



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

MINUTES

Tuesday, July 16, 2019
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

Edward D. Reiskin
DIRECTOR OF TRANSPORTATION

Roberta Boomer
SECRETARY

ORDER OF BUSINESS

1. Call to Order

Vice Chair Borden called the meeting to order at 1:02 p.m.

2. Roll Call

Present: Gwyneth Borden
Cheryl Brinkman
Amanda Eaken – absent at Roll Call
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 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

No public comment.

On motion to approve the minutes of the June 18, 2019 Regular Meeting: unanimously approved (Eaken, Heinicke -absent).

PUBLIC COMMENT:

Ron Kattouw noted a need to change “pm” to “am” for the special meeting minutes.

On motion to approve the minutes of the June 24, 2019 Special Meeting: unanimously approved (Eaken, Heinicke-absent).

5. Communications

None.

6. Introduction of New or Unfinished Business by Board Members

Vice Chair Borden recognized Ed Reiskin for his leadership. He's had many notable achievements in his career including increased service levels, "Free Muni," mode shift, and renovating the fleet.

Aaron Peskin, Chair, Transportation Authority commended Ed Reiskin and expressed appreciation to him. This is the toughest job in government. Mr. Reiskin made 311 work and excelled as head of Public Works. Ed is humble and has a "lead by example" nature. He consistently demonstrates a duty to build and operate a safe, sustainable, equitable transportation system. Sup. Peskin commended his commitment to Vision Zero and noted the passage of a \$500 billion GO bond under his leadership.

Director Eaken arrived.

Sean Elsbernd, Chief of Staff, expressed Mayor Breed's appreciation to Director Reiskin for his service at the SFMTA, 311, and Public Works. Director Reiskin is the epitome of great public servant.

Mark Chekal-Bain, District Director, Assembly member Phil Ting, presented a certificate on behalf of State Legislators Ting, Chiu, and Weiner. Public service isn't easy. This is a big job, and the Director must deal with angry riders.

Tilly Chang, Director, Transportation Authority stated that she wanted to be like Ed when she came to the job. She expressed appreciation for his teamwork and leadership.

Supervisor Sandra Fewer expressed appreciation to Ed Reiskin, true, tireless public servant. Always been willing to listen to her and to community, neighbors to have robust conversations about transportation policies. Willing to bridge relationships.

Naomi Kelly, City Administrator, was purchaser when Ed was hired to be 311. Realized he was great person. Became a great mentor and friend. His wisdom/guidance for how to manage was inspirational. Great to see how you've moved traffic during major events.

Phil Ginsburg, Director, Recreation and Parks Department, thanked Ed Reiskin for his work. The arc of Ed's career is broad, there's not a position in gov't that Ed can't play. He is a mensch, kind, humble, and thoughtful. Department heads are a close bunch of colleagues who solve problems together. His level of curiosity and caring is amazing.

John Rahaim, Director, City Planning, talked about Ed's commitment and conceded that Ed's job is the toughest in city government. He expressed appreciation for Ed's perspective of the city as a whole. Ed embodies the definition of public service.

Kate Breen expressed gratitude and appreciation on behalf of the SFMA Executive Team. Ed is thoughtful, fair, and kind. Working with him made everyone better. He walks the talk by using public transit, walking, and biking. Ed maintained an open-door policy all the time.

Tom Maguire, Director, Sustainable Streets presented Director Reiskin with a street sign.

Bill Scott, Chief, San Francisco Police Department, stated that the SFMTA and the SFPD are vital partners in the movement of traffic. Ed's approach is always measured and calm.

Supervisor Vallie Brown commended Ed for his years of service. He is always committed to making the situation work. She would like to see someone who tries to make things work for everyone. The city needs people like Ed to keep everyone in the mode of doing the right thing.

Joaquin Torres, Director, Office of Economic Development and Workforce Development, expressed appreciation for Ed's willingness to help, being a steady guide to other city leaders, and supporting equity goals.

PUBLIC COMMENT:

Rick Laubscher, President, Market Street Railway, asked Ed to be honest with Market Street Railway regarding what was possible and what wasn't. He did that. A lot of positive things were accomplished. Ed was always passionate about success of the SFMTA, and an advocate for "Transit First".

Marta Lindsey stated that Walk San Francisco appreciates Mr. Reiskin's leadership and commitment to Vision Zero. She expressed appreciation for standing up for the most vulnerable people on city streets and for walking the walk.

Brian Widenmeyer, Bike Coalition, thanked Director Reiskin for his service, adding that he has always respected Ed's commitment and values.

Tom Gilberti stated that he's part of the "I Like Ed" club.

Martin Kazinski stated that it sounds like Mr. Reiskin is a saint. Mr. Reiskin divided taxi drivers and he wanted to make drivers to pay for his mistakes.

Aleta Dupree expressed her gratitude to Mr. Reiskin for his participation with the Clipper Card. She talked about the smooth running of the service in the subway.

Howard Strassner stated that he's glad people are making a big deal. He expressed his thanks to Director Reiskin and recounted the first time he met him.

7. Director's Report (For discussion only)

- Special Recognition
- Update on Vision Zero
- Ongoing Activities

Ed Reiskin, Director of Transportation, presented an update on Vision Zero including recent four recent traffic fatalities; an update on the Chase Center stop platform work; the L Taraval construction work; the

resumption of service at the Transbay Transit Center and the new Director of the Central Subway Project.

Nadeem Tahir, Manager, Central Subway Project, expressed appreciation for the opportunity.

PUBLIC COMMENT:

Barry Taranto expressed appreciation to Ed for addressing his issues. Cab drivers may not miss Mr. Reiskin but he will. The recent accidents were serious and uncalled for. Transportation Network Company (TNC) drivers who aren't familiar with the city drive wildly. Cab drivers are more accountable to the city than TNC drivers are.

Aleta Dupree expressed appreciation for the deeper dive on Vision Zero. It is important to her as a pedestrian and as a bike and scooter rider navigating city streets. She likes the idea of having four two-car trains able to stop near the Chase Center. It's better for people to ride Muni than to be in single-occupancy vehicles.

8. Citizens' Advisory Council Report

No report.

9. Public Comment

Howard Strassner stated that he is a member of the Pedestrian Safety Advisory Committee. He hopes the SFMTA will put up signs telling pedestrians to give way to trains. The SFMTA can tell pedestrians to wait to let transit go by.

Aleta Dupree discussed recent changes to Muni fares. It's time to retire the "scratch-off" tickets. She also discussed recent rides in the subway.

Roan Kattouw discussed an article that listed the Vision Zero corridors where the reporter assumed that all of the corridors would get protected bike lanes. One is right in front of his house. There aren't many in his neighborhood. The SFMTA corrected the reporter. Don't make another Taylor Street or Sixth Street. The SFMTA needs to put in bike lanes where they are needed.

Barry Taranto recognized Philip Cranna for putting a cab stand on Hyde at Beach. More are needed. The Federal Credit Union has decided not to renew loans and are demanding balloon payments. There may be more foreclosures. It's useless to be a cab driver because people are having to wait longer because of the credit union cabs. The SFMTA Board should watch the hearing at the Transportation Authority about taxis and they should hold a hearing about the report that came out. Turk and Townsend were narrowed to one lane which created gridlock. There is no place to queue at Moscone Center.

Joshua Arce, Office of Economic and Workforce Development, expressed appreciation to Director Reiskin for his support for a strong, local hiring policy. Mr. Reiskin consistently invested in CityBuild and providing opportunities for workers, especially small businesses. He also thanked Mr. Reiskin for recruiting Chariot drivers to become Muni drivers.

Troy Zhang expressed opposition to naming the Chinatown Station after Rose Pak. It would establish a dangerous precedent by naming a station after a person in violation of policy. Pak's commitment to the communist party in China was evident. She clearly showed her commitment to their policies in attacking people who had escaped China. He urged the board not to give in to political power.

Patrick Swiatek stated that Falun Gong has been vocal against naming the Chinatown Station after Rose Pak. The Chinese government persecuted Falun Gong. Congress passed multiple resolutions addressing this issue and expressing concern over human rights violations in China. In San Francisco, city officers treat Falun Gong as a group to be avoided. This is because of Rose Pak.

Marie Li expressed opposition to naming the Chinatown Station against Rose Pak. She discussed discriminatory acts against Falun Gong including not allowing them to be in the Chinese New Years Parade. 4,322 Falun Gong members are known to have died in China because they were Falun Gong practitioners.

Barbara Ting expressed opposition to naming the subway station after Rose Pak. There have been mass killings in the past century in China. It took nearly 20 years for the truth to be recognized due to voices like Rose Pak. When the details about the persecution get exposed, people will know the truth about Rose Pak. Naming the station after her will be a stain on San Francisco.

Linda Ye stated that she is opposed to naming the station after Rose Pak. The Board of Supervisors is trying to honor Rose Pak but she violated human rights. It's not the right thing to do. Falun Gong was the first victim group persecuted by the Chinese Communist Party.

Joyce Kontrafounis is opposed to naming the station after Rose Pak. In two months, they have collected over 10,000 qualified signatures, most of them from District 3. More than 1,200 pages have been provided to the Board. No volunteer was paid to collect signatures. The response was tremendous, and people are siding with the opposition. She urged the Board to listen to the voice of the people.

Rebecca Niu opposes the naming of the Central Subway station after Rose Pak. More than 80 people have expressed opposition at many public hearings. Not one person has expressed support for naming the station after Ms. Pak. She questioned who was behind the naming of the station after Ms. Pak.

Allen Zeng stated that many took time off work to speak against naming the station after Rose Pak. She attacked groups and conducted illegal activities. She doesn't deserve to be recognized. This decision is important and will impact Chinatown for decades. He urged Board members to meet with the opposition.

Michelle Yang urged the Board to not name the new station after Rose Pak. She bullied a lot of people. Religious freedom is the cornerstone of the United States. To put her name on the station undermines this core value of the United States.

Bob Feinbaum stated that Save Muni has been pressing for better transit for more than a decade. They have grown into a community. They are in favor of improving transit in San Francisco and supported the red transit lanes and all door boarding. He urged the Board to look at their website or to join them at one of their monthly meetings

Herbert Weiner expressed concern about the constitution of the Muni Task Force. It consists of supporters of flawed Muni policies. It restricts critical attitudes and opinions, voices which must be included. The task force must include everyone and must hear public opinion.

Jack Shang opposes the naming of the Chinatown Subway Station after Rose Pak. He has practiced Falun Gong for as long as he can remember. He urged the Board to defy the Chinese government and embrace San Francisco's ability to embrace social change.

Maggie Wu collected signatures against naming the Chinatown station after Rose Pak. She recounted a story about an elderly woman who asked to collect signatures against Ms. Pak. Chinese elderly women are the most silent group who compromise and endure so when they speak up, it's important to listen to them. Her message is to not name the station after Rose Pak.

Mary McGuire stated that Town Taxi is folding due to the actions at the airport. The Board should hold the hearing that they were supposed to. The cab stand at Beach and Hyde is a success, but cab drivers have been promised many other cab stands. Taxis are routinely chased away from places where tourists are, but especially at major events.

Renate Wymiarkiewicz addressed the "Uber" problem. There are about 50,000 Ubers driving in San Francisco who came from somewhere else. They are the worst drivers in the world. She recounted a situation she saw when a car came up a one-way street the wrong way. Nobody is controlling them. Most of the cars on the road are Uber or Lyft. The drivers are rude and crude, and they yell at everybody.

Martin Kazinski opposes naming the station after Rose Pak. He met her once and she was a bully in the way she was talking to people. She lied on her application for the home buyer program. She already owned two houses. That's a felony. The fatalities are unfortunate. The city has lost control of their own streets.

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. Tomasa Reyes vs. CCSF, Superior Ct. #CGC18571529 filed on 11/26/18 for \$5,000.
- B. Henry Scholz vs. CCSF, EEO Complaint #37A201703507C for \$124,442.88 (Explanatory documents include a resolution.)

RESOLUTION 190716-085

(10.2) Approving the following traffic modifications:

- A. RESCIND – NO PARKING, 12:01 AM to 6 AM, EVERY DAY – Egbert Avenue, both sides, from Newhall Street to 480 feet easterly.
- B. ESTABLISH – TOW – AWAY, NO STOPPING, 12:01 AM TO 6 AM, DAILY; Stevenson Street, north side, between 7th Street and 8th Street.
- C. ESTABLISH - STOP SIGN – Moraga Street, westbound, at Lower Great Highway; Ortega Street, westbound, at Lower Great Highway; Ulloa Street, westbound, at Lower Great Highway; Cutler Street, westbound, at Lower Great Highway; and Wawona Street, westbound, at Lower Great Highway.
- D. ESTABLISH – STOP SIGN – Jasper Place, northbound, at Filbert Street.
- E. ESTABLISH - STOP SIGN – Jasper Place, southbound, at Union Street.
- F. ESTABLISH – STOP SIGN – Jasper Place, southbound, at Green Street.
- G. ESTABLISH – STOP SIGN – Bannam Place, northbound, at Union Street.
- H. ESTABLISH – STOP SIGN – Bannam Place, southbound, at Green Street.
- I. ESTABLISH – BUS ZONE – Laguna Street, east side, from Hayes Street to 108 feet northerly.
- J. ESTABLISH – TOW AWAY, NO STOPPING ANYTIME – Paul Avenue, south side, from San Bruno Avenue to 126 feet easterly.
- K. ESTABLISH – BUS ZONE – Sunnydale Avenue, south side, from 0 feet to 240 feet west of 2055 Sunnydale Avenue.
- L. ESTABLISH – STOP SIGNS – Silliman Street, eastbound and westbound, at Brussels Street.
- M. ESTABLISH – STOP SIGN – Bernard Street, westbound, at Leavenworth Street.
- N. ESTABLISH – RED ZONE – Silver Avenue, north side, from Bowdoin Street to 28 feet easterly; Silver Avenue, south side, from 25 feet to 45 feet west of Bowdoin Street
- O. ESTABLISH – STOP SIGN – Arnold Avenue, northbound, at Crescent Avenue.
- P. ESTABLISH – STOP SIGN – Roscoe Street, northbound, at Crescent Avenue.
- Q. ESTABLISH – STOP SIGN – Porter Street, northbound, at Crescent Avenue.

- R. ESTABLISH – STOP SIGN – Wentworth Place, southbound, at Washington Street.
- S. ESTABLISH – NO TURN ON RED – Golden Gate Avenue, eastbound, at Hyde Street; Hyde Street, southbound, at Golden Gate Avenue
- T. ESTABLISH – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA J PERMITS – 17th Street, both sides, between Clayton Street and Belvedere Street.
- U. ESTABLISH – NO TURN ON RED – Bush Street, eastbound, at Kearny Street; Kearny Street, northbound, at Bush Street.
- V. ESTABLISH – PERPENDICULAR PARKING – Iowa St., east side, from 23rd Street to 25th St.
- W. ESTABLISH – PARKING METERS, 1-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Iowa Street, east side, from 55 feet to 81 feet northerly of 25th S.
- X. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME – Iowa Street, west side, from 23rd Street to 25th Street; and making environmental review findings. (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 V and W was severed from the Consent Calendar at the request of a member of the public.

PUBLIC COMMENT:

Members of the public expressing opposition: Barry Taranto

RESOLUTION 190716-086

On motion to approve:

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

ABSENT - Heinicke

(10.3) Making environmental review findings and approving various parking and traffic modifications, along 4th Street between Harrison and King streets associated with the Central Subway Project as follows:

- A. ESTABLISH – MUNI RIGHT-OF-WAY - 4th St., southbound, from Bryant Street to Brannan St.
- B. ESTABLISH – NO LEFT TURN - 4th Street, northbound, at King Street; 4th Street, southbound, at King Street; Brannan Street, eastbound, at 4th Street; King Street, eastbound, at 4th Street; Townsend Street, eastbound, at 4th Street
- C. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - 4th Street, east side, from Harrison Street to Perry Street
- D. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME - 4th Street, west side, from Harrison Street to 115 feet southerly; 4th Street, west side, from Bryant Street to 20 feet southerly
- E. ESTABLISH – TOW-AWAY, NO PARKING, PASSENGER LOADING ONLY, 5 PM TO 2

- AM, EVERYDAY - 4th Street, west side, from 20 to 60 feet south of Bryant Street
- F. ESTABLISH - METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 5 PM, MONDAY THROUGH SATURDAY - 4th St., west side, from 20 to 60 feet south of Bryant St.
- G. ESTABLISH – GENERAL METERED PARKING - 4th Street, west side, from 109 to 205 feet south of Brannan Street
- H. ESTABLISH – ONE-WAY STREET - 4th Street, southbound, from Bryant St. to Townsend St.
- I. ESTABLISH – RIGHT TURN ONLY - 4th Street, northbound, at Townsend Street
- J. ESTABLISH – LEFT TURN ONLY - Welsh Street, westbound, at 4th Street
- K. ESTABLISH – RIGHT LANE MUST TURN RIGHT - 4th Street, northbound, at King Street
- L. ESTABLISH – LEFT LANE MUST TURN LEFT - 4th Street, southbound, at Townsend Street
- M. RESCIND – NO LEFT TURN - 4th Street, southbound, at Townsend Street; 4th Street, southbound, at Brannan Street; 4th Street, southbound, at Freelon Street
- N. RESCIND – LEFT LANE MUST TURN LEFT - 4th Street, southbound, at Bryant Street.
(Explanatory documents include a staff report, environmental review documents, re-evaluation and resolution.)

Item 10.3 was severed from the Consent Calendar at the request of a member of the public.

PUBLIC COMMENT:

Members of the public expressing opposition: Barry Taranto

RESOLUTION 190716-087

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

ABSENT - Heinicke

(10.4) Authorizing the Director to execute fund transfer agreements with the California Department of Transportation: \$490,160 for the SFMTA’s Presidio Bus Yard Planning Study and \$300,000 for the Hyde Street Safety Project, and any amendments to such agreements. (Explanatory documents include a staff report and resolution.)

RESOLUTION 190716-088

(10.5) Awarding Contract No. 1247R, Presidio Trolley Coach Facility - Presidio Bus Lifts, to Makai Solutions, to replace and install new vehicle lifts, new overhead roll-up doors and new security gates, in the amount of \$2,854,660, and for a term of 450 days. (Explanatory documents include a staff report, resolution and financial plan. The proposed action is the Approval Action as defined by San Francisco Administrative Code Chapter 31.)

RESOLUTION 190716-089

(10.6) Authorizing the Director to execute Contract No. SFMTA 2019-57 with ChargePoint, to procure equipment for a bus charging solution, including charging dispensers, power converters, system warranty, an integrated cloud-based subscription service, spare parts, testing and commissioning of the charging solution, and service and maintenance plan, in an amount not to exceed \$1,148,477, and for a term of three years, with an option to extend the term for up to three additional years. (Explanatory documents include a staff report, resolution and agreement.)

RESOLUTION 190716-090

(10.7) Authorizing the Director to execute a new Industrial Lease between Yosemite Investment and DLAI Investment, and the San Francisco Municipal Transportation Agency, for a portion of a building designated as 1528-1538 Yosemite Avenue and 1509-1577 Wallace Avenue, for the SFMTA Paint Shop's operations, and Sustainable Streets vehicles, equipment, materials, and staff, at an initial annual rent of \$774,536 for a five-year term with a four-year extension option and an option to purchase. (Explanatory documents include a staff report, resolution and agreement.)

RESOLUTION 190716-091

(10.8) Authorizing the Director to execute Modification No. 7 to Contract No. 1289, Van Ness Corridor Transit Improvement Project, with Walsh Construction Company, to resolve claims related to delays resulting from water and sewer work, by increasing the contract amount by \$4,819,650, for a total contract amount not to exceed \$213,105,974.83, and extending the time to substantial completion by 279 days and making environmental review findings. (Explanatory documents include a staff report, financial plan, modification, environmental documents and resolution.)

RESOLUTION 190716-092

(10.9) Adopting a three-year overall goal of 22 percent for Disadvantaged Business Enterprise participation in Federal Transit Administration-assisted contracts for Federal Fiscal Years 2020-2022, with a breakdown of 15% to be achieved by race-neutral means and 7% to be achieved by race-conscious means; and authorizing the SFMTA to use race- and gender-neutral measures and race- and gender-conscious measures to achieve the DBE overall goal, including the establishment of Small Business Enterprise goals, goals for women-owned DBEs in construction and professional services, and goals for Black American-owned DBEs on FTA-funded construction contracts. (Explanatory documents include a staff report, resolution and methodology.)

RESOLUTION 190716-093

(10.10) Authorizing the Director to issue a Request for Proposals for Contract No. SFMTA-2019-50: Mid-Life Overhaul of the 40' & 60' Hybrid Electric Coaches and 60' Electric Trolley Coaches. (Explanatory documents include a staff report, RFP, agreement and resolution.)

RESOLUTION 190716-094

(10.11) Approving Contract No. SFMTA-2019-68, Radio Communication Equipment and Integration for the Central Subway Project, with Harris Corporation, to procure proprietary radio equipment to extend the SFMTA new Radio System into the Central Subway and to provide system configuration, integration, and testing services, for a total amount not to exceed \$3,200,000 and a term of 36 months. (Explanatory documents include a staff report, agreement, funding plan, environmental review documents, and resolution.)

RESOLUTION 190716-095

On motion to approve the Consent Calendar (Items 10.2 V and W and 10.3 severed):

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

ABSENT – Heinicke

REGULAR CALENDAR

11. Making environmental review findings and approving permanently closing both directions of Octavia Street between Linden and Hayes streets to vehicular traffic except for bicycles and emergency vehicles, changing the one-way direction of Linden Street from westbound to eastbound between Laguna and Octavia streets, establishing a protected bike lane on Hayes Street westbound from Octavia Street (northbound) to Octavia Street (southbound), and approving related parking and traffic modifications to improve safety associated with the Octavia ‘Open Street’ Project as follows:

- A. ESTABLISH – ROAD CLOSURE, EXCEPT PEDESTRIANS, BICYCLES, and EMERGENCY VEHICLES - Octavia Street, from Linden Street to Hayes Street
- B. ESTABLISH – LEFT-TURN ONLY - Octavia Blvd. (center lanes), northbound, at Fell St.
- C. ESTABLISH – ONE-WAY STREET - Linden Street, eastbound, from Laguna Street to Octavia Street
- D. ESTABLISH – CLASS IV PROTECTED BIKEWAY - Hayes Street, westbound, south side, from Octavia Street (northbound) to Octavia Street (southbound)
- E. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME - Octavia Street, both sides, from Linden Street to Hayes Street; Hayes Street, south side, from Octavia Street; Hayes Street, south side, from Octavia Street to 35 feet westerly.
- F. ESTABLISH – RED ZONE - Octavia Street, west side, from Linden Street to 10 feet southerly.
- G. ESTABLISH – PASSENGER LOADING ZONE AT ALL TIMES - Fell Street, north side, from 10 feet to 52 feet east of Octavia Street.
- H. RESCIND – 2-HOUR PARKING, 8 AM TO 9 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA S PERMITS; ESTABLISH – UNMETERED MOTORCYCLE PARKING – Octavia St., east side, from 24 feet to 50 feet north of Fell St. (Explanatory documents include a staff report and resolution. All of the proposed actions listed above are Approval Actions as defined by S.F. Administrative Code Chapter 31.)

Mark Draeger, Transportation Planner, Octavia Open Street Project, presented the item.

Derek Remski, on behalf of Supervisor Vallie Brown, stated that Patricia's Green has become the heart of the neighborhood. Over the last four years, there has been a robust engagement process which has produced a more pedestrian-oriented area. Staff worked with stakeholders and business owners. This is a good project and will improve the livability of the neighborhood.

PUBLIC COMMENT:

Members of the public expressing support: Ms. PJ, Jim Warshell, Kristen Leckie, Gail Baugh, Roan Kattouw, Marta Lindsey, Ed Bedard, Jason Henderson, Howard Strassner, Cole Brennan, and Barbara Thompson.

Members of the public expressing opposition: Simone Thomas, and Sal Inocencio.

Members of the public expressing neither support nor opposition: Tanya Landsberger and Barry Taranto.

The Board provided direction to staff to explore closing Octavia Street from Fell to Linden Street; additional parking management in the Hayes Valley neighborhood; closing additional blocks of Hayes Street and making them transit and taxi only lanes; and additional pedestrian safety measures on Linden.

RESOLUTION 190716-096

On motion to approve:

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

ABSENT – Heinicke

12. Amending the Transportation Code, Division II, Section 601 to create a Muni only lane on Essex Street, southbound, from Harrison Street to 250 feet south of Folsom Street, and revise the locations for the time limited transit-only lane on Mission Street from Beale Street to 1st Street (eastbound) and Main Street to 1st Street (westbound); making environmental review findings and approving various parking and traffic modifications associated with the 12 Folsom/Pacific Rincon Hill Extension Project as follows:

- A. ESTABLISH – BUS ZONE - Spear Street, west side, from Mission Street to 93 feet southerly; Essex Street, center median, from Folsom Street to 60 feet southerly
- B. ESTABLISH – YELLOW METERED LOADING, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY - Mission Street, south side, from 6 feet to 86 feet west of Spear Street
- C. ESTABLISH – NO LEFT TURN EXCEPT BUSES, TAXIS, AND BIKES - Folsom Street, westbound at Essex Street
- D. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - Essex Street, east side of median on east side, from Harrison Street to 250 feet northerly

- E. RESCIND – LEFT LANE MUST TURN LEFT - Essex Street, east side of median, southbound at Harrison Street
- F. ESTABLISH – NO RIGHT TURN EXCEPT MUNI - Essex Street, east side of median, southbound at Harrison Street. (Explanatory documents include a staff report, environmental review documents, resolution and amendment.)

Sean Kennedy, acting manager, Service Planning, presented the item.

Director Brinkman requested robust outreach two weeks before the route change goes into effect.

PUBLIC COMMENT:

Members of the public expressing support: Roan Kattouw and Aleta Dupree

Members of the public expressing neither support nor opposition: Barry Taranto and Herbert Weiner

RESOLUTION 190716-097

On motion to approve:

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

ABSENT – Heinicke

13. Amending the Transportation Code, Division II, to modify existing Powered Scooter Share Permit Program requirements to, among other things, remove the limitations of the pilot program, authorize the Director to determine the appropriate number of permitted scooters and permittees, require that powered scooters have integrated lock-to devices, revise distribution and rebalancing requirements, update data sharing terms, adjust the permit fee schedule and endowment fund amounts, revise the fine structure for parking violations as between permittees and non-permittees, require a more robust community engagement process, and require that applicants provide sample scooters for inspection and evaluation by the SFMTA. (Explanatory documents include a staff report, resolution and amendment.)

Board Secretary Boomer stated that staff requests an amendment to the code to delete a section of the code that is stated twice. The Section is 916(e)(3) and states “In evaluating a permit application, the Director of Transportation may consider the extent to which an operator has the capacity to meet the permit terms based on past experience, including compliance with applicable laws and its efforts to ensure compliance by its users with applicable laws.”

Jason Hyde, Senior Planner, Livable Streets, presented the item.

PUBLIC COMMENT:

Members of the public expressing support: Aleta Dupree, Alex April, Nima Rahimi, Drew Meyersieck,

Roan Kattouw, Paul Bree, and Cole Brennan

Members of the public expressing opposition: Herbert Weiner

On motion to amend the Code to delete the duplicate section:

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

ABSENT – Heinicke

RESOLUTION 190716-098

On motion to approve as amended:

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

NAYES – Heminger and Torres

ABSENT – Heinicke

14. Appointing Thomas Maguire to serve as Interim Director of Transportation beginning August 14, 2019 and continuing until a permanent Director of Transportation is appointed and approving an employment agreement with Thomas Maguire, with an annual salary of \$299,000, reimbursement for professional development expenses, and benefits and other terms and conditions equivalent to specified benefits and other terms and conditions in the Memorandum of Understanding between the City and County of San Francisco and the Municipal Executives Association. (Explanatory documents include a staff report, resolution and agreement.)

Pursuant to California Government Code Section 54953 (c) (3), Chair Borden summarized the proposed salary and compensation that are in the proposed agreement.

PUBLIC COMMENT:

Members of the public expressing support: Laura Hillgard

RESOLUTION 190716-099

On motion to approve:

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

ABSENT – Heinicke

15. Discussion regarding the qualities, attributes, and experience needed in the next Director of Transportation. (No explanatory documents.)

Chair Borden and Director Eaken reviewed the process and progress on the search for the next Director of Transportation.

PUBLIC COMMENT:

Herbert Weiner stated that the qualities he would like to see include being a transportation professional, and someone who can take issue with staff and with the SFMTA Board. These clashes should be in public so the public can have input. The Director should be responsive to the public. The Board has rammed things through without listening to the public. Seniors and people with disabilities should be supported by the next Director. Everyone needs to be served, not just special interests. Neighborhoods should get equal service.

Aleta Dupree stated that she is looking forward to the search for a new Director. She is looking for bold leadership and an attitude of innovation. Someone who can embrace the old and the new and who is diversity minded. There may be a candidate who has disabilities or challenges. That person should be treated like any other candidate. The Board should expect a diverse group of applicants. It is essential that they have a strong sense of global and inclusive leadership.

Cole Brennan said that the future of San Francisco depends on a transportation system that puts people first. The Board should seek a leader who sees that, and who is bold and aggressive about transforming city streets. We need someone who is ready to create more car-free spaces, reduce speed limits and manage congestion.

Roan Kattouw expressed agreement with Ms. Brennan. He would like to see someone who is willing to take bold action. Advocates and the Board are trying to push the SFMTA to do more. It would be great if that came from the Director and from within the SFMTA.

Paul Bree said that it seems that people are talking about innovation with regard to the position. He's not sure that's right. There are many places around the world that have managed to solve their transit problems. The SFMTA needs to look at what's working worldwide. He encouraged the Board to look for someone who has experience with foreign systems as they have done a more functional job of serving their riders.

ADJOURN- The meeting was adjourned at 5:39 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.