



SFMTA
Municipal
Transportation
Agency

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

MINUTES

Tuesday, November 15, 2016
Room 400, City Hall
1 Dr. Carlton B. Goodlett Place

**REGULAR MEETING
1 P.M.**

SFMTA BOARD OF DIRECTORS

Tom Nolan, Chairman
Cheryl Brinkman, Vice Chairman
Gwyneth Borden
Malcolm Heinicke
Lee Hsu
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 1:00 p.m.

2. Roll Call

Present: Cheryl Brinkman
Gwyneth Borden
Lee Hsu
Tom Nolan
Joél Ramos
Cristina Rubke

Absent: Malcolm Heinicke – with notification

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. 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

PUBLIC COMMENT:

Peter Warfield stated that the minutes have relatively extensive descriptions of what somebody said or whether a person opposed or supported an item. The Sunshine Ordinance requires a summary as well as indicate whether a person favors or opposes. The minutes are not adequately following the Sunshine Ordinance. He expressed opposition to the approval of the minutes without summaries of every public comment.

On motion to approve the minutes of the November 1, 2016 Regular Meeting: unanimously approved (Heinicke – absent)

5. Communications

Board Secretary Boomer stated that Item 14 regarding parking and traffic modifications along Turk Street had been removed from the agenda at the request of staff.

PUBLIC COMMENT:

Peter Warfield stated that it was not clear what “Communications” refers to. He stated that he sent a letter to the Board regarding Item 12 and expressed hope that Board members had received it.

6. Introduction of New or Unfinished Business by Board Members

None.

7. Director’s Report (For discussion only)

- Update on Vision Zero
- Ongoing Activities

Ed Reiskin, Director of Transportation, discussed electoral changes at the federal level; local ballot measures; the Van Ness Improvement Project; Vision Zero projects and events; the Balboa Park Station Improvement Project, and subway shuttle service.

PUBLIC COMMENT:

Bob Planthold discussed the digital information signs in stations about J Church stops that say zero about accessible inbound stops. There is a midblock ramp at San Jose and Seneca but those signs say there is no M line boarding. There are no signs about J Church line accessible stops so passengers exiting buses don’t know where to catch the J Church line. There is no paper signage indicating where to go.

Tariq Mehmood stated that the streetlights are so dim that it’s nearly impossible to see anybody in the crosswalk. Drivers can’t see. The SFMTA has to look at the lamp design. They’re old style lights that point upward.

Peter Warfield requested a copy of the document that Director Reiskin was reading from. He stated that people were in favor of helping the homeless and transit but didn’t want to fund it from a “set aside” and a regressive tax. He discussed his experience that the SFMTA is not as responsive and accountable to the public as he would like it to be. Van Ness is a catastrophe for public service, particularly given the need for pedestrians to cross many lanes of a busy highway. Pedestrians, seniors, and people with disabilities are the most vulnerable. There is a serious under reporting of injuries. Demographics are important.

8. Citizens’ Advisory Council Report

No report.

9. Public Comment

Eileen Boken stated that the California Traffic Control Devices Committee was unwilling to approve the use of cross hatchings on the pavement to mark certain L Taraval transit stops. They endorsed working on the pavement instead. Although this would increase visibility of the stops, the terrain, fog and the number of people who don’t speak English makes this less than ideal. She

recommended a speed hump and the use of images. She showed an example on the overhead projector.

Jonathan Dirrenberger discussed Vision Zero and enforcement. On Valencia Street, the center lane is being used for illegal parking. He wondered why that parking couldn't be absorbed on the edges for a bike lane. He also discussed enforcement and the highest number of citations given, for example, street cleaning, which doesn't seem to be for major safety issues. The highest number of citations given are for street cleaning. The number of citations given for double parking and parking in bike lanes are negligible and they should be a priority.

Mark Gruberg discussed a proposal to sell taxi medallions to everybody. There is harm in trying this. The San Francisco taxi industry has always been local with most cab companies being owned and run by former taxi drivers. If the SFMTA hands this over, we don't know what the plans and ideas are. It needs to be kept local. Additionally, there's a proposal to drop the driving requirement for medallion holders. That's a bad idea. A driving requirement could be an important component of any future plan. Dropping these now would make it hard to recoup in any future plan.

Tariq Mehmood said that last night, he drove for 12 hours and made \$25 after expenses. The Flywheel taxi meter was forced on taxi drivers. He recounted times in the recent past when the taxi meter didn't work or was frozen. Companies are telling drivers to shut up about it. The Taxi Task Force was designed to have six drivers on it but the seats were all given to medallion holders. Top lights have been postponed for years.

Herbert Weiner wondered if SFMTA Board members get irritated by bikers that ride on the sidewalk and requested that if they see someone riding on the sidewalk, to tell them it's illegal because it's a real public service. It's only a matter of time before cyclists get beaten to a pulp.

Marcelo Fonseca discussed state legislative bills that passed or failed. There are thousands of transportation network companies (TNC's) operating in San Francisco. They urged the Board to play more of a role with the California Public Utilities Commission. The taxi industry feels that the SFMTA has failed them. Nobody can make a living if there are 100,000 vehicles for hire in San Francisco. Every vehicle should be registered commercially. He wondered how that would be enforced.

Pat Lovelock stated that she's been hit twice by a cyclist on the sidewalk. The cyclists rode off. She also got injured on a bus because the driver wouldn't do her job. There are people in San Francisco who aren't young, don't ride a bike, and who don't have a lot of money. The SFMTA should regulate Chariot south of Market. Their buses idle, block white zones, bike lanes, and access to the bus stop at 88 Howard. She stated that she would take paratransit but those costs have gone up because of the illegal Ubers who are making U-turns in the street. There needs to be enforcement.

Peter Warfield asked that the Board give speakers three minutes as required by Sunshine Ordinance. Cyclist incidents can result in pedestrian deaths. At an SFMTA Board sponsored meeting, he asked three people for records but heard nothing from anybody. That's not the kind of responsiveness that's appropriate. The Agency is not as responsive as it should be and as is legally

required. He expressed surprise there are no demographic details about what constitutes a collision and what causes the problems along high injury corridors.

Peter Gilberti said that it's scary when cyclists come up to a pedestrian from behind, especially those with a wheelchair. Director Reiskin should call John Rahaim about Pier 70 and sea water rise. There's a difference in the levels. He wondered about Uber having a wheelchair. Uber drivers need insurance. The city is losing taxis and getting nothing. On Van Ness, the SFMTA should have buses make alternate stops.

Otto Duffy expressed agreement with previous speakers. Many things are getting lost in the cracks. Red zones, parking removal, google buses, TNC's, and in particular taxis. Had a world class system but when you buy a medallion now, it's funded by a bank. He is disturbed by the collapse of the taxi system.

Chairman Nolan expressed concern about bikes on sidewalks and requested a report about what can be done about it.

Director Ramos requested a discussion about enforcement and how the SFMTA trains parking control officers.

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. Yelena Soboleva vs. CCSF, Superior Ct. #CGC16551496 filed on 4/15/16 for \$3,450
- B. Hiroko Midorikawa vs. CCSF, Superior Ct. #CGC16552310 filed on 11/16/15 for \$100,000

RESOLUTION 16-150

(10.2) Approving the following traffic modifications:

- A. ESTABLISH – BLUE ZONE – “1395” Eucalyptus Drive, south side, from 8 feet to 26 feet east of the Middlefield Drive.
- B. ESTABLISH – BLUE ZONE – “1200” Mendell Street, west side, from McKinnon Avenue

- to 20 feet southerly.
- C. ESTABLISH – BLUE ZONE – “850” Valencia Street, west side, from 2 feet to 20 feet south of the Cunningham Place, replacing metered parking stall #830.
 - D. ESTABLISH – 4 HOUR TIME LIMIT, 8 AM TO 5 PM, MONDAY THROUGH FRIDAY – Wawona Street, both sides, between 19th Avenue and 20th Avenue.
 - E. RESCIND – RED ZONE – ESTABLISH – PARALLEL PARKING – Oakdale Avenue, north side, from 19 feet to 62 feet east of Mendell Street.
 - F. ESTABLISH – STOP SIGN – 38th Avenue, southbound, at Yorba Street.
 - G. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – Benton Avenue, south side, from Andover Street to 70 feet westerly.
 - H. ESTABLISH – TOW AWAY NO STOPPING, 3 PM TO 7 PM, EVERYDAY – 2nd Street, east side, from Bryant Street to Harrison Street.
 - I. ESTABLISH – NO PARKING VEHICLES OVER 6 FEET HIGH – Quesada Avenue, south side, from Silver Avenue to 100 feet westerly.
 - J. ESTABLISH – NO LEFT TURN – 3rd Street, southbound at Terry Francois Boulevard.
 - K. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – 16th Street, north side, from Missouri Street to 130 feet easterly.
 - L. ESTABLISH – RED ZONE – Stoneybrook Avenue, west side, from Trumbull Street to 55 feet southerly.
 - M. ESTABLISH – STOP SIGN – Twin Peaks Boulevard, northbound and southbound, at Christmas Tree Point Road.
 - N. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – Twin Peaks Boulevard, east side, between Raccoon Drive and Clarendon Avenue.
 - O. ESTABLISH – RED ZONE – Twin Peaks Boulevard, east side, from Portola Drive to 45 feet northerly.
 - P. ESTABLISH – NO LEFT TURN TRUCKS OVER 22 FEET – Naples Street, northbound, at Excelsior Avenue; Naples Street, southbound, at Excelsior Avenue; Excelsior Avenue, eastbound, at Naples Street; and Excelsior Avenue, westbound, at Naples Street.
 - Q. ESTABLISH – TOW AWAY NO PARKING ANYTIME – Naples Street, west side, from Excelsior Avenue to 20 feet southerly; Naples Street, west side, from Excelsior Avenue to 15 feet northerly; Naples Street, east side, from Excelsior Avenue to 29 feet southerly; Naples Street, east side, from Excelsior Avenue to 15 feet northerly; Excelsior Avenue, south side, from Naples Street to 25 feet westerly; Excelsior Avenue, north side, from Naples Street to 15 feet westerly; Excelsior Avenue, south side, from Naples Street to 30 feet easterly; and Excelsior Avenue, north side, from Naples Street to 15 feet easterly.
 - R. ESTABLISH – NO LEFT TURN TRUCKS OVER 22 FEET – Naples Street, northbound, at Russia Avenue; Naples Street, southbound, at Russia Avenue; Russia Avenue, eastbound, at Naples Street; and Russia Avenue, westbound, at Naples Street.
 - S. ESTABLISH – TOW AWAY NO PARKING ANYTIME – Naples Street, west side, from Russia Avenue to 15 feet southerly; Naples Street, west side, from Russia Avenue to 15 feet northerly; Naples Street, east side, from Russia Avenue to 15 feet southerly; Naples Street, east side, from Russia Avenue to 15 feet northerly; Russia Avenue, south side, from Naples Street to 20 feet westerly; Russia Avenue, north side, from Naples Street to 15 feet westerly; Russia Avenue, south side, from Naples Street to 25 feet easterly; and Russia Avenue, north side, from Naples Street to 34 feet easterly.
 - T. RESCIND – TOW-AWAY NO STOPPING EXCEPT PERMITTED CAR SHARE VEHICLES – 7th Street, south side, from 153 feet to 175 feet west of Folsom Street.
 - U. ESTABLISH – TOW-AWAY NO STOPPING EXCEPT PERMITTED CAR SHARE

VEHICLES – 7th Street, south side, from 3 feet to 22 feet west of Folsom Street.

- V. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – ESTABLISH – SIDEWALK WIDENING – Fulton Street, south side, from 75 feet to 148 feet east of 7th Avenue.

(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 16-151

(10.3) Authorizing the Director to execute a Master Agreement and associated documents with the California Department of Transportation, for projects funded through the Transit and Intercity Rail Capital Program for the purchase of light rail vehicles. (Explanatory documents include a staff report, agreement and resolution.)

RESOLUTION 16-152

(10.4) Authorizing the Director to execute Contract No. SFMTA 2016-45 Employee Assistance Program with Claremont Behavioral Services, Inc. to provide Employee Assistance Program, Peer Assistance Program, Critical Incidents Program Services, and As-needed Conflict Resolution Training services, for an amount not to exceed \$2,569,980 and a term of seven years. (Explanatory documents include a staff report, contract and resolution.)

RESOLUTION 16-153

(10.5) Establishing a meeting schedule for 2017 for meetings of the SFMTA Board of Directors and Parking Authority Commission and the Policy and Governance Committee. (Explanatory documents include a staff report and resolution.)

RESOLUTION 16-154

(10.6) Acting as both the San Francisco Municipal Transportation Agency Board of Directors and the San Francisco Parking Authority Commission, recommending that the Board of Supervisors transfer fee title for the real property and all improvements and personal property owned by the Parking Authority to the City and County of San Francisco and approve the assignment Lombard Street Garage to the San Francisco Municipal Transportation Agency of the Parking Authority's leasehold interest. (Explanatory documents include a staff report, ordinance, agreement and resolution.)

RESOLUTION 16-155 and RESOLUTION 16-156

On motion to approve the Consent Calendar:

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

ABSENT - Heinicke

REGULAR CALENDAR

11. Presentation and discussion regarding the Commuter Shuttle Mid-Year Status Report and the Commuter Shuttle Hub Study. (Explanatory documents include reports and slide presentations.)

Sarah Jones, Director of Planning, Francesca Napolitan, Manager, Commuter Shuttles and Jeff Hobson, Deputy Director, Planning for the Transportation Authority, presented the item.

PUBLIC COMMENT:

Bob Planthold stated that the inconvenience of Muni passengers aren't addressed or analyzed. Muni buses can't pull into bus stops and thus the drivers can't deploy the lifts. It's a problem when people with disabilities can't access services. There are different statements and inconsistencies in the two reports. One says that queuing could get worse and would see more conflicts where in the other it says there would be fewer conflicts.

Vince Blaskovich discussed a commuter shuttle bus stop at 16th and Sanchez. The same shuttle buses routinely use the stop until 10:30 at night. At least one-third of these buses idle for five to ten mins after all passengers disembark. Other issues include buses that double park and occupy both lanes. It's not a working situation. He asked the SFMTA to take care of this.

Paul Quin stated when he found out about the plan to put a stop in front of his house, he was told there were no trees in front of his house and that there would only be eight buses. There was no signage alerting him or his neighbors about the potential stop. There's a school across the street with large crowds. There are 80 buses using that stop. Staff needs to come out and see all the children, parents, and cars.

George Sery discussed the problem of reducing stops to certain hubs that would drive people to their cars. He commuted to Santa Clara for 30 years. He wondered why the SFMTA would support a private transportation system. There is a demand for housing. Corporate buses reduce the cost for commuters and put demand on housing. Commuters would move eventually. Stopping the shuttle buses would be for the greater good.

Michael Barrett stated that "Save Muni" does a lot of great work. The Board has known about Prop 11 for years. The SFMTA has to start doing something about these reports. The SFMTA needs to quit ignoring the facts and administer these terrible situations.

Adrian Covert stated that the Bay Area Council has been working with the City and shuttle operators. The report shows real progress. The hub study shows that the progress can be undone. Ridership will drop by half, adding an additional 65 million vehicle miles traveled on roads. There would be an increase in accidents across all modes, and a hub would remove hundreds of parking spots in areas near where the hubs would be located.

Phoebe Cutler says that the hub study is a valiant study in a difficult situation. Noe Valley has been damaged. She showed a photo of Castro and 24th street with multiple shuttle buses. There is massive congestion. The buses can't tolerate it and they're passing the crowds. In the evening, there are dangerous turns being made and the buses leave marks on the streets. She expressed appreciation for the employment provided by the industries but the City is indulging them.

Georgia Schuttish shared an anecdote about buses that were half full during the peak periods. People could consider taking Uber to a hub. The Alemany farmers market would be a good location for the outer Mission. The report hasn't dealt with housing costs which is incredibly important. There is a cost to drivers. People who don't have shuttle buses have to drive and that's a huge shift in cost to car drivers.

Anastasia Yoanopoulos stated that there's a nightmare every day in Noe Valley. Commuter buses are piling up and the residents have to breathe the exhaust. She urged consideration of a regional rapid transit bus system to eliminate these problems. The study doesn't reflect all of the problems. People will "boo hoo" that they will have to walk extra blocks but these are able bodied people. A white zone takes away residential parking spaces.

Mari Eliza expressed concern with the large buses that aren't always full and that are causing a lot of congestion. She doesn't believe that 24th St. is an arterial street as it's very narrow. Eliminating a lane on 16th St. will be a disaster. If a bus breaks down, nobody can get past it on the street, including ambulances. Cutting traffic off from 24th St. is really a bad idea.

Pat Lovelock stated that the commuter shuttle stop at Gough Street was shoved down the throats of the community and it continues to be a nightmare. Buses are blocking Gough. Arterial streets aren't like freeways. People live on those streets. This is "belly up" planning. These large buses aren't full and are disturbing and unsafe to neighborhoods. He wondered why the City is putting up with them.

Gerald Cauthen stated that regional and city agencies have been urged to collaborate. Done right, this would reduce pressure on roadways and give a comfortable ride to work. These privately operated shuttles came about because public agencies did nothing. Long distance cruisers are ill suited to San Francisco's streets. Shuttle buses should never impede Muni. There should be no compromise on that. Muni should be a priority. The routes should be sufficiently spread out to not overtax the impact on city streets. Large buses should be barred from making tight turns.

Herbert Weiner stated that seniors and people with disabilities have to walk a quarter mile to a bus stop but techies don't have to walk. This throws the most vulnerable under the wheels of the SFMTA. This is a double standard and is institutional cruelty.

Edward Mason stated that these buses use more than a million gallons of fuel. They need to combine operation to eliminate or reduce the number of buses. Over a 25 month period, there were four and a half citations issued every day. In the last few months, the number of citations is up to eight. Mr. Mason sees multiple citations per day in a half square mile. For ten years, he and his neighbors have been burdened by someone else's decision to live far from work. These vehicles have created chaos that is overwhelming. Creating white zones removes residential parking spots that someone has paid for. Buses don't quit service until after 10:30pm.

Tom Giberti wondered how many buses are wheelchair accessible. If there was no service, some wouldn't like the commute and would move to the south bay. The City shouldn't allow them to have everything they want. There should be central hubs and if commuters don't like it, they'll move. This will create a housing equilibrium. The shuttles should have a minimum of \$5 million in insurance. Shuttle users should have a Muni fast pass.

Scott Feeney expressed appreciation for the study. Based on the study and what he's been hearing, the City has found the right balance. He expressed his respect for the concerns for more enforcement but overall, this is working for riders and for the broader community. A hub model isn't practical for solving these problems. Riders wouldn't move to South Bay if shuttles didn't exist. Shuttles are an improvement over cars and van pools that existed previously. The shuttles followed the people. Even if people moved to the South Bay, it wouldn't solve the problem of affordability and displacement.

12. Amending the Transportation Code. Division II, Section 601 to designate transit-only lanes on 7th Street between Mission Street and Market Street; approving 19 Polk transit stop changes and approving various parking and traffic modifications along 7th Street between Market Street and Cleveland Street as follows:

- A. ESTABLISH – CLASS IV BIKEWAY- 7th Street, northbound, east side, from Cleveland Street to Market Street
- B. ESTABLISH – TRANSIT- ONLY LANE AT ALL TIMES - 7th Street, east side from Market Street to Mission Street.
- C. RESCIND – TRANSIT BOARDING ISLAND - 7th Street, west side, from Market Street to 50 feet southerly.
- D. RESCIND – BUS ZONE - 7th Street, east side, from Mission Street to 99 feet southerly; 7th Street, east side, from Howard Street to 110 feet southerly; 7th Street, east side, from Folsom Street to 91 feet northerly; Larkin Street, east side from Grove Street to 75 feet northerly; Larkin Street, east side from McAllister Street to 68 feet southerly.
- E. RESCIND – LEFT LANE MUST TURN LEFT - 7th Street, northbound, at Market Street
- F. RESCIND – YELLOW METER LOADING ZONE - 7th Street, east side, from 110 feet to 118 feet south of Howard Street; 7th Street, east side, from 81 feet to 103 feet north of Folsom Street
- G. RESCIND – WHITE ZONE, AT ALL TIMES - 7th Street, east side, from 182 feet to 226 feet south of Howard
- H. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - 7th Street, east side, from Market Street to Stevenson Street; 7th Street, east side, from Mission Street to Minna Street; 7th Street, east side, from Folsom Street to Cleveland Street
- I. ESTABLISH – TOW-AWAY NO STOPPING, 6 PM TO 7 AM, EVERYDAY - 7th Street, west side, from Market Street to Stevenson Street
- J. ESTABLISH – RIGHT LANE MUST TURN RIGHT - 7th Street, northbound, at Market Street; 7th Street, northbound, at Stevenson Street; 7th Street, northbound, at Mission Street; 7th Street, northbound, at Folsom Street
- K. ESTABLISH – TRANSIT BOARDING ISLAND, TOW-AWAY NO STOPPING ANYTIME -7th Street, east side, from Mission Street to 50 feet northerly; 7th Street, east side, from Howard Street to 45 feet southerly; and 7th Street, east side, from Folsom Street to 91 feet northerly.
- L. ESTABLISH – ABILITY OF PERMITTED COMMUTER SHUTTLE BUS TO USE MUNI BUS ZONE - Charles J. Brenham Place, east side, from Market to McAllister Street
- M. ESTABLISH – TOW -WAY NO PARKING ANYTIME - 7th Street, west side, from Market Street to 35 feet southerly; 7th Street, west side, from Stevenson Street to 3 feet northerly; Stevenson Street, north side, from 7th Street to 10 feet westerly; 7th Street, east side, from Minna Street to 73 feet southerly; 7th Street, east side from 89 feet to 104 feet

south of Minna; Minna Street, north side, from 7th Street to 10 feet westerly; Minna Street, north side, from 7th Street to 10 feet easterly; Natoma Street, south side, from 7th Street to 10 feet easterly; Natoma Street, south side, from 7th Street to 12 feet westerly; 7th Street, east side, from Natoma Street to 30 feet southerly; 7th Street, west side, from Natoma Street to 22 feet southerly; 7th Street, east side, from Howard Street to 18 feet northerly; 7th Street, east side, from 33 feet to 37 feet north of Howard Street; Howard Street, north side, from 7th Street to 45 feet easterly; Howard Street, south side, from 7th Street to 33 feet easterly; 7th Street, west side, from Howard Street to 44 feet southerly; Folsom Street, north side, from 7th Street to 40 feet easterly; 7th Street, east side, from 80 feet to 100 feet south of Howard Street; 7th Street, east side, from 182 feet to 198 feet south of Howard Street; 7th Street, east side, from 280 feet to 286 feet south of Howard Street; and 7th Street, east side, from 305 feet to 323 feet south of Howard Street.

- N. ESTABLISH – YELLOW METER LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY - 7th Street, west side, from 35 feet to 161 feet south of Market Street; 7th Street, east side, from 131 feet to 151 north of Folsom Street; and 7th Street, east side, from 38 feet to 58 feet north of Howard Street.
- O. ESTABLISH – BLUE ZONE - Stevenson Street, north side, from 10 feet to 30 feet west of 7th Street; Minna Street, north side, from 10 feet to 31 feet west of west of 7th Street; Minna Street, north side, from 25 feet to 35 east of 7th Street; and Howard Street, north side, from 7 feet to 25 feet west of 7th Street.
- P. ESTABLISH – WHITE ZONE, AT ALL TIMES - 7th Street, east side, from 73 feet to 89 feet south of Minna Street; 7th Street, east side, from 18 feet to 33 feet north of Natoma Street; 7th Street, east side, from 238 feet to 280 feet south of Howard Street.
- Q. ESTABLISH – NO RIGHT TURN ON RED - Howard Street, westbound, at 7th Street; and 7th Street, northbound, at Folsom Street. (Explanatory documents include a staff report, graphics, outreach materials, environmental documents, amendment, slide presentation 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.)

Chairman Nolan requested the Secretary to call Item 12 and 13 together.

Tom Maguire, Directors, Sustainable Streets and Will Tabajonda, Project Manager, presented the items.

PUBLIC COMMENT:

Members of the public expressing support: Cathy DeLuca, Charles Deffarges,

Members of the public expressing opposition: Tom Fortin, Andy Duymovic, Janet Lee, Justin Palmer, and Peter Warfield

Members of the public expressing neither support nor opposition: Kevin Carroll

Chairman Nolan asked that staff continue to work with stakeholders regarding rerouting the 19 Polk line and return to the Board in three months.

On motion to delete references in the resolution related to rerouting the 19 Polk:

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

ABSENT - Heinicke

RESOLUTION 16-157

On motion to approve as amended:

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

ABSENT - Heinicke

13. Approving a parking protected bikeway and parking and traffic modifications on 8th Street between Market Street and Harrison Street as follows:

- A. ESTABLISH – CLASS IV BIKEWAY - 8th Street, southbound, west side, from Market Street to Harrison Street.
- B. RESCIND – BUS ZONE - 8th Street, west side, from Mission Street to 75 feet southerly; 8th Street, west side, from Howard Street to 99 feet southerly; and 8th Street, west side, from Folsom Street to 75 feet southerly.
- C. ESTABLISH - TRANSIT BOARDING ISLAND, TOW-AWAY NO STOPPING ANYTIME - 8th Street, west side, from Mission Street to 62 feet southerly; 8th Street, west side, from Howard Street to 50 feet southerly; and 8th Street, west side, from Folsom Street to 45 feet southerly.
- D. RESCIND – YELLOW METER LOADING ZONE, 7AM-6PM, MONDAY THROUGH SATURDAY - 8th Street, west side, from 20 feet to 40 feet north of Minna Street; 8th Street, west side, from 48 feet to 74 feet north of Natoma Street.
- E. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - 8th Street, west side, from Mission Street to 216 feet northerly; 8th Street, west side, from Natoma Street to Howard Street; 8th Street, west side, from Harrison Street to 225 feet northerly.
- F. ESTABLISH – RIGHT LANE MUST TURN RIGHT - 8th St., southbound, at Harrison St.
- G. ESTABLISH – TOW-AWAY NO PARKING ANYTIME - 8th Street, west side, from Stevenson Street to 18 feet southerly; Mission Street, south side, from 17 feet to 37 feet west of 8th Street; 8th Street, west side, from Minna Street to 30 feet northerly; Minna Street, north side, from 8th Street to 10 feet easterly; Natoma Street, south side, from 8th Street to 10 feet westerly; Howard Street, north side, from 8th Street to 29 feet easterly; Howard Street, south side, from 8th Street to 41 feet easterly 8th Street, west side, from Tehama Street to 64 feet northerly; 8th Street, west side, from Tehama Street to 22 feet southerly; Tehama Street, north side, from 8th Street to 10 feet westerly; 8th Street, east side, from 7 feet to 24 feet north of Clementina Street; 8th Street, west side, from Clementina Street to 20 feet northerly; Clementina Street, south side, from 8th Street to 10 feet easterly; Clementina Street, south side, from 8th Street to 10 feet westerly; 8th Street, west side, from Clementina Street to 16 feet southerly; 8th Street, east side, from 34 feet to 54 feet north of Folsom Street; 8th Street, west side, from 11 feet to 35 feet north of Folsom Street; Folsom Street, north side, from 9 feet to 20 feet west of 8th Street; Folsom Street, south side, from 11 feet to 40 feet west of 8th Street; 8th Street, west side, from Ringold Street to 42 feet northerly; and 8th Street, west side, from 24 feet to 65 feet south of Minna Street.
- H. ESTABLISH – YELLOW METER LOADING ZONE, 7 AM TO 6 PM, MONDAY

THROUGH SATURDAY - 8th Street, west side, from Minna Street to 24 feet southerly; 8th Street, west side, from 65 feet to 85 feet south of Minna Street; and 8th Street, west side, from 42 feet to 84 feet south of Tehama Street.

- I. RESCIND – BLUE ZONE - 8th Street, west side, from Stevenson Street to 20 feet southerly; and 8th Street, west side, from Natoma Street to 22 feet southerly.
- J. ESTABLISH – BLUE ZONE - Minna Street, north side, from 20 feet to 40 feet west of 8th Street; Howard Street, north side, from 19 feet to 37 feet west of 8th Street; and Tehama Street, north side from 10 feet to 30 feet west of 8th Street.
- K. ESTABLISH – WHITE ZONE, AT ALL TIMES - 8th Street, west side, from 18 feet to 107 feet south of Stevenson Street.
- L. ESTABLISH – WHITE TAXI ZONE - 8th Street, west side, from 107 feet to 130 feet south of Stevenson Street.
- M. ESTABLISH – NO RIGHT TURN ON RED - 8th Street, southbound, at Howard Street. (Explanatory documents include a staff report, plans, graphics, outreach material, study, slide presentation and resolution. The proposed actions are the Approval Actions as defined by the S.F. Administrative Code.)

RESOLUTION 16-158

On motion to approve:

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

ABSENT – Heinicke

14. Approving various bicycle, traffic and parking modifications associated with the Turk Street Project as follows:


- A. ESTABLISH - BIKE LANE - Turk Street, south side, from Mason Street to Polk Street.
- B. ESTABLISH – RED ZONE - Turk Street, south side, from 68 feet to 88 feet west of Taylor Street; Turk Street, south side, from 127 feet to 146 feet west of Taylor Street; Turk Street, south side, from 233 feet to 274 feet west of Taylor Street; Turk Street, north side, from 164 feet to 188 feet west of Taylor Street; Turk Street, south side, from 11 feet to 32 feet west of Jones Street; Turk Street, south side, from 158 feet to 179 feet west of Jones Street; Turk Street, south side, from 179 feet to 200 feet west of Jones Street; Turk Street, south side, from 192 feet to 212 feet west of Jones Street; Turk Street, south side, from 31 feet to 53 feet east of Leavenworth Street; Turk Street, south side, from 15 feet to 35 feet west of Leavenworth Street; Turk Street, south side, from 195 feet to 215 feet west of Leavenworth Street; Turk Street, south side, from 264 feet to 354 feet west of Leavenworth Street; Turk Street, south side, from 10 feet to 37 feet west of Hyde Street; Turk Street, south side, from 153 feet to 173 feet west of Hyde Street; Turk Street, south side, from 173 feet to 193 feet west of Hyde Street; Turk Street, south side, from 213 feet to 231 feet west of Hyde Street; Turk Street, south side, from 5 feet to 27 feet west of Dodge Place; Turk Street, south side, from 24 feet to 44 feet west of Larkin Street; Turk Street, south side, from 20 feet to 120 feet east of Polk Street.
- C. ESTABLISH – PART-TIME YELLOW METER LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Turk Street, south side, from 26 feet to 46 feet west of Taylor Street; Turk Street, south side, from 56 feet to 86 feet west of Hyde Street; Hyde Street, west side, from 22 feet to 44 feet south of Turk Street.

- D. ESTABLISH – GREEN PARKING METER – 30 MIN LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Turk Street, south side, from 74 feet to 95 feet west of Jones Street; Turk Street, south side, from 95 feet to 116 feet west of Jones Street.
- E. ESTABLISH – PART-TIME PASSENGER LOADING WHITE ZONE, 7 AM TO 9 AM, NOON TO 2 PM, 4 PM TO 6 PM, SCHOOL DAYS - Turk Street, south side, from 252 feet to 272 feet west of Jones Street.
- F. ESTABLISH – PART-TIME PASSENGER LOADING WHITE ZONE - Turk Street, south side, from 177 feet to 195 feet west of Leavenworth.
- G. ESTABLISH – BLUE ZONE - Turk Street, south side, from 92 feet to 113 feet west of Leavenworth.
- H. ESTABLISH – LEFT LANE MUST TURN LEFT EXCEPT FOR BIKES - Turk Street, westbound, at Jones Street; Turk Street, westbound, at Hyde Street; Turk Street, westbound, at Polk Street.
- I. ESTABLISH – NO LEFT TURN ON RED - Turk Street, westbound at Jones Street; Turk Street, westbound at Hyde Street; Turk Street, westbound at Polk Street. (Explanatory documents include a staff report, designs, plans, graphics, slide presentation and resolution. All of the proposed actions listed above are Approval Actions as defined by S.F. Administrative Code Chapter 31.)

Item 14 was removed from the agenda at the request of staff.

ADJOURN – The meeting was adjourned at 4:22 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