gwyneth Borden
Amanda Eaken
Malcolm Heinicke
Cristina Rubke
Art Torres

Absent: Lee Hsu – with notification

Also present: Ed Reiskin, Director of Transportation
Roberta Boomer, Board Secretary
Susan Cleveland-Knowles, Deputy City Attorney

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:

Lucy Carrico vs. CCSF, Superior Ct. #CGC16554232 filed on 9/13/16 for \$120,000

RESOLUTION 190305-030

On motion to approve:

ADOPTED: AYES – Borden, Brinkman, Eaken, Heinicke, Rubke, and Torres

ABSENT – Hsu

ADJOURN CLOSED SESSION AND RECONVENE OPEN SESSION - The closed session was adjourned at 4:02 p.m.

15. Announcement of Closed Session.

Board Secretary Boomer announced that the SFMTA Board of Directors met in closed session to discuss the Carrico case with the City Attorney. The Board of Directors voted unanimously to settle the case (Hsu-absent).

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

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

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

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 of Directors. 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. 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.