



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

**MINUTES**

Tuesday, August 18, 2020

Due to the COVID-19 health emergency and to protect our Board Members, SFMTA staff, and members of the public, the Board's Meeting Room (Room 400) is closed.

**Members of the public are encouraged to participate remotely. If you want to ensure your comment on any item on the agenda is received by the Board in advance of the meeting, please send an email to [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com) by 5pm on Monday, August 17 or call (415) 646-4470. Please see the information on the next page for remote meeting access.**

**REGULAR MEETING  
1 P.M.**

**SFMTA BOARD OF DIRECTORS**

Gwyneth Borden, Chair  
Amanda Eaken, Vice Chair  
Cheryl Brinkman  
Steve Heminger

Jeffrey Tumlin  
DIRECTOR OF TRANSPORTATION

Roberta Boomer  
SECRETARY

## ORDER OF BUSINESS

### 1. Call to Order

Chair Borden called the meeting to order at 1:00 p.m.

### 2. Roll Call

Present: Gwyneth Borden  
Cheryl Brinkman  
Amanda Eaken  
Steve Heminger

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

No announcement was made.

### 4. Approval of Minutes

No public comment.

On motion to approve the minutes of the July 21, 2020 Regular Meeting, the July 31, 2020 Special Meeting, and the August 5, 2020 Special Meeting: unanimously approved.

### 5. Communications

Chair Borden discussed the virtual meeting and expressed appreciation to staff for their work to enable the meeting to be held via teleconference. Board Secretary Boomer reviewed how members of the public could watch the meeting and address the Board.

### 6. Introduction of New or Unfinished Business by Board Members

Director Heminger requested a presentation on the SFMTA and Parking Authority Commission's real estate assets.

Chair Borden requested information regarding the Shared Spaces ballot measure including its' impact on the SFMTA and what work would need to be done. She also suggested a meeting with the Small Business Commission to hear how the SFMTA could help small business.

Director Eaken requested information regarding how traffic circles are functioning.

### PUBLIC COMMENT:

Hayden Miller stated that the traffic circles don't improve Muni service. The bottom of the 5-Fulton buses scrapes the circles. It would be more effective to have a signalized intersection, or a stop sign at these intersections. Traffic circles are failing at their goals and should be removed.

Aleta Dupree discussed traffic circles and thinks that traffic calming measures need to be instituted around the circles. Finding ways to slow traffic down using established traffic calming measures is in order rather than rebuilding an intersection. There does need to be conversations about parking garages and lots as the land amounts to hundreds of acres.

Barry Taranto discussed shared spaces and whether taxi stands will be removed as a result. Businesses deserve to thrive but removing cab stands is ruining the taxi business.

David Pilpel expressed support for the concerns expressed regarding traffic circles on McAllister. It would be great to eliminate it.

#### 7. Director's Report (For discussion only)

- Update on the SFMTA's budget
- Update on transit service
- Ongoing Activities

Jeff Tumlin, Director of Transportation discussed the status of the SFMTA's budget; Vision Zero fatalities, automated speed enforcement, transit service changes, the status of the Central Subway project; street changes in the Tenderloin neighborhood and the release of a plan to protect operators and the public while riding transit.

Chair Borden asked staff to schedule a discussion regarding the solutions to get to zero fatalities. She also requested that staff provide materials to the Board in advance of board meetings.

#### PUBLIC COMMENT:

Fennel stated that says she doesn't want another family to go through traffic violence. The SFMTA is well aware that Fulton Street has an oppressive street design that is car-centric and not people-centric. A father of two was killed recently. There's a lot of road rage in San Francisco. Someone else was killed at a well-known, dangerous intersection that is waiting for improvements. People need desperate fixes to city streets. There is a plethora of solutions.

Stephen Bingham discussed his daughter's death in Cleveland, OH. He appreciates Director Tumlin saying that change is happening and that the SFMTA is taking bold action, but it seems like things are moving forward very slowly. Change isn't happening fast enough. Preventing cars from making turns doesn't cost much money.

Gina LeBlanc expressed concern about pedestrian safety. She lost her son when he was hit by a truck. There have been three pedestrian deaths in the last weeks. These families' lives are shattered. The SFMTA needs to make changes quickly such as banning turns, speed enforcement, and reducing speed limits.

Marta Lindsey discussed walking with her children past locations where people have been killed. She asked the Board to bring Vision Zero back into focus and wondered when the SFMTA will implement the proven tools to ensure safety and save lives. Speed cameras will take years to become a reality.

Hunter Oatman-Stanford discussed drivers who are not stopping at intersections and who are speeding. There are proven ways to address safety issues. He urged the SFMTA to immediately expedite solutions.

Julie Nicholson expressed support for safe streets. Traffic violence is traumatic. She related how she was hit by a driver who also hit a vehicle. She was severely injured and shouldn't have survived. It's frightening to hear about fatalities. The SFMTA Board needs to direct staff to recommit to Vision Zero. The agency needs to do a lot more.

Steve Lee said that deaths and injuries keep mounting. There have been three fatalities in the past five weeks. The City has the data and the solutions to stop these fatalities. The SFMTA needs to put solutions in place to keep all pedestrians safe. There are easy solutions such as daylighting, no turns on red, and banning left turns.

Amy Benedicte expressed appreciation for the work that has already been done but there's a lot more work to do. She is always afraid when she crosses a street. She wishes that cars would honor traffic laws and pedestrians. Banning right turns on a red light would be an easy solution. The SFMTA needs to implement more pedestrian safety solutions.

Hayden Miller discussed the heartbreak of reading about fatalities every week. There have been multiple collisions at Gough and Geary. He wondered why nothing has been done there. The SFMTA needs to step up and act. He is glad to see that transit routes are being brought back. Riders are disappointed that they will have to make transfers. There are larger connectivity issues especially since the Golden Gate Bridge Board stopped some of their service.

David Pilpel expressed agreement with Director Heminger. He asked that the budget slide presentation be posted. The SFMTA needs a plan to address transit passenger issues. The public shouldn't have to choose between service on key corridors and service in other parts of the city. Despite the CEQA appeal he filed, staff built something on Lennox. He will file more appeals. Forcing transit riders to transfer exposes riders to the virus.

Richard Rothman stated that the Board should remember when they put a sales tax measure on the ballot. It didn't pass. He won't vote for a regressive tax. He has discussed Fulton Street at other meetings and yet, there has been another serious crash. He wondered why staff won't talk to residents. He suggested installing signs on Fulton to tell drivers to slow down. Staff needs to respond to the public. Fulton Street is an international speedway.

Barry Taranto applauded Director Tumlin for his presentation. It would be great to see it on-line. There is a plan to do more daylighting on Sixth Street. It should be allowed for pedestrians rather than for flea-markets. He expressed appreciation for the work done in the Tenderloin but isn't sure about work planned for Turk Street. He suggested making Eddy and Ellis streets one lane as they were previously.

Pi Ra commented on the J Church Transfer Improvement Project. He emailed comments to the clerk. This will be an obstacle course. This change creates more barriers than improvements for seniors and people with disabilities. The current Muni service is already a challenge for seniors and people with disabilities to access. This change adds more travel, waiting time, and physical exertion for people with mobility issues.

Flo Kelly addressed equity. Muni ridership is for people with low income, people of color, and homeless neighbors. The SFMTA's policy has a huge influence. The no poverty towing during COVID has allowed people to stay in their homes. Many agencies request that the no poverty towing policy continue after the City opens up. The SFMTA shouldn't add to the number of homeless, even post COVID.

Nancy Arbuckle discussed feeling vulnerable as a pedestrian and asked what the plan is to expand red light camera usage. The SFMTA must refocus on Vision Zero and create a plan to address it.

Aleta Dupree discussed the J Church Transfer Project. It has to have robust accessibility. The elevator needs to be kept clean and operating. People will lose their one-seat ride and may have trouble getting a seat on trains in the tunnel. The SFMTA has to be proactive with maintenance in the subway and it can't keep having switch problems. The agency could save millions by focusing the fare collection program on the Clipper Card. Selling these tickets is efficient.

Martin Munoz stated that few people have died from COVID which means that San Francisco listened and took swift action. The Board knows where the pedestrian injuries are happening and knows that crashes are preventable. City streets are made for vehicles and not for people. Very little has been done to make changes to save people's lives. Many thoroughfares are killing people. He suggested looking at more accessible solutions for the J Church transfer points and making streets safer immediately.

Charles Henry said that there are many solutions to address street violence. The agency is being deferential to car users. But change could happen tomorrow. The SFMTA creates fully sanctioned spaces of violence for people of privilege. The violence will continue until the SFMTA rejects driver privilege and works to tear down this power structure.

Jay Dane said that traffic fatalities could be eliminated if speeds were reduced. The number of citations is reducing. In the past 3 months, the number of speeding citations issued by the police was small. Too many drivers think that a 35 MPH limit means they can drive 50 MPH without fear of repercussions. The police need to be re-engaged.

Jodie Medeiros said that the SFMTA has shown incredible speed and creativity during the COVID pandemic. That energy needs to be applied to Vision Zero. She urged the Board to ask the Director to give the Board a revised plan based on the current situation. The board needs to know how the budget will impact Vision Zero projects. She asked for clear actions.

Aska Jenkins said that fewer and fewer children are walking to school. This is a huge failure. The agency needs to be bold. It should be harder to drive a car than it is to walk, bike, skate, or take transit. She called for traffic calming measures and anything that can be done to reduce reliance on private vehicles.

Bob Planthold expressed opposition to the change and the process related to the J Church project. Disabled groups don't support it nor were people told who would make the decision nor when. Nobody is telling the public what the decision-making process is. Under the current plan, seniors and people with disabilities will have to walk further. Staff isn't responding to the public. The public is being misled. This will be a construction boondoggle.

#### 8. Citizens' Advisory Council Report

Neil Ballard, Chair, Citizens' Advisory Council, presented the CAC's recommendations for the Potrero Yard Modernization Project.

#### PUBLIC COMMENT:

Hayden Miller expressed support for as much affordable housing as possible for this project.

#### 9. Public Comment

Anonymous expressed concern about a micro-mobility company for scooters that is operating in San Francisco and expressed hope that any new company will undergo a rigorous examination.

David Pilpel noted the recent passing of Ken Butori. The agency should have a protocol to recognize passing's and retirements.

Hayden Miller talked about the Revel scooters that are popping up in San Francisco. There were safety issues with Revel scooters in New York. He's not sure if they're permitted. There is no mask enforcement on vehicles. People are being trained to hand out masks. There isn't an issue with access to masks, people just aren't wearing them. Operators are getting assaulted when they ask people to wear a mask.

Aleta Dupree discussed the Clipper Card program. People need to get involved in the Clipper Cards. People need to get informed. Scooters are part of the solution. The state of good repair is essential. People need to continue to look for other sources of funding.

Mary McGuire discussed the removal of the cab stand at 18<sup>th</sup> and Castro. Cab drivers and residents relied on it. There was no discussion of its removal. There was a win-win solution possible, but cab drivers lost out. One restaurant will profit at the expense of cab drivers. There has been no alternative space created.

Bob Planthold discussed the lack of "understandability" of slide presentations. The slides are too small for anybody to read. People need to think of a way to make the screen accessible. He doesn't need to see the faces of the Board during a presentation. The SFMTA's communication is ineffective and the public isn't being informed. This isn't reassuring for future ballot measures.

Barry Taranto stated that taxi division staff is working diligently to get a temporary cab stand installed but other divisions aren't cooperating. The credit union has heard about this. There is a major lawsuit against the SFMTA. The agency is not letting cab drivers do business. The SFMTA needs to meet with the Chief of Police to get more cops on the streets and to direct resources to do more traffic enforcement.

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. 7<sup>th</sup> 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 – RED ZONE, Chabot Terrace, west side, from Turk Boulevard to 23 feet southerly.
- B. ESTABLISH – RED ZONE, Mount Vernon Avenue, south side, from Getz Street to 35 feet easterly.
- C. ESTABLISH – BUS ZONE, Bryant Street, south side, from Division Street to 100 feet easterly (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 200818-071

(10.2) Approving a temporary parking-protected bikeway on Fell Street between Baker Street and Shrader Street and associated parking and traffic modifications as part of the Panhandle Social Distancing and Safety Project as follows:

- A. ESTABLISH – CLASS IV PROTECTED BIKEWAY (PARKING-PROTECTED BIKEWAY) – Fell Street, westbound, south side, from Baker Street to Shrader Street
- B. ESTABLISH – RED ZONE – Fell Street, south side, from east Lyon Street property line to 53 feet westerly; Fell Street, south side, from east Central Avenue property line to 38 feet westerly; Fell Street, south side, from Ashbury Street to 30 feet easterly; Fell Street, south side, from Clayton Street to 30 feet easterly; Fell Street, south side, from east Clayton Street curb line to 54 feet westerly; Fell Street, south side, from Cole Street to 30 feet easterly; Fell Street, south side, from Shrader Street to 30 feet easterly
- C. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Fell Street, south side, from 200 feet to 220 feet east of Masonic Avenue. (Explanatory documents include a staff report and resolution.

RESOLUTION 200818-072

(10.3) Suspending the requirement in Transportation Code, Division II, Section 916(a)(2), that the duration of Powered Scooter Share Program permits be up to one year; authorizing the Director or designee to extend the current permits by six months to April 2021 to respond to changes resulting from the COVID-19 emergency; amending Transportation Code, Division II, Section 916(e), to clarify the standard governing review of permit decisions to retain the Director's authority to issue or deny permits; and amending Transportation Code, Division II, Sections 916(g) and (h), to update cross-references to Division I, Section 7.2.110, for violations of the program warranting issuance of administrative penalties. (Explanatory documents include a staff report, resolution and amendments.)

RESOLUTION 200818-073

PUBLIC COMMENT:

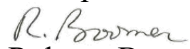
Members of the public expressing support: Kristen Leckie (10.2), Alex April (10.3), Aleta Dupree, (10.3), Cat Carter (10.3), Mark Gleason (10.3), Bob Walsh (10.3), and Megan Michelan (10.3)

On motion to approve the Consent Calendar:

ADOPTED: AYES – Borden, Brinkman, Eaken, and Heminger

ADJOURN - The meeting was adjourned at 3:28 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](http://sfgov.org/ethics).

If you wish to contact the Board regarding an item that is expected to be on an agenda, please email the Board at [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com). Please know that the Board appreciates receiving such communication not later than Monday, the day before the meeting so they have time to review and consider the comments prior to the meeting.

### KNOW YOUR RIGHTS UNDER THE SUNSHINE ORDINANCE

Government's duty is to serve the public, reaching its decision in full view of the public. Commissions, boards, councils and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review. For more information on your rights under the Sunshine Ordinance or to report a violation of the ordinance, contact Administrator, by mail to Sunshine Ordinance Task Force, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco CA 94102-4689; by phone at 415.554.7724; by fax at 415.554.7854; or by email at [sotf@sfgov.org](mailto:sotf@sfgov.org).

Copies of the Sunshine Ordinance can be obtained from the Clerk of the Sunshine Task Force, the San Francisco Public Library and on the City's website at [sfgov.org](http://sfgov.org).