



**SFMTA**  
Municipal  
Transportation  
Agency

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

**MINUTES**

Tuesday, May 2, 2017  
Room 400, City Hall  
1 Dr. Carlton B. Goodlett Place

**REGULAR MEETING  
1 P.M.**

**SFMTA BOARD OF DIRECTORS**

Cheryl Brinkman, Chairman,  
Malcolm Heinicke, Vice Chairman  
Gwyneth Borden  
Lee Hsu  
Joél Ramos  
Cristina Rubke

Edward D. Reiskin  
**DIRECTOR OF TRANSPORTATION**

Roberta Boomer  
**SECRETARY**

## ORDER OF BUSINESS

### 1. Call to Order

Chairman Brinkman called the meeting to order at 1:00 p.m.

### 2. Roll Call

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

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

Chairman Brinkman 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

On motion to approve the minutes of the April 18, 2017 Regular Meeting: unanimously approved (Heinicke-absent).

### 5. Communications

Board Secretary Boomer stated that for Item 10.3 regarding the As-Needed Public Outreach and Engagement services, Barbary Coast consulting had changed its name to Civic Edge Consulting and therefore the documents would be changed to reflect the name change.

Board Secretary Boomer announced Item 13, the Upper Market Street Safety Project, Item A regarding establishing a bikeway on Sanchez and Octavia had been removed from the agenda at the request of staff.

### 6. Introduction of New or Unfinished Business by Board Members

None.

### 7. Director’s Report (For discussion only)

- Special Recognition Award
- Update on Vision Zero
- Ongoing Activities

Vice Chairman Heinicke arrived.

Sonali Bose, Director, Finance and Information Technology recognized Angela Carmen Howes, Senior Operations Manager, Materials Management and Inventory Control. Naomi Kelly, City Administrator, and John Haley, Director, Transit Services also recognized Angela Carmen Howes for her service. John Haley, Director, Transit Services, recognized Neil Popp, Manager, Bus Maintenance and Trinh Nguyen, Principal Engineer, Light Rail Vehicle team. Viktoriya Wise, Chief of Staff, Sustainable Streets, recognized Eddie Valadez and Deven Pillan, Proof of Payment Officers.

Ed Reiskin, Director of Transportation discussed Vision Zero updates, automated speed enforcement legislation, May Day March, the recent PG&E power outage; Bike to Work day; federal funding; and baseball service.

#### PUBLIC COMMENT:

Herbert Weiner asked cyclists not to run a red light or bike on the sidewalk on Bike to Work Day.

David Pilpel acknowledged Neil Popp and discussed motor coach availability in 1988. He acknowledged the transit fare inspectors, saying that they do a great job of customer service, safety, and enforcement. He also discussed federal funding, the impact of Senate Bill 1 of San Francisco and the SFMTA. The Board should be briefed on Senate Bill 1.

#### 8. Citizens' Advisory Council Report

No report.

#### 9. Public Comment

Brian Hoffer discussed Vision Zero and his two accidents. He is proud of San Francisco for its commitment. Little things like bike boxes would prevent injuries. Cyclists need to feel safe when riding.

David Elliott Lewis discussed making city streets safer, especially for cyclists. A buffered bike lane is the equivalent of asking motorists to behave well because of paint on the street. A protected bike lane will save lives. A row of parked cars protects cyclist's lives. Paint doesn't do that.

Shawn Grunberger commented on upgrades to Turk St. She is in favor of protected bike lanes because they are the safest and best option for people who choose cycling over driving. Other bike lanes encourage double parking and dangerous interactions. The SFFD and the SFMTA were able to come to an agreement about Upper Market and should on Turk Street.

Kyle Grochman expressed support for protected bike lanes. The SFMTA installed a lane in Golden Gate Park last year and has done nothing since to protect cyclists. Staff is sitting on Turk St. and isn't taking action. San Francisco cyclists are frustrated with the lack of progress. The City is failing at protecting citizens and increasing the bike mode share. The City needs to show its' commitment.

Tariq Mehmood stated that the taxis have had a funeral. The Taxi Department is ruined. He questioned the Taxi division's budget which shouldn't be more than \$200,000 per year with two clerks and a director. There are 400 cabs without taxi lights on the top. Staff was told this months ago but nothing has happened. This hurts the taxi driver and is the department's fault. The taxi director isn't certified for the job.

Mary Kay Chin discussed the Turk St. bike lane. She expressed disappointment that the SFMTA has backed off the plan for a separated bike lane. Every street in the Tenderloin is on the high injury corridor. The agency hasn't done enough to protect residents who deserve better. She urged the SFMTA to stick with the original plan and deliver a physically protected bike lane.

Tone Lee stated that Uber has to be controlled. Taxis are weak and need strong leadership. The SFMTA needs to improve taxi business. Uber and Lyft don't know that when they open a door, they will hit a cyclist. Yellow cab is gone and the owners are in trouble. Cab drivers should be able to join any cab company they want.

David Lewis expressed support for the Turk Street protected bike lane. It's easy to get around San Francisco without a car. Kids need a bike and a lane. Older generations also ride a bike. When people get older, it's harder to get around so older people also need a separate, safe lane.

Stephen Tennis expressed support for protected bike lanes. They ensure safe passage. Traffic is fast and can be crazy. There are many children on Turk St. every day. Turk St. needs a protected bike lane. If other cities can come up with bike lanes that satisfies their fire departments, San Francisco can as well.

Howard Levitt stated that San Francisco has become a much safer place. In every instance where there's a decision to separate cars from bikes, there has been a good decision for safety and live-ability. It clarifies the road for drivers and creates the safest lane possible. The City needs to double down on efforts to make streets safe. If the City backs away from putting an affirmative, positive separation, it is falling down on the job. Install a protected lane on Turk St.

Jessica Jenkins expressed support for a protected bike lane on Turk Street. She cycles with her children and follows the rules but feels like she's taking her life in her hands, especially when the sun is in a driver's eyes. Cyclists deserve protected bike lanes.

Rio Scharf stated that he rides on Turk Street every day and it is a terrifying death trap. He was enthusiastic to see a plan that would protect cyclists and slow traffic. To see that plan revoked confirmed suspicions that the city doesn't have the best interests of residents in mind. A protected lane will slow traffic substantially. Youth and seniors don't feel safe in the Tenderloin.

The SFFD should be more willing to compromise. There needs to be a balance of safety of residents in buildings and when they're on the streets.

Darnell Boyd begged for protected bike lanes. He saw a young man who got hit by a truck. There are enough brains in San Francisco to come up with a plan to satisfy all parties. He sees cars almost hit pedestrians every day.

Scott Bravmann stated that he had previously written about the dangerous conditions of Polk Street and then most of Polk Street was taken care of. The corner at Polk and McAllister is still dangerous. He knows that the SFFD is concerned about vehicles but they should consider police cars parked on the street. A fully protected bike lane narrows the street. In the Tenderloin, there's an elementary school with many children riding a bike to school. Cars will go anywhere there's an opening. If you cut off the opening, people won't drive there.

Gail Seagraves expressed support for parking protected bike lanes. She doesn't feel safe enough to ride her bike. There are no reason to install buffers if the City does it right the first time. This is about people's lives. The SFMTA can work it out with the SFFD.

Steven Grafton stated that a buffered bike lane doesn't do anything. Cars are parked there every day. He urged the SFMTA to install a parking protected bike lane.

Charles Deffarges stated that the SFMTA has made promises about protected bikeways that need to keep. The Mayor issued an Executive Directive about safety and Class IV protected bike lanes. This weekend, with three deaths, was a sobering reminder of the need for additional work. Turk Street is a high injury corridor but due to bureaucratic infighting, the plan for protected bike lane was cancelled. City leadership must implement the protected bike lane. Safety is non-negotiable.

Herbert Weiner stated that San Francisco is a city of choice. People can be hit by a car or a cyclist but nobody has mentioned cycling on city sidewalks. State codes forbid moving vehicles on a sidewalk. He asked the San Francisco Bicycle Coalition to cooperate to keep cyclists off the sidewalk and to tell others to do the same. This should be a concerted effort. People have been hit by cyclists which can be fatal. Everyone should be equally protected, including those on the sidewalk.

David Pilpel stated that while he has filed a CEQA appeal and will file a Sunshine Ordinance Task Force complaint, he would rather have a discussion. He didn't get any follow up when he expressed concern yesterday about Items 10.2 O and 13. When he offered a courtesy, he thought that would be returned in kind. He would like to make things better but he is struggling with the issue of respect. It isn't returned. That's a problem. There should be an event for the Twin Peaks Tunnel which will be 100 years old.

Howard Strassner discussed achievements with maintenance, vehicles and fares. The SFMTA can't control Uber and Lyft. The City will have a serious problem in the future with driverless vehicles. Any taxi should stop when a bus is going by. If Uber is so successful now, how many more will want to impede the bus when there are no drivers. There should be a congestion charge. The SFMTA needs to start planning early so when driverless cars hit the streets, the City is ready.

Erika Kimball asked the City to install parking protected bike lanes on Turk Street. There are a few areas of the city where the bicycle injury related accidents happen. This is a healthy investment. Infrastructure should promote pedestrians and cyclists. The SFFD are logistical experts and can figure out a solution.

Gina Schumacher discussed the reasons why she bicycles. All biking infrastructure should be for young, new and older bike riders. A parking protected bike lane will ensure the streets are safe.

Susan Gallentine stated that a protected bike lane is the best way to keep people safe on city streets. Unprotected bike lanes encourage rampant double parking. The lanes on 7<sup>th</sup> and 8<sup>th</sup> streets were a huge improvement.

Kevin Stull stated that the Tenderloin streets aren't safe. They need protected bike lanes which should have been installed a long time ago. Safety should never be compromised. The SFMTA needs to stop dragging their feet and get it done as soon as possible.

Lucas Ribeiro discussed how unsafe he feels bicycling on city streets. A cyclist never knows when a driver isn't going to be paying attention. Protected bike lanes are important. People who are concerned about safety won't ride a bike. Protected bike lanes will encourage more people to ride a bicycle to work and un-crowd city streets.

Maureen Persico stated she makes deliveries by bicycle. She wants her kids to be able to bike. She doesn't want to take her life in her hands every time she rides a bike.

Tom Gilberti stated that riding a bike is scary. Now cycles and scooters on city sidewalks scare him. He expressed appreciation for hearing him last week about noise on the buses. New technologies came along that replaced trolleys. The City is going to lose the taxi industry which isn't a resource we want to lose. If Uber and Lyft have more drivers, so should taxis.

Janice Li is a daily cyclist and attended the bike lane opening on the Bay Bridge. The City can build awesome stuff for bicycles. She couldn't think of a single place to ride a bike with her mother in San Francisco and had to go to Oakland.

Miles Stepto stated that protected bike lanes improve safety for cyclists in an urban environment. They protect kids and families. Installing a buffered bike lane doesn't inspire confidence nor a sense of safety. The City should provide the highest quality infrastructure. He encouraged the SFMTA to install protected bike lanes on Turk St.

Libby Nachman voiced support for a protected bike lane on Turk St. The SFMTA needs to fulfill the Mayor's Directive. She wants commuters and residents in the Tenderloin to be safe. A buffered bike lane on Golden Gate Ave. is filled with cars. The SFMTA should learn from their mistakes so cyclists feel safe.

Tamas Nagy discussed the car and bicycle accident last Friday where the cyclist died. The new section of 7<sup>th</sup> Street is great. Many more people would ride if more roads were like 7<sup>th</sup> or 8<sup>th</sup> St. The number of cyclists on Oak and Fell is very impressive. There is an opportunity for real

improvements to open up cycling to more people. Sixty percent of people in San Francisco are open to cycling but aren't willing to because it's too scary.

Chris Cassidy stated that Turk St. is the only bike lane that the SF Bike Coalition has ever opposed. Unfortunately, the design doesn't work. The City needs to learn from their mistakes. The SFMTA should be a leader in delivering safe streets. He is disappointed in the SFMTA's performance so far.

Anne Brask expressed support for protected bike lanes on Turk Street. Cycling is her main means of transportation and she has had two incidents where there weren't protected bike lanes. The incidents could have been avoided. The City can coordinate across agencies to address SFFD needs.

Benjamin Brydon stated that Turk Street will help his bike shop business tremendously. An unprotected bike lane is insufficient. There needs to be a protected bike lane.

Adam Long supports protected bike lanes on Turk St. and Golden Gate Ave. Simple stripes of paint aren't enough any longer because it's no longer safe. People bike on the sidewalk because they don't feel safe, which puts other citizens at risk.

Katherine Roberts stated that she was denied a ride to the hospital after an incident. She slipped on a wet electrical cover. The cover plate is still broken. There has to be some way to texturize the cover so there's no risk of slipping. She wasn't allowed to get on a bus because she had a folding bike, which is compliant with Muni policy. A Muni inspector let her on the following train. This policy has got to stop. Every unprotected bike lane had cars doubled parked in it.

Justin Ryan stated that it is extremely dangerous for anybody riding a bike in the Tenderloin, particularly going in the east-west direction. Market St. isn't a good option. A protected bike way is an important safety feature and should be made a part of a continually growing network of bike lanes.

Susan Detwiler expressed support for a protected bike lane on Turk St. It's important to remember that putting in a bike lane isn't just a matter of convenience for cyclists.

Chairman Brinkman requested an update on the Turk Street Project.

Vice Chairman Heinicke asked for an update on the Twin Peaks Tunnel project.

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. 7<sup>th</sup> 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. Factory Mutual Ins. Co. vs. CCSF, Superior Ct. #CGC15545441 filed on 4/21/15 for \$0

RESOLUTION 170502-054

(10.2) Approving the following traffic modifications:

- A. ESTABLISH – STOP SIGNS – Irving Street, eastbound and westbound, at 45<sup>th</sup> Avenue.
- B. ESTABLISH – RECTANGULAR RAPID FLASHING BEACONS – Monterey Boulevard, eastbound and westbound, at Valdez Street; and McAllister Street, eastbound and westbound, at Buchanan Street.
- C. ESTABLISH – PERPENDICULAR PARKING – Alabama Street, east side, from 75 feet to 96 feet south of Mullen Avenue.
- D. ESTABLISH – 2 HOUR TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – 44<sup>th</sup> Avenue, east side, from 8 feet to 62 feet north of Taraval Street; and 44<sup>th</sup> Avenue, west side, from Taraval Street to 79 feet southerly.
- E. ESTABLISH – NO PARKING ANYTIME – 900 block of Rockdale Drive, south side, from 20 feet to 56 feet easterly of the terminus.
- F. ESTABLISH – PART TIME BUS ZONE, 7 AM TO 7 PM, MONDAY THROUGH FRIDAY – 24<sup>th</sup> Street, north side, from 100 feet to 150 feet east of Potrero Avenue.
- G. RESCIND – TOW-AWAY NO STOPPING, 4 PM TO 6 PM, MONDAY THROUGH FRIDAY – Bryant Street, north side, between 2<sup>nd</sup> Street and I-80 on ramp.
- H. ESTABLISH – RED ZONE – Bryant Street, north side, 196 feet east of 2<sup>nd</sup> Street to 235 feet east of 2<sup>nd</sup> Street.
- I. ESTABLISH – TOW-AWAY, NO STOPPING, 7 AM TO 9 AM AND 3 PM TO 7 PM, MONDAY THROUGH FRIDAY – Fell St., north side, from Gough St. to 270 feet easterly.
- J. ESTABLISH – NO PARKING ANYTIME – Hayes Street, south side, from Gough Street to 51 feet westerly.
- K. ESTABLISH – RIGHT LANE MUST TURN RIGHT – Hayes St., eastbound, at Gough St.
- L. ESTABLISH – NO PARKING ANYTIME – Gough Street, west side, from Hayes Street to 20 feet northerly.
- M. ESTABLISH – MIDBLOCK RAISED CROSSWALK – Sherman Street, 121 feet south of Cleveland Street.
- N. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Sherman Street, west side, from 97 feet south of Cleveland Street to 137 feet south of Cleveland Street.
- O. ESTABLISH – TOW AWAY NO PARKING ANYTIME – Rausch Street, east side, from



Folsom Street to 106 feet northerly; and Rausch Street, west side, from Folsom Street to 25 feet northerly.

- P. RESCIND – RIGHT LANE MUST TURN RIGHT – Gough St., southbound, at Fell St.
- Q. ESTABLISH – 2-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Gough Street, west side, between Fell Street and Hayes Street.
- R. ESTABLISH – RED ZONE – Gough Street, west side, from Fell Street to 28 feet northerly.
- S. RESCIND – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 6 AM TO 10 AM, MONDAY THROUGH FRIDAY – Gough Street, west side, from 75 feet to 205 feet south of Turk Street. (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 O was severed from the Consent Calendar at the request of a member of the public.

**PUBLIC COMMENT:**

Members of the public expressing opposition: David Pilpel

**RESOLUTION 170502-055**

On motion to approve:

**ADOPTED: AYES – Borden, Brinkman, Heinicke, Hsu, Ramos and Rubke**

(10.3) Authorizing the Director to execute Contract #SFMTA-2016-38/1 (LOCAL) with Katz & Associates/Barbary Coast Consulting, JV, for an amount not to exceed \$2,500,000; execute Contract #SFMTA-2016-38/2 (LOCAL) with Davis & Associates Communications for an amount not to exceed \$2,500,000; execute Contract #SFMTA-2016-39/1 (FTA) with Katz & Associates/Barbary Coast Consulting, for an amount not to exceed \$1,750,000; execute Contract #SFMTA-2016-39/2 (FTA) with Circlepoint for an amount not to exceed \$1,750,000; execute Contract #SFMTA-2016-40/1 (FHWA) with Katz & Associates/Barbary Coast Consulting, for an amount not to exceed \$500,000, and execute Contract #SFMTA-2016-40/2 (FHWA) with Circlepoint for an amount not to exceed \$500,000, all for As-Needed Public Outreach and Engagement services and for terms not to exceed April 18, 2019, with the option to extend for additional terms. (Explanatory documents include a staff report, contracts 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: David Pilpel

**RESOLUTION 170502-056**

On motion to approve:

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

(10.4) Authorizing the Director to execute the Third Amendment to Contract No. 201-30, with NextBus, for software and equipment maintenance services for the SFMTA’s Automatic Vehicle Location System, to extend the term of the Agreement for one year to July 31, 2018, with an option to further extend the Agreement up to one additional year and increasing the contract amount by \$3,780,474. (Explanatory documents include a staff report, resolution and amendment.)

RESOLUTION 170502-057

On motion to approve the Consent Calendar (Item 10.2 O and 10.3 severed):

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

#### REGULAR CALENDAR

11. Approving the Preliminary Official Statement for the issuance of the revenue bonds and authorizing the Director to make any necessary changes to the Preliminary Official Statement for the issuance of the revenue bonds, to execute and deliver a certificate deeming the Preliminary Official Statement “final” for purposes of Securities and Exchange Commission Rule 15c2-12 and to execute and deliver a final Official Statement; and authorizing and approving the distribution by the underwriters of the revenue bonds of copies of the Official Statement to all purchasers of the revenue bonds and the distribution by the underwriters of the revenue bonds of the Preliminary Official Statement to potential purchasers of the revenue bonds. (Explanatory documents include a staff report, resolution statement, and certificate. The presentation of this item will include mandated training regarding the financial responsibilities of the Board and the Agency.)

Sonali Bose, Director, Finance and Information Technology and Mark Blake, Deputy City Attorney, presented the item and training.

PUBLIC COMMENT:

Members of the public expressing opposition: David Pilpel

RESOLUTION 170502-058

On motion to approve:

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

12. Presentation and discussion regarding Regional Measure 3. (Explanatory documents include a slide presentation.)

Monique Webster, Manager, Capital Finance, presented the item.

**PUBLIC COMMENT:**

David Pilpel suggested that the relationship to other funding mechanisms be taken into account. This item should have broad stakeholder outreach including both supporters and opponents. In addition to the two categories, he suggested adding the proportionality of investments. As part of the next presentation, he suggested an update on the Core Capacity study as that has great bearing on the Bay Bridge corridor.

Howard Strassner discussed projects that the city doesn't have yet, such as ferries. San Francisco shouldn't put any real money into ferries. Ferries often get more subsidies than a bus on a similar route, which isn't right. The real policy should be to take a lane for high occupancy vehicles and get paid for it by drivers. People coming from the South Bay don't pay tolls.

13. Approving various bicycle and parking and traffic modifications associated with the Upper Market Street Safety Project as follows:

- A. ESTABLISH – CLASS II BIKEWAY - Sanchez Street, southbound, from Henry Street to Market Street; Sanchez Street, northbound, from Market Street to 40 feet southerly; Octavia Boulevard, southbound, from Waller Street to Market Street
- B. ESTABLISH – CLASS IV BIKEWAY - Market Street, westbound, from Octavia Boulevard to Buchanan Street; Market Street, eastbound, from Guerrero Street to Octavia Boulevard; Octavia Boulevard, northbound, from Market Street to 80 feet northerly
- C. ESTABLISH – MID-BLOCK CROSSWALK - Market Street, between Laguna Street and Octavia Boulevard; Market Street, between Buchanan Street and Laguna Street
- D. ESTABLISH – MEDIAN ISLANDS - Market Street, at Noe Street, east crossing; Market Street, at Noe Street, west crossing; Guerrero Street, from 50 feet to 150 feet south of Market Street; Laguna Street, at Hermann Street, north crossing; Market Street, from 90 feet to 250 feet west of Octavia Boulevard; Market Street, at Laguna Street, east crossing
- E. ESTABLISH – SIDEWALK NARROWING - Market Street, north side, from Laguna Street to 90 feet easterly; Market Street, south side, from McCoppin Street to 40 feet westerly; Market Street, south side, from McCoppin Street to Highway 101 Off-Ramp
- F. ESTABLISH – TOW AWAY NO STOPPING ANY TIME, ESTABLISH – SIDEWALK WIDENING - 16<sup>th</sup> Street, north side, from Market Street to 20 feet easterly; 16<sup>th</sup> Street, south side, from Market Street to 24 feet westerly; Noe Street, west side, from 16<sup>th</sup> Street to 24 feet northerly; 15<sup>th</sup> Street, south side, from Market Street to 29 feet westerly; 15<sup>th</sup> Street, south side, from Market Street to 18 feet easterly; 15<sup>th</sup> Street, north side, from Sanchez Street to 18 feet westerly; Sanchez Street, west side, from 15<sup>th</sup> Street to 27 feet northerly; Sanchez Street, east side, from Market Street to 50 feet southerly; 14<sup>th</sup> Street, south side, from Market Street to 33 feet easterly; Guerrero Street, east side, from Market Street to 54 feet southerly; Pearl Street, east side, from Market Street to 41 feet southerly; Market Street, south side, from Highway 101 Off-Ramp to 31 feet easterly
- G. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - Market Street, south side, from 150 feet to 170 feet west of Noe Street; Market Street, north side, from 108 feet to 149 feet east of Noe Street; Market Street, south side, from 90 feet to 154 feet west of

Sanchez Street; Market Street, south side, from 260 feet to 275 feet east of Church Street; Market Street, south side, from 95 feet to 144 feet west of Dolores Street; Market Street, north side, from 189 feet to 211 feet west of Duboce Avenue; Market Street, north side, from 231 feet to 278 feet west of Laguna Street; Market Street, north side, from 111 feet to 131 feet west of Laguna Street; Market Street, north side, from Laguna Street to 71 feet westerly; Market Street, north side, from Hermann Street to 139 feet easterly; Market Street, north side, from 159 feet to 179 feet east of Hermann Street; Market Street, north side, from Octavia Boulevard to 92 feet westerly; Market Street, south side, from Guerrero Street to 77 feet easterly; Market Street, south side, from 117 feet to 137 feet east of Guerrero Street; Market Street, south side, from 177 feet to 197 feet east of Guerrero Street; Market Street, south side, from McCoppin Street to 43 feet westerly; Hermann Street, south side, from Laguna Street to 30 feet westerly; Laguna Street, east side, from Hermann Street to 35 feet northerly; Octavia Boulevard, west side, from Market Street to Waller Street

- H. ESTABLISH YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY - Market St., north side, from 171 feet to 193 feet east of Noe St.
- I. ESTABLISH YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Market Street, south side, from 154 feet to 174 feet west of Sanchez Street
- J. ESTABLISH YELLOW METERED LOADING ZONE, 7 AM TO 11 AM, MONDAY THROUGH FRIDAY - Market Street, south side, from 43 feet to 66 feet west of McCoppin Street; Market Street, south side, from 66 feet to 88 feet west of McCoppin Street
- K. ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES - Market Street, north side, from 92 feet to 132 feet west of Octavia Boulevard
- L. RESCIND – BLUE ZONE - 14<sup>th</sup> Street, south side, from 11 feet to 33 feet east of Market Street; Octavia Boulevard, west side, from 2 feet to 22 feet north of Market Street
- M. ESTABLISH - BLUE ZONE - 14<sup>th</sup> Street, south side, from 33 feet to 55 feet east of Market Street; Market Street, north side, from 132 feet to 154 feet west of Octavia Boulevard
- N. RESCIND – GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14<sup>th</sup> Street, south side, from 33 feet to 55 feet east of Market Street; Market Street, north side, from 77 feet to 99 feet east of Hermann Street; Market Street, south side, from 57 feet to 77 feet east of Guerrero Street
- O. ESTABLISH - GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14<sup>th</sup> Street, south side, from 78 feet to 100 feet east of Market Street; Market Street, north side, from 139 feet to 157 feet east of Hermann Street; Market Street, south side, from 97 feet to 117 feet east of Guerrero Street
- P. RESCIND – TOW AWAY, NO STOPPING ANYTIME EXCEPT PERMITTED CAR SHARE VEHICLES - Pearl Street, east side, from Market Street to 18 feet southerly
- Q. ESTABLISH – TOW AWAY, NO STOPPING ANYTIME EXCEPT PERMITTED CAR SHARE VEHICLES - Pearl Street, east side, from 18 feet to 38 feet south of Market Street
- R. ESTABLISH – ONE-WAY STREET - Hermann Street, eastbound, between Buchannan Street and Laguna Street

- S. ESTABLISH – NO RIGHT TURN ON RED - Market Street, westbound, at Buchanan Street; Market Street, westbound, at Laguna Street; Market Street, eastbound, at Guerrero Street; Guerrero Street, northbound, at Market Street; Laguna Street, southbound, at Market Street; Octavia Boulevard, southbound, at Market Street. (Explanatory documents include a staff report, slide presentation and resolution. The proposed actions are the Approval Actions as defined by Chapter 31 of the San Francisco Administrative Code.)

Board Secretary Boomer stated that Item A had been removed from the agenda.

Charlie Ream, Senior Transportation Planner, presented the item.

Deputy Chief Mark Gonzalez stated that the Fire Department (SFFD) is not against parking protected bike lanes. Muni's overhead wires make it difficult for fire trucks to get through and hampers their firefighting efforts. The Fire Department has a broader mandate to protect citizens. Each neighborhood has unique characteristics. The design for this project materially compromises the safety of SFFD officials and residents. The Octavia on-ramp is dangerous and maybe there should be a divergence around that area. The president of the Fire Union is in agreement with the department on this.

**PUBLIC COMMENT:**

Members of the public expressing support: Josie Ahrens, Brian Hoffer, Shawn Grunberger, Mary Kay Chin, David Lewis, Howard Levitt, Steven Grafton, Julia Ruskin, Chris Cassidy, Justin Ryan, Kevin Diep, Sara Jones, Susan Detwiler, and Amanda Rivas,

Members of the public expressing opposition: David Pilpel and Dan Decossio


**RESOLUTION 170502-059**

On motion to approve (Item A removed):

**ADOPTED: AYES – Borden, Brinkman, Heinicke, Hsu, Ramos and Rubke**

**ADJOURN** - The meeting was adjourned at 4:44 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