



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

MINUTES

Tuesday, October 20, 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 by 5pm on Monday, October 19 or call (415) 646-4470. Please see the information on the next page for remote meeting access.

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

SFMTA BOARD OF DIRECTORS

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

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
Sharon Lai

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 October 6, 2020 Regular 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

Chair Borden requested information regarding changes to Market Street. (Director Tumlin responded as part of the Director's Report.)

7. Director's Report (For discussion only)

-Ongoing Activities

Jeff Tumlin, Director of Transportation, discussed recent fatalities, upcoming work on Market Street, PaCT training, Twin Peaks, and the SFMTA Subway Task Force. Julie Kirshbaum, Director of Transit and Tom Maguire, Director of Sustainable Streets discussed work in the Twin Peaks subway.

PUBLIC COMMENT:

David Pilpel stated that he didn't see a slide presentation but there seemed to be some notes. He asked that they be posted online. He wondered about the timeline for outreach for the Better Market St. Project. Regarding the Twin Peaks tunnel, he didn't hear about other maintenance work that is being done.

Aleta Dupree expressed concern about the subway being closed. The New York City subway was able to rehabilitate parts of the system without shutting the service down. San Francisco needs its' subway system. Staff needs to work on getting the system open. Market St. must be a multi-modal corridor.

Barry Taranto expressed concern about Market Street. Taxis are forced to share a lane with micro-mobility modes of travel. This interferes with the ability of taxis to provide service. He urged the Board to revisit allowing taxis to use the transit-only lanes. Any concern about taxis interfering with buses is baseless.

8. Citizens' Advisory Council Report

No report.

9. Public Comment

Aleta Dupree stated that running Muni isn't easy. She hears talk about the most vulnerable, but who those people are aren't defined. As a veteran, she needs consistent, reliable service. The agency needs to have a global perspective and serve the global community. It hurts to not have the subway running.

Barry Taranto asked the Board to let him know when it is Ms. Boomer's last meeting. He applauded the relationship between the Chair and the Board Secretary and appreciates Chair Borden's support of the taxi industry. He also discussed vehicles that block the taxi lane and the need for compassion with taxi drivers. There needs to be better enforcement.

Hayden Miller discussed safety on transit vehicles. Vehicles are crowded. He has seen 20 people on a 40-foot bus when other transit agencies have less than ten. Seniors won't get on a bus because the buses are too crowded. There needs to be face masks and hand sanitizer onboard vehicles.

Herbert Weiner stated that there aren't enough buses available. The purchase of buses was underfunded a few years ago. Closed streets are creating congestion. California St. is congested. He doesn't like the discontinuation of bus stops on 19th Ave. Cruelty is part of the vocabulary of the SFMTA.

David Pilpel stated that Ms. Boomer was receiving a commendation from the Board of Supervisors.

Steve Heminger requested information about agency occupancy standards in the same size vehicle.

**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) Amending the Transportation Code, Division II, Section 801 to implement parking restrictions on Bryant Street except for City-owned San Francisco Police Department vehicles displaying a permit issued by the SFMTA and approving the following parking and traffic modification:

- A. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME, EXCEPT CITY-OWNED SAN FRANCISCO POLICE DEPARTMENT VEHICLES DISPLAYING A PERMIT ISSUED BY THE SFMTA – Bryant Street, north side, from 25 feet to 105 feet west of 7th Street.
(Explanatory documents include a staff report, amendment and resolution. The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.)

RESOLUTION 201020-085

(10.2) Authorizing the Director to request that the Metropolitan Transportation Commission program \$1,127,352 in funds available under its Lifeline Transportation Program for the Essential Trip Card Program. (Explanatory documents include a staff report, and resolution.)

RESOLUTION 201020-086

(10.3) Authorizing the Director to execute Contract Modification No. 2 to Contract No. 1247R, Presidio Bus Lifts - Presidio Trolley Coach Facility – Presidio Bus Lifts, with Makai Solutions, to substitute subcontractor Cal-Con Pumping, Inc. with D&D Concrete Construction, for no additional cost and no extension to the Contract term. (Explanatory documents include a staff report, resolution, modification and financial plan.)

RESOLUTION 201020-087

PUBLIC COMMENT:

Members of the public expressing support: Hayden Miller (10.2) and Barry Taranto (10.2)

Members of the public expressing opposition: David Pilpel (10.1)

Members of the public expressing neither support nor opposition: Anonymous (10.2)

On motion to approve the Consent Calendar:

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

REGULAR CALENDAR

11. Presentation and discussion regarding the Vision Zero program, including recent efforts and progress toward achieving San Francisco's Vision Zero goal. (Explanatory documents include a slide presentation)

Tom Maguire, Director, Sustainable Streets, Leah Shahum, Director, Vision Zero Network and Ryan Reeves, Project Lead, Vision Zero Program, presented the item.

PUBLIC COMMENT:

Sara stated that every street in the Tenderloin is on the high injury network. The City won't reach the Vision Zero (VZ) goal by 2024. She urged the agency to make sure the quick build projects stay on track. She suggested that staff synchronize pedestrian scrambles and upgrade signals. She expressed appreciation for the slow speed pilot program for the Tenderloin.

Parker Day applauded the agency for adopting Vision Zero goal. There have been great improvements, but at the rate San Francisco is going, the City will be under water from sea level rise before it reaches the VZ goals. SF isn't taking VZ serious enough. The 4th St. quick build project has no protection for cyclists. Cars are still king in San Francisco. The City needs a comprehensive protected bike network and proactive approach rather than reactive approach.

Ari Cassidy said that car drivers are increasingly distracted and aggressive. Over half of intersections in the Mission haven't been "daylighted". These are relatively inexpensive improvements and there is no better value available. The agency needs to value human life and act to create a healthy, safe city.

Anonymous expressed appreciation to staff for the presentation. There is no plan for about 50% of the streets on the high injury network. The plan falls short. Staff needs to be proactive in thinking beyond the high injury network. The public has waited too long for daylighting, continental crosswalks and other simple treatments. The Agency has affordable tools to prevent crashes.

Richard Rothman said that he finds it very frustrating to communicate with staff. There have been deaths on Fulton Street but it took years to get upgrades. The residents want stop signs on 38th at Balboa and on Clement. There aren't buses on those streets. This is an emergency. People want to close the lower Great Highway and there will be construction on 19th Ave. so people won't be able to cross the City. The SFMTA needs to be reorganized.

Alec Holly stated that Slow Streets has given many families a taste of a different future for San Francisco, one that is safer and more climate friendly. There are a lot of pressures with different options and budgetary constraints, but the City has to think boldly and not look at the minutiae. If the City can look long term, it can approach the VZ goal.

Marta Lindsey stated that addressing speed should be a top priority. Speed cameras will be great. The SFMTA should think about speed management and other tools and what can be done right now. Lives need to be saved. She asked about the plan to expand the ban of making left turns on more streets.

Jay Benning discussed sidewalks and streets in the Richmond District and the lack of citations issued in his district. He wondered if traffic enforcement had been de-prioritized by the police. The SFMTA needs to collaborate with the police.

Harold Finley said he sees no progress toward meeting the VZ goal. Despite well-meaning intentions this is just a well-meaning conversation. The presentation shows what needs to be done but the agency isn't doing it. He urged staff not to put cars first and people last nor treat drivers with undue reverence. The SFMTA needs to think outside of the box. People need to be protected from cars.

Eugene Gregor offered encouragement for Vision Zero. He supports robust traffic engineering changes as it impacts health. The Fulton Street Safety Project was just initiated. There's an opportunity to have traffic engineering techniques to slow the speeds on Fulton Street and to progressively reduce traffic speeds. There are a number of intersections that aren't on the High Injury Network. They should be painted especially now when they're getting a lot more use.

Olivia Gamboa said that the failure of San Francisco to make progress on reducing deaths is real. As a doctor, she gets the phone call to try to help people who have been hit. Ensuring the safety of pedestrians is essential to a safe San Francisco. The City needs a paradigm change. She urged the SFMTA to be bold and have detailed actions to reach the goal. This is a moral imperative. Saving lives is worth the high expense.

Barry Taranto said that delivery drivers, especially on Polk St, have no place to make deliveries and they're getting tickets. Sometimes the food is ready but if not, they can be ticketed. Drivers are blocking bike lanes and intersections and are double parking. The SFMTA needs to keep people safe. Traffic levels are at least 75% of before the pandemic. The traffic is heavy until 9pm, especially in commercial districts.

Herbert Weiner said that VZ has failed in that it hasn't protected pedestrians on the sidewalk. Vehicles traveling at slow speeds can injure or kill a senior but so can a bicyclist on a sidewalk. Parking spaces are for cars and playgrounds are for children. He wondered if the congestion has created more accidents. Vehicles aren't yielding to pedestrians. The SFMTA is supposed to be for everybody, and not just cyclists. There should be a motorist on the Board.

Anonymous stated that for every fatality, many more suffer from what happened to them on City streets. He suggested keeping this front and center by having a minute of silence for each fatality at each meeting. Kids aren't being injured near schools.

Stacy Randecker said that homicides have typically been twice the traffic deaths but in 2019, that statistic reversed. There were more deaths on city streets than homicides. The economic impact of people who have lost their life is in the billions. The City is heading in the wrong direction for VZ. VZ and climate change are related. He urged the Board to make Slow Streets permanent.

Anonymous asked the SFMTA to act boldly while tackling traffic and safety issues in the Tenderloin. It's a matter of will and resources. Where an agency spends its' money is an expression of its' values. He encouraged using these programs in the Tenderloin to tackle problems sooner rather than later.

An Excelsior resident said that he's seen his streets ignored, with no enforcement of red lights nor speed limits. VZ should be about saving lives rather than getting rid of people who don't make enough money. Roads should be safe. The City needs to invest in roads and fixing potholes and on installing and enforcing red light cameras. People have their licenses revoked for useless infractions but not when they go over the speed limit and hit cyclists.

12. Approving Modification No. 133 to Contract No. 1300, Third Street Light Rail Program Phase 2 - Central Subway Stations, Surface, Track and Systems with Tutor Perini Corporation for the construction of Central Subway Stations, Trackway and Systems, to resolve claims from subcontractor Frontier-Kemper Constructors, arising from the excavation of the Chinatown Station in the amount of \$10,382,106. (Explanatory documents include a staff report, environmental review documents, modification and resolution)

Tom Maguire, Director, Sustainable Streets, presented the item.

No public comment.

RESOLUTION 201020-087

On motion to approve:

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

13. 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.

No public comment.

On motion to invoke the attorney-client privilege: unanimously approved

RECESS REGULAR MEETING AND CONVENE CLOSED SESSION

CLOSED SESSION

1. Call to Order

Chair Borden called the closed session to order at 6:03 p.m.

2. Roll Call

Present: Gwyneth Borden
Cheryl Brinkman

Amanda Eaken
Steve Heminger
Sharon Lai

Also present: Jeffrey Tumlin, 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:

Adonay Madrid vs. CCSF, Superior Court #CGC19581681 filed on 12/19/19 for \$240,000

RESOLUTION 201020-088

On motion to approve:

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

ADJOURN CLOSED SESSION AND RECONVENE OPEN SESSION - The closed session was adjourned at 6:23 p.m.

14. Announcement of Closed Session.

Board Secretary Boomer announced that the SFMTA Board of Directors met in closed session to discuss the case with the City Attorney. The Board of Directors voted to settle the case.

15. 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 6:24 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.

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. 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.

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.