



SFMTA
Municipal
Transportation
Agency

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

MINUTES

Tuesday, October 17, 2017
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
Joél Ramos
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 1:02 p.m.

2. Roll Call

Present: Cheryl Brinkman
Gwyneth Borden – absent at Roll Call
Malcolm Heinicke – absent at Roll Call
Lee Hsu
Joél Ramos
Cristina Rubke
Art Torres

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

On motion to approve the minutes of the October 3, 2017 Regular Meeting: unanimously approved (Borden, Heinicke-absent).

5. Communications

None.

6. Introduction of New or Unfinished Business by Board Members

None.

7. Director’s Report (For discussion only)

- Update on Vision Zero
- Ongoing Activities

Ed Reiskin, Director of Transportation, discussed the North Bay fires, updates on Vision Zero efforts, Safe Drivers Awards event, the award for the Blue Light Emergency Telephone Replacement Project; M Oceanview improvements; Market Street repaving; the Van Ness Improvement Project and an open house for improvements on 8th Avenue.

Directors Borden and Heinicke arrived.

PUBLIC COMMENT:

Herbert Weiner discussed cost overruns on the bus rapid transit projects. They have been a disaster and people are not happy about it. Unfortunately, transportation was better prior to the implementation of the Transit Effectiveness Project. It was far from perfect but it was better. The Agency has to clean house and not propose perpetual ballot measures. The Mission of the SFMTA is fixing the passengers.

Tone Lee stated that many people don't know what "Vision Zero" is. There isn't enough propaganda. People aren't paying attention. The city is hard to drive in. The City is pro-bicycle.

Matt Brezina discussed deaths on city streets. Today, he saw ads that discussed Vision Zero. It's easy to put up ads but there haven't been changes to city streets. He urged rapid safety improvements at Fell and Baker. A community of low-income seniors lives nearby. Residents fear this dangerous crossing. The speed limit can be lowered and the street can be narrowed. He submitted a petition in support of changes to the street.

Maureen Persico urged the Board to not waste time to implement safety improvements at Fell and Baker. Seniors don't want to be filled with fear in their last years. City government is moving too slowly and valuing cars over human lives.

Yu Lian Chen stated that she goes to Golden Gate Park every day. The Baker and Fell intersection is dangerous and someone just got killed there. There are other residents who have been injured or almost hit by a car at that intersections. For the residents of Mercy Terrace and other pedestrians, Ms. Chen asked the SFMTA to do the right work for their safety.

Donald Stock stated that he walks in the area of Baker and Fell several times a day. Cars look like they're in a race and the motorcycles are even worse. Improvements need to happen really soon. He hopes it will before the daylight savings time change.

Kate Paningbatan urged the Board to make rapid changes at Baker and Fell such as flashing lights or posts to let people know about the speed limit. Seniors need to be protected and they deserve to feel safe.

Elena Dening urged the Board to put safety improvements at Fell and Baker. The elderly and people with disabilities are afraid to cross that intersection. Cars drive very fast. Something needs to be done as soon as possible before there is another incident.

Chairman Brinkman asked staff to let the Board know what can be done at the Fell and Baker intersection.

8. Citizens' Advisory Council Report

No report.

9. Public Comment

Aleta Dupree discussed core infrastructure. It's important to talk more about fareboxes. The Muni app is very helpful. It's important to promote these fare tools. It disturbs him to see paper tickets being sold in the subway. He wondered when the new light rail vehicles would go in service. He likes the new buses but hasn't seen them rolled out on other lines.

Jon Edmond Abraham discussed a recent interaction with a bus driver who was hostile towards him. He asked for the air conditioning to be turned on and the driver popped off at him. It was a violent act. The operator lied to him. The next driver also told him that there was no air conditioning. He doesn't like being lied to. There are no laws preventing operators from assaulting passengers with lies. There are deplorable transit shelters which are frequently used as toilets and are never maintained.

Edward Mason provided an update on the bus stop at 24th and Church. The bus stop has been restored to Muni passengers. Buses were parking in the middle of the zone so a second bus was stopped in the intersection. Staff responded and hopefully, those buses will be in the correct position. The new white zones have eliminated parking revenue for an hour for five meters. Consequently, there have been intermittent vehicles using the white zone to access a laundry business. Buses are idling in the neighborhood, waiting for departure. There's an airporter that continues to operate on a weight restricted street. There is gradual progress.

Josie Ahrens stated that the community is saddened and outraged by the fatality at Fell and Baker. This death followed on the heels of two other fatalities. The City must act now. Proven solutions already exist. This is a high injury corridor. Seniors are 15% of the population but are 44% of traffic fatalities in 2016. They are five times more likely to be killed. Two-thirds of the people killed were 55 or over. The City has the tools and the funding. Recent changes made at Fell and Baker weren't enough.

Tone Lee stated that Transportation Network Companies (TNCs) and taxis keep fighting. If the TNCs go public, the money will subsidize TNC drivers. TNCs destroyed the taxi business. The taxi industry plans to stop the TNCs from putting out an initial public offering. They are becoming a monopoly across the country.

Tariq Mehmood discussed how taxis can compete with TNCs. Taxicab drivers are waiting for the taxi division to help them with a \$30 fare from San Francisco to the airport. There are people stacked up at the Caltrain station. There aren't enough trains. Taxis need to have a cab stand in front of the station and offer a \$20 cab ride for four people from San Francisco to Palo Alto. He would like to have an electric sign on top of the taxis at night. From 10p-3a, taxis should offer half-price fares.

Herbert Weiner stated that there's a horror story at the SFMTA every day. Seniors and people with disabilities are forced to walk longer distances. The SFMTA has swallowed parking spaces, contributed to traffic congestion and increased fares. Ridership is down on Muni.

John Entwistle expressed appreciation for what the SFMTA does right. At Fell and Baker, the intersection serves a lot of purposes. He suggested bulbging out the intersection so seniors don't have to walk as far. He suggested a pedestrian refuge in the middle of the street.

Tom Gilberti stated that the Van Ness elevator has been out for four months. This past weekend was a meltdown in terms of operation and capacity. The new signs on the platform indicating where the restrooms are are nice. People who use the elevators are equal parts baby carriages, seniors, and people with disabilities. They need to be steam cleaned. There needs to be a working elevator in the station from the concourse to the platform. He expressed appreciation for the mechanics who fix the wheelchair lifts on the buses.

Mark Gruberg discussed the death of Mr. Grinberg and others who have died in traffic incidents. Traffic engineering changes are important but are only one component. Another equally important component is the behavior of people behind the wheel and that of pedestrians. Education and enforcement are also important. The Police Department's enforcement effort against TNC drivers show that TNC drivers are responsible for up to 60% of the tickets issued. Cab drivers have one third fewer accidents than the general public. The SFMTA needs to find ways to deal with the behavior of bad drivers.

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. Alan Bolsh vs. CCSF, Superior Ct. #CGC15549539 filed on 12/21/15 for \$10,000.
(Explanatory documents include a resolution.)

RESOLUTION 171017-126

(10.2) Approving the following traffic modifications:

- A. ESTABLISH – RED ZONE – Clarendon Avenue, south side, from midblock crosswalk between Laguna Honda Boulevard and Olympia Way to 40 feet westerly.
- B. RESCIND – BUS ZONE – ESTABLISH – COMMERCIAL LOADING ZONE, 8 AM TO 7 PM, DAILY – ESTABLISH – TOW-AWAY, NO PARKING, 7 PM TO 8 AM, DAILY – Stanyan Street, west side, from Haight Street to 40 feet southerly
- C. ESTABLISH – RIGHT LANE MUST TURN RIGHT – Jones St., southbound at Turk St.
- D. RESCIND – PERPENDICULAR PARKING – ESTABLISH – PARALLEL PARKING –

- Indiana Street, west side, from 19th Street to 350 feet northerly
- E. ESTABLISH – NO PARKING ANYTIME – ESTABLISH – SIDEWALK WIDENING – Indiana Street, west side, at 19th Street
 - F. RESCIND – PERPENDICULAR PARKING – ESTABLISH – PARALLEL PARKING – Indiana Street, west side, from 20th Street to 665 feet southerly
 - G. ESTABLISH – NO PARKING ANYTIME – ESTABLISH – SIDEWALK WIDENING – Indiana Street, west side, at 20th Street; Indiana Street, west side, from 250 to 335 feet south of 20th Street; and Indiana Street, west side, from 495 to 535 feet south of 20th Street
 - H. ESTABLISH – NO LEFT TURN – 7th Street, northbound, at Channel Street – Channel Street, eastbound, at 7th Street
 - I. ESTABLISH – SIDEWALK WIDENING – ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Hooper Street, north side, from 7th Street to 36 feet westerly; Hooper Street, north side, from 74 feet to 157 feet west of 7th Street; Hooper Street, north side, from 495 feet to 578 feet west of 7th Street; and Channel Street, south side, from 481 feet to 609 feet west of 7th Street
 - J. ESTABLISH – RED CURB – Hooper Street, south side, from 7th Street to 40 feet westerly
 - K. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Channel Street, north side, from Carolina Street to 7th Street
 - L. RESCIND – TOW-AWAY, NO STOPPING ANYTIME EXCEPT MARKED POLICE VEHICLES – Jessie Street, south side, from 6th Street to 131 feet westerly; and Jessie Street, south side, from 143 feet to 162 feet west of 6th Street
 - M. ESTABLISH – TOW – AWAY, NO STOPPING ANYTIME; Jessie Street, south side, from 6th Street to western terminus. (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 10.2 M was severed from the Consent Calendar at the request of a member of the public.

PUBLIC COMMENT:

Members of the public expressing support: Jonathan Moftakhar

RESOLUTION 171017-127

On motion to approve:

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

(10.3) Approving the SubwayArt18: UMS: Fabrication Campbell/Klotz Artwork Agreement with Demiurge LLC (Demiurge) for fabrication of artwork designed by Jim Campbell and Werner Klotz for the Union Square Market Street Station Platform of the Central Subway Project for an amount not to exceed \$819,287. (Explanatory documents include a staff report, agreement and resolution.)

RESOLUTION 171017-128

(10.4) Approving the Third Amendment to Agreement No. CS-159, Intergovernmental Agreement between the Transbay Joint Powers Authority and the San Francisco Municipal Transportation

Agency, to add additional services related to installation of ticket vending machines in the new Transbay Transit Center, reallocate task budgets, and extend the term of the Agreement from December 31, 2017 to June 30, 2018 for no additional cost. (Explanatory documents include a staff report, agreement, and resolution.)

RESOLUTION 171017-129

(10.5) Amending Transportation Code, Division II, to establish a fee to be charged to customers at parking facilities under the SFMTA's jurisdiction for use of electric vehicle charging stations to recover the SFMTA's program costs, charging station maintenance and electricity costs, and payment processing charges, in an amount not to exceed \$2.75 per charging session. (Explanatory documents include a staff report, amendment, and resolution.)

RESOLUTION 171017-130

No public comment.

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

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

REGULAR CALENDAR

11. Approving a parking-protected bikeway and various parking and traffic modifications, along Folsom Street between 11th Street and 5th Street until April 17, 2019, as follows:

- A. ESTABLISH – CLASS IV PROTECTED BIKEWAY - Folsom Street, eastbound, south side, from 11th Street to Falmouth Street
- B. RESCIND – BUS ZONE - Folsom Street, south side, from 11th Street to 85 feet easterly, Folsom Street, south side, 9th Street to 78 feet easterly, Folsom Street, south side, from 8th Street to 85 feet easterly, Folsom Street, south side, from 49 feet to 106 feet west of 7th Street, Folsom Street, south side, from 6th Street to 80 feet easterly
- C. ESTABLISH – TRANSIT BOARDING ISLAND – TOW-AWAY NO STOPPING ANYTIME - Folsom Street, south side, from 5 feet to 48 feet east of 11th Street, Folsom Street, south side, from 5 feet to 57 feet east of 9th Street, Folsom Street, south side, from 5 feet to 67 feet east of 8th Street, Folsom Street, south side, from 5 feet to 70 feet east of 7th Street, Folsom Street, south side, from 85 feet to 141 feet east of 6th Street.
- D. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - Folsom Street, south side, from 10th Street to 160 feet westerly, Folsom Street, south side, from 8th Street to 184 feet westerly
- E. ESTABLISH – TOW-AWAY NO PARKING ANYTIME - Folsom Street, north side, from 10th Street to 27 feet westerly, Folsom Street, south side, from 11th Street to 5 feet easterly, Folsom Street, south side, from 48 feet to 69 feet east of 11th Street, Folsom Street, south side, from Juniper Street to 88 feet westerly, Folsom Street, north side, from Dore Street to 26 feet westerly, Folsom Street, south side, from 10th Street to 39 feet easterly, Folsom Street, south side, from 50 feet to 81 feet east of 10th Street, Folsom Street, south side, from 38 feet to 96 feet west of Dore Street, Folsom Street, south side from Dore Street to 22 feet westerly, Folsom Street, north side, from 9th Street to 35 feet westerly, Folsom Street, south side, from Dore Street to 5 feet easterly, Folsom Street, south side, from 41 feet to 75 feet

east of Dore Street, Folsom Street, south side, from 9th Street to 35 feet westerly, Folsom Street, north side, from 8th Street to 29 feet westerly, Folsom Street, south side, from 9th Street to 5 feet easterly, Folsom Street, south side, from 57 feet to 79 feet east of 9th Street, Folsom Street, south side, from 103 feet to 122 feet east of 9th Street, Folsom Street, south side, from 203 feet to 236 feet east of 9th Street, Folsom Street, south side, from 184 feet to 241 feet west of 8th Street, Folsom Street, south side, from 8th Street to 5 feet easterly, Folsom Street, south side, from 67 feet to 77 feet east of 8th Street, Folsom Street, south side, from Rodgers Street to 25 feet westerly, Folsom Street, south side, from Rodgers Street to 8 feet easterly, Folsom Street, south side, from 65 feet to 109 feet east of Rodgers Street, Folsom Street, south side, from Hallam Street to 23 feet westerly, Folsom Street, south side from Hallam Street to 10 feet easterly, Folsom Street, south side, from 31 feet to 100 feet west of Langton Street, Folsom Street, south side from Langton Street to 13 feet westerly, Folsom Street, south side, from Langton Street to 65 feet easterly, Folsom Street, south side, from 7th Street to 58 feet westerly, Folsom Street, south side from 7th Street to 5 feet easterly, Folsom Street, south side from 70 feet to 195 feet east of 7th Street, Folsom Street, south side from Sherman Street to 36 feet westerly, Folsom Street, south side, from Sherman Street to 8 feet easterly, Folsom Street, south side, from 29 feet to 145 feet east of Sherman Street, Folsom Street, south side, from Columbia Street to 28 feet westerly, Harriet Street, west side, from Folsom to 10 feet southerly, Harriet Street, east side, from Folsom to 10 feet southerly, Folsom Street, north side, from 5th Street to 34 feet westerly, Folsom Street, south side, from 6th Street to 85 feet easterly, Folsom Street, south side, from 141 feet to 178 feet east of 6th Street, Folsom Street, south side, from 194 feet to 245 feet east of 6th Street, Folsom Street, south side, from 116 feet to 155 feet west of Falmouth Street, Folsom Street, south side, from Falmouth Street to 93 feet westerly

- F. ESTABLISH – BLUE ZONE - Folsom Street, north side, from 11th Street to 20 feet easterly, 6th Street, east side, from 32 feet to 54 feet north of Folsom Street
- G. RESCIND – YELLOW LOADING ZONE, 7AM TO 6PM MONDAY TO SATURDAY - Folsom Street, south side, from Dore Street to 40 feet easterly, Folsom Street, south side, from Sherman Street to 47 feet westerly
- H. ESTABLISH – YELLOW LOADING ZONE, 7AM TO 6PM, MONDAY TO SATURDAY - Folsom Street, south side, from 69 feet to 102 feet east of 11th Street, Folsom Street, south side, from Juniper Street to 30 feet easterly
- I. RESCIND – YELLOW METER LOADING ZONE, 7AM TO 6PM MONDAY TO SATURDAY - Folsom Street, north side, from 14 feet to 34 feet west of 5th Street, Folsom Street, south side, from 39 feet to 59 feet west of Falmouth Street
- J. ESTABLISH – YELLOW METER LOADING ZONE, 7AM TO 6PM, MONDAY TO SATURDAY - Folsom Street, north side, from 34 feet to 54 feet west of 5th Street, Folsom Street, south side, from 93 feet to 116 feet west of Falmouth Street, Folsom Street, south side, from 155 feet to 178 feet west of Falmouth Street
- K. ESTABLISH – YELLOW LOADING ZONE, 8AM TO 5PM, MONDAY TO FRIDAY - Folsom Street, south side, from 79 feet to 103 feet east of 9th Street, Folsom Street, south side, from 236 feet to 272 feet east of 9th Street
- L. ESTABLISH – YELLOW LOADING ZONE, 7AM TO 6PM, MONDAY TO FRIDAY - Folsom Street, north side, from 220 feet to 250 feet east of 9th Street, Folsom Street, north side, from 25 feet to 62 feet east of 8th Street, Folsom Street, north side, from 47 feet to 72 feet west of Rausch Street, Folsom Street, north side, from 28 feet to 57 feet east of Langton Street, Folsom Street, south side, from 83 feet to 118 feet west of Hallam Street, Folsom Street, south side, from 10 feet to 55 feet east of Hallam Street

- M. ESTABLISH – YELLOW METER LOADING ZONE, 8AM TO 4:30PM, MONDAY TO FRIDAY - Folsom Street, north side, from 144 feet to 164 feet east of 6th Street
- N. RESCIND – YELLOW LOADING ZONE, 8AM TO 6PM MONDAY TO SATURDAY - Folsom Street, south side, from 131 feet to 151 street east of 7th Street
- O. ESTABLISH – YELLOW LOADING ZONE, 8AM TO 6PM, MONDAY TO SATURDAY - Folsom Street, north side, from 9 feet to 34 feet east of 7th Street, Folsom Street, north side, from Moss Street to 30 feet easterly
- P. RESCIND – MOTORCYCLE PARKING - Folsom Street, south side, from 79 feet to 103 feet east of 10th Street, Folsom Street, south side, from 78 feet to 85 feet east of 9th Street, Folsom Street, south side, from 168 feet to 179 feet east of 7th Street
- Q. ESTABLISH – MOTORCYCLE PARKING - Folsom Street, north side, from 19 feet to 38 feet east of 10th Street, Folsom Street, south side, from 39 feet to 50 feet east of 10th Street, Folsom Street, south side, from 81 feet to 88 feet east of 10th Street
- R. RESCIND – WHITE ZONE, 8AM TO 10AM AND 3PM TO 6PM, MONDAY THROUGH FRIDAY - Folsom Street, south side, from 236 feet to 241 feet west of 8th Street
- S. ESTABLISH - WHITE ZONE, 8AM TO 10AM AND 3PM TO 6PM, MONTDAY THROUGH FRIDAY - Folsom Street, south side, from 272 feet to 277 feet east of 9th Street
- T. RESCIND – WHITE ZONE AT ALL TIMES - Folsom Street, north side, from 34 feet to 54 feet west of 5th Street
- U. ESTABLISH – WHITE ZONE AT ALL TIMES - Folsom Street, north side, from 74 feet to 94 feet west of 5th Street
- V. RESCIND – BIKE PARKING ONLY - Folsom Street, south side, from 124 feet to 153 feet west of 8th Street
- W. ESTABLISH – NO RIGHT TURN ON RED EXCEPT BICYCLES - Folsom Street, eastbound at 11th Street, 11th Street, northbound at Folsom Street, 9th Street, northbound at Folsom Street, Folsom Street, eastbound at 6th Street, 6th Street, northbound at Folsom Street
- X. ESTABLISH – NO PARKING EXCEPT BICYCLES, BIKE SHARE STATION - Folsom Street, south side, from 35 feet to 111 feet west of 9th Street. (Explanatory documents include a staff report, map, graphics, and resolution. The proposed actions are the Approval Action as defined by Chapter 31 of the San Francisco Administrative Code.)

Chairman Brinkman asked that items 11 and 12 be called together.

Paul Stannis, Project Manager, Sustainable Streets Division, presented items 11 and 12.

PUBLIC COMMENT:

Members of the public expressing support: Bryan Kofas, Malik Coates, Josie Ahrens, Steven Grafton, Yi Wen, Charles Deffarges, Josh Dreyfuss, Thor Denmark, Maureen Persico, Adam Long, Matt Brezini, Rob Geshlider, and Stephanie Soler

Members of the public expressing opposition: Deane Hartley

Members of the public expressing neither support nor opposition: Herbert Weiner, Tone Lee, Tariq Mehmood, and Mark Gruberg

RESOLUTION 171017-131

On motion to approve:

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

12. Approving bicycle, parking and traffic modifications associated with the Folsom Street 11th to 13th Streets Bike Lane Gap Closure Project as follows:

- A. ESTABLISH - CLASS II BUFFERED BIKE LANE - Folsom Street, westbound, from 11th Street to 13th Street; and Folsom Street, eastbound, from 13th Street to 12th Street
- B. ESTABLISH - CLASS IV PROTECTED BIKE LANE - Folsom Street, eastbound, from 12th Street to 11th Street
- C. ESTABLISH - TOW AWAY NO STOPPING ANYTIME - Folsom Street, west side, from 13th Street to 135 feet northerly; and Folsom Street, south side, from 11th Street to 100 feet westerly
- D. ESTABLISH – RIGHT LANE MUST TURN RIGHT (EXCEPT BICYCLES) - Folsom Street, north side, from 12th Street to 105 feet easterly
- E. ESTABLISH - NO PARKING ANYTIME - Folsom Street, north side, from 12th Street to 80 feet west of 11th Street. (Explanatory documents include a staff report, and resolution. The proposed actions are the Approval Action as defined by Chapter 31 of the San Francisco Administrative Code.)

Public comment on items 11 and 12 was taken together.

RESOLUTION 171017-132

On motion to approve:

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

13. Amending Transportation Code, Division II, to create a private transit vehicle permit program, including application requirements, permit terms and conditions, fees, and administrative penalties. (Explanatory documents include a staff report, resolution and amendments.)

Chairman Brinkman asked that items 13 and 14 be called together.

Kate Toran, Director, Taxis and Accessible Services and Viktoriya Wise, Chief of Staff, Sustainable Streets, presented items 13 and 14.

Director Torres requested information about casino bus operations.

Nick Pagoulatos, Supervisor Fewer’s Office, stated that emerging mobilities need to be considered and regulated. The Supervisor has seen the impact the Private Transportation Vehicles (PTVs) have had across the City. Residents have filed dozens of complaints. PTV’s take curb space, block driveways, bus zones, and crosswalks. These PTVs are one of the modes of travel that should be regulated. The current proposal for grandfathering is unsettling. Key prime routes being grandfathered amounts to a giveaway. This opens the door for increased frequency and capacity for PTVs and will create a two-tiered system. The pricing structure needs to be analyzed as \$250 doesn’t cover the true cost of regulating PTVs. These vehicles impose an added burden on the

street. The supervisor would like to see a biannual report to see the impact on public transportation and white zones.

PUBLIC COMMENT:

Members of the public expressing support: Rebecca Keable, Ranit Dutrey, Michael Deerkoski, Ryan Lerner, Kirsten Ferro, Deven Tentindo, Michael Moore, Ashley Dovichi, Debra Ambrose, Robert Dela Concepcion, Sheena Albury, Kendra Watkins, Wayne Parks, Zoe Helstrom, Mona Babauta, Steve Scharf, Nima Rahimi, Tone Lee, Tariq Mehmood, Aleta Dupree, Rachel Hydin, and Kyle Merson

Members of the public expressing opposition: Patrick Maley, Michael Barrett, and Edward Mason

Members of the public expressing neither support nor opposition: Doug Bloch, Bob Allen, Evelyn Engle, and Mark Gruberg

Chairman Brinkman clarified that there was no action being taken on the route duplication memo, just on the legislation. She asked staff to bring back the route duplication piece to the Board.

Vice Chairman Heinicke asked staff to revisit the red transit-only lanes as they are beneficial for taxis. He also asked staff to review mileage as a basis for vehicle health.

Chairman Brinkman left the meeting.

RESOLUTION 171017-133

On motion to approve:

ADOPTED: AYES – Borden, Heinicke, Hsu, Ramos, Rubke, and Torres

ABSENT - Brinkman

14. Amending Transportation Code, Division II, Article 1100 to remove references to Non Standard Vehicles, to eliminate the requirement that vehicles have less than 100,000 miles, eliminate the model year limitation, and amend hearing procedures and make a correction in the numbering of Section 1116. (Explanatory documents include a staff report, resolution and amendments.)

Public comment on items 13 and 14 were taken together.

RESOLUTION 171017-134

On motion to approve:

ADOPTED: AYES – Borden, Heinicke, Hsu, Ramos, Rubke and Torres

ABSENT - Brinkman

15. Presentation regarding the Fiscal Year 2017 Travel Decision Survey. (Explanatory documents include a report and slide presentation.)

Keith Tanner, Transportation Planner, presented the item.

PUBLIC COMMENT:

Edward Mason questioned whether pass-through traffic was being addressed. KCBS stated that traffic leaving San Francisco used to start at 1pm and is now leaving at 12:30pm. With traffic coming into the city, the meter lights used to turn off. He wondered whether good options were being provided. People can't go from Berkeley to Palo Alto on a one-seat trip. Riders have to transfer. He wondered whether anybody was looking at a regional bus system. Everything is being done in a silo and a regional view is missing.

16. 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 (Brinkman-absent).

RECESS REGULAR MEETING AND CONVENE CLOSED SESSION

CLOSED SESSION

1. Call to Order

Vice Chairman Heinicke called the closed session to order at 5:05 p.m.

2. Roll Call

Present: Gwyneth Borden
Malcolm Heinicke
Lee Hsu
Joél Ramos
Cristina Rubke
Art Torres

Absent: Cheryl Brinkman - with notification

Also present: Ed Reiskin, Director of Transportation
Roberta Boomer, Board Secretary
Karen Kirby, Deputy City Attorney
Holly Coulehan, 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:

Luz Godizano vs. CCSF, Superior Ct. #CGC16551983 filed on 5/13/16 for \$2,012,971.42

RESOLUTION 171017-135

On motion to approve:

ADOPTED: AYES – Borden, Heinicke, Hsu, Ramos, Rubke, and Torres

ABSENT – Brinkman

ADJOURN CLOSED SESSION AND RECONVENE OPEN SESSION- The closed session was adjourned at 5:16 p.m.

17. Announcement of Closed Session.


Vice Chairman Heinicke announced that the SFMTA Board of Directors met in closed session to discuss litigation with the City Attorney. The Board voted unanimously to approve the Godizano case.

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

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

ADJOURN – The meeting was adjourned at 5:18 p.m. in memory of the victims of the fires in Northern California.

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.

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 website: sfgov.org/ethics.