



SFMTA
Municipal
Transportation
Agency

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

MINUTES

Tuesday, January 19, 2016
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 1:01 p.m.

2. Roll Call

Present: Cheryl Brinkman
Gwyneth Borden
Malcolm Heinicke
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 January 5, 2016 Regular Meeting: unanimously approved.

5. Communications

Chairman Nolan announced that the agenda would be rearranged in order to handle an item in closed session early.

Board Secretary Boomer stated that Item 11 - Traffic modifications for the 30 Stockton line, had been removed from the agenda at the request of staff.

6. Introduction of New or Unfinished Business by Board Members

(6.1) Election of SFMTA Board Chairman and Vice Chairman pursuant to SFMTA Rules of Order

No public comment.

On motion to elect Tom Nolan as Chairman:

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

On motion to elect Cheryl Brinkman as Vice Chairman:

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

Chairman Nolan requested that the meeting be adjourned in memory of Reynaldo Morante and Franco Fleming.

7. Director's Report (For discussion only)

- Special Recognition
- Superbowl 50 Transit Plan
- Ongoing Activities

Ed Reiskin, Director of Transportation recognized Patricia Fieldsted, Manager, Office of Talent Management.

Tom Maguire, Director, Sustainable Streets provided an update on plans for Superbowl 50.

Director Reiskin noted that the SFMTA will receive the Women in Transportation Seminar, 2016 "Employer of the Year" Award. He also announced changes to the state budget and its impact on transportation funding, the use of renewable diesel in Muni vehicles and the use of new technology for taximeters.

PUBLIC COMMENT:

Mark Gruberg commented on Superbowl and expressed appreciation for the thought and attention given to allowing taxis to serve the sites. Where there are street restrictions and closures, there needs to be enforcement on those streets and in the areas around those streets. Transportation Network Companies (TNC's) will clog those streets and will block emergency vehicles. He urged the SFMTA to look into a news article that says exclusive rights have been provided to Uber to pick up and drop off people going to the game.

Mary McGuire agreed with Mr. Gruberg and wondered how a taxi would get access to the restricted streets. Homeland Security won't allow TNC's because there haven't been adequate background checks. Someone from the committee needs to intervene because this is disgraceful. It will be cheaper for four people to take a taxi to Santa Clara than to take a bus.

Joe Mirabile stated that the SFMTA will evade their responsibility if they don't take an active role in allowing taxicabs to take passengers to the Superbowl. If the SFMTA is really the body that regulates the industry, it's the SFMTA's duty to ensure that taxi drivers can go to the Superbowl. The Board needs to do its job.

8. Citizens' Advisory Council Report

No report.

9. Public Comment

Robert Miller discussed the “S” medallion. He got one in 2012 and it was a great boon. The purpose of granting a part-time medallion was so there could be experienced drivers on the streets during peak times. That purpose is gone; the field has changed due to the TNC’s wiping out the taxi business. The other purpose was to reward experienced cab drivers who didn’t get on the list or didn’t want to purchase one. They need and deserve this medallion. He asked Director Reiskin to confer with Ms. Toran to reverse the decision and for the Board to hold a hearing. More discussion is needed.

Robert Friedberg spoke about the “S” medallion. The “S” medallion saved his life and out of the blue, the SFMTA is taking them away. He has driven people safely for a long time. He is limited now and won’t survive it being taken away. “S” medallion holders shouldn’t be punished for rules the companies broke. He can’t go back to being a gate driver.

Michael Mindlin expressed support for keeping the “S” medallion. The decision to end the program was callous, humiliating and unnecessary. The “S” medallion holders were told they no longer deserve them. Along with a drastic loss in income due to TNC’s, the loss of these funds will be crushing. This is like throwing salt on an open wound. The taxi companies support keeping the program. “S” medallions are only six percent of the fleet. He would like a public forum and a vote on the issue.

Ed Besterman expressed appreciation for the “S” medallion program. Drivers get eight “free” days out of 30 which helps supplement their income. He expressed hope the Board would continue the program or that Ms. Toran would look at the program in a different way so they can keep driving.

Dave Schneider talked about the “S” medallion program. He urged the Board to set a hearing to have a full review of the “S” permit program and consider Ms. Toran’s decision to revoke them. Nothing precludes the SFMTA from considering the current operating reality. If this program is killed off for 130 professional, senior drivers, the quality of service will be correspondingly diluted.

Joe Mirabile stated that it makes no sense to remove the “S” medallions from the street. Experienced drivers will leave because they’ll earn less money. Doing away with these medallions will decrease the number of cabs on the street and will result in more frustrated “cab-takers” and will push them to the ride-share services. This will damage the industry. San Francisco has been a leader in requiring taxi drivers to use environmentally sensitive vehicles. The City could regulate ride share companies but chooses not to and thus, has retreated from their environmental goals.

George England talked about taking away the “S” medallions. The document “S” medallion holders signed was for a single-operator taxi medallion. The name should be “senior-operator” or “special-operator” medallions. His customers call him directly. The “S” program should be extended for another four years. “S” medallion holders have earned them.

Mark Gruberg expressed support for the “S” medallion program. He has a regular medallion and got a windfall when the SFMTA made it worth about \$200,000. “S” card medallion holders are about to have the rug pulled out from under them. At times, every cab is needed but most of the

time, they're not in competition for business. These medallions allow for flexible schedules for drivers.

Patricia Vaughey discussed the Marina and Cow Hollow neighborhoods. During peak hours, traffic is backed up to Laguna and to Doyle. They have a "special event" almost every weekend and the neighborhood is also impacted by events in other areas of the city. The SFMTA must do a cumulative study of events and streets and what will happen in the future.

Brad Kinnish discussed traffic accidents and incidents in the Marina, especially along Chestnut Street. The street is busy. Allowing vehicles to drive more quickly will endanger children. The SFMTA's proposal is not family friendly and when it is put on the agenda, the Board should vote against it.

Tariq Mehmood discussed Flywheel and the taxi industry. Flywheel's attitude is hopeless and they are acting like dictators. It's time to remove Flywheel from the industry. Taxis should move to one of the TNC's. That will change the scenario with taxi medallions and medallions will skyrocket again. There is gridlock in some sections of the city.

Mary McGuire stated that congestion could be eliminated by eliminating the 20,000 TNC's. In downtown Portland, there is no traffic congestion except on the freeways. She expressed appreciation for adding another transit lane and suggested that the SFMTA send somebody to lobby Sacramento so Muni buses can take photos of moving vehicles. Private cars need to be eliminated from driving southbound from Sutter to Ellis on Powell. TNC's are making dangerous U-turns. She wondered if it was true that cabs wouldn't be allowed to take people to and from the Superbowl.

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. Willie Richards vs. CCSF, Superior Ct. #CGC14537992 filed on 3/14/14 for \$3,500
- B. Claudia Stella vs. CCSF, Superior Ct. #CGC15545692 filed on 5/6/15 for \$6,250

RESOLUTION 16-008

(10.2) Amending Transportation Code, Division II, Section 601 to rescind the designated transit/taxi/commercial vehicle only area on Powell Street from O'Farrell Street to Geary Street in the northbound direction and approving the following parking and traffic modifications associated with the Powell Street Safety Pilot Project:

- A. RESCIND –MUNI, PARATRANSIT, TAXIS AND COMMERCIAL VEHICLES ONLY - Powell Street, northbound, from O'Farrell Street to Geary Street
- B. ESTABLISH – NO LEFT TURN EXCEPT MUNI, PARATRANSIT, TAXIS, COMMERCIAL VEHICLES, AND VEHICLES PICKING UP OR DROPPING OFF PASSENGERS AT THE LOADING ZONE IN FRONT OF 230 POWELL STREET ONLY- O'Farrell Street, eastbound, at Powell Street. (Explanatory documents include a staff report, diagrams, amendment and resolution.)

RESOLUTION 16-009

(10.3) Approving the programming of \$5.5 million of AB664 funds from the Metropolitan Transportation Commission, from the Light Rail Vehicle Procurement project to the Hybrid Bus Procurement project, and programming \$5.5 million of Proposition B General Fund set-aside funding in FY2018-19 for the LRV Procurement project. (Explanatory documents include a staff report and resolution.)

Item 10.3 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: Peter Straus

RESOLUTION 16-010

On motion to approve Item 10.3:

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

(10.4) Authorizing the Director to execute a nine and one-half year Industrial Lease with Tanforan Industrial Park for 30 Tanforan Avenue, South San Francisco, comprised of 317,988 square feet, at an initial annual base rent of \$2,480,304, together with all Leasehold Improvements for the provision of SFMTA bus operator training courses. (Explanatory documents include a staff report and resolution. The proposed action is an Approval Action as defined by S.F. Administrative Code Chapter 31.)

RESOLUTION 16-011

(10.5) Authorizing the Director to execute Contract #SFMTA-2016-02/1 for As-Needed Professional Architectural and Engineering Consulting Services with Walker Restoration Consultants/Engineers, for a total amount not to exceed \$1,500,000, and a term not to exceed May 20, 2020, and Contract #SFMTA-2016-02/2 with Simpson, Gumpertz & Heger for As-Needed Professional Architectural and Engineering Consulting Services, for a total amount not to exceed \$1,500,000, and a term not to exceed May 20, 2020. (Explanatory documents include a staff report, resolution, and contracts. The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.)

RESOLUTION 16-012

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

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

REGULAR CALENDAR

11. Amending Transportation Code, Division II Section 601 to designate a transit-only lane on Van Ness Avenue and approving parking and traffic modifications, along the 30 Stockton Muni transit corridor as follows:

- A. RESCIND – BUS ZONE- Chestnut Street, north side, from Broderick Street to 80 feet easterly; Chestnut Street, south side, from Scott Street to 60 feet westerly; Chestnut Street, north side, from Scott Street to 95 feet easterly; Chestnut Street, north side, from Pierce Street to 75 feet; Chestnut Street, south side, from Pierce Street to 70 feet easterly; Chestnut Street, north side, from Mallorca Way to 60 feet westerly; Chestnut Street, north side, from 76 feet to 100 feet east of Webster Street; Chestnut Street, south side, from Laguna Street to 70 feet westerly; Chestnut Street, north side, from Octavia Street to 75 feet westerly; Chestnut Street, south side, from Octavia Street to 75 feet easterly; Chestnut Street, north side, from Franklin Street to 75 feet westerly; Chestnut Street, south side, from Franklin Street to 75 feet easterly; Van Ness Ave, west side, from Chestnut St to 140 feet northerly.
- B. RESCIND – BUS FLAG STOP - Chestnut Street, south side, west of Buchanan Street; Chestnut Street, north side, east of Buchanan Street.
- C. ESTABLISH – BUS ZONE - Chestnut Street, south side, from Webster Street to 120 feet westerly; Chestnut Street, north side, from Laguna Street to 100 feet westerly; Chestnut Street, south side, from Laguna Street to 100 feet easterly; Chestnut Street, north side, from Gough Street to 100 feet westerly; Chestnut Street, south side, from Gough Street to 100 feet easterly; Van Ness Avenue, west side, from Francisco Street to 151 feet southerly.
- D. ESTABLISH – SIDEWALK WIDENING AND TOW-AWAY NO STOPPING ANYTIME - Chestnut Street, north side, from Pierce Street to 85 feet easterly; Chestnut Street, south side, from Pierce Street to 75 feet westerly; Chestnut Street, south side, from Fillmore Street to 92 feet westerly; Chestnut Street, north side, from 76 feet east to 95 feet west of Webster Street east property line; Chestnut Street, north side, Laguna Street to 83 feet westerly; Laguna Street, west side, Chestnut Street to 73 feet northerly; Chestnut Street, south side, Van Ness Avenue to 66 feet westerly; North Point Street, south side, from Hyde Street to 120 feet westerly; North Point Street, north side, from Hyde Street to 123 feet easterly.

- E. ESTABLISH – TRANSIT ISLAND AND TOW-AWAY NO STOPPING ANY TIME - Fillmore Street, west side, Chestnut Street to 100 feet northerly; North Point Street, south side, from Polk Street to 163 feet easterly.
- F. ESTABLISH – MUNI & GOLDEN GATE TRANSIT ONLY LANE - Van Ness Avenue, northbound, from Chestnut Street to 150 feet north of Bay Street; Van Ness Avenue, southbound, from North Point Street to Chestnut Street.
- G. ESTABLISH – NO LEFT TURNS - Chestnut Street, eastbound, at Mallorca Way; Mallorca Way, southbound, at Chestnut Street; North Point Street, westbound, at Hyde Street; North Point Street, eastbound, at Hyde Street.
- H. ESTABLISH – RIGHT-TURN ONLY LANE - Chestnut Street, eastbound, at Scott Street; Chestnut Street, eastbound, at Steiner Street; Fillmore Street, southbound, at Chestnut Street.
- I. ESTABLISH – RIGHT-TURN ONLY, EXCEPT MUNI & GOLDEN GATE TRANSIT - Van Ness Avenue, northbound, at Chestnut Street.
- J. ESTABLISH – LEFT-TURN LANE - Chestnut Street, westbound, at eastbound Fillmore St.
- K. ESTABLISH – RED ZONE - Chestnut Street, north side, from Broderick Street to 23 feet easterly; Chestnut Street, north side, from Scott Street to 15 feet easterly; Chestnut Street, south side, from Avila Street to 18 feet westerly; Chestnut Street, south side, from Pierce Street to 12 feet easterly.
- L. ESTABLISH – BLUE ZONE - Chestnut Street, north side, from 25 feet to 45 feet west of Webster Street
- M. ESTABLISH – COMMERCIAL LOADING METERED PARKING - Scott Street, west side, from 44 feet to 64 feet south of Chestnut Street;
- N. ESTABLISH – TRAFFIC SIGNALS - Chestnut Street at Laguna Street; Chestnut Street at Octavia Street; Chestnut Street at Gough Street
- O. ESTABLISH – MIDBLOCK CROSSWALK - North Point Street, south side, from 80 feet to 90 feet east of Polk Street. (Explanatory documents include a staff report, amendment, environmental documents and resolution.)

Item 11 was removed from the agenda at the request of staff.

12. Amending Transportation Code, Division II, Section 601 to designate transit/taxi only lanes on 16th Street from Seventh Street to Church Street in the westbound direction, Bryant Street to Potrero Avenue in the eastbound direction, Vermont Street to Seventh Street in the eastbound direction; and Third Street to Seventh Street in the westbound and eastbound directions; reject the TTRP.22 Moderate Alternative as infeasible, and approves the proposed Modified Expanded project and approving the following parking and traffic modifications along the 22 Fillmore Muni transit corridor:

- A. ESTABLISH – BUS ONLY LANE - 16th Street, westbound, from Third Street to Church Street; 16th Street, eastbound, from Bryant Street to Potrero Avenue; 16th Street, eastbound, from Vermont Street to Third Street.
- B. ESTABLISH – BUS ZONE AND SIDEWALK WIDENING - 16th Street, north side, from Church Street to 78 feet easterly; 16th Street, north side, from Dolores Street to 71 feet westerly; 16th Street, south side, from Dolores Street to 83 feet easterly; 16th Street, north side, from Valencia Street to 118 feet westerly; 16th Street, south side, from Valencia Street to 118 feet easterly; 16th Street, north side, from Mission Street to 126 feet easterly; 16th

Street, south side, from Mission Street to 116 feet westerly; 16th Street, south side, from Shotwell Street to 146 feet easterly; 16th Street, north side, from Folsom Street to 118 feet westerly; 16th Street, north side, from Potrero Avenue to 115 feet westerly; 16th Street, north side, from Rhode Island Street to 95 feet westerly; 16th Street, north side, from Wisconsin Street to 118 feet westerly; 16th Street, north side, from Missouri Street to 118 feet westerly

C. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME AND BOARDING ISLAND -

Folsom Street, east side, from 16th Street to 115 feet northerly; Folsom Street, west side, from 16th Street to 115 feet southerly (shortens existing yellow zone by 20 feet); 16th Street, north side, from Bryant Street to 200 feet easterly; 16th Street, south side, from Potrero Avenue to 100 feet westerly; Street, south side, from Rhode Island Street to 198 feet westerly; 16th Street, south side, from Wisconsin Street to 200 feet westerly; 16th Street, south side, from Missouri Street to 200 feet westerly.

D. ESTABLISH – NO PARKING ANYTIME AND SIDEWALK WIDENING - Dolores

Street, west side, from 16th Street to 18 feet northerly; 16th Street, south side, from Dolores Street to 18 feet westerly; Dolores Street, west side, from 16th Street to 18 feet southerly; 16th Street, north side, from Guerrero Street to 18 feet westerly; Guerrero Street, west side, from 16th Street to 18 feet northerly; 16th Street, north side, from Guerrero Street to 18 feet easterly; Guerrero Street, east side, from 16th Street to 18 feet northerly; 16th Street, south side, from Guerrero Street to 18 feet easterly; Guerrero Street, east side, from 16th Street to 18 feet southerly; 16th Street, south side, from Guerrero Street to 15 feet westerly; Guerrero Street, west side, from 16th Street to 15 feet southerly; 16th Street, north side, from Mission Street to 18 feet westerly; 16th Street, north side, from Capp Street to 63 feet westerly; Capp Street, west side, from 16th Street to 18 feet northerly; 16th Street, north side, from Capp Street to 18 feet easterly; Capp Street, east side, from 16th Street to 18 feet northerly; 16th Street, south side, from Capp Street to 54 feet easterly; Capp Street, east side, from 16th Street to 18 feet southerly; 16th Street, south side, from Capp Street to 20 feet westerly; Capp Street, west side, from 16th Street to 18 feet southerly; 16th Street, north side, from Folsom Street to 23 feet easterly; 16th Street, south side, from Folsom Street to 18 feet easterly; Folsom Street, east side, from 16th Street to 18 feet southerly; 16th Street, south side, from Folsom Street to 21 feet westerly; 16th Street, north side, from Harrison Street to 42 feet easterly; 16th Street, north side, from Harrison Street to 18 feet easterly; Treat Avenue, east side, from 16th Street to 145 feet northerly; 16th Street, south side, from Treat Avenue to 18 feet westerly; Treat Avenue, west side, from 16th Street to 114 feet; 16th Street, north side, from San Bruno Avenue to 18 feet westerly; San Bruno Avenue, west side, from 16th Street to 18 feet northerly; 16th Street, north side, from San Bruno Avenue to 18 feet easterly; San Bruno Avenue, east side, from 16th Street to 18 feet northerly; 16th Street, south side, from San Bruno Avenue to 18 feet easterly; San Bruno Avenue, east side, from 16th Street to 18 feet southerly; 16th Street, south side, from San Bruno to 18 feet westerly; San Bruno Avenue, west side, from 16th Street to 18 feet southerly; 16th Street, north side, from Kansas Street to 18 feet westerly; Kansas Street, west side, from 16th Street to 18 feet northerly; 16th Street, north side, from Kansas Street to 18 feet easterly; Kansas Street, east side, from 16th Street to 18 feet northerly; Kansas Street, east side, from 16th Street to 23 feet southerly; Kansas Street, west side, from 16th Street to 23 feet southerly; Rhode Island Street, west side, from 16th Street to 18 feet northerly; 16th Street, north side, from Rhode Island Street to 18 feet easterly; Rhode Island Street, east side, from 16th Street

to 18 feet northerly; Rhode Island Street, west side, from 16th Street to 18 feet southerly; De Haro Street, west side, from 16th Street to 18 feet northerly; 16th Street, north side, from De Haro Street to 18 feet easterly; De Haro Street, east side, from 16th Street to 18 feet northerly; 16th Street, south side, from De Haro Street to 18 feet easterly; De Haro Street, east side, from 16th Street to 18 feet southerly; 16th Street, south side, from De Haro Street to 18 feet westerly; De Haro Street, west side, from 16th Street to 18 feet southerly; Wisconsin Street, west side, from 16th Street to 18 feet northerly; 16th Street, north side, from Wisconsin Street to 18 feet easterly; Wisconsin Street, east side, from 16th Street to 18 feet northerly; Wisconsin Street, west side, from 16th Street to 18 feet southerly; Connecticut Street, east side, from 16th Street to 18 feet southerly; 16th Street, south side, from Connecticut Street to 18 feet westerly; Connecticut Street, west side, from 16th Street to 18 feet southerly.

- E. ESTABLISH - TOW-AWAY NO STOPPING ANYTIME - 16th Street, south side, from Valencia Street to 20 feet westerly; Harrison Street, east side, from 16th Street to 15 feet southerly; 16th Street, south side, from 180 feet to 300 feet east of Bryant Street; 16th Street, north side, from Potrero Avenue to 100 feet easterly; 16th Street, south side, from Potrero Avenue to 100 feet westerly; 16th Street, south side, from 100 feet to 278 feet west of Potrero Avenue; 16th Street, north side, from Vermont Street to 20 feet westerly; 16th Street, south side, from Vermont Street to 20 feet westerly; 16th Street, south side, from Kansas Street to 20 feet westerly; Rhode Island Street, east side, from 16th Street to 20 feet southerly; 16th Street, south side, from Wisconsin Street to 20 feet easterly; Wisconsin Street, east side, from 16th Street to 20 feet southerly; 16th Street, south side, from Mississippi Street to 150 feet westerly.
- F. ESTABLISH – RAISED CROSSWALK - Julian Avenue, north crosswalk, at 16th Street; Hoff Avenue, south crosswalk, at 16th Street.
- G. RESCIND – BUS ZONE - 16th Street, south side, from Dolores Street to 70 feet westerly; 16th Street, north side, from Guerrero Street to 72 feet easterly; 16th Street, south side, from Guerrero Street to 65 feet westerly; 16th Street, north side, from Valencia Street to 100 feet easterly; 16th Street, south side, from Valencia Street to 80 feet westerly; Folsom Street, east side, from 16th Street to 75 feet northerly; Folsom Street, west side, from 16th Street to 80 feet southerly; 16th Street, north side, from Harrison Street to 75 feet easterly; 16th Street, south side, from Treat Avenue to 75 feet westerly; 16th Street, north side, from 80 feet to 200 feet east of Bryant Street; 16th Street, south side, from Potrero Avenue to 150 feet westerly; 16th Street, south side, from San Bruno Avenue to 80 feet easterly; 16th Street, north side, from Vermont Street to 80 feet westerly; 16th Street, south side, from Kansas Street to 75 feet westerly; 16th Street, south side, from Rhode Island Street to 80 feet easterly; 16th Street, south side, from Wisconsin Street to 80 feet easterly; 16th Street, south side, from Missouri Street to 85 feet easterly.
- H. RESCIND – BUS POLE STOP - 16th St, north side, from Dolores St to 70 feet easterly.
- I. ESTABLISH – BLUE ZONE - 16th Street, north side, from Caledonia Street to 22 feet westerly; Capp Street, east side, from 18 feet to 38 feet north of 16th Street; Capp Street, west side, from 18 feet to 38 feet south of 16th Street; Valencia Street, west side, from 21 feet to 43 feet south of 15th Street; South Van Ness Avenue, west side, from 16th Street 20 feet southerly; South Van Ness Avenue, east side, from 16th Street 20 feet northerly; Potrero Avenue, west side, from 10 feet to 30 feet south of 15th Street; San Bruno Avenue, east side, from 18 feet to 38 feet north of 16th Street.

- J. ESTABLISH – 6-WHEEL COMMERCIAL LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 16th Street, south side, from 6 feet to 30 feet east of Rondel Place; 16th Street, south side, from 30 feet to 52 feet east of Rondel Place.
- K. ESTABLISH – 30-MINUTE COMMERCIAL LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY - Guerrero Street, east side, from 18 feet to 63 feet north of 16th Street; 16th Street, south side, from 18 feet to 38 feet east of Folsom Street; Folsom Street, west side, from 115 feet to 160 feet south of 16th Street; Harrison Street, east side, from 15 feet to 35 feet south of 16th Street.
- L. ESTABLISH – 30-MINUTE COMMERCIAL LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 16th Street, north side, from 118 feet to 138 feet west of Valencia Street; 16th Street, north side, from 18 feet to 48 feet east of Capp Street.
- M. ESTABLISH – GREEN PARKING METER - 16th Street, north side, from 48 feet to 70 feet east of Capp Street.
- N. ESTABLISH – GREEN ZONE - Treat Avenue, west side, from 114 feet to 154 feet south of 16th Street; San Bruno Avenue, west side, from 18 feet to 30 feet south of 16th Street.
- O. ESTABLISH – RIGHT TURN LANE - Harrison Street, west side, from 16th Street to 100 feet northerly; Harrison Street, west side, from 17th Street to 115 feet northerly.
- P. ESTABLISH – NO TURN ON RED - Valencia Street, southbound, at 16th Street.
- Q. ESTABLISH – NO TURN ON RED EXCEPT BICYCLES - 16th St, eastbound, at Valencia St.
- R. ESTABLISH – LEFT LANE MUST TURN LEFT - Harrison Street, northbound, at 16th Street; Harrison Street, southbound, at 16th Street.
- S. ESTABLISH – NO LEFT TURN - 16th Street, westbound and eastbound, at Guerrero Street, 16th Street, westbound and eastbound, at Valencia Street, 16th Street, westbound and eastbound, at Folsom Street, 16th Street, westbound, at Harrison Street, 16th Street, westbound and eastbound, at Kansas Street, 16th Street, westbound and eastbound, at Rhode Island Street, 16th Street, westbound and eastbound, at De Haro Street, 16th Street, westbound and eastbound, at Carolina Street, 16th Street, westbound and eastbound, at Wisconsin Street, 16th Street, westbound, at Arkansas Street, 16th Street, westbound, at Connecticut Street, 16th Street, westbound, at Missouri Street, 16th Street, westbound, at 7th Street and Mississippi Street.
- T. ESTABLISH – NO LEFT TURN EXCEPT MUNI - 16th Street, eastbound at Harrison Street, 16th Street, westbound and eastbound, at Potrero Avenue.
- U. ESTABLISH – NO LEFT TURN, 7 AM TO 9 AM AND 4 PM TO 7 PM, MONDAY THROUGH FRIDAY - 16th Street, westbound and eastbound, at Dolores Street; 16th Street, westbound and eastbound, at Capp Street; 16th Street, westbound and eastbound, at Shotwell Street; 16th Street, westbound and eastbound, at Alabama Street; 16th Street, westbound and eastbound, at Florida Street; 16th Street, westbound and eastbound, at Bryant Street; 16th Street, westbound and eastbound, at Utah Street; 16th Street, westbound and eastbound, at San Bruno Street.
- V. ESTABLISH – NO TURN ON RED - 7th Street, southbound, at 16th Street.
- W. RESCIND – CLASS II BIKE LANES - 16th Street, westbound and eastbound, from Kansas Street to Mississippi Street and 7th Street.
- X. RESCIND – CLASS III BIKE ROUTE - 16th St, westbound, Valencia Street to Mission St.
- Y. ESTABLISH – CLASS II BIKE LANE - Harrison Street, northbound, from 16th Street to 17th Street; 17th Street, westbound and eastbound, from Rhode Island Street to Mississippi Street and 7th Street.

Z. ESTABLISH – CLASS III BIKE ROUTE - 17th Street, westbound and eastbound, from Kansas Street to Rhode Island Street. (Explanatory documents include a staff report, resolution, amendment and environmental documents.)

Cathal Hennessey, Project Manager, presented the item.

PUBLIC COMMENT:

Members of the public expressing support: Peter Straus, Christopher Hrones and Mark Gruberg

Members of the public expressing opposition: Jamey Frank and Mari Eliza

Members of the public expressing neither support nor opposition: Dave Schneider

RESOLUTION 16-013

On motion to approve:

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

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. Board Secretary Boomer stated that there would be no discussion of anticipated litigation in closed session.

RECESS REGULAR MEETING AND CONVENE CLOSED SESSION

CLOSED SESSION

1. Call to Order

Chairman Nolan called the closed session to order at 1:48 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

Cheryl Adams, Deputy City Attorney
Audrey Pearson, Deputy City Attorney
Vince Harris, Director, Capital Projects and Construction
Candace Sue, Director, Communications

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. Ida Jack-Veasey vs. CCSF, Superior Ct. #CGC14537400, filed on 2/11/14 for \$737,550

RESOLUTION 16-014

On motion to approve:

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

B. The Committee for Re-Evaluation of the T-Line Loop, Superior Ct. #CPF14513887 filed on 9/25/14

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

ADJOURN CLOSED SESSION AND RECONVENE OPEN SESSION - The closed session was adjourned at 2:05 p.m.

14. Announcement of Closed Session.

Chairman Nolan announced that the SFMTA Board of Directors met in closed session to discuss the Ida Jack-Veasey vs. CCSF and The Committee for Re-Evaluation of the T-Line Loop cases with the City Attorney. The Board of Directors voted to settle the Jack-Veasey case but took no action on the T-Line loop case. There was no discussion of anticipated litigation.

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 2:57 p.m. in memory of Reynaldo Morante and Franco Fleming.

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.