



**SFMTA**  
Municipal  
Transportation  
Agency

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

**MINUTES**

Tuesday, August 18, 2015  
Room 400, City Hall  
1 Dr. Carlton B. Goodlett Place

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

**SFMTA BOARD OF DIRECTORS**

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

Edward D. Reiskin  
**DIRECTOR OF TRANSPORTATION**

Roberta Boomer  
**SECRETARY**

## ORDER OF BUSINESS

### 1. Call to Order

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

### 2. Roll Call

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

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

Chairman Nolan announced that the ringing of and use of cell phones, pagers and similar sound-producing electronic devices are prohibited at the meeting. He advised that any person responsible for the ringing or use of a cell phone, pager, or other similar sound-producing electronic devices might be removed from the meeting. He also advised that cell phones that are set on “vibrate” cause microphone interference and requested that they be placed in the “off” position.

### 4. Approval of Minutes

On motion to approve the minutes of the July 7, 2015 Regular Meeting: unanimously approved (Heinicke-absent).

### 5. Communications

Director Heinicke arrived.

Board Secretary Boomer stated that there would be no discussion of anticipated litigation in closed session. She also corrected a typo in Item 10.5. It should read “Metropolitan Transportation Commission” rather than “Agency.”

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

Vice Chairman Brinkman asked staff to look at two “orphan” blocks, on Polk between California and Pine and on Masonic between Fell and Oak streets to see if there are ways to upgrade those blocks to make them safer.

In response to a comment from Director Borden regarding enforcement on Market Street, Director Reiskin stated that he would update the Board on the “Safer Market Street” project in the future.

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

- Special Recognition Award
- FY2015 Year-end Budget Report
- Ongoing Activities

Viktoriya Wise, Chief of Staff, Sustainable Streets recognized James Davis, Proof of Payment Officer. Ms. Wise also recognized Robert Lim, Assistant Engineer.

John Haley, Director, Transit Services recognized Julie Kirschbaum, Service Planning Manager, Ed Cobean, Senior Operations Manager, Julius Navarro, Electrical Transit System Mechanic, Angel Carvajal, Electronic Maintenance Technician and Edward Dennis, Transit Operations Specialist.

Ed Reiskin, Director of Transportation discussed service on the August 1-3 weekend including shut down of the BART tunnel, E-Line start up and XX; the FY2015 budget; performance metrics; and the launch of "Safer Market Street."

### PUBLIC COMMENT:

David Pilpel stated that he didn't testify on the "Safer Market Street" item and doesn't have an opinion on whether it makes sense during the day. He stated that there is likely no congestion at night and so the restrictions should be more oriented towards daytime and not 24 hours per day.

## 8. Citizens' Advisory Council Report

No report.

## 9. Public Comment

Mark Gleason discussed Commuter Shuttle bus legislation calling for labor harmony at bus stops that are also occupied by commuter shuttle buses. In coming days, the National Labor Relations Board will make an announcement about Bauer due to actions taken during a worker organizing drive. This will spill over to bus stops. To avoid further issues, he encouraged the Board to implement the "Labor Harmony" legislation.

Tracey Kelley noted that Compass Transportation operators ratified a contract with their drivers that represents what it takes to live in the Bay Area, including wages, benefits, sick pay, etc. Drivers take thousands of people to work safely every day. Ms. Kelley wants to make sure that every company working in San Francisco complies with the "Labor Harmony" law.

Doug Bloch stated that Teamsters have been working to organize Commuter Shuttle bus workers. The job of the Board is to protect the 800,000 Muni riders who use bus stops. Teamsters are in a fight with Bauer. The National Labor Relations Board has come down hard

on bus companies that spilled over to 24<sup>th</sup> and Valencia last week. The Board of Supervisors passed a resolution asking the MTA to protect workers from these kinds of incidents. He urged the Board to act on the “Labor Harmony” resolution.

Peter Kirby commented that because Transportation Network Companies have sucked large profits from the taxi industry, the value of the medallion has dropped. He asked the SFMTA Board to lower the cost of the medallion. The Transportation Code allows an adjustment based on market conditions. Mr. Kirby suggested a price between \$125,000 to \$150,000 and that these medallions are offered to those taxi drivers who have already been approved.

Richard Hybels talked about the intersection of 2<sup>nd</sup> and Bryant which gets insane, particularly on a game day. In the last few months, there have been three or four police officers issuing citations. It is virtually impossible to get through this intersection. He asked that enforcement staff be posted especially during a game day to direct traffic. Sheedy Drayage has 15 trailers parked on 24<sup>th</sup> St. all night, every night despite the sign that prohibits this. There is no enforcement after midnight.

Eli Saddler asked the Board to stop issuing residential overtime citations for Scoots. Scoot trips are a compliment to Muni, bikes, and walking. These are not motor vehicles but are motorized bicycles. Mr. Saddler disagrees with the SFMTA’s memo. The California Vehicle Code makes a distinction between motorized bikes, bikes and other vehicles. It’s important not to punish non-car owners for taking a one-way trip home.

Michael Keeting asked the Board not to impose citations for overtime residential parking for Scoots. Scoot members always follow the rules. Scoot is serious about making transportation better for Muni and for everybody else. Scoots can legally use bike lanes and they have demonstrated that they know how to run an on-street electric vehicle sharing program successfully. He urged the SFMTA to stop penalizing riders and hold off on issuing citations.

Andy McCastlin discussed the impact of scooters on other cities, adding that he is proud to see them in San Francisco. He expressed hope that the SFMTA will support Scoot and any other electronic vehicle.

John Han stated that Market St. is a success. He also discussed the “S” medallion program and the City’s plan to cancel the program. He urged the SFMTA to not just take medallions away from cab drivers but let them ride out the possession of these medallions. It should be done gradually rather than devastate cab drivers financially.

August Brenner discussed exempting Scoot vehicles from residential parking citations. These vehicles take less space and use less fuel than cars. Anything that can relieve pollution, congestion and parking is good. Scoot’s fleet is significantly more efficient than cars.

Maidere Sorhondo expressed support for Scoot. It takes less time than a bus ride. It’s her solution to the costly route of taking a cab or TNC or the anxiety of taking her bike and wondering if the bike will be there when she leaves work. Scoot is providing a brilliant solution.

Puran Grewal expressed support for Scoot. It is important to note that there is only two hour parking in RPP areas. Scoot uses space that isn't currently utilized at all. Keeping neighborhoods congestion free is not served by preventing Scoot from parking in those spaces. It doesn't make sense if the City's goal is to create less traffic. Scoot is cheap and efficient and is a solution for San Francisco.

Douglas O'Connor discussed driving a taxi during the Outside Lands festival. A Parking Control Officer got into an altercation with his passenger. He pulled his taxi into a bus stop and PCO's swarmed his vehicle and threatened him with a ticket. This was wrong. There is more technology in a taxi than in a TNC. The PCO's should have a better understanding.

Herbert Weiner stated that the 33 bus lane will no longer run to SFGH. Instead, passengers will have to transfer. The SFMTA says this transfer won't be difficult but doesn't say that this run is frequently crowded and the buses don't run on schedule frequently. He asked the Board to imagine this ride for a pregnant woman who would have to stand. These realities were never considered. If the Board approves this route change, it will have blood on their hands and will face a lawsuit.

David Pilpel expressed concern about "Muni Forward" route changes. Some maps don't reflect these changes. While he doesn't have a list of locations, staff should look at all maps. Some of the signage doesn't reflect these changes. Passenger information should reflect current route and schedule information.

Barry Taranto discussed the appearance that taxi cabs are not welcome to serve the public. The Board talks about protecting the value of the medallion but there are many instances where staff has refused to work with the industry to make cabs available. Two recent instances are the Outside Lands and the Street Food festivals. Staff eliminated a cab stand in front of a popular gay bar and has advertised cabstands but then eliminated them for reasons that don't make sense. The SFMTA should stop hiring gestapo officers who tell people to go away when they're begging for taxi service.

Carl Macmurdo discussed the rise of taxi service during the great depression in New York City resulting in a law that established a limit on the number of medallions. TNC's have recreated the same conditions that occurred in the 1930's. The CPUC has said that TNC's aren't taxis, but they are. It's in the best interest of the City to protect taxis. Taxi drivers may request a "cease and desist" order.

Mary McGuire discussed a notice posted at cab companies about temporary cab stands and questioned why the City bothers when taxi drivers are going to be chased by the police. Cab drivers feel like criminals. It's always the same story with the same passing of the buck. She discussed this with staff weeks ago but got nothing. Ms. McGuire wondered why cab drivers can't turn left on Embarcadero between King and Townsend to serve the public. Cab drivers get nothing from the SFMTA to help cab drivers and the public while cyclists get everything.

Tone Lee stated that the Scoot is a big profit business. They are all about money. They pay to take a ride but they're not a public agency. The SFMTA can't give them a special permit. It's not right. If you take the "S" medallion back, you have to do it by the right policy. Scoot wants everything from the SFMTA, like TNC's. The only difference is that the TNC's have money.

Jeff Biesinger expressed support for Scoot. His commute on Muni was over an hour and yet only 20 minutes by Scoots or by bike. One-way scooter rentals will transform transportation. Kim Kochaver uses Scoot. It's not just for young people. She noted that there's nothing better than seeing people using their own feet to get around. She likes that Scoot is electric and silent. She is promoting the "green" aspect of transportation by using scooters as much as she can.

Erica Calegari expressed support for Scoot. Muni is not as convenient as transit in New York City and it can take a long time to move from one part of the city to another. Her life changed when she started scooting. It's one of the best methods of transportation in San Francisco. It's not expensive, which is a big deal for those who don't make a lot of money.

Timothy King stated that Muni has made him late to class many times but Scoot has saved him.

Joshua Arce discussed sustainable transportation. At the Department of the Environment (DOE), staff has talked about shuttle bus services. There are good environmental benefits and the department wants to see it realized. DOE staff also wants to see sustainable wages, benefits and working conditions. It was exciting to see this codified by the Board of Supervisors but less so to hear that there is a lack of harmony. He invited SFMTA staff to a DOE policy committee to talk about the progress of the program.

Alex Troy stated that he uses Scoot to commute to various jobs. It was hard to get to different jobs by using transit. By using Scoot he has increased his productivity and ability to earn income. In an on-demand economy, having something like Scoot makes a huge difference.

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. Dennis Esta vs. CCSF, Superior Ct. #CGC14536625 filed on 1/7/14 for \$49.50
- B. Neal and Michael Schon vs. CCSF, US District Ct. #1500581LB filed on 6/9/14 for \$1,139.04
- C. Nancy Bauer vs. CCSF, Superior Ct. #CGC14538184 filed on 3/24/14 for \$9,750
- D. Justin Wilson/ Jalease Smith vs. CCSF, Superior Ct. #CGC1454050 filed on 7/16/14 for \$13,986

RESOLUTION 15-109

(10.2) Approving the following traffic modifications:

- A. ESTABLISH – NO TURN ON RED, 7 AM TO 7 PM, DAILY– Lincoln Way, westbound, at 19th Avenue/Crossover Drive.
- B. ESTABLISH – STOP SIGN – Holyoke Street, southbound, at Silliman Street.
- C. ESTABLISH – RED ZONE – Silliman Street, south side, from west curb to east curb at Holyoke Street.
- D. EXTEND – BUS ZONE – Valencia St., west side, from 60 feet to 81 feet south of 25<sup>th</sup> St.
- E. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA N ELIGIBILITY – Geary Boulevard, south side, between 10<sup>th</sup> Avenue and 11<sup>th</sup> Avenue.
- F. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – O’Farrell Street, north side, from Franklin Street to 29 feet easterly; and O’Farrell Street, south side, from Franklin Street to 27 feet easterly.
- G. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – Pine Street, north side, from Franklin Street to 22 feet westerly; Franklin Street, east side, from Pine Street to 21 feet northerly; and Pine Street, north side, from Franklin Street to 22 feet easterly.
- H. ESTABLISH – RED ZONE – Franklin Street, west side, from Pine Street to 28 feet southerly; and Pine Street, south side, from Franklin Street, to 26 feet easterly.
- I. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Bush St., north side, from Franklin St. to 21 feet westerly; and Franklin St., east side, from Bush St. to 21 feet northerly.
- J. ESTABLISH – RED ZONE – Franklin Street, east side, from Bush Street to 24 feet southerly.
- K. ESTABLISH – NO TURN ON RED, 7 AM TO 7 PM, EVERYDAY – Bush Street, eastbound, at Franklin Street.
- L. ESTABLISH – NO TURN ON RED, 7 AM TO 7 PM, MONDAY THROUGH FRIDAY – Howard Street, westbound, at Main Street.
- M. EXTEND – PART-TIME BUS ZONE, 3 PM TO 7 PM, MONDAY THROUGH FRIDAY – Battery Street, west side, from Pine Street to 87 feet southerly.
- N. ESTABLISH – RED ZONE – 46<sup>th</sup> Avenue, west side, from Santiago Street to 27 feet northerly.
- O. ESTABLISH – RED ZONE – Balboa Street, north side, from 33<sup>rd</sup> Avenue to 28 feet easterly; and Balboa Street, south side, from 33<sup>rd</sup> Avenue to 22 feet westerly.
- P. ESTABLISH – STOP SIGN – Belvedere Street, southbound, at Carmel Street.
- Q. ESTABLISH – STOP SIGN – Arthur Avenue, westbound, at Quint Street.
- R. ESTABLISH – RED ZONE – 11<sup>th</sup> Avenue, west side, from Ortega Street to 25 feet northerly.
- S. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – 6<sup>th</sup> Street, west side, from 15 feet to 35 feet south of Howard Street.
- T. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – Howard Street, south side, from 5 feet to 25 feet west of 6<sup>th</sup> Street.
- U. ESTABLISH – NO PARKING VEHICLES OVER 6 FEET HIGH – Hubbell Street, west

- side, from 16<sup>th</sup> Street to 100 feet northerly.
- V. ESTABLISH – RED ZONE – Kearny Street, west side, from Clay Street to 30 feet southerly.
  - W. ESTABLISH – NO TURN ON RED – Clay Street, eastbound, at Kearny Street.
  - X. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – Williams Avenue, south side, from Third Street to 40 feet westerly; and Lane Street, west side, from Van Dyke Avenue to 22 feet northerly.
  - Y. ESTABLISH – NO RIGHT TURN ON RED, 7 AM TO 7 PM, DAILY – Williams Avenue, eastbound, at 3<sup>rd</sup> Street.
  - Z. ESTABLISH – RED ZONE – Taylor Street, west side, from North Point Street to 23 feet northerly; North Point Street, south side, from Taylor Street to 22 feet westerly; and Taylor Street, east side, from 4 feet to 31 feet south of North Point Street.
  - AA. ESTABLISH – STOP SIGNS – Cabrillo Street, eastbound and westbound, at 11<sup>th</sup> Avenue.
  - BB. REVOKE – BLUE ZONE – 1301 7<sup>th</sup> Ave., west side, from 8 feet to 35 feet south of Irving St.
  - CC. ESTABLISH – BLUE ZONE – 599 Irving St., south side, from 7<sup>th</sup> Avenue to 20 feet easterly.
  - DD. ESTABLISH – RED ZONE – “500” Dolores St., west side, from 18th St. to 31 feet southerly.
  - EE. ESTABLISH – “500” Dolores Street, west side, from 31 feet to 51 feet south of 18<sup>th</sup> Street.
  - FF. ESTABLISH – RED ZONE – 8<sup>th</sup> Street, east side, from Folsom Street to 30 feet northerly.
  - GG. ESTABLISH – ONE WAY STREET – Rotteck Street, southbound, between Still Street and Cayuga Avenue.
  - HH. ESTABLISH – STOP SIGN – Hearst Avenue, westbound, at Ridgewood Avenue.
  - II. ESTABLISH – RESIDENTIAL PERMIT PARKING, AREA R, 2-HOUR PARKING, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA R PERMITS – Ivy Street, both sides, between Octavia and Laguna Streets.
  - JJ. ESTABLISH – RESIDENTIAL PERMIT PARKING ELIGIBILITY, AREA V – 1100 Ocean Avenue.
  - MM. ESTABLISH – RESIDENTIAL PERMIT PARKING ELIGIBILITY, AREA L – 3800 block of Geary Boulevard, south side, between 2nd Avenue and 3rd Avenue.
  - NN. ESTABLISH – RESIDENTIAL PERMIT PARKING ELIGIBILITY, AREA R – Unit block of Banneker Way, between Fulton Street and Grove Street. (Explanatory documents include a staff report and resolution. All of the proposed actions listed above are Approval Actions as defined by S.F. Administrative Code Chapter 31.)

Item 10.2 W was removed from the agenda at the request of a member of the public.

**PUBLIC COMMENT:**

Members of the public expressing opposition: Barry Taranto

**RESOLUTION 15-110**

On motion to approve Item 10.2 W:

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



(10.3) Authorizing the Director to issue a Request for Proposals for Contract No. 2015-45 for a Transit Vehicle Farebox System, and negotiate a contract for these services with the highest-ranked proposer for a term of five years, with an option to extend the contract for two additional five-year terms. (Explanatory documents include a staff report, resolution and Request for Proposal.)

Item 10.3 was removed from the agenda at the request of a member of the public

PUBLIC COMMENT:

Members of the public expressing opposition: David Pilpel

RESOLUTION 15-111

On motion to approve Item 10.3:

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

(10.4) Amending Transportation Code, Division II, Section 305 to establish conditions for waiving and/or reimbursing individuals for SFMTA towing and storage fees. (Explanatory documents include a staff report, resolution and amendment. The proposed action is the Approval Action as defined by S.F. Administrative Code Chapter 31.)

RESOLUTION 15-112

(10.5) Approving the Amended and Restated Memorandum of Understanding with the Metropolitan Transportation Agency and Bay Area transit operators to clarify roles and responsibilities, define roles and responsibilities for a newly defined Contracting Agency, establish a Clipper<sup>®</sup> Executive Board and Executive Director, and revise the cost allocation formula. (Explanatory documents include a staff report, memorandum and resolution.)

Item 10.5 was removed from the agenda at the request of a member of the public.

PUBLIC COMMENT:

Members of the public expressing neither support nor opposition: David Pilpel

RESOLUTION 15-113

On motion to approve Item 10.5:

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

(10.6) Authorizing the Director to execute Contract No. 1274, Balboa Park Station Area and Plaza Improvements Project, with NTK Construction to construct safety, accessibility, transit, and streetscape improvements, in an amount of \$5,245,209 and for a term of 240 calendar days. (Explanatory documents include a staff report, financial plan, environmental documents and resolution.)

Item 10.6 was removed from the agenda at the request of a member of the public.

**PUBLIC COMMENT:**

Members of the public expressing neither support nor opposition: David Pilpel

**RESOLUTION 15-114**

On motion to approve Item 10.6:

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

On motion to approve the Consent Calendar (Item 10.2 W, 10.3, 10.5, and 10.6 severed):

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

**REGULAR CALENDAR**

11. Adopting the necessary CEQA findings and approving the proposed parking and traffic modifications associated with the Second Street Improvement Project:

- A. ESTABLISH – CLASS II BIKEWAY – 2nd Street, southbound, from Market Street to Howard Street; 2nd Street, northbound, from Market Street to Howard Street; 2nd Street, northbound, from King Street to Townsend Street.
- B. ESTABLISH – NO TURN ON RED EXCEPT BICYCLES – 2nd Street, northbound, at Market Street.
- C. ESTABLISH – RIGHT LANE MUST TURN RIGHT – 2nd Street, southbound, at Mission Street; 2nd Street, northbound, at Mission Street; 2nd Street, southbound, at Howard Street.
- D. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – 2nd Street, west side, from 7 feet to 158 feet south of Jessie Street; 2nd Street, east side, from 17 feet to 56 feet south of Mission Street; 2nd Street, west side, from Natoma to 145 feet southerly.
- E. ESTABLISH – YELLOW METERED LOADING ZONE 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Jessie Street, south side, from 6 feet to 71 feet west of 2nd Street.
- F. ESTABLISH – CLASS IV BIKEWAY – 2nd Street, southbound, from Stevenson Street to Townsend Street; 2nd Street, northbound, from Townsend Street to Stevenson Street.
- G. ESTABLISH – TRAFFIC SIGNALS – 2nd Street and South Park Street.
- H. ESTABLISH – NO TURN ON RED – Townsend Street, eastbound, at 2nd Street.

- I. RESCIND – BUS ZONE – 2nd Street, east side, from 113 feet to 222 feet south of Stevenson Street; 2nd Street, west side, from Stevenson to 106 feet southerly; 2nd Street, east side, from 43 feet to 125 feet south of Howard Street; 2nd Street, east side, from Folsom Street to 102 feet southerly; 2nd Street, west side, from Folsom Street to 130 feet southerly; 2nd Street, east side, from Harrison Street to 82 feet northerly; 2nd Street, west side, from Harrison Street to 133 feet southerly; 2nd Street, east side, from Brannan Street to 96 feet southerly; Harrison Street, north side, from 2nd Street to 80 feet westerly.
- J. ESTABLISH – BUS ZONE and ESTABLISH – SIDEWALK WIDENING (BUS BULBS) – 2nd Street, east side, from Stevenson Street to 90 feet southerly; 2nd Street, west side, from 12 to 83 feet south of Stevenson Street; 2nd Street, east side, from Minna Street to 65 feet southerly; 2nd Street, west side, from Howard Street to 135 feet southerly; 2nd Street, east side, from 71 feet to 192 feet north of Harrison Street; 2nd Street, west side, from 69 feet to 141 feet south of Dow Place; 2nd Street, east side, from Federal Street to 70 feet southerly; 2nd Street, west side, from South Park Street to 100 feet northerly; 2nd Street, east side, from 74 feet to 174 feet north of Townsend Street.
- K. ESTABLISH – MID-BLOCK CROSSWALK – 2nd Street, east side, between Stevenson Street and Mission Street; 2nd Street, west side, between Stevenson Street and Jessie Street; 2nd Street, east side, between Minna Street and Natoma Street; 2nd Street, west side, between Howard Street and Tehama Street; 2nd Street, east side, between Harrison Street and Folsom Street; 2nd Street, west side, between Dow Place and Harrison Street; 2nd Street, east side, between Federal Street and De Boom Street; 2nd Street, west side, between South Park Avenue and Taber Place; 2nd Street, east side, between Townsend Street and Brannan Street.
- L. ESTABLISH – BUS ZONE – Townsend St, north side, from 2nd Street to 100 feet westerly.
- M. RESCIND – PASSENGER LOADING ZONE – 2nd Street, east side, from 47 feet to 113 feet south of Stevenson Street; 2nd Street, east side, from 25 feet to 91 feet north of Mission Street; 2nd Street, west side, from 139 feet to 164 feet north of Folsom Street; 2nd Street, east side, from 20 feet to 40 feet north of De Boon Street.
- N. ESTABLISH – RIGHT LANE MUST TURN RIGHT – 2nd Street, southbound, at Harrison Street; 2nd Street, northbound, at Bryant Street; 2nd Street, southbound, at Brannan Street.
- O. ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT BICYCLES – 2nd Street, southbound, at Townsend Street.
- P. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – 2nd Street, east side, from Stevenson Street to Mission Street; 2nd Street, east side, from Mission Street to Howard Street; 2nd Street, west side, from Mission Street to Howard Street; 2nd Street, east side, from Howard Street to 117 feet southerly; 2nd Street, east side, from Tehama Street to 20 feet northerly; 2nd Street, east side, from Tehama Street to 22 feet; 2nd Street, west side, from 2 feet to 44 feet north of Tehama Street; 2nd Street, west side, from Tehama Street to Folsom Street; 2nd Street, east side, from Folsom Street to 176 feet southerly; 2nd Street, west side, from Folsom Street to Harrison Street; 2nd Street, east side, from Harrison Street to 412 feet southerly; 2nd Street, west side, from Harrison Street to Bryant Street; 2nd Street, east side, from Bryant Street to 91 feet southerly; 2nd Street, east side, from Federal Street to 30 feet northerly; 2nd Street, east side, from Federal Street to 34 feet southerly; 2nd Street, east side, from De Boom Street to 20 feet

- northerly; 2nd Street, east side from Brannan Street to 116 feet northerly; 2nd Street, west side, from Bryant Street to Brannan Street; 2nd Street, east side, from Brannan Street to Townsend Street; 2nd Street, west side, from Brannan Street to 115 feet southerly.
- Q. ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – 2nd Street, west side, from 80 feet to 134 feet west of Mission Street; 2nd Street, west side, from 21 feet to 65 feet north of Natoma Street; 2nd Street, east side, from 20 feet to 40 feet north of Tehama Street; 2nd Street, east side, from 22 feet to 44 feet south of Tehama Street; 2nd Street, east side, from 276 feet to 339 feet south of Folsom Street; 2nd Street, east side, from 40 feet to 80 feet north of De Boom Street.
  - R. ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 4 PM, MONDAY THROUGH FRIDAY – 2nd Street, east side, from 104 feet to 146 feet north of Bryant Street.
  - S. ESTABLISH – NO PARKING ANYTIME – 2nd Street, east side, from Clementina to 12 feet southerly.
  - T. RESCIND – BIKE SHARE STATION – 2nd Street, east side, from 105 feet to 161 feet south of Folsom Street.
  - U. ESTABLISH – BIKE SHARE STATION – 2nd Street, east side, from 120 feet to 176 feet south of Folsom Street.
  - V. ESTABLISH – MOTORCYCLE PARKING ONLY – 2nd Street, east side, from 339 feet to 359 feet south of Folsom Street.
  - W. ESTABLISH – SIDEWALK WIDENING – 2nd Street, east side, from Harrison Street to Townsend Street; 2nd Street, west side, from Harrison Street to Townsend Street.
  - X. RESCIND – BLUE ZONE – 2nd Street, east side, from 3 feet to 25 feet north of Mission Street; 2nd Street, west side, from Brannan Street to 20 feet southerly.
  - Y. ESTABLISH – BLUE ZONE – 2nd Street, west side, from 15 feet to 35 feet south of Townsend Street; Minna Street, north side, from 32 feet to 53 feet west of 2nd Street; Harrison Street, north side, from 40 feet to 60 feet west of 2nd Street.
  - Z. RESCIND – PART-TIME TAXI LOADING ZONE – 2nd Street, west side, from to 100 feet to 264 feet north of Townsend Street; 2nd Street, west side, from 15 feet to 35 feet south of Townsend Street.
  - AA. ESTABLISH – PART-TIME TAXI LOADING ZONE – 2nd Street, west side, from 160 feet to 264 feet south of Brannan Street
  - BB. ESTABLISH – NO LEFT TURNS – 2nd Street, southbound, at Mission Street, Folsom Street, Harrison Street, Bryant Street and Brannan Street; 2nd Street, northbound, at Mission Street, Howard Street, Harrison Street and Brannan Street.
  - CC. ESTABLISH – 45-DEGREE ANGLED GENERAL METERED PARKING – Brannan Street, south side, from 50 feet to 195 feet east of 2nd Street; Brannan Street, north side, from 131 feet to 226 feet east of 2nd Street.
  - DD. ESTABLISH – LEFT LANE MUST TURN LEFT – Brannan Street, eastbound, at 2nd Street; Hawthorne Street, southbound, at Folsom Street.
  - EE. ESTABLISH – TOW AWAY NO PARKING FROM 4 PM TO 7 PM, MONDAY THROUGH FRIDAY – Hawthorne Street, east side, from Folsom Street to 42 feet northerly. (Explanatory documents include a staff report, resolution, map and environmental documents. All of the proposed actions listed above are Approval Actions as defined by the S. F. Administrative Code Chapter 31.)

Viktoryia Wise, Chief of Staff, Sustainable Streets, Cristina Olea, Project Manager, Public Works and Ellen Robinson, Project Manager, Sustainable Streets presented the item.

**PUBLIC COMMENT:**

Members of the public expressing support: Cathy Deluca, Davi Lang, John Han, Paolo Cosulich-Schwartz and Patrick Valentino

Members of the public expressing opposition: Barry Taranto, David Pilpel, Douglas O'Connor, Herbert Weiner, Tone Lee and Mary McGuire

**RESOLUTION 15-115**

On motion to approve:

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

12. Presentation, discussion and possible action regarding the Transit Economic Benefits Study. (Explanatory documents include a staff report, study and slide presentation.)

Sonali Bose, Director, Finance and Information Technology and Jason Moody, Principal, Economics and Planning Systems, presented the item.

**PUBLIC COMMENT:**

Members of the public expressing opposition: Herbert Weiner

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

On motion to invoke the attorney-client privilege: unanimously approved.

**RECESS REGULAR MEETING AND CONVENE CLOSED SESSION**

**CLOSED SESSION**

1. Call to Order

Chairman Nolan called the closed session to order at 3:55 p.m.

2. Roll Call

Present: Cheryl Brinkman  
Gwyneth Borden  
Malcolm Heinicke

Tom Nolan  
Joél Ramos  
Cristina Rubke

Also present: Ed Reiskin, Director of Transportation  
Roberta Boomer, Board Secretary  
Miriam Morley, Deputy City Attorney  
Elizabeth Salveson, Deputy City Attorney  
John Haley, Director, Transit Services

3. Pursuant to Government Code Section 54956.9 and the Administrative Code Section 67.8 (a) (3), the Municipal Transportation Agency Board of Directors will meet in Closed Session to discuss and take action on attorney-client matters in the following case:

#### CONFERENCE WITH LEGAL COUNSEL

Existing Litigation:

- A. SFMTA vs. Transport Workers Union, Local 250-A, PERB Case No. SFCO340M, filed on 6/5/14. Parties agree that if either fails to participate in impasse resolution proceedings, a court may order the Mediation/Arbitration Board to proceed in the party's absence, and if Transit Operators engage in a strike, slowdown or work stoppage, the SFMTA may assign Operators based on operational need. The City agrees not to seek damages allegedly arising from any work stoppage during the period from June 2 through June 4, 2014.

#### RESOLUTION 15-116

On motion to approve:

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

- B. Mei Y. Fang vs. CCSF, Superior Ct. #CGC14540687 filed on 7/22/14 for \$100,000

#### RESOLUTION 15-117

On motion to approve:

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

4. Pursuant to Government Code Sections 54956.9 (b), and Administrative Code Section 67.10 (b) (2), the Municipal Transportation Agency Board of Directors will meet in closed session to discuss attorney-client matters in the following case(s):

#### CONFERENCE WITH LEGAL COUNSEL

Anticipated Litigation:

X   As defendant or   X   As plaintiff

5. Pursuant to Government Code Section 54957 and Administrative Code Section 67.10 (b), the SFMTA Board of Directors will meet in closed session to discuss:

**PUBLIC EMPLOYEE PERFORMANCE EVALUATION:**

Board Secretary Roberta Boomer

ADJOURN CLOSED SESSION AND RECONVENE OPEN SESSION - The closed session was adjourned at 4:45 p.m.

14. Announcement of Closed Session.

Chairman Nolan announced that the SFMTA Board of Directors met in closed session to discuss the SFMTA vs. Transport Workers Union, Local 250-A, PERB the Mei Y. Fang vs. CCSF cases with the City Attorney. The Board of Directors voted to settle the cases. There was no discussion of anticipated litigation. The Board also conducted a performance evaluation of the Board Secretary but took no action.

15. Motion to disclose or not disclose the information discussed in closed session.

On motion to not disclose the information discussed: unanimously approved.

ADJOURN - The meeting was adjourned at 4:46 p.m.

A recording of the meeting is on file in the office of the Secretary to the San Francisco Municipal Transportation Agency Board of Directors.

Roberta Boomer  
Board Secretary

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

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](http://sfgov.org/ethics).