



SFMTA
Municipal
Transportation
Agency

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

MINUTES

Tuesday, March 1, 2016
Room 400, City Hall
1 Dr. Carlton B. Goodlett Place

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

SFMTA BOARD OF DIRECTORS

Tom Nolan, Chairman
Cheryl Brinkman, Vice Chairman
Gwyneth Borden
Malcolm Heinicke
Joél Ramos
Cristina Rubke

Edward D. Reiskin
DIRECTOR OF TRANSPORTATION

Roberta Boomer
SECRETARY

ORDER OF BUSINESS

1. Call to Order

Chairman Nolan called the meeting to order at 1:02 p.m.

2. Roll Call

Present: Cheryl Brinkman
Gwyneth Borden
Malcolm Heinicke – absent at Roll Call
Tom Nolan
Joél Ramos
Cristina Rubke

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

Chairman Nolan announced that the ringing of and use of cell phones, pagers and similar sound-producing electronic devices are prohibited at the meeting. He 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. He 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

PUBLIC COMMENT:

On motion to approve the minutes of the February 16, 2016 Regular Meeting: unanimously approved (Heinicke-absent).

5. Communications

Board Secretary Boomer stated that the closed session was cancelled. She also stated that the 30 Stockton item was not on the agenda and apologized for any confusion.

6. Introduction of New or Unfinished Business by Board Members

Director Rubke requested a report back on the letter sent regarding the fatality on Market and Seventh streets including a review of the suggested improvements.

Director Heinicke arrived.

7. Director’s Report (For discussion only)

- Special Recognition Award
- Ongoing Activities

Ed Reiskin, Director of Transportation recognized the Super Bowl 50 Team. Stephanie Martin, Chair, SB50 Host Committee, acknowledged the SFMTA for their work, calling it flawless and a model for regional collaboration.

Director Reiskin also discussed the propulsion system for the new trolley coaches and the fatality at Market and Seventh.

Director Rubke requested that the meeting be adjourned in memory of Thu Phan.

PUBLIC COMMENT:

Lisa Marie Martinez commented on the death of Thu Phan. Lighthouse for the Blind trains thousands of people who are blind or have low vision. Lighthouse is moving to a location that is half a block from where Ms. Phan was killed. Many staff at Lighthouse are visually impaired and they serve people across the nation, all of whom will have to cross Market St. It is vital that no commercial vehicles be allowed to turn left onto Market, there's better enforcement of traffic laws and that pedestrians are given a head start.

Nicole Ferrara said Ms. Phan's death was entirely preventable. The Safer Market St. project was designed to prevent the kind of incident that killed Thu Phan. She challenged the SFMTA to move faster and think about how to push boundaries. Allowing trucks and commercial vehicles to turn left sends a signal to other drivers that they can turn left as well. Signage needs to be clearly and easily understood. There needs to be leading pedestrian intervals at all intersections on Market St. Pedestrians should be put first.

Carla Johnson stated that the role of the Mayor's Office of Disability has been to bring attention to the needs of pedestrians and the need for pedestrian safety. As an employer with offices on Market St., this accident is personal and could have happened to any of her employees. The City needs to do a better job of training city employee drivers. She expressed appreciation for the development of a video and suggested other tools such as telemetrics. During the memorial, more than four city vehicles made that same turn.

Jessie Sandoval stated that the Independent Living Resource Center is motivated as a result of the Phan accident. The City needs to install pedestrian intervals at intersections to give pedestrians a head start and make them more visible. These can be easily installed and should be done as soon as possible.

Sascha Biddner stated that things need to get safer on Market St. and for pedestrians in general. On a day to day basis, she is more worried about being hit by a car than by her cancer returning. She expressed support for the WalkSF recommendations and urged that they be put into action very soon. She doesn't want to hear about anybody else dying from this very preventable thing.

Holly Michna stated that people hear stories about people being hit in San Francisco but they never imagine it will happen to them. Her sister, Thu Phan, was hit by a car crossing Market by a city vehicle. She had broken bones and deteriorated quickly in the hospital. She never woke up from

the emergency surgery. Ms. Phan was somebody to her family. She was loved and made a difference to everybody she met. She urged the Board to take the advice into consideration because nobody should face the pain and heartache her family has been facing.

Jessica Lehman expressed appreciation for hearing their recommendations and urged the SFMTA to act quickly. She thanked Mr. Reiskin for acknowledging that it shouldn't take a death to make things safer and recognizing this accident as an opportunity to act. Despite people's grief, mourners want to make the streets safer. The SFMTA has a responsibility to do something.

Patricia Vaughey stated this accident shouldn't have happened and the SFMTA isn't taking it seriously. She has been talking about seniors or people with multiple sclerosis or cerebral palsy having to walk 800 feet further. She requested a remodel of the intersection at Baker and Lombard for 20 years, which is now being remodeled without neighborhood input. The Americans with Disabilities Act is about more than people in wheelchairs, it includes seniors. The SFMTA should stop this nonsense.

Francisco Da Costa stated that he has spoken before about the physically challenged and how some people are forced into the middle of the road. He has had to push wheelchairs away from traffic. When a life is lost, Board members realize that it's one thing to hear from advocates but another thing when the family speaks. Part of the "medication" should be to come up with solutions.

8. Citizens' Advisory Council Report

No report

9. Public Comment

Chip Supanich discussed the tragic accident and death of Thu Phan. She was hit by a car while going to work which raises safety challenges that pedestrians face on a daily basis. It is paramount to ensure safety for people with disabilities through enforcement, engineering solutions and education for all, including drivers and cyclists. He urged the Board to implement the recommendations as soon as possible including prioritizing traffic enforcement, having leading pedestrian intervals and pedestrian scrambles, installing more bulbouts and disseminating traffic safety materials.

Eileen Boken discussed the L Taraval Rapid Project. The neighbors have a number of concerns and there is a perception that the SFMTA has been unresponsive. The neighbors are developing a plan.

Mari Eliza stated that the SFMTA has not been helpful with the production of public records. The website isn't helpful to neighbors trying to find out what's going on in their neighborhood. She asked the Board to instruct staff to do their job and provide documents in a timely manner. She asked the SFMTA to design a proper website so people can access data, plans and projects. There needs to be a database by street name.

Herbert Weiner stated that the termination of the 2 Clement and replacement with the 2 Sutter line was heralded as progress. People have to transfer many times to get from the Ferry terminal, which

will force them to wait for crowded buses to get to their destination. There are not enough 2 Sutter buses for riders. Buses have been stolen from the 3 Jackson line. The 2 Clement line was fine until the SFMTA tinkered with it and the result is a longer travel time. Service should be for everyone. All seniors and people with disabilities advocacy groups should protest this service change as it forces seniors and people with disabilities to walk longer distances. The 2 Clement is another Muni planning failure.

Patricia Vaughey described various disabilities including asthma and multiple sclerosis. People can't have bulb-outs in front of their houses. The Scott St. stop is needed by elderly people. Eliminating it would make seniors walk 300-400 feet further with grocery bags. This is discrimination.

John Alex Lowell expressed appreciation for the commuter shuttle program. He asked the Board to realize how important the UC Berkeley and UCSF campuses are and to implement safety measures for pedestrians, cars and bikes near the extension campus on Laguna. He urged the Board to not extend the commuter shuttle program.

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) Approving the following traffic modifications:

- A. ESTABLISH – BLUE ZONE – “189” Oak Street, south side, from 24 feet to 48 feet east of Gough Street.
- B. REVOKE – BLUE ZONE – “699” Lyon St, west side, from McAllister St to 20 southerly.
- C. ESTABLISH – BLUE ZONE – “685” Lyon Street, west side, from 15 feet to 35 feet south of McAllister Street.
- D. ESTABLISH – RED ZONE – “699” Lyon Street, west side, from McAllister Street to 15 feet southerly.
- E. ESTABLISH – LEFT LANE MUST TURN LEFT – Taylor St, northbound, at Turk St.
- F. ESTABLISH – NO PARKING ANYTIME – ESTABLISH – SIDEWALK WIDENING – Church Street, east side, from Duboce Street to 60 feet northerly.
- G. ESTABLISH – NO PARKING ANYTIME – ESTABLISH – SIDEWALK WIDENING – Scott Street, east side, from Page Street to 25 feet northerly; and Page Street, north side,

- from Scott Street to 25 feet easterly.
- H. RESCIND – STOP SIGNS – Division Street at 9th Street/San Bruno Avenue.
 - I. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Polk Street, west side, from Cedar Street to 64 feet northerly; Polk Street, west side, from Sutter Street to 52 feet southerly; and Polk Street, west side, from Bush Street to Austin Street.
 - J. ESTABLISH – RED ZONE – Eddy Street, south side, from Polk Street to 21 feet westerly; Polk Street, west side, from 52 feet to 76 feet south of O’Farrell; Fern Street, south side, from Polk Street to 30 feet easterly; Pine Street, south side, from Polk Street to 25 feet easterly; Polk Street, east side, from Sacramento Street to 24 feet southerly; Clay Street, south side, from Polk Street to 24 feet westerly; Polk Street, west side, from Jackson Street to 27 feet northerly; and Polk Street, east side, from Pacific Avenue to 29 feet southerly.
 - K. ESTABLISH – BLUE ZONE – Eddy Street, north side, from 3 feet to 24 feet west of Polk Street; Turk Street, north side, from 30 feet to 50 feet west of Larkin Street; Ellis Street, north side, from 11 feet to 34 feet west of Larkin Street; California street, south side, from 45 feet to 65 feet east of Polk St; and Vallejo St, south side, from Polk St to 20 feet easterly.
 - L. RESCIND – BLUE ZONE – Polk Street, west side, from 4 feet to 30 feet south of Bush Street; Sutter Street, south side, from 18 feet to 44 feet east of Polk Street; Polk Street, east side, from 11 feet to 33 feet north of California Street; Polk Street, east side, from 10 feet to 32 feet south of Jackson St; and Polk St, west side, from 8 feet to 28 feet north of Clay St.
 - M. ESTABLISH – BUS ZONE – Polk Street, west side, from Myrtle Street to 40 feet southerly; Polk Street, east side, from Sacramento Street to 96 feet northerly; Polk Street, east side, from Union Street to 80 feet northerly; and McAllister, north side, from Polk Street to 101 feet westerly.
 - N. ESTABLISH – NO TURN ON RED EXCEPT BICYCLES – McAllister Street, westbound, at Polk Street; Polk Street, southbound, at California Street; California Street, eastbound, at Polk Street; Polk Street, southbound, at Pacific Avenue; Pacific Avenue, eastbound, at Polk Street; Polk Street, northbound, at Broadway; and Polk Street, southbound, at Broadway. (Explanatory documents include a staff report and resolution. The proposed actions are the Approval Actions for Items A to F as defined by the S. F. Administrative Code Chapter 31.)

Item 10.1 I and J were removed from the agenda at the request of a member of the public

PUBLIC COMMENT:

Members of the public expressing support: Chema Hernandez-Gil

Members of the public expressing opposition: Allan Haley, Jeanne Matysiak, and Sharon Ang

RESOLUTION 16-026

On motion to approve Item 10.1 I and J:

ADOPTED: AYES – Borden, Brinkman, Nolan, Ramos, Rubke, and Heinicke

(10.2) Amending Transportation Code Division II to revise the existing community service processing fee and add a payment plan processing fee for parking and transit violation fines and

penalties. (Explanatory documents include a staff report, resolution and financial plan. The proposed action is the Approval Actions as defined by the S. F. Administrative Code Chapter 31)

RESOLUTION 16-027

On motion to approve the Consent Calendar (Item 10.1 I and J severed):

ADOPTED: AYES – Borden, Brinkman, Nolan, Ramos, Rubke, and Heinicke

REGULAR CALENDAR

11. Amending Transportation Code, Division II, Section 914 to limit the duration of the Commuter Shuttle Program to one year, and limit the number of Designated Stops to 125; and directing staff to present a report in six months that explores a potentially more efficient zone network model and that monitors air quality and significant increases in stop-events at individual locations. (Explanatory documents include a staff report, resolution and amendment.)

Hank Willson, Project Manager, Commuter Shuttle Program presented the item.

Board Secretary Boomer clarified that the Board of Supervisors had tasked the Budget and Legislative Analysts to commission a study of the impact of commuter shuttle buses on housing and was not something that the SFMTA was being asked to do.

PUBLIC COMMENT:

Members of the public expressing support: Bob Planthold, Sharon Steuer, Eileen Boken, Michael Barrett, and Mari Eliza

Members of the public expressing opposition: Phoebe Cutler and Herbert Weiner

Members of the public expressing neither support nor opposition: Edward Mason and Patricia Vaughey

RESOLUTION 16-028

On motion to approve:

ADOPTED: AYES – Borden, Brinkman, Heinicke, Nolan, Ramos, and Rubke

12. Discussion and vote pursuant to Administrative Code Section 67.10(d) as to whether to conduct a closed session.

The closed session was cancelled.

ADJOURN – The meeting was adjourned at 2:37 p.m. in memory of Thu Phan.

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 web site: sfgov.org/ethics.