



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

MINUTES

Tuesday, January 21, 2020
Room 400, City Hall
1 Dr. Carlton B. Goodlett Place

**REGULAR MEETING
1 P.M.**

SFMTA BOARD OF DIRECTORS

Malcolm Heinicke, Chair
Gwyneth Borden, Vice Chair
Cheryl Brinkman
Amanda Eaken
Steve Heminger
Cristina Rubke
Art Torres

Jeffrey Tumlin
DIRECTOR OF TRANSPORTATION

Roberta Boomer
SECRETARY

ORDER OF BUSINESS

1. Call to Order

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

2. Roll Call

Present: Gwyneth Borden
Cheryl Brinkman
Amanda Eaken
Steve Heminger
Cristina Rubke
Art Torres

Absent: Malcolm Heinicke – with notification

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

Board Secretary Boomer announced that the ringing and use of cell phones, pagers, and similar sound-producing electronic devices are prohibited at this meeting. The Chair may order the removal from the meeting room of any person responsible for the ringing or use of a cell phone, pager, or other similar sound-producing electronic device.

4. Approval of Minutes

No public comment.

On motion to approve the minutes of the January 7, 2020 Regular Meeting: unanimously approved (Heinicke-absent).

5. Communications

None.

6. Introduction of New or Unfinished Business by Board Members

-Election of SFMTA Board Chairman and Vice Chairman pursuant to SFMTA Rules of Order

No public comment.

On motion to elect Malcolm Heinicke as Chair:

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

ABSENT - Heinicke

On motion to elect Gwyneth Borden as Vice Chair:

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

ABSENT - Heinicke

7. Director's Report (For discussion only)

- Special Recognition
- Update on Vision Zero
- Update on the Central Subway Project
- Ongoing Activities

Julie Kirschbaum, Director, Transit, recognized a team of people who responded to the flood in the subway in December.

Jeffrey Tumlin, Director of Transportation, discussed Vision Zero fatalities; protected bike ways in the South of Market area; the shared scooter permit program; the Central Subway project and the ribbon cutting for "Better Market Street".

Casey Hildreth, Project Manager, discussed plans for Embarcadero traffic safety.

Vice Chair Borden requested a discussion regarding curb management at a future meeting.

PUBLIC COMMENT:

Herbert Weiner questioned when the SFMTA is going to keep scooters off the sidewalks. It happens constantly and he shouldn't have to be the one to report them. This is the SFMTA's responsibility. With the closure of Market Street, Mission Street will have terrific congestion. Buses will have a difficult time and will make the ride even slower.

Olivia Gamba discussed Vision Zero. The SFMTA needs to go further and faster. She discussed the history of HIV infections and traffic fatalities. The same fatalities are happening in the same locations. Nothing new needs to be invented to solve this. This is about things such as painting lines and getting rid of parking that blocks visibility. She urged the SFMTA to do the simple things to make the City safe for people.

Robin Krop discussed congestion of buses on Mission Street. With the change to Market Street, the 14 Mission may need to be rerouted. Closing Market Street will cause tremendous congestion and confusion at the beginning. She questioned how people with disabilities would be accommodated.

Bob Feinbaum discussed the Better Market Street plan. Merchants are excited about it. He hopes the signage, especially at the crossings, are explicit. He expressed hope that the SFMTA will broaden scooters to include electric bicycles. Electric bikes are much less likely to be on the sidewalk and violate the norms of conduct. He hopes the new regulations will solve that.

Roan Kattouw discussed bike lanes on the Embarcadero. Current plans stop one block short of the Water Bar that uses the bike lane as their valet parking area every night. He showed a photo of a taxi parked in the bike lane on Valencia Street and discussed a parking control officer's vehicle parked in the bike lane on Valencia St. The SFMTA should prevent their own employees from parking in bike lanes.

8. Citizens' Advisory Council Report

No report.

9. Public Comment

Joel Kamisher discussed the School Crossing Guard program. He wants a twenty-hour work week for the guards which will help retain them and, in addition, will help with safety. There's a lot of good traffic calming programs that take years to complete. Crossing guards are available immediately. Hopefully some funds could be identified to fund them for more hours.

Robin Krop discussed seating for the new light rail vehicles. Transverse seats are being added. Those extra seats are facing the opposite direction from the entrance. People who need those seats need to catch the eye of people in those seats but if they're facing the other way, it can be confusing and hard to get their attention.

Bob Feinbaum stated that people are upset when people get on the bus and don't pay their fare. He has noticed that about 30% of people who board don't pay their fare. There should be a public relations campaign about people paying their fare. There are legitimate reasons why people don't tag the reader so it shouldn't be an enforcement campaign.

Hector Cardenas discussed the school crossing guard job classification. It's a temporary exempt position without benefits. The SFMTA is planning to hire more parking control officers to manage traffic. They should be writing citations and generating money. School crossing guards could be valuable for safety and could disseminate information to pedestrians. They should be part of the traffic safety plan.

Angelica Cabande stated that it's nice that wages have increased but the cost of living has also increased. She collected surveys from non-English speaking people that showed that they don't get the information about fare increases and that the burden in increase in fares is a concern. Please don't increase fares to transit riders.

P.J. Eugenio discussed Muni fare increases over the years. The working classes are struggling to stay in San Francisco. People can't afford another fare increase and it will be a burden on low-income and families. Buses still run late. Families can't afford to pay \$3 to ride. Many cities are providing free transportation so he questioned why San Francisco couldn't.

Roan Kattouw showed a photo of the eastbound bike lane on Cesar Chavez at the hairball. There's a sign that shows the pathway will be closed for five months. There's been no information about what a safe detour will be. It's terrifying to ride there. People have reached out to staff but are still waiting for a response. He extended an invitation to "Car-free JFK" on January 26th.

Herbert Weiner discussed the fare increases for Muni. They are to be contingent on the quality of service. Muni should pay riders.

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. Mark Own McGuire vs. CCSF, Superior Ct. #CGC18569636 filed on 9/11/18 for \$1,600
- B. Charles Mandler vs. CCSF, Superior Ct. #CGC18565756 filed on 4/13/18 for \$9,999
- C. Raul Vazquez vs. CCSF, Superior Ct. #CGC18567035 filed on 6/7/18 for \$12,500
- D. Jonathan Hill vs. CCSF, Superior Ct. #CGC18568358 filed on 7/24/18 for \$25,000
- E. Margarita Lopez De Boxerbaum vs. CCSF, Superior Ct. #CGC18567441 filed on 6/20/18 for \$150,000 (Explanatory documents include a resolution.)

RESOLUTION 200121-007

(10.2) Amending Transportation Code, Division II, Section 702 to modify speed limits and approving speed limit modifications as follows:

- A. REDUCE - FROM 30 MPH TO 25 MPH SPEED LIMIT – Bush Street, between Presidio Avenue and Battery Street; Pine Street, between Market Street and Presidio Avenue; Fulton

Street, between Stanyan Street and Arguello Boulevard; Golden Gate Avenue, between Divisadero Street and Van Ness Avenue; and Twin Peaks Boulevard, between Panorama Drive and Palo Alto Avenue. (Explanatory documents include a staff report and resolution. The proposed actions are Approval Actions as defined by S.F. Administrative Code Chapter 31.)

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

Director Heminger expressed concern regarding the high volume of traffic on Bush and Pine and requested additional information about the recommendation to reduce the speed on these streets.

Tom Maguire, Director, Sustainable Streets, discussed the speeds along Bush and Pine.

RESOLUTION 200121-008

On motion to approve:

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

NAYES – Heminger

ABSENT - Heinicke

On motion to approve the Consent Calendar (Item 10.2 severed):

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

ABSENT - Heinicke

REGULAR CALENDAR

11. Presentation and discussion regarding the recommendations of the San Francisco Muni Reliability Working Group. (Explanatory documents include a slide presentation.)

Steve Harrington, Chair, Muni Reliability Working group and Julie Kirschbaum, Director, Transit presented the item.

PUBLIC COMMENT:

Bob Feinbaum said that longer trains are essential. This can be achieved by in-route coupling at the portals. This would allow our over-taxed ATCS to function better. This is achievable especially with the new Siemens light rail vehicles. add this recommendation to the report or take it on as a priority to include the tests necessary to ensure the trains can be coupled. Shuttle trains are three car trains but should be four car trains. They are not a substitute for coupling trains at the portals. This will give better service to riders.

Cat Carter expressed appreciation to being included and for the work done. Riders have been paying a high price for Muni sweeping their issues under the rug and compromising on transit issues. Encouraged by this era of greater transparency. Hope this helps everyone better understand Muni's challenges and create a broad base of political support.

Herbert Weiner stated that the staffing catastrophe could have been averted. Bike lanes got greater priority than staffing. He hopes another bond isn't being contemplated. There's been poor communications in planning. When project managers go to communities, it's a "dog and pony show" with decisions having already been made in advance. Organizations and individuals who are affected aren't represented. Decisions should be made at meetings and not beforehand. Board meetings are where decisions should be made. The aged and disabled should be the foundation for planning but they have been given low priority.

Robin Krop expressed appreciation for the report. She can't ride half of the buses. She can't stand up nor sideways nor can she step up from the back. All buses should have seats in the back of the front area so people with disabilities can use them. She asked staff to make the vehicles reliable for people who have special needs.

Gerald Cauthen said if a car exhibits serious mechanical problems then a good wash won't work. There have been some very good ideas presented which are a good start. The SFMTA is a 6,000 complex organization that operates in a difficult environment. Changing top management and starting top-down audits doesn't work. The length of time it takes to implement change is part of the problem.

12. Presentation and discussion regarding transit service. (Explanatory documents include a slide presentation.)

Julie Kirschbaum, Director, Transit, presented the item.

PUBLIC COMMENT:

Herbert Weiner discussed an incident where he waited for an L Taraval. One train broke down and several were too full for him to board. He got to his meeting very late. The L Taraval is an underserved line. Other lines aren't accessible as there are less bus stops and longer distances between stops. There's no service on the 2 Clement beyond Park Presidio.

Robin Krop wondered if the SFMTA has been thinking about how to communicate what's going on with the public. People are complaining about the issues. The SFMTA needs to do a better job telling people what the issues are. There is a free Clipper card for low-income seniors and people with disabilities.

Christopher Peterson suggested having more transit signal priorities across the City. Expansion is happening slowly because of the lack of money. This will improve speed and reliability.

13. Presentation and discussion regarding the Building Progress Program. (Explanatory documents include a slide presentation.)

Jonathan Rewers, Manager, Building Progress Program, presented the item.

No public comment.

14. Authorizing the Director to execute Amendment #2 to Contract No. 2017-26 with Hatch Associates Consultants to add as-needed tasks performed and underway for analyzing joint development opportunities and upgrades at SFMTA facilities, including under a grant from Caltrans, to increase the Contract amount by \$1,750,000, for a total amount not to exceed \$3,000,000, to extend the term to November 30, 2023. (Explanatory documents include a staff report, resolution and amendment.)

Chair Borden asked the Board Secretary to call Items 14 and 15 together.

No public comment.

RESOLUTION 200121-009

On motion to approve:

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

ABSENT - Heinicke

15. Authorizing the Director to execute Amendment #1 to SFMTA Contract No. 2018-03, Building Progress Environmental Review and Public Outreach, with SWCA Environmental Consultants, to increase the contract amount by \$1,000,000 for additional environmental review and public outreach services, for a total not to exceed \$2,750,000, with associated modifications to the Contract schedule. (Explanatory documents include a staff report, resolution and amendment.)

No public comment.

RESOLUTION 200121-010

On motion to approve:

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

ABSENT - Heinicke

ADJOURN - The meeting was adjourned at 4:21 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.

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