



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

MINUTES

Tuesday, April 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
Lee Hsu
Cristina Rubke
Art Torres

Edward D. Reiskin
DIRECTOR OF TRANSPORTATION

Roberta Boomer
SECRETARY

ORDER OF BUSINESS

1. Call to Order

In the absence of the Chair and Vice Chair, Board Secretary Boomer called the meeting to order at 1:00 p.m.

Pursuant to the Board's Rules of Order, Secretary Boomer asked for a motion to elect an acting Chair to preside over the meeting.

On motion to elect Director Brinkman as acting Chair:

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

ABSENT – Borden, Heinicke and Torres

2. Roll Call

Present: Cheryl Brinkman
Amanda Eaken
Lee Hsu
Cristina Rubke
Art Torres – absent at Roll Call

Absent: Gwyneth Borden – with notification
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.

Director Torres arrived.

On motion to approve the minutes of the April 2, 2019 Regular Meeting: unanimously approved (Borden, Heinicke-absent).

5. Communications

Board Secretary Boomer stated that the closed session had been cancelled.

Acting Chair Brinkman stated that at the appropriate time, she would ask the Board Secretary to call Items 14 and 15 together.

6. Introduction of New or Unfinished Business by Board Members

None.

7. Director's Report (For discussion only)

- Update on transit service
- Ongoing Activities

Julie Kirschbaum, acting Director, Transit, presented the update on transit service.

Ed Reiskin, Director of Transportation, discussed the dismissal of one of the Regional Measure 3 lawsuits, an upcoming report on Transportation Network Company (TNC) access for people with disabilities, MuniMobile app, Market Street Railway app, the Cable Car Gearbox Rehabilitation Project, and the American Public Transportation Association's "Get on Board Day".

PUBLIC COMMENT:

Herbert Weiner expressed appreciation for the report by the Director of Transit. The statistics have been missing from previous meetings and from the website. People are waiting too long for the 1 California line and many buses are behind schedule. People must wait an inordinate amount of time. This is likely due to the shortage of drivers which he hopes will be remedied swiftly. The "Get on Board" day sounds great but it's hard if someone is under the wheels. This deficiency is an internal operational matter.

Christopher Pederson commented on the transit report. The next reports should consider performance during non-peak hours as well as look at pinch points outside of the tunnel such as at St. Francis Circle and at 4th and King streets. He is happy to see Muni considering new rules at West Portal. There are many other things that cause delays there, such as trains stopping at three different points in the station and passenger performance.

8. Citizens' Advisory Council Report

Neil Ballard, Chair, Finance and Administration Committee, Citizens' Advisory Council, presented recent recommendations including changes to the 54 Felton line; accelerated schedule for replacing light rail vehicles; light rail seat configuration; and revising the contract delegation policy.

No public comment.

9. Public Comment

John Paar discussed the N Judah stop at 31st Ave. He expressed appreciation to staff for meeting with him to discuss short- and long-term design solutions. He asked the Board to allocate funds for the construction of a proper transit station at 31st and Judah.

Robert Cesana discussed conflict of interest issues. Regardless of who appointed the Board, the duty of board members is to represent the interests of the public. The problem with the sale of medallions for \$250,000 is that people stopped buying them. Everybody wants their money back. The SFMTA should get an independent financial consultant to talk with taxi drivers as there is a possible meeting point. Medallions could be sold for about \$100,000-\$125,000. Nobody will buy anything from the SFMTA.

Sharon Lai discussed a sexual battery incident on Muni. She reported the incident to the authorities, but many similar crimes are going on that are uncontested and unreported. There was a lack of action by people seated nearby when the incident was occurring. She wasn't aware that she should have used the emergency button nor other actions she could have taken. The SFMTA should educate the public. (Acting Chair Brinkman asked staff to let riders know what to do in such situations.)

Herbert Weiner commented on the SFMTA's culture and supporters. He sees very little dissension between interest groups and the Board. The Board blindly supports everything. "Muniacs" are in conflict with the public. The Board doesn't represent the public and rams things through over their objections. There is a potential for long term disaster for the SFMTA. Things should be debated in public.

Charles Rathbone stated that the SFMTA and the airport have enforced expensive impacts on the taxi industry including deadheading, dispatch, and waste of fuel. Medallion holders are seriously impacted. He asked that some of the damage be mitigated by waiving taxi fees this year.

Norma Geer stated that she no longer drives a cab due to age and the impact on her body. The industry is very unhealthy. She expressed support for waiving all taxi fees. Lyft's recent initial public offering revealed their failing business plan. There is no way for them to survive. She asked the Board to give cab drivers time, so they can survive TNCs.

Bernard Dethiers discussed a waiver of all fees for the taxi industry. Drivers are barely making any money, especially due to the new rules. Taxi companies and dispatch services are also struggling to stay in business. Nobody can afford the fees and they need a break.

Tariq Mehmood stated that the airport medallion scheduling was changed from three cabs to four or five. This delays cab drivers further and Pre-K's are eliminated from the system completely. 150 medallions were given to cab companies for free. This should be investigated. There is no top light on some Fly Wheel cabs, which is required by law.

Gordon Wong stated that the rule change for cab companies have affected his income and his family. It's very stressful. Other family members have given up because there is no profit.

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) Making environmental review findings and approving the following traffic modifications:

- A. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES – 400 Parnassus Street, north side, from 216 feet to 238 feet west of Hillway Avenue.
- B. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES – “1670” Indiana Street, west side, from the ramp for the north crosswalk at Marin Street to 22 feet southerly.
- C. ESTABLISH – STOP SIGNS – Steiner Street, northbound and southbound, at Ellis Street.
- D. ESTABLISH – NO RIGHT TURN ON RED, 7 AM TO 7 PM, DAILY – Webster Street, northbound, at Bush Street.
- E. ESTABLISH – BUS ZONE – Sansome Street, east side, from Lombard Street to 62 feet southerly.
- F. ESTABLISH – STOP SIGNS – Brazil Avenue, eastbound and westbound, at Paris Street.
- G. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Boardman Place, west side, from 94 feet to 124 feet north of Brannan Street.
- H. RESCIND – NO LEFT TURN – Fulton Street, eastbound, at 10th Avenue.
- I. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA AA; ESTABLISH – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA AA PERMITS – Lundys Lane, both sides, between Esmeralda Street and Fair Avenue.
- J. RESCIND – TOW-AWAY, NO STOPPING, 4 PM TO 6 PM, MONDAY THROUGH FRIDAY – Divisadero Street, west side, from 60 feet to 136 feet south of Hayes Street.
- K. ESTABLISH – TOW-AWAY, NO PARKING, METERED COMMERCIAL LOADING ONLY, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY – Divisadero Street, west side, from 60 feet to 94 feet south of Hayes Street.
- L. ESTABLISH – RED ZONE – Divisadero Street, west side, from 9 to 19 feet north of Fell Street.
- M. ESTABLISH – TOW-AWAY, NO PARKING, METERED COMMERCIAL LOADING ONLY, 8 AM TO 4 PM, MONDAY THROUGH FRIDAY – Divisadero Street, west side, from 19 to 59 feet north of Fell Street.

- N. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – 12th Street, west side, from South Van Ness Avenue to 171 feet northerly. (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.)

RESOLUTION 190416-038

(10.2) Authorizing the Director to execute a funding agreement with FOCIL-MB for the design and construction of traffic signals at three locations on Terry Francois Boulevard in Mission Bay in an amount not to exceed \$646,570, and for a term through August 31, 2020 and making environmental review findings. (Explanatory documents include a staff report, resolution and environmental documents.)

RESOLUTION 190416-039

(10.3) Authorizing the Director to retroactively execute Contract No. SFMTA-2018-59 between the San Francisco Municipal Transportation Agency and moovel North America, LLC to provide mobile ticketing services and related web hosting services, for a contract amount not to exceed \$1,540,000, and an initial term of two years, with three one-year options to extend the term up to an additional three years. (Explanatory documents include a staff report, resolution and contract.)

RESOLUTION 190416-040

(10.4) Approving the permitted commuter shuttle bus zone modification to remain in effect for the duration of Commuter Shuttle Program as follows:

- A. ESTABLISH – TOW AWAY, NO STOPPING, PERMITTED COMMUTER SHUTTLE ZONE ONLY, 4 PM TO 10 PM, MONDAY THROUGH FRIDAY - South Van Ness Avenue, east side, from 146 feet to 231 feet north of 17th Street
- B. ESTABLISH – TOW AWAY, NO STOPPING, PERMITTED COMMUTER SHUTTLE ZONE ONLY, 6 AM TO 10 AM, MONDAY THROUGH FRIDAY - South Van Ness Avenue, west side, from 17th Street to 100 feet southerly
- C. RESCIND – TOW AWAY, NO STOPPING, PERMITTED COMMUTER SHUTTLE ZONE ONLY, 6 AM TO 10 AM, MONDAY THROUGH FRIDAY -16th Street, north side, from South Van Ness Avenue to 130 feet westerly (Explanatory documents include a staff report and resolution.)

On motion to approve the Consent Calendar:

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

ABSENT – Borden and Heinicke

REGULAR CALENDAR

11. Presentation and discussion regarding Powered Scooter Share Mid-Pilot Evaluation findings. (Explanatory documents include a slide presentation.)

Adrian Leung, Project Manager, Scooter Share program, presented the item.

PUBLIC COMMENT:

Lauren Urhausen expressed support for the program. Skip has changed the perception of scooters in San Francisco and promised to be a responsible operator. Skip has a local warehouse with skilled mechanics and has instituted sustainable practices for their fleet. They have significantly reduced complaints to 311 and have replaced car trips. Scooters are helping end San Francisco's dependence on cars.

Harold Findley said the analysis is great. It's important to hammer out the logistics to make scooters safe. Scooters are replacing car use. Car trips are far more dangerous than scooter trips. The infrastructure in the City encourages cars. Car use must be discouraged. This approach needs to be expanded as it addresses safety issues.

Sam Mollica has struggled to find a job as a transgender person. She works at Skip and receives full benefits. Skip has allowed her to thrive.

Michon Fretwell is a tech leader at Skip. Skip is an amazing company that strives for safety every day. They are a team of hard working employees who are inspired by Skip's leadership.

David Lewis hasn't owned a car in over 16 years and gets around by bike. He is thrilled to be able to use a scooter. Scooters are practical, and he doesn't have to worry about it. As an employee, Skip has enabled him to have a comfortable existence in San Francisco. He encouraged more scooters.

Lee James works at Skip. Skip is doing great things, such as giving money to colleges and providing helmets. He was homeless previously. Skip took him on board, trained him about more than scooters and paid him a good wage. He no longer needs general assistance.

David Huffman stated that people could use a lot more scooters. He uses all modes but uses scooters a lot. Too often a scooter isn't nearby. Scooters have changed his behavior. It would be more effective if there were more scooters throughout San Francisco.

Daniel Culbertson stated that scooters are his last-mile solution. He uses a scooter to get to work every day. Cars are backed up on the Embarcadero and near his home, which he can pass easily.

John Butler stated that District 10 (D10) would welcome scooters in the Bayview community. They would help with jobs and people making short trips. Scooters let people access stores readily. They want more scooters in the Bayview, especially with the Warriors stadium opening up. They would help residents move more freely in less traffic and have fewer collisions.

Dedria Smith asked for more scooters. Skip is providing jobs, especially for people who are delivering meals. They are safe and needed. They would be great for the community.

Bradley Jackson expressed support for scooters. He is one of the biggest proponents for scooters as a resident who doesn't have a car. Public transit isn't as easily accessible. More scooters will result in scooters being in more areas. Tourists who use scooters can see San Francisco easier than renting a car or taking transit.

Kayla Sharp has used scooters. It's the cheapest, most reliable option to help her get where she's going on time. She sees more people moving away from cars. She would like to see more scooters in areas that are currently underserved.

Megan Legg uses scooters because it's easy. She can't afford to take a TNC. She walks or takes a bus but often has to wait. Walking home at night isn't as safe as taking a scooter. Scooters are taking cars off the street. She would love to see more of them on the street.

Alex Chow has many options, but he likes using scooters. It's hard to find them and he would like to see more on the street. Scooters can weave in traffic and get people where they're going more efficiently. It's a good way to attract people to San Francisco.

Marina Privorotsky takes Muni and scooters to get from her home to downtown. There aren't enough electric scooters in the West Portal area or other areas that aren't in the city center. TNC rides are too expensive. Scooters are quick and cheap.

Ethan Goldspiel stated that he was against scooters at first but he's glad to see that the program has worked. The number of injuries isn't as high as what he first thought. He's a supporter of the program now as they are cheaper, more convenient, and easier to use than a car, TNC or public transportation. He likes that he can leave it when he's done rather than try to find a parking space or wait for a bus.

Brian Fogg stated that he doesn't have problems with scooters but with the return trip. If someone picks up a scooter in a densely populated area and leaves it in another area, the scooter may be gone. The nearest scooter may be far away, so someone will have to take a taxi or walk a considerable distance. The disbursement of scooters has improved which makes the whole system more useful.

Matt Brezina stated that transportation infrastructure is important. There aren't enough scooters available now. Only 18% of scooter riders are women. That's not the fault of companies. Women perceive streets safety differently. It's a reflection of our ability to make streets safer for everyone. A giant SUV is only fined \$125 while a scooter is fined \$500. These fees should be changed.

Shivam Vohra stated that Scoot is proud to be part of the city. They consider themselves to be asset managers. There were issues early on with theft and vandalism but with their investments in locks, these problems have been resolved. It's important to build public trust. Shared electric mobility has been around for a short period of time.

Sarah Gosney stated that she is a person with disabilities. She feels like she has been bullied off her sidewalk by people on scooters. It's been horrible. There has been a change in the number of scooters, but their behavior hasn't changed. She has heard similar stories from other people who have similar disabilities. Scooter riders don't respect people on the sidewalks

Rodney Hampton stated that Scoot has worked with the community very diligently and they listen to the concerns of residents. They hope to have more scooters in San Francisco.

Cristina Santos stated that she loves scooters because she can use them after the buses stop running.

Marcel Moran stated that the current dominance by cars is dangerous. Electric scooters will help the City meet its mode share goal. There's a more diverse usage pattern in Oakland than for bikes. Providing a range of transit options is a good idea.

Don Whiteside stated that he's heard both pro's and con's. San Francisco's future is in scooters not cars. The City is not designed for cars. Neighborhoods are denser now, so bikes and scooters are the way to go for residents. They're convenient. People need to be educated.

Ellouise Patton stated that D10 has traditionally been disenfranchised. They are ecstatic that they are being included. Scoot is going to churches and non-profit organizations. This will change Third Street. It's a much needed addition to D10's transportation and workforce needs.

Afrik Cohen stated that he has incurred penalty charges from his insurance company because he has been using scooters rather than his car. He would like to see more protected bike lanes. He uses scooters to run errands, to get to work and visit other neighborhoods or tourist attractions. The program should be expanded with more vehicles.

Charles Whitfield urged the Board to expand the scooter program and the protected bike network. He's been knocked off his vehicle twice and hospitalized once. Cars, bikes and scooters are not equal on the road. Car drivers treat non-drivers more like pests. Scooter riders are unsafe on the road and thus, ride on the sidewalk. Expand scooter share and provide a better network of bike lanes on every street.

Kelshawn Parish stated that qualifying for the low-income program for a scooter is quick and easy.

12. Amending the Transportation Code, Division II, to modify existing Stationless Bicycle Share Permit Program requirements to require that stationless bicycles have integrated lock-to devices and adhere to standard certifications, require that a certain percentage of each permittee's fleet consist of electric bicycles, revise distribution and rebalancing requirements, require that permittees' Privacy Policies be consistent with state and local law and any guidelines issued by the Director of Transportation, adjust the permit fee schedule, and require that applicants provide sample bicycles for inspection and evaluation by the SFMTA. (Explanatory documents include a staff report, amendments and resolution.)

Jamie Parks, Manager, Livable Streets, presented the item.

PUBLIC COMMENT:

Members of the public expressing support: Damian Sweet, Keron Skinner, Stacey Randecker, and Devan Brady

Members of the public expressing neither support nor opposition: Jeanne Orellana, Jeff Sears and Rob Schwarz

RESOLUTION 190416-042

On motion to approve:

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

ABSENT – Borden and Heinicke

13. Approving parking and traffic modifications along Sansome, Battery, Vallejo, and Davis streets between Lombard Street and Jackson Street associated with the Sansome and Battery Connections Project as follows:

- A. ESTABLISH — CLASS II BIKEWAY (BIKE LANES) - Sansome Street, northbound, between Broadway and Lombard Street; Battery Street, southbound, between Greenwich Street and Vallejo Street; Vallejo Street, eastbound and westbound, between Sansome Street and Cowell Place; Vallejo Street, eastbound and westbound, between Battery Street and Front Street and Davis Street, northbound and southbound, between Broadway and Jackson Street
- B. ESTABLISH — CLASS III BIKEWAY (SHARED LANES) - Vallejo Street, eastbound and westbound, between Cowell Place and Battery Street
- C. ESTABLISH – LEFT LANE MUST TURN LEFT, EXCEPT BICYCLES - Battery Street, southbound, at Vallejo Street
- D. ESTABLISH — TOW-AWAY, NO STOPPING ANY TIME, AT ALL TIMES - Davis Street, east side, Broadway to 22 feet southerly (Explanatory documents include a staff report, map, graphics and resolution. All of the proposed actions listed above are Approval Actions as defined by S.F. Administrative Code Chapter 31.)

Casey Hildreth, Senior Planner, Livable Streets, presented the item.

Director Hsu left.

PUBLIC COMMENT:

Members of the public expressing opposition: Bill Hannan, Matt Brezina, Theodore Brown, Kevin Kayll, and Joe Crowley

RESOLUTION 190416-043

On motion to approve:

ADOPTED: AYES - Brinkman, Eaken, Rubke, and Torres

ABSENT - Borden, Heinicke and Hsu

14. Presentation and discussion regarding the SFMTA's plan for Chase Center events. (Explanatory documents include a slide presentation).

Acting Chair Brinkman asked that Items 14 and 15 be called together.

Julie Kirschbaum, acting Director, Transit, Tom Maguire, Director, Sustainable Streets, and Peter Bryan, Vice President, Golden State Warriors, presented the items.

PUBLIC COMMENT:

Herbert Weiner recommended the use of helicopters as a mode of transportation to get to Chase Center events. He won't be attending any events, but a friend told him it took two and a half hours to get home from a Giants game on public transportation. The SFMTA has to make public transit work.

15. Amending the Transportation Code Division II Section 405 to expand the South Embarcadero Special Event Parking Area to include blocks in the vicinity of the Chase Center, making environmental review findings and approving various parking and traffic modifications as follows:

- A. RESCIND - 2-HOUR TIME LIMIT 9 AM TO 10 PM, MONDAY THROUGH SATURDAY, 12:01 PM TO 6 PM, SUNDAY - 16th Street, south side, from 3rd Street to Illinois Street
- B. ESTABLISH - TOW AWAY, NO PARKING, PASSENGER LOADING ONLY, AT ALL TIMES - 16th Street, south side, from 3rd Street to Illinois Street
- C. RESCIND - TOW-AWAY, NO PARKING ANYTIME - Warrior Way, south side, from 3rd Street to 210 feet easterly
- D. ESTABLISH - TOW AWAY, NO PARKING, METERED COMMERCIAL LOADING ONLY, 7 AM TO 11 PM, DAILY - Warrior Way, south side, from 3rd Street to 210 feet easterly
- E. ESTABLISH - TOW AWAY, NO STOPPING, 5 PM TO 12MIDNIGHT, MONDAY THROUGH FRIDAY, 3PM TO 12MIDNIGHT, SATURDAY AND SUNDAY ON EVENT DAYS - Warrior Way, south side, from 3rd Street to 210 feet easterly
- F. RESCIND - 2-HOUR TIME LIMIT 9 AM TO 10 PM, MONDAY THROUGH SATURDAY, 12:01 PM TO 6 PM, SUNDAY - 16th Street, north side, from 3rd Street to 210 feet easterly
- G. ESTABLISH - TOW AWAY, METERED COMMERCIAL LOADING ONLY, 7 AM TO 11 PM, DAILY - 16th Street, north side, from 3rd Street to 210 feet easterly
- H. RESCIND - 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA X PERMITS - Arkansas Street, both sides, from 17th Street to Mariposa Street; Connecticut Street, west side, from 17th Street to 18th Street; Connecticut

Street, east side, from 120 feet south of 17th Street to 18th Street; Missouri Street, east side, from 16th Street to 200 feet southerly; Missouri Street, both sides, from 180 feet south of 17th Street to 18th Street; Texas Street, west side, from 110 feet south of 17th Street to 18th Street; Texas Street, east side, from 235 feet south of 17th Street to 18th Street; Mississippi Street, west side, from 105 feet south of Mariposa Street to 18th Street; Mississippi Street, east side, from 155 feet south of Mariposa Street to 18th Street; Pennsylvania Street, west side, from Mariposa Street to 18th Street; Mariposa Street, both sides, from Arkansas Street to Texas Street; Mariposa Street, north side, from Texas Street to Mississippi Street; 18th Street, south side, from Arkansas Street to Connecticut Street; 18th Street, both sides, from Texas Street to Pennsylvania Street.

- I. ESTABLISH - 2-HOUR PARKING, 8 AM TO 10 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA X PERMITS - Arkansas Street, both sides, from 17th Street to Mariposa Street; Connecticut Street, west side, from 17th Street to 18th Street; Connecticut Street, east side, from 120 feet south of 17th Street to 18th Street; Missouri Street, east side, from 16th Street to 200 feet southerly; Missouri Street, both sides, from 180 feet south of 17th Street to 18th Street; Texas Street, west side, from 110 feet south of 17th Street to 18th Street; Texas Street, east side, from 235 feet south of 17th Street to 18th Street; Mississippi Street, west side, from 105 feet south of Mariposa Street to 18th Street; Mississippi Street, east side, from 155 feet south of Mariposa Street to 18th Street; Pennsylvania Street, west side, from Mariposa Street to 18th Street; Mariposa Street, both sides, from Arkansas Street to Texas Street; Mariposa Street, north side, from Texas Street to Mississippi Street; 18th Street, south side, from Arkansas Street to Connecticut Street; 18th Street, both sides, from Texas Street to Pennsylvania Street.
- J. RESCIND – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA EE PERMITS - 22nd Street, both sides, between Minnesota Street and Tennessee Street; 22nd Street, south side, between Minnesota Street and Indiana Street; 23rd Street, south side, between Minnesota Street and Indiana Street; 25th Street, both sides, between Indiana Street and Iowa Street; 25th Street, south side, between Indiana Street and Minnesota Street; Tennessee Street, both sides, between 20th Street and 22nd Street; Tennessee Street, both sides, from 22nd Street to Tubbs Street; Minnesota Street, both sides, between 20th Street and 22nd Street; Minnesota Street, east side, from 22nd Street southerly to end of the block; Minnesota Street, west side, from 46 feet south of 22nd Street to end of block and along dead end wall; Minnesota Street, west side, from 23rd Street to 79 feet southerly; Minnesota Street, west side, from 10 feet to 150 feet south of 24th Street; Indiana Street, east side, from 20th Street to 423 feet southerly; Indiana Street, both sides, between 23rd Street and 25th Street; Indiana Street, east side, between 25th Street and 26th Street; Indiana Street, west side, from Cesar Chavez Street to 180 feet northerly.
- K. ESTABLISH – 2-HOUR PARKING, 8 AM TO 10 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA EE PERMITS - 22nd Street, both sides, between Minnesota Street and Tennessee Street; 22nd Street, south side, between Minnesota Street and Indiana Street; 23rd Street, south side, between Minnesota Street and Indiana Street; 25th Street, both sides, between Indiana Street and Iowa Street; 25th Street, south side, between Indiana Street and Minnesota Street; Tennessee Street, both sides, between 20th Street and 22nd Street; Tennessee Street, both sides, from 22nd Street to Tubbs Street; Minnesota Street, both sides, between 20th Street and 22nd Street; Minnesota Street, east side, from 22nd Street southerly to end of the block; Minnesota Street, west side, from 46 feet south of 22nd Street to end of block and along

dead end wall; Minnesota Street, west side, from 23rd Street to 79 feet southerly; Minnesota Street, west side, from 10 feet to 150 feet south of 24th Street; Indiana Street, east side, from 20th Street to 423 feet southerly; Indiana Street, both sides, between 23rd Street and 25th Street; Indiana Street, east side, between 25th Street and 26th Street; Indiana Street, west side, from Cesar Chavez Street to 180 feet northerly.

- L. RESCIND -1-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA EE PERMITS - 18th Street, south side, between Tennessee Street and 3rd Street; 18th Street, north side, from 60 feet west of 3rd Street westerly to Tennessee Street; 18th Street, both sides, between Minnesota Street and Tennessee Street; 18th Street, south side, between Illinois Street and 3rd Street; 19th Street, north side, between Illinois Street and Tennessee Street; 19th Street, south side, between 3rd Street and Indiana Street; 20th Street, south side, between 3rd Street and Tennessee Street; 20th Street, south side, between Indiana Street and Minnesota Street; 3rd Street, east side, between 1st Street and 19th Street; Minnesota Street, east side, between 18th Street and 20th Street; Minnesota Street, west side, between 19th Street and 20th Street; Tennessee Street, both sides, between Mariposa Street and 20th Street.
- M. ESTABLISH – 1-HOUR PARKING, 8 AM TO 10 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA EE PERMITS - 18th Street, south side, between Tennessee Street and 3rd Street; 18th Street, north side, from 60 feet west of 3rd Street westerly to Tennessee Street; 18th Street, both sides, between Minnesota Street and Tennessee Street; 18th Street, south side, between Illinois Street and 3rd Street; 19th Street, north side, between Illinois Street and Tennessee Street; 19th Street, south side, between 3rd Street and Indiana Street; 20th Street, south side, between 3rd Street and Tennessee Street; 20th Street, south side, between Indiana Street and Minnesota Street; 3rd Street, east side, between 1st Street and 19th Street; Minnesota Street, east side, between 18th Street and 20th Street; Minnesota Street, west side, between 19th Street and 20th Street; Tennessee Street, both sides, between Mariposa Street and 20th Street. (Explanatory documents include a staff report, amendment, maps, environmental documents and resolution. All of the proposed actions listed above are Approval Actions as defined by S.F. Administrative Code Chapter 31.)

RESOLUTION 190416-044

On motion to approve:

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

ABSENT – Borden, Heinicke, and Hsu

16. Approving various parking and traffic modifications along the 27 Bryant route from Cyril Magnin (5th Street) at Market to Jackson Street at Van Ness as part of the 27 Bryant Transit Reliability Project as follows:

- A. ESTABLISH – BUS ZONE – Jackson Street, north side, from Hyde Street to 80 feet westerly; Washington Street, south side, from Larkin Street to 112 feet westerly; Jones Street, west side, from O’Farrell Street to 90 feet; Leavenworth Street, east side, from 75 feet to 100 feet south of

California; Leavenworth Street, east side, from 74 feet to 100 feet south of Sacramento Street; Hyde Street, west side, from 77 feet to 100 feet north of Clay Street; Hyde Street, west side, from 78 feet to 93 feet north of California Street; Jones Street, west side, from 76 feet to 98 feet north of Sutter Street; Jones Street, west side, from 74 feet to 96 feet north of Post Street; Jones Street, west side, from 68 feet to 102 feet north of Geary Street; Eddy Street, south side, from 80 feet to 110 feet east of Jones Street

- B. RESCIND – BUS ZONE – Ellis Street, north side, from Mason Street to 89 feet easterly; Ellis Street, north side, from Jones Street to 77 feet westerly; Mason Street, west side, from Ellis Street to 70 feet southerly
- C. RESCIND – MUNI FLAG STOP – Jackson Street, north side, east of Larkin Street; Washington Street, south side, east of Van Ness Avenue; Washington Street, south side, west of Hyde Street; Hyde Street, west side, south of Sacramento Street; Bush Street, south side, west of Jones Street; Mason Street, west side, south of O’Farrell Street
- D. ESTABLISH –TOW-AWAY NO STOPPING ANYTIME – Ellis Street, north side, from Leavenworth Street to 54 feet; Leavenworth Street, east side, from O’Farrell Street to 78 feet southerly; Leavenworth Street, east side, from Geary Street to 79 feet southerly; Leavenworth Street, east side, from Post Street to 68 feet southerly; Leavenworth Street, east side, from Sutter Street to 68 feet southerly; Leavenworth Street, east side, from Bush Street to 68 feet southerly; Leavenworth Street, east side, from Pine Street to 68 feet southerly; Bush Street, south side, from Leavenworth Street to 63 feet easterly
- E. ESTABLISH –NO STOPPING ANYTIME – Leavenworth Street, west side, from Pine Street to 35 feet southerly; Leavenworth Street, west side, from Pine Street to 25 feet northerly; Pine Street, north side, from Leavenworth Street to 25 feet westerly
- F. ESTABLISH – YELLOW METERED LOADING ZONE (SIX-WHEEL), 7AM TO 6PM, MONDAY THROUGH FRIDAY – Ellis Street, north side, from 60 feet to 89 feet east of Mason St.
- G. ESTABLISH – YELLOW METERED LOADING ZONE, 7AM TO 6PM, MONDAY THROUGH FRIDAY – Ellis Street, north side, from 10 feet to 33 feet west of Jones Street; Ellis Street, north side, from 54 feet to 96 feet east of Leavenworth Street; Sutter Street, north side from 75 feet to 115 feet west of Jones Street; Mason Street, west side, from 10 feet to 30 feet south of Ellis Street
- H. ESTABLISH – YELLOW METERED LOADING ZONE, 7AM TO 6PM, MONDAY THROUGH SATURDAY – Eddy Street, south side, from 168 feet to 190 feet east of Jones Street
- I. ESTABLISH – YELLOW METERED LOADING ZONE, 8AM TO 6PM, MONDAY THROUGH SATURDAY – Jones Street, west side, from 7 feet to 28 feet south of Bush Street; Hyde Street, east side, from 3 feet to 59 feet south of California Street
- J. ESTABLISH – GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9AM to 6PM, MONDAY THROUGH SATURDAY – Jones Street, west side, from 30 feet to 52 feet north of Ellis Street
- K. ESTABLISH – YELLOW LOADING ZONE, 30 MINUTE TIME LIMIT, 8AM to 6PM, MONDAY THROUGH SATURDAY – Leavenworth Street, east side, from 55 feet to 80 feet south of Washington Street
- L. ESTABLISH – GENERAL METERED PARKING – Sutter Street, north side, from 115 feet to 135 feet west of Jones Street
- M. ESTABLISH – METERED MOTORCYCLE PARKING – Sutter Street, north side, from 135 to

154 feet west of Jones Street

- N. ESTABLISH – RED ZONE – Ellis Street, north side, from Mason Street to 22 feet easterly; Leavenworth Street, west side, from Clay Street to 20 feet northerly; Clay Street, north side, from Leavenworth Street to 20 feet; Hyde Street, east side, from Jackson Street to 20 feet southerly; Larkin Street, east side, from Washington Street to 20 feet southerly (Explanatory documents include a staff report and resolution. The proposed action is the Approval Action as defined by Chapter 31 of the San Francisco Administrative Code.)

Jean Long, Transit Planner, Transit, presented the item.

PUBLIC COMMENT:

Members of the public expressing support: Cat Carter

Members of the public expressing opposition: Herbert Weiner and Sarah Gosney

Members of the public expressing neither support nor opposition: Iana Dikidjieva

RESOLUTION 190416-045

On motion to approve:

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

ABSENT – Borden, Heinicke and Hsu

CLOSED SESSION

1. Call to Order

The closed session was cancelled.

2. Roll Call

3. Pursuant to Government Code Section 54957.6(a) and Administrative Code Section 67.8, the Municipal Transportation Agency Board of Directors shall meet in closed session for:

CONFERENCE WITH LABOR NEGOTIATOR

CCSF Representative: Janie Richardson and/or her designees

Employee Organizations:

1. Transportation Workers Union Local 250-A

2. Transportation Workers Union Local 200
3. International Brotherhood of Electrical Workers Local 6
4. International Association of Machinists & Aerospace Workers Local 1414
5. Service Employees International Union Local 1021
6. Municipal Executives Association
7. Service Employees International Union City Wide Contract
8. The International Federation of Professional and Technical Engineers, Local 21

To discuss:

- Wages
- Hours
- Benefits
- Working Conditions
- Other

ADJOURN - The meeting was adjourned at 5:06 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

Roberta Boomer
Board Secretary

California Environmental Quality Act (CEQA) Appeal Rights under S.F. Admin. Code Chapter 31: For identified Approval Actions, the Planning Department or the SFMTA has issued a CEQA exemption determination or negative declaration, which may be viewed online at the Planning Department's website. Following approval of the item by the SFMTA Board, the CEQA determination is subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16 which is typically within 30 calendar days. For information on filing a CEQA appeal, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184. Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or submitted in writing to the City prior to or at such hearing, or as part of the appeal hearing process on the CEQA decision.

Board of Supervisors review of certain SFMTA Decisions: Certain parking and traffic modifications as well as Private Transportation Programs that involve certain parking modifications can be reviewed by the Board of Supervisors. These decisions are subject to review within 30 calendar days after they are made by the SFMTA Board of Directors. For information on requesting a review, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, call (415) 554-5184. Ordinance No. 127-18 specifying which SFMTA decisions are reviewable by the Board of Supervisors can be accessed on-line: <https://sfbos.org/sites/default/files/o0127-18.pdf>.

The Ethics Commission of the City and County of San Francisco has asked us to remind individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [S.F. Campaign and Governmental Conduct Code section 2.100 et seq.] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the Ethics Commission at 415.581.2300; fax: 415.581.2317; 25 Van Ness Avenue, Suite 220, SF, CA 94102-6027 or the web site: sfgov.org/ethics.

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