

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

MINUTES

Tuesday, August 20, 2013
Room 400, City Hall
1 Dr. Carlton B. Goodlett Place

REGULAR MEETING AND CLOSED SESSION
1 P.M.

BOARD OF DIRECTORS

Tom Nolan, Chairman
Cheryl Brinkman, Vice Chairman
Malcolm Heinicke
Jerry Lee
Joél Ramos
Cristina Rubke

Edward Reiskin
DIRECTOR OF TRANSPORTATION

Roberta Boomer
BOARD SECRETARY

ORDER OF BUSINESS

1. Call to Order

Chairman Nolan called the meeting to order at 1:02 p.m.

2. Roll Call

Present: Cheryl Brinkman
Jerry Lee
Tom Nolan
Joél Ramos
Cristina Rubke

Absent: Malcolm Heinicke – with notification

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

Chairman Nolan announced that the ringing of and use of cell phones, pagers and similar sound-producing electronic devices are prohibited at the meeting. He advised that any person responsible for the ringing or use of a cell phone, pager, or other similar sound-producing electronic devices might be removed from the meeting. 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 16, 2013 Regular Meeting: unanimously approved (Heinicke-absent).

5. Communications

Board Secretary Boomer announced that Item 10.2 C was removed from the agenda at the request of staff. There will be no discussion of anticipated litigation in closed session.

6. Introduction of New or Unfinished Business by Board Members

-Recognizing former Director Leona Bridges

7. Director’s Report (For discussion only)

-Special Recognition Award
-Update on the Central Subway Project
-Update on the CPUC Ruling on NOETS
-Update on the Transit Effectiveness Project
-Bike Sharing launch

-Ongoing Activities

Christiane Hayashi, Director, Taxis and Accessible Services, recognized Lorrie Chang, Public Service Aide.

Sonali Bose, Director, Finance and Information Technology, recognized Josh Fong, Parts Storekeeper, Woods Division.

David Hill, Deputy Director, Transit Services, recognized Larry Willis Deshae, Billy Gibson and Denise Green, Transit Operators, Green Division.

Director Reiskin provided an update on the status of the Central Subway Project, the CPUC ruling on NOETS and the Transit Effectiveness Project. He also discussed the upcoming launch of the Bike Sharing Program; quarterly Director meetings; Muni+ App and the Anti-Crime Campaign.

PUBLIC COMMENT:

Lance Carnes talked about the Central Subway Pagoda Option for the Central Subway alignment north of the Chinatown Station. There won't be a station built at this site. It's only being used to remove the tunnel boring machines. When initially proposed, the cost was capped at \$6m but in early March, the contractor submitted a cost proposal of \$10.6m, more than estimated. This project has a high risk rating.

Barry Taranto wondered whose job it was to stop public comment and discussed insurance policy requirements and risks for illegal cab services. He also expressed appreciation for the SFMTA's comments to the CPUC.

Hansu Kim expressed appreciation for the SFMTA's interaction with the CPUC. Staff has worked hard on this issue. He discussed the dual standard that exists now between taxis and the use of personal vehicles being used for commercial purposes. It's expensive to run a taxicab but others don't have the same regulations.

Herbert Weiner discussed the Transit Effectiveness Project. Money was spent to extend bike lanes that should have been spent to restore and expand bus service. Board members who advocate for bikes must balance this with other aspects of the SFMTA. Before new bike lanes are installed, money should be spent to make Muni workable. Muni shouldn't be a low priority.

Juliana Choy Sommer discussed broken promises with respect to including small and local business owners in Central Subway Project contracts. These contracts were supposed to be unbundled to increase participation but they were bundled together. She asked the Board to request a report on local contractor participation.

Sheldon Beitzel stated that a lot of money was spent to let minority contractors know that there was an opportunity to participate but the re-bundling of the contracts eliminated many local contractors from participating. There are very few local contractors participating.

Stanley Chan stated that he submitted a price for a first tier contractor that was accepted, but he was then removed from the contract. This contract should be supported by San Franciscans but there is no participation. Tutor Perini disregarded the local construction community.

Albert Wong expressed disappointment that local participation on the Central Subway Project was taken away from local small contractors. This is a once in a lifetime project on which many have aspired to participate. He asked the Board to rectify the issue.

Tariq Mehmood stated that the SFMTA put the taxi drivers into the dark ages. 7,000 drivers are in a bad place. The letter sent to the CPUC is wrong. People should be allowed to rate the customers. Hundreds of taxi drivers are beaten up by customers and are then required to pick them up. This isn't common sense.

Tone Lee stated that the public can't get enough taxi service. If a taxi driver can get a medallion easily, they don't want to be an Uber driver. Many Uber drivers are taxicab drivers because they have to make a living. There should be a flat rate to and from the airport and people should only have to take one step to get a cab.

Howard Strassner discussed the 5L-Fulton line and the need for more stop consolidation. Providing more service on Market Street is good but more service will create conflict and queuing, which will create a mess. If the service is added to the 28 line, there will be more people who want to transfer to the 5 Fulton at 19th Ave.

Bill Mounsey expressed anger that the SFMTA Board is addressing the taxi industry as if it's a secondary service while these illegal services are operating without paying any fees or taxes. Taxi drivers are quitting in droves to drive for those illegal services and there are now twice as many pink moustache cars as there are taxis on Friday evening. These cars are picking up people on the street. The current laws should be enforced.

Chairman Nolan requested a report about local contracting for the Central Subway project.

8. Citizens' Advisory Council Report

Daniel Weaver, Chairman, Citizen's Advisory Council, presented the CAC's recommendations.

9. Public Comment

Bill Mounsey stated that the taxi industry is important but is being treated as a second class citizen. He used to make \$200 per night but now makes less than \$100. He is grateful for the opportunity to buy a medallion but now, he is starting to regret it because he won't be able to make the payments. Illegal car services aren't paying company insurance for cars. If a passenger

gets injured, they will get nothing. There is no regulation and the SFPD is doing nothing. The SFPD should enforce the laws. More and more illegal cabs are coming from outside the city and taking their service.

Mark Woods discussed the Polk Street project. His business will suffer if there is a loss of parking. The SFMTA has ignored the fact that Bush Street parking is restricted as well as the existence of restrictions on other side streets. There is a consensus that people want bikes and bike lanes but the elimination of so much parking is unfair and financially damaging.

Anamika Khanna expressed concern about the Polk Street proposal. Services such as Lyft and Uber have saved her and she asked that the SFMTA not remove those services. She would love to see better public transport and that parking spots are maintained.

Sammy Suleiman expressed concern about the proposed bike lane for Polk Street. The Plan isn't proper and merchants weren't informed until after the big meeting. It will hurt all businesses on the street just when they are starting to recover. They depend on parking for their customers. Residents and merchants oppose the plan and would like to work with the SFMTA.

Ronald Hiura discussed the Polk Street Improvement Project. He is in opposition to the raised bike lane but not the whole project. He has an eye care business that serves an older population. Many are handicapped and need assistance to get to the office. The economics and utilization of a bike lane make little sense. Meters are used day and night and will result in decreased revenue. It doesn't make sense to create a separate bike lane and hurt the 47 percent who drive. The SFMTA should increase the efficiency of public transit.

Chris Hiura expressed support for making Polk Street "greener" and safer for bikes but is opposed to a raised bike lane. It will damage small businesses that rely on parking. He would be happy to share the road with cyclists. The reasons for having a raised lane are due to safety but there have only been two accidents in five years at Polk and California. This lane should be shifted to Polk and Pine where there have been more accidents. Many cyclists aren't fit to ride in city. They need to attend a bicycle education class.

Emma Smith discussed parking on the 1400 block of Polk Street and asked the SFMTA to reconsider the plan. The proposed plan will be hard to bear by many businesses who are already struggling. The further away that people have to park, the less likely they will come.

Leah Shahum stated that Polk Street is one of the least safe streets for pedestrians and cyclists. She also discussed the incident where a woman cyclist was killed on Folsom. This is the 3rd incident this year. The SF Bike Coalition will hold an action to remember victims and urge the City to make the streets safer. She urged the SFMTA to fast track the implementation of the Folsom Street redesign and include money to fund it in the next budget cycle.

Barry Taranto stated that the Town Hall meetings are informative but notification to the industry is poor. The website doesn't provide updates about what's to be discussed. Attendance at the meetings has been poor. He suggested that staff post meeting notices at cab companies at least a week in advance. He noted that staff is installing meters around City Hall, near Gough where there is not a lot of business. Meters won't be used on a constant basis. He urged a police presence at 49'er games to help taxi drivers pick up their passengers.

Hansu Kim stated that there is enormous demand for taxis but the industry hasn't met this new demand. The industry must become more reliable and service oriented. It is unfair that the industry has to compete against others who don't have to live up to the same requirements that they do. The SFMTA needs to require that every color scheme meets the same standards for dispatch.

Herbert Weiner stated that taxis are advertised as being licensed and insured but at the same time the SFMTA has advertising on its vehicles for banned companies. The SFMTA is placing the public in danger by having them take these illegal services. There should be no signs on buses for companies engaged in criminal behavior. It's wrong and the signs should be taken down.

Howard Strassner discussed the agreement between the disabled community and the SFMTA. They have agreed to pay for parking. This is a tremendous contrast to those who talk about their parking need. Mr. Strassner reviewed the history of parking, including residential parking permits. He suggested moving parking to metered spots on side streets along Polk Street to allow for the bike lanes.

Tariq Mehmood stated that Chairman Nolan promised that agenda items wouldn't be pulled from the agenda at the last minute. They were told that the meter and gate would be on the August 20 agenda but they found out on August 15 that it wouldn't be on the agenda. The industry was unaware that Item 10.11 was on the agenda so they couldn't get drivers to the meeting to speak about this item. Yellow Cab's system isn't working. Uber's technology needs to be brought to the industry.

Tone Lee stated that Yahoo lost business to Google. Uber approached the cab companies three years ago but instead they went out on their own with limousines. He suggested that the price of a medallion be lowered so that cabdrivers can compete. Make cabs affordable and don't go along with cab companies. Drivers are signing up for Uber every day. The entire industry is going to be lost.

Warren Lee discussed parking on Polk Street and encouraged everyone to see Dr. Hiura by any way possible.

Stacey Bartlett expressed opposition to the planned turnaround of the T Third line at Illinois and 18th Street. When the project was initially designed, it was a sound idea but the area has changed dramatically. This turnaround would be across from a new park, preschool and residential area. It doesn't make sense and it should be moved to a more logical location, such as 26th Street. This area is changing and needs transit but this isn't the way to do it.

Madeline Savit discussed the level of planning that was being done on Polk Street without facts. Many factions are blind to the needs of others and to the facts. Her group is proposing simple measures to help the blind and hearing disabled to help them walk better. There is a lot of parking within two blocks of Polk Street and there is no imperative that people have to park on Polk Street. Walking, taxis, carshare and cycling are good options.

Emile Lawrence stated that one of most positive things he's seen is the firing of the Board of City College. He'd like to see that happen at the SFMTA. The taxi industry pays over \$27m and doesn't see anything in return. They are unaware of what the SFMTA is doing and then the SFMTA lies about it. The SFMTA claims that the industry agrees to items that they had never agreed to. Cab drivers are getting ticketed for parking in red zones when dropping off passengers. SFMTA employees don't know the law. There are fat salaries at the SFMTA. Nothing is being done about gypsy cabs.

Barry Korengold commented on the statement by the speaker who relies on Uber and Lyft. He commended the SFMTA for their great comments to the CPUC however, the SFMTA needs to step up more and enforce the law until the laws are changed. They have nearly 1000 license plates of illegal cars. He wondered how the SFMTA could charge the industry fees when it's not aggressively ticketing illegal cars. An app for all taxicabs is needed.

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. Geico Insurance vs. CCSF, Superior Ct. #CGC11517920 filed on 9/15/11 for \$529.33
- B. Yoshimi Yang vs. CCSF, Superior Ct. #CGC12517832 filed on 2/1/12 for \$2,500
- C. Bing Sen Li vs. CCSF, Superior Ct. #CGC12517986 filed on 2/6/12 for \$7,500
- D. Maria Vado vs. CCSF, Superior Ct. #CGC11515482 filed on 10/28/11 for \$12,500

RESOLUTION 13-189

(10.2) Approving the following traffic modifications:

- A. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA X, 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY – 1500 block on 18th Street, south side, from Arkansas Street to 100 feet easterly.
- B. ESTABLISH – NO PARKING ANYTIME – Redwood Street, both sides, from Franklin Street to 140 feet westerly.
- C. ESTABLISH – NO PARKING ANYTIME – Wawona Street, south side, between the 20th Avenue eastern and western crosswalks.
- D. ESTABLISH – NO PARKING ANYTIME – Whitney Young Circle, east side, from 15 feet to 78 feet north of Bell Court; and Whitney Young Circle, west side, from Bell Court to 30 feet northerly.
- E. ESTABLISH – RED ZONE – Burnett Avenue, north side, from Parkridge Drive to 25 feet easterly.
- F. ESTABLISH – 45-DEGREE ANGLE PARKING – Irving Street, south side, from 63 feet to 134 feet west of 12th Avenue.
- G. ESTABLISH – TOW-AWAY NO PARKING ANYTIME – 3rd Street at Bayshore Boulevard east frontage road; Bayshore Boulevard east frontage road, west side, from T-Third retaining wall at the end of 3rd Street to 100 feet northerly; Keith Street, west side, from Le Conte Avenue, to the north property line of 1885 Bayshore Boulevard; and Keith Street and Le Conte Avenue, southeast corner.
- H. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Athens Street, east side, from Italy Avenue to 18 feet southerly; and Athens Street, west side, from Italy Avenue to 16 feet northerly.
- I. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Sutter Street, south side, from Stockton Street to 20 feet easterly.
- J. ESTABLISH – RIGHT TURN ONLY – 2nd Avenue, northbound and southbound, at California Street.
- K. ESTABLISH – TOW-AWAY NO PARKING ANYTIME – 3rd Street at Bayshore Boulevard east frontage road; Bayshore Boulevard east frontage road, west side, from T-Third retaining wall at the end of 3rd Street to 100 feet northerly; Keith Street, west side, from Le Conte Avenue, to the north property line of 1885 Bayshore Boulevard; and Keith Street and Le Conte Avenue, southeast corner.
- L. RESCIND – PERPENDICULAR PARKING – Florida Street, west side, 644 feet north of 16th Street to 41 feet northerly.
- M. ESTABLISH – PARALLEL PARKING – Florida Street, west side, 644 feet north of 16th Street to 41 feet northerly.
- N. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Plymouth Avenue, west side, from Farallones Street to 25 feet northerly; and Plymouth Avenue, east side, from Farallones Street to 25 feet southerly.
- O. ESTABLISH – 15-MILES PER HOUR SCHOOL SPEED LIMIT WHEN CHILDREN PRESENT – Balboa Street, between 33rd Avenue and 36th Avenue.
- P. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Bush Street, north side, from Kearny Street to 164 feet easterly.
- Q. ESTABLISH – NO LEFT TURN – Alemany Boulevard at Theresa Street, Northbound.

- R. ESTABLISH – TOW AWAY, 3 PM TO 7 PM, EXCEPT BUSES – Main Street, west side, between Howard and Mission streets.
- S. RESCIND – RED ZONE – Burnett Avenue, west side, from 46 feet to 86 feet south of Burnett Avenue.
- T. ESTABLISH – RED ZONE – Parkridge Drive, west side, from Burnett Avenue to 54 feet northerly.
- U. ESTABLISH – STOP SIGN – Hugo Street, eastbound, at Arguello Boulevard.
- V. ESTABLISH – PARKING METERS, NO TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY, NOON TO 6 PM, SUNDAY – Division Street, both sides, between San Bruno Avenue and Vermont Street; and Alameda Street, both sides, between San Bruno Avenue and Vermont Street.
- W. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA X, 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY – Pennsylvania Avenue, west side, Mariposa Street to 253 feet southerly.
- X. ESTABLISH – PART TIME BUS ZONE EXTENSION, 5 AM TO 9 AM, MONDAY THROUGH FRIDAY – Union Street, south side, from 122 feet to 131 feet west of Van Ness Avenue.
- Y. ESTABLISH – CROSSWALK – Kezar Drive at Martin Luther King Junior Drive (east side crossing).
- Z. ESTABLISH – CROSSWALK – Fell Street at Franklin Street (east side crossing).
- AA. ESTABLISH – BLUE ZONE – Shotwell Street, east side, from 5 feet north of 24th Street to 27 feet northerly. (Explanatory documents include a staff report and resolution.)

Item 10.2 C was removed from the agenda at the request of staff.

Item 10.2 I was severed from the Consent Calendar at the request of a member of the public.

PUBLIC COMMENT on Item 10.2 I:

Barry Taranto expressed neither support nor opposition.

RESOLUTION 13-190

On motion to approve Item 10.2 I:

ADOPTED: AYES – Brinkman, Lee, Nolan, Ramos and Rubke

ABSENT - Heinicke

(10.3) Approving and making environmental findings for the following traffic modifications:

- A. ESTABLISH – CLASS II BIKEWAY – Bayshore Boulevard, northbound, Paul Avenue to Silver Avenue; Bayshore Boulevard, southbound, Silver Avenue to Paul Avenue; Paul Avenue, westbound, 3rd Street to San Bruno Avenue; Paul Avenue, eastbound, San Bruno Avenue to 3rd Street; San Bruno Avenue, northbound, Mansell Street to Paul Avenue; and San

- Bruno Avenue, southbound, Paul Avenue to Mansell Street.
- B. ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT MUNI – Bayshore Boulevard at Paul Avenue, northbound; and Paul Avenue at Bayshore Boulevard, westbound.
 - C. ESTABLISH – LEFT LANE MUST TURN LEFT – Bayshore Boulevard at Augusta Street, southbound.
 - D. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Paul Avenue, north side, from Bayshore Boulevard to 3rd Street.
 - E. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Bayshore Boulevard, west side, from Bacon Street to Paul Avenue. (Explanatory documents include a staff report, resolution, addendum to the FEIR and note to file.)

RESOLUTION 13-191

(10.4) Approving the Major Service Change Definition and the Disparate Impact and Disproportionate Burden policies. (Explanatory documents include a staff report, summary, presentation and resolution.)

RESOLUTION 13-192

(10.5) Authorizing the Director to advertise a Request for Qualifications and Request for Proposals for the procurement and installation of a Parking Access and Revenue Control System; evaluate the proposals and negotiate a contract. (Explanatory documents include a staff report, resolution and RFQ.)

RESOLUTION 13-193

(10.6) Authorizing the Director to execute Contract No. CS-172, As-Needed Specialized Engineering Services, with PGH Wong Engineering to provide technical and professional services on an as-needed basis, for an amount not to exceed \$5,000,000 and a term not to exceed five years. (Explanatory documents include a staff report, resolution, scope of services, team organization and agreement.)

RESOLUTION 13-194

(10.7) Authorizing the Director to execute Contract No. CS-173, As-Needed Specialized Engineering Services, with HNTB Corporation to provide technical and professional services on an as-needed basis, for an amount not to exceed \$5,000,000 and a term not to exceed five years. (Explanatory documents include a staff report, resolution, scope of services, team organization and agreement.)

RESOLUTION 13-195

(10.8) Authorizing the Director to execute an Agreement with City CarShare for the implementation of an electric bicycle sharing program. (Explanatory documents include a staff report, resolution and agreement.)

RESOLUTION 13-196

(10.9) Authorize the Director of Transportation to execute a Second Amendment to the Roof Equipment License Agreement with the SFMTA as tenant and HWA 555 Owners, as landlord for existing equipment at 555 California Street for radio communications activities necessary to run the Cable Car System, with an initial three-year term commencing retroactively on November 1, 2011, plus two three-year extension options at fixed rates. (Explanatory documents include a staff report, resolution and agreement.)

RESOLUTION 13-197

(10.10) Authorizing the Director to execute Modification No. 1 to Contract No. CPT-672, Replacement of Video Surveillance Systems in Revenue Vehicles, with Henry Bros, Electronics to exercise an option to complete the replacement of video surveillance equipment and to provide wayside equipment, increasing the total contract amount by \$3,214,512, and increasing the term of the contract by one year. (Explanatory documents include a staff report, resolution, scope of services, team organization and agreement.)

RESOLUTION 13-198

(10.11) Amending Transportation Code, Article 1100 of Division II to: define the term “driver training course”; provide for certification of such courses provided by private entities; require annual renewal of such certification and; allow the SFMTA to require that taxi drivers complete a driver training course annually. (Explanatory documents include a staff report, resolution and amendment.)

Item 10.11 was severed from the Consent Calendar at the request of members of the public.

PUBLIC COMMENT on Item 10.11:

Members of the public expressing support for driver instructor certification and opposition to driver training: Barry Taranto, Carl Macmurdo

Members of the public expressing support: Hansu Kim, David Trotman and Trevor Johnson

Members of the public expressing opposition: Tariq Mehmood, Emil Lawrence, Tone Lee, Bill Mounsey,

Members of the public expressing neither support nor opposition: Howard Strassner

RESOLUTION 13-199

On motion to approve Item 10.11:

ADOPTED: AYES – Brinkman, Lee, Nolan, Ramos and Rubke

ABSENT - Heinicke

(10.12) Amending Transportation Code Division II, Sections 302 and 303 to clarify fine amounts for all parking violations. (Explanatory documents include a staff report, resolution and amendment.)

RESOLUTION 13-200

On motion to approve the Consent Calendar (Item 10.2 C removed and Items 10.2 I and 10.11 severed):

ADOPTED: AYES – Brinkman, Lee, Nolan, Ramos and Rubke

ABSENT - Heinicke

REGULAR CALENDAR

11. Approving and making environmental findings for the following traffic modifications:

- A. ESTABLISH – SIDEWALK WIDENING - Castro Street, both sides, from 17th Street to 19th Street.
- B. ESTABLISH – SIDEWALK WIDENING (BULBS) - Market Street, south side, from 17th Street to 72 feet easterly; Castro Street, east side, from 108 feet to 148 feet northerly of 19th Street; 18th Street, north side, from Castro Street to 30 feet easterly; and 18th Street, south side, from Castro Street to 35 feet westerly.
- C. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - Castro Street, east side, from 108 feet to 148 feet northerly of 19th Street; 18th Street, north side, from Castro Street to 30 feet easterly; and 18th Street, south side, from Castro Street to 35 feet westerly.
- D. RESCIND – TOW-AWAY NO STOPPING 4 PM to 6 PM - Castro Street, west side, from 16th Street to Market Street.
- E. ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT MUNI - Southbound Castro Street at Market Street.
- F. ESTABLISH – BUS ZONES - Castro Street, east side, from 17th Street to 100 feet southerly; Castro Street, west side, from 17th Street to 115 feet southerly; Castro Street, east side, from 18th Street to 100 feet southerly; and Castro Street, west side, from 18th Street to 115 feet southerly.
- G. ESTABLISH – RED ZONES - Castro Street, east side, from 18th Street to 45 feet northerly and Castro Street, west side, from 18th Street to 29 feet northerly.
- H. ESTABLISH – TOW-AWAY NO STOPPING 3 PM TO 7 PM, MONDAY THROUGH FRIDAY - Castro Street, west side, from 18th Street to 107 feet northerly.
- I. ESTABLISH – TOW-AWAY LANE MUST TURN RIGHT EXCEPT MUNI - Southbound Castro Street at 18th Street.
- J. ESTABLISH – GENERAL METERED PARKING - Castro Street, west side, from

Market Street to 60 feet northerly; Castro Street, west side, from 80 feet to 100 feet north of Market Street; Castro Street, east side, from 100 feet to 118 feet south of 17th Street; Castro Street, east side, from 254 feet to 272 feet south of 17th Street; Castro Street, east side, from 45 feet to 158 feet north of 18th Street; Castro Street, west side, from 203 feet to 281 feet south of 17th Street; Castro Street, west side, from 29 feet to 107 feet north of 18th Street; Castro Street, west side, from 147 feet to 167 feet north of 18th Street; Castro Street, east side, from 192 feet to 252 feet south of 18th Street; Castro Street, east side, from 19th Street to 78 feet northerly; Castro Street, east side, from 93 feet to 111 feet north of 19th Street; Castro Street, east side, from 210 feet to 228 feet north of 19th Street; Castro Street, west side, from 159 feet to 299 feet south of 18th Street; Castro Street, west side, from 143 feet to 203 feet north of 19th Street; 18th Street, north side, from 74 feet to 134 feet east of Castro Street; 18th Street, south side, from 35 feet to 113 west of Castro Street; and 18th Street, south side, from Collingwood Street to 97 easterly. (Explanatory documents include a staff report, overview and resolution.)

Dustin White, Transportation Planner, Sustainable Streets, presented the item.

PUBLIC COMMENT:

Members of the public expressing neither support nor opposition: Barry Taranto

Members of the public expressing opposition: Howard Strassner

RESOLUTION 13-201

On motion to approve:

ADOPTED: AYES – Brinkman, Lee, Nolan, Ramos and Rubke

ABSENT - Heinicke

12. 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 (Heinicke-absent).

RECESS REGULAR MEETING AND CONVENE CLOSED SESSION

CLOSED SESSION

1. Call to Order

Chairman Nolan called the closed session to order at 4:06 p.m.

2. Roll Call

Present: Cheryl Brinkman
Jerry Lee
Tom Nolan
Joél Ramos
Cristina Rubke

Absent: Malcolm Heinicke – with notification

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. TWU 250-A et. al, vs. CCSF, Public Employment Relations Board, #SFCE827M

Also present: Ed Reiskin, Director of Transportation
Roberta Boomer, Board Secretary
Julia Friedlander, Deputy City Attorney

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

This item was removed from the agenda.

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:

Director of Transportation Ed Reiskin

Also present: Ed Reiskin, Director of Transportation

6. 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

Also present: Roberta Boomer, Board Secretary

ADJOURN CLOSED SESSION AND RECONVENE OPEN SESSION - The closed session was adjourned at 4:55 p.m.

13. Announcement of Closed Session.

Chairman Nolan announced that the SFMTA Board of Directors met in closed session to discuss TWU 250-A et. al, vs. CCSF case with the City Attorney. They also held a performance evaluation of the Director of Transportation and the Board Secretary. The Board took no action in closed session.

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

On motion to not disclose the information discussed: unanimously approved (Heinicke-absent).

ADJOURN - The meeting was adjourned at 4:56 p.m.

A tape 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

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.