

FILE NO. 160270

Petitions and Communications received from March 7, 2016, through March 14, 2016, for reference by the President to Committee considering related matters, or to be ordered filed by the Clerk on March 22, 2016.

Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information will not be redacted.

From Mayor Lee, designating Supervisor Mark Farrell as Acting-Mayor from March 11, 2016 to March 19, 2016. Copy: Each Supervisor. (1)

From the Office of the Controller, submitting City Services Auditor's memorandum regarding follow-up of 2011 Audit of Municipal Transportation Agency Sustainable Streets Division Operations. Copy: Each Supervisor. (2)

From Recreation and Park Department, regarding youth soccer. Copy: Each Supervisor. (3)

From Planning Department, submitting addendum to Environmental Impact Report "Modified Long Term Improvement L-8 Golden Gate Avenue Bike Lanes and Road Diet." Copy: Each Supervisor. (4)

From Mayor Lee, regarding the following Charter Section 3.100(18) appointments to the Fire Commission. Copy: Each Supervisor. (5)

Stephen Nakajo - term ending January 15, 2020

Michael Hardeman - term ending January 15, 2020

From concerned citizens, regarding Open Source Voting System Project. 2 letters. Copy: Each Supervisor. (6)

From concerned citizens, regarding public access to existing roads and trails in the Peninsula Watershed Lands. File No. 160183. 3 letters. Copy: Each Supervisor. (7)

From concerned citizens, regarding proposed rule regulating dog walking in the Golden Gate National Recreation Area (GGNRA). File No. 160205. 2 letters. Copy: Each Supervisor. (8)

From Phithak Raxakoul, regarding application for Liquor License for 141 Gough Street. File No. 160248. Copy: Each Supervisor. (9)

From Gary Noguera, regarding Municipal Transportation Authority plans. Copy: Each Supervisor. (10)

From concerned citizen, regarding litter cleanup. Copy: Each Supervisor. (11)

From Aaron Goodman, regarding Geneva Car Barn and Onondaga revitalization proposal. Copy: Each Supervisor. (12)

From San Francisco Fire Fighters Local 798, regarding Transbay Redevelopment Project Area. Copy: Each Supervisor. (13)

From Cerner Health Services, regarding waiver for competitive solicitation process for new electronic health record provider. File No. 160043. Copy: Each Supervisor. (14)

From Clerk of the Board, regarding Expenditure Lobbyist regulations. Copy: Each Supervisor. (15)

From Mayor Lee, regarding Charter, Section 3.100(18) appointments: (16)

Cecilia Chung - Health Commission - term ending January 15, 2020

JD Beltran – Arts Commission - term ending January 15, 2020

Simon Frankel - Arts Commission - term ending September 1, 2018

Roberto Ordenana - Arts Commission - term ending January 20, 2020

Belva Davis - War Memorial Board of Trustees - term ending January 2, 2019

Thomas Horn - War Memorial Board of Trustees - term ending January 2, 2019

Vaughn Walker - War Memorial Board of Trustees - term ending January 2, 2019

David Crow - Rent Board - term ending June 5, 2019

Kent Qian - Rent Board - term ending August 1, 2019

Rebecca Woodson – Juvenile Probation Commission - term ending January 15, 2019

From Diane Carpio, regarding Parkmerced tree removal. Copy: Each Supervisor. (17)

From Clerk of the Board, reporting that the following individuals have submitted Form 700 Statements: (18)

Debra Newman - Budget and Legislative Analyst - Annual

Margaux Kelly - Legislative Aide – Annual

From Bernard Choden, regarding affordable housing. Copy: Each Supervisor. (19)

From concerned citizens, regarding towing fees. 3 letters. Copy: Each Supervisor. (20)

From Port, regarding residents hired and Local Business Enterprise contracts used for the historic rehabilitation project at Pier 70. File No. 151119. Copy: Each Supervisor. (21)

From CA Fish and Game Commission, submitting notice of proposed regulatory action relating to Lower Klamath River Basin sport fishing. Copy: Each Supervisor. (22)

From concerned citizens, submitting signatures for petition entitled, 'San Francisco Needs a Better Plan.' 391st signature. Copy: Each Supervisor. (23)

From concerned citizens, submitting signatures for a petition regarding the San Francisco Municipal Transportation Agency. 4,193rd signature. Copy: Each Supervisor. (24)

From concerned citizens, regarding quality of life issues. 2 letters. Copy: Each Supervisor. (25)

OFFICE OF THE MAYOR
SAN FRANCISCO



BOS-11, Aides, COB
Deputies, Dep CA,
EDWIN M. LEE
MAYOR
Mayors
Opast

March 11, 2016

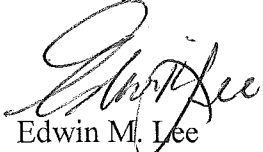
Ms. Angela Calvillo
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102

Dear Ms. Calvillo,


Pursuant to Charter Section 3.100, I hereby designate Supervisor Mark Farrell as Acting-Mayor from the time I leave the State of California on Friday, March 11, 2016, at 10:19 p.m., until I return on Saturday, March 19, 2016, at 3:12 p.m.

In the event I am delayed, I designate Supervisor Mark Farrell to continue to be the Acting-Mayor until my return to California.

Sincerely,


Edwin M. Lee
Mayor

cc: Mr. Dennis Herrera, City Attorney

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
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BY 

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From: Reports, Controller (CON)
Sent: Thursday, March 10, 2016 1:52 PM
To: Calvillo, Angela (BOS); Gosiengfiao, Rachel (BOS); BOS-Supervisors; Kawa, Steve (MYR); Howard, Kate (MYR); Steeves, Asja (CON); Campbell, Severin (BUD); Newman, Debra (BUD); Rose, Harvey (BUD); SF Docs (LIB); CON-EVERYONE; Reiskin, Ed (MTA); Kathleen.sakearis@sfmta.com; Nhan, Leanne (MTA); tom.maguire@sfmta.com
Subject: Issued: SFMTA: Follow-up of 2011 Audit of SFMTA Sustainable Streets Division Operations

The Office of the Controller's City Services Auditor Division (CSA) today issued a memorandum on its assessment of corrective actions that the San Francisco Municipal Transportation Agency (SFMTA) has taken in response to CSA's 2011 audit report on the Sustainable Streets Division operations. The assessment found that:

- 26 recommendations have been fully implemented and are considered closed.
- 3 recommendations are deemed no longer applicable by CSA and are considered closed.
- 8 recommendations are partially implemented and are open.
- 1 recommendation has not been implemented and is open.

To view the full memorandum, please visit our Web site
at: <http://openbook.sfgov.org/webreports/details3.aspx?id=2283>

This is a send-only e-mail address. For questions about the memorandum, please contact Director of City Audits Tonia Lediju at tonia.lediju@sfgov.org or 415-554-5393 or the CSA Audits Unit at 415-554-7469.

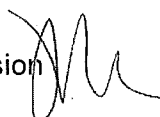
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AUDIT FOLLOW-UP MEMORANDUM

TO: Chairman and Members, Board of Directors,
San Francisco Municipal Transportation Agency

Edward D. Reiskin, Director of Transportation,
San Francisco Municipal Transportation Agency

FROM: Tonia Lediju, Director of City Audits, City Services Auditor Division 

DATE: March 10, 2016

SUBJECT: Follow-up of 2011 Audit of San Francisco Municipal Transportation Agency
Sustainable Streets Division Operations

EXECUTIVE SUMMARY

The Office of the Controller's City Services Auditor Division (CSA) issued a report in July 2011, *The Sustainable Streets Division Could Improve Its Operations*. CSA has completed a field follow-up to determine the corrective actions that the San Francisco Municipal Transportation Agency (SFMTA) has taken in response to the report. The report contains 38 recommendations, of which:

- 26 have been fully implemented and are considered closed.
- 3 are deemed no longer applicable by CSA and are considered closed.
- 8 are partially implemented and are open.
- 1 has not been implemented and is open.

BACKGROUND, OBJECTIVE & METHODOLOGY

Background

The Charter of the City and County of San Francisco (City) provides CSA with broad authority to conduct audits and CSA conducted the Sustainable Streets Division (SSD) audit under that authority. The audit was the first in a series of annual performance audits of SFMTA divisions.

SFMTA is responsible for and operates the City's transportation network. This network encompasses multimodal transportation such as pedestrian, bicycle, motor vehicle transportation and the San Francisco Municipal Railway. SFMTA is also responsible for all street parking in the City and city-owned off-street parking facilities and regulates the taxi industry in San Francisco.

SSD's mission is to provide multimodal transportation planning, engineering, and operational improvements to the City's transportation system to support sustainable community and economic development.

Objective

The objective of this follow-up was to determine whether SFMTA has taken the corrective actions recommended in CSA's July 9, 2011, report on SSD's operations. Consistent with Government Auditing Standards, Section 7.05, promulgated by the U.S. Government Accountability Office, the purposes of audit reports include facilitating follow-up to determine whether appropriate corrective actions have been taken.

This field follow-up is a nonaudit service. Government Auditing Standards do not cover nonaudit services, which are defined as professional services other than audits or attestation engagements. Therefore, SFMTA is responsible for the substantive outcomes of the work performed during this follow-up and is responsible to be in a position, in fact and appearance, to make an informed judgment on the results of the nonaudit service.

Methodology

To conduct the field follow-up, CSA:

- Obtained documentary evidence from SFMTA.
- Visited SSD's Signal Shop unit to observe the corrective actions taken with regard to SSD's Signal Shop maintenance management system.
- Interviewed SSD managers to understand and verify the status and nature of the corrective actions taken.
- Verified the status of the recommendations that SFMTA had reported as implemented.
- Documented the results of the fieldwork.

RESULTS

SFMTA has fulfilled the intent of the majority of the recommendations made in CSA's July 2011 report on SSD's operations. The following exhibit summarizes the status of the 38 recommendations.

EXHIBIT	Status of Recommendations in the 2011 Report, <i>The Sustainable Streets Division Could Improve Its Operations</i>	
Status		Number of Recommendations
Closed	◦ CSA determined were implemented	26
	◦ CSA determined were no longer applicable	3
Partially Implemented	◦ Department provided evidence of partial implementation, but additional effort is needed to close	8
Not Implemented	◦ Department acknowledges that the recommendation has not been implemented	1
Total Original Recommendations		38

The following table presents the status of each recommendation, by its number in the report. The 38 recommendations are grouped into four categories:

- Closed and implemented
- Closed and no longer applicable
- Open and partially implemented
- Open and not implemented

CLOSED AND IMPLEMENTED RECOMMENDATIONS

Recommendation Number	Follow-up Results
<p>1. SSD should compare the costs and benefits to the City of the nonprofit parking corporations that are garage tenants. The SFMTA Board of Directors should endorse a formal, long-term policy on whether the City should assume the outstanding debts of nonprofit parking corporations and whether it should continue to lease garages to them.</p>	<p>CSA verified that SFMTA has implemented this recommendation by analyzing the lease agreements and, when negotiating new leases with corporations, making changes that are more advantageous to the City.</p>
<p>2. Request that each nonprofit parking corporation that has not already done so ensure that its articles of incorporation or by-laws address the events that will allow or cause the dissolution of the corporation. SFMTA should request that these provisions also state that each corporation’s assets shall revert to the City in the event of dissolution.</p>	<p>Documentation shows that SFMTA now uses a lease agreement template that addresses the City’s remedies in the event of breach of contract, specifying that the tenant shall surrender the property back to the City. This achieves the intent of Recommendation 2. The documentation indicates that SFMTA has executed new leases with nonprofit parking corporations that address how the corporations can spend city funds.</p>
<p>3. Work with the nonprofit parking corporations to add to their lease agreements restrictions on how the corporations can spend city funds.</p>	
<p>6. Consider whether it would be advantageous to the City to have nonprofit parking corporations’ corporate managers work under employment contracts. If it is found to be advantageous, provide corporations with the elements of a model contract and seek the agreement of each corporation’s board of directors to establish such a contract.</p>	<p>CSA reviewed the documentation provided by SFMTA and agrees with its decision to move forward with “at-will” hiring, which better meets the needs of the position and department.</p>

Recommendation Number	Follow-up Results
10. Make a plan to address the Traffic Signal Shop's backlog of work.	CSA verified that Signal Shop management has addressed the recommendation and now has a system to maintain an adequate preventive maintenance service level for future needs
11. Consider implementing a scheduled preventive maintenance program that will include the periodic assessment of traffic control equipment.	
12. Seek additional budgeted positions in the Transportation Engineering subdivision while considering its goals to modernize the traffic signal system in San Francisco.	Documentation shows that SFMTA sought and received funding for additional hires and the efforts have helped the unit deploy new signal technology and improve its preventive maintenance program.
13. Make a plan to address the Traffic Paint Shop's backlog of work.	Documentation shows that SFMTA has made significant efforts to address the recommendation by hiring a manager and additional staff and coordinating efforts to decrease the backlog.
14. SSD should continue to monitor the Federal Highway Administration's actions regarding the proposed changes to the Manual on Uniform Traffic Control Devices regarding the reflectivity of pavement markings. While the changes are not yet effective, SSD should begin to develop an assessment method that could be used to maintain minimum levels of reflectivity of pavement markings.	Documentation shows that SFMTA is actively monitoring the decisions of the Federal Highway Administration and has begun to implement a new inventory tracking process.
15. To comply efficiently with new federal reflectivity requirements, SSD should consider acquiring and implementing a database or databases that would allow the Traffic Sign Shop to record and track the City's inventory of installed signs, including their age and/or condition and its inventory of stored signs available for installation.	Documentation shows that SFMTA is using a database to track its inventory of installed and stored signs.
18. Avoid doing business with vendors whose contracts have expired.	CSA verified that SFMTA now has a process to monitor contracts, including their expiration dates, and provide quarterly reports to management.
19. Monitor contract expiration dates so that the need to extend contracts is foreseen	CSA verified that additional staffing has allowed the unit to properly monitor contracts,

Recommendation Number	Follow-up Results
and acted on months before they expire. Doing so will avoid retroactive contract extensions.	including their expiration dates, and provide quarterly reports to management. CSA believes this should allow SFMTA to foresee contract expirations and, when appropriate, extend contracts before they expire.
20. Carefully consider whether the scope of services and contract term proposed for solicitation documents for the procurement of professional services are reasonable and sufficiently flexible for the City to minimize the need for later contract amendments.	SFMTA reports that it constantly works with the City Attorney's office to find the right balance of flexibility and rigidity in the development of contracts. CSA believes this should allow SFMTA to fulfill these two recommendations.
21. Avoid amending contracts in ways that significantly change the terms of the contract's solicitation documents, such as a request for proposal. Such contract amendments may indicate that a new competitive solicitation is needed.	
22. Work with SFMTA's Capital Projects and Construction Division to see if the Sustainable Streets Division can use the project management software that the Capital Projects and Construction Division is now procuring.	Documentation shows that SFMTA performed a gap analysis to determine the feasibility of expanding the use of its project management software. CSA reviewed a contractor's assessment and gap analysis report that was prepared to help SFMTA determine the benefit of other divisions using the project management software used by the Capital Projects and Construction Division.
25. Conduct and document periodic reviews of performance measure source data, calculated results, and reported results.	Documentation shows that SFMTA periodically reviews its performance measures.
26. Maintain performance measure source documentation to support reported results.	SFMTA has developed a systematic methodology to store and maintain source documentation that is used for performance measurement.
27. Establish or strengthen existing written procedures on performance measures.	Documentation shows that SFMTA has established written procedures to document and record its performance measures.
28. Enter each performance measure's data used to calculate reported results into one location to avoid errors.	

Recommendation Number	Follow-up Results
29. Consider hiring a full-time dispatcher for the Traffic Signal Shop to reduce manual data entry errors.	Documentation shows that SFMTA has hired a clerk to perform these duties.
32. Implement controls such as spot checking to ensure the reliability of data after supervisors reactivate entries used in the calculation of performance measure results.	Documentation shows that SFMTA has developed a quality control procedure to ensure the accuracy of its reporting.
33. Update all public and internal communication on performance measures definitions that is incorrect or unclear and correct any imprecise wording of measures.	Documentation shows that SFMTA has consulted with the relevant stakeholders and has corrected and/or clarified its performance measures.
34. Exclude data on the Department of Technology Central Fire Alarm unit's performance from reported results for the traffic signal reports performance measure.	CSA verified that SFMTA now excludes this data.
35. Provide additional information to the SFMTA Board and the public on which of SFMTA's performance measures SSD is responsible for achieving.	Documentation shows that SFMTA has taken an agency-wide approach to performance measurement reporting and has made this information available on its website.
37. Ensure that its measures fully reflect its mission, goals, and objectives, and all areas of its work.	
38. Periodically evaluate the usefulness of its measures.	Documentation shows that SFMTA is actively evaluating and updating its performance measures.

CLOSED AND NO LONGER APPLICABLE RECOMMENDATIONS

Recommendation Number	Explanation
17. Use the agency's IntelliContract database as a tool to monitor all of its contracts.	CSA concludes that this recommendation is no longer applicable because SFMTA no longer uses the IntelliContract database to monitor contracts. Instead, SFMTA reports that it has developed a new system to monitor its contracts. The purpose of this recommendation was for SFMTA to unify all of its contract monitoring in one database, and SFMTA has done this.
31. Communicate status of requests approved by interdepartmental review or scheduled for public hearing to constituents before logging as completed.	CSA agrees with SFMTA and concludes that this recommendation should not be implemented. Assigning staff to perform an added administrative task that requires properly communicating status before logging the request as closed does not enhance value to the unit's performance goals for completing requests and reporting to stakeholders. A disadvantage of implementing this recommendation is that doing so would cause SFMTA to inaccurately report that its response is delayed by days or weeks for these files. This is because the public hearings needed to approve some requests usually occur a couple of weeks after interdepartmental approval. SFMTA's reported timeliness should not be inflated due to these delays, which are beyond its control.
36. Consult with the Office of the Controller's Performance Measurement Team to improve existing measures and develop new ones.	CSA concludes that this recommendation is no longer applicable because SFMTA has improved its measures on its own and has internal quality control mechanisms to ensure that reported metrics provide value to stakeholders.

OPEN AND PARTIALLY IMPLEMENTED RECOMMENDATIONS

Recommendation Number	Follow-up Results
<p>4. Develop a standard or minimum job description for the nonprofit parking corporations' corporate manager positions that clearly defines the position's duties and responsibilities. SFMTA should then seek the agreement of each corporation's board of directors to implement the job description.</p>	<p>Documentation shows that SFMTA has fulfilled these recommendations for one of the department's tenants and is awaiting completion by another tenant.</p>
<p>5. Develop a compensation scale for the corporate manager position at the nonprofit parking corporations. The scale should tie the value of each manager's salary and benefits to the size and complexity of the garage managed. Seek the agreement of each corporation's board of directors to conform to the compensation scale.</p>	
<p>7. Adopt a sign reflectivity assessment or management method as required by the Federal Highway Administration's (Federal Highway Administration) Manual on Uniform Traffic Control Devices by January 2012.</p>	<p>SFMTA provided documentation of its methodology and preventive maintenance program to address the recommendation but is awaiting full adoption by the Signal Shop.</p>
<p>8. Plan for a scheduled preventive maintenance program that will allow the Sign Shop to replace, by 2015 or 2018, depending on the type of sign, all signs that do not meet federal minimum reflectivity levels.</p>	
<p>9. Establish a systematic, documented method to periodically inspect, assess, and maintain traffic signs to ensure the safety of motorists and other road users. This method should not be limited to considerations of sign reflectivity.</p>	
<p>23. Use project management software to uniformly report on project data such as staff assigned, scope of work, original budget, revised budget, actual cost to date, original and revised schedule</p>	<p>SSD's project managers opted to wait for the implementation of the new project management system, the Capital Program Control System, by the Capital Projects and Construction Division rather than change</p>

Recommendation Number	Follow-up Results
(milestone dates), actual milestone completion dates, and percentage of project complete.	modes in the meantime. SFMTA has been preparing for full implementation for two years, has made progress, and has a June 2016 launch date.
24. Develop an operations manual for projects that details staff duties and responsibilities, including the reporting of project status.	SFMTA's Project Delivery Improvement Group continues to work on a Project Delivery Standard Operating Procedures document. The operations manual will be used once the Agency's Capital Program Control System has been launched and can report on SSD project status.
30. Schedule periodic running of the backlog query for "traffic and parking control requests" and follow-up in a timely manner.	Documentation shows that SFMTA has made efforts to address the recommendation, but SFMTA states that it does not have sufficient staffing to meet the performance standards and eliminate the backlog of traffic and parking control requests.

OPEN AND UNIMPLEMENTED RECOMMENDATION

Recommendation Number	Explanation
16. SSD should acquire and implement a database that would allow the Traffic Paint Shop to capture the City's inventory of installed pavement markings, including their age and/or condition, to comply efficiently with proposed federal reflectivity requirements.	SFMTA acknowledges that this recommendation has not been implemented.

CSA extends its appreciation to you and your staff who assisted with this review. If you have any questions or concerns, please call me at (415) 554-5393 or e-mail me at tonia.lediju@sfgov.org.

cc: SFMTA
Sonali Bose
Tom Maguire
Kathleen Sakelaris
Leanne Nhan

Controller

Ben Rosenfield

Todd Rydstrom

Mark Tipton

Edvida Moore

Dandy Wong

Board of Supervisors

Budget Analyst

Citizens Audit Review Board

City Attorney

Civil Grand Jury

Mayor

Public Library

ATTACHMENT A: SUMMARY OF RECOMMENDATIONS AND FOLLOW-UP WORK PERFORMED

Recommendation	Most Recent Status per SFMTA	CSA Field Follow-up Work	Results
<p>1. SSD should compare the costs and benefits to the City of the nonprofit parking corporations that are garage tenants. The SFMTA Board of Directors should endorse a formal, long-term policy on whether the City should assume the outstanding debts of nonprofit parking corporations and whether it should continue to lease garages to them.</p>	<p>SFMTA has recently completed issuance of a Parking Revenue Bond that will result in retiring of the outstanding debt of all nonprofit corporations. Concurrently, the SFMTA Board of Directors approved a new draft lease format for corporations to consider if they wish to continue to lease the garage(s) they oversee. The new lease does incorporate numerous changes that will result in reduced costs and improved efficiencies.</p> <p>In June 2012 two corporations voted to accept the new lease format and two corporations voted to terminate their leases and disband the corporations.</p>	<ul style="list-style-type: none"> • SFMTA fulfilled the intent of this recommendation by performing a cost analysis of services, amending lease language to lower fixed costs associated with capital improvements, and adding a provision to the lease allowing early termination for the City's convenience. • The SFMTA Board of Directors and the Board of Supervisors approved the new lease agreements with two current lessees. These leases include provisions that aim to provide the City with more flexibility and power to terminate the lease at the City's convenience. 	Implemented
<p>2. Request that each nonprofit parking corporation that has not already done so ensure that its articles of incorporation or by-laws address the events that will allow or cause the dissolution of the corporation. SFMTA should request that these provisions also state that each corporation's assets shall revert to the City in the event of dissolution.</p>	<p>During negotiations regarding the new lease format (see Item #1) the corporations agreed to make these suggested updates to their guiding documents. The guiding documents will be formally updated concurrently with adoption of their new lease by remaining corporations.</p>	<ul style="list-style-type: none"> • The execution of the new leases fulfills the recommendation. The new leases specifically address the causes for lease termination and the City's rights as a result of lease termination. 	Implemented
<p>3. Work with the nonprofit parking corporations to add to their lease agreements restrictions on how the corporations can spend City funds.</p>	<p>Additional restrictions on expenditures by corporations are incorporated into the new lease.</p>	<ul style="list-style-type: none"> • The new leases satisfy this requirement, specifying the limitations and allowable expenses under the agreement. These provisions are in Section 8, Fiscal Duties and Matters, and address marketing, capital expenditures, and litigation and legal expenses. 	Implemented

March 10, 2016

Recommendation	Most Recent Status per SFMTA	CSA Field Follow-up Work	Results
<p>4. Develop a standard or minimum job description for the nonprofit parking corporations' corporate manager positions that clearly defines the position's duties and responsibilities. SFMTA should then seek the agreement of each corporation's board of directors to implement the job description.</p>	<p>SFMTA has created a draft job description and salary scale for corporate managers. This draft will be shared with the corporations for their review and comments. It is expected that the corporations will adopt a final job description and salary range soon after the new lease agreements are signed.</p> <p>SFMTA continues to work with the remaining nonprofit corporations to finalize a standard job description. Completion is expected by March 2015.</p>	<ul style="list-style-type: none"> SFMTA developed a standard job description for the nonprofit corporations' corporate manager position that has been accepted by one of the corporation's board of directors. 	Partially Implemented
<p>5. Develop a compensation scale for the corporate manager position at the nonprofit parking corporations. The scale should tie the value of each manager's salary and benefits to the size and complexity of the garage managed. Seek the agreement of each corporation's board of directors to conform to the compensation scale.</p>	See Item #4.	<ul style="list-style-type: none"> SFMTA developed the corporate manager salary scale according to the size and complexity of the garage, as required by the recommendation, and the salary scale has been adopted by one of the nonprofit corporations. 	Partially Implemented
<p>6. Consider whether it would be advantageous to the City to have nonprofit parking corporations' corporate managers' work under employment contracts. If it is found to be advantageous, provide corporations with the elements of a model contract and seek the agreement of each corporation's board of directors to establish such a contract.</p>	<p>SFMTA considered this issue as it was developing the job description and compensation scale (see Item #4). Although the breadth of responsibilities and the authority level are much lower, a corporate manager's responsibilities are somewhat comparable to a parking manager with SFMTA (class 9177, Manager III). Therefore, an "at-will" status is preferred for the corporate manager position, instead of a long-term contract.</p>	<ul style="list-style-type: none"> SFMTA reported that it considered the option for an employment contract, but an "at-will" position was deemed a better fit. CSA concurs with this choice; the responsibilities of the garage manager are not unique or sufficiently specialized to warrant an employment contract. 	Implemented

March 10, 2016

Recommendation	Most Recent Status per SFMTA	CSA Field Follow-up Work	Results
<p>7. Adopt a sign reflectivity assessment or management method as required by the Federal Highway Administration's (Federal Highway Administration) Manual on Uniform Traffic Control Devices by January 2012.</p>	<p>The task of assessing the reflectivity of all regulatory and warning signs was beyond the ability of the Sign Shop to perform in a timely manner with the staff and current available equipment. It was decided that the shop would use the sheeting manufacturers warranted time reflectivity level to establish a replacement schedule for signage.</p> <p>EXPECTED SIGN LIFE METHOD Signs are replaced before they reach the end of their expected service life. The expected service life is based on the time required for the retroreflective material to degrade to the minimum retroreflectivity levels. The expected service life of a sign can be based on sign sheeting warranties, test deck measurements, measurement of signs in the field (control signs) and measurement of signs taken out of service, or information from other agencies. The key to this method is being able to identify the age of individual signs</p> <p>The Sign Shop has run two proof of method trials and is ready to fully implement this program when vacancies are filled (3 sign workers just promoted and the shop is in the process of conducting interviews to fill the vacancies)</p>	<ul style="list-style-type: none"> SFMTA reported having developed a methodology to manage the sign replacement program. Full implementation will occur once the methodology has been fully adopted by Signal Shop management. 	<p>Partially Implemented</p>

Recommendation	Most Recent Status per SFMTA	CSA Field Follow-up Work	Results
8. Plan for a scheduled preventive maintenance program that will allow the Sign Shop to replace, by 2015 or 2018, depending on the type of sign, all signs that do not meet federal minimum reflectivity levels.	<p>SFMTA is working with a consultant to establish reports on the age of signs in relation to the sign sheeting's guaranteed reflectivity levels and geographic locations. SFMTA will use this information to determine the inspection and replacement schedule of installed regulatory and warning signs based on the manufacturer's guidelines.</p> <p>The establishment of the initial reflectivity and preventive maintenance plan using these reports is anticipated in July 2015. SFMTA is also undertaking an agency-wide project to configure an Enterprise Asset Management (EAM) product, which will allow for sign inventory tracking by the end of 2016.</p>	<ul style="list-style-type: none"> SFMTA provided a methodology and workflow of the maintenance program, but is awaiting full adoption of the methodology and consultant expertise to develop a maintenance plan. 	Partially Implemented
9. Establish a systematic, documented method to periodically inspect, assess and maintain traffic signs to ensure the safety of motorists and other road users. This method should not be limited to considerations of sign reflectivity.	<p>Along with the "EXPECTED SIGN LIFE METHOD" of Sign Replacement the Sign Shop has established reports that list the installed signs not covered under the replacement program to be used for systematic inspections to be done in conjunction with the sign replacements to repair or replace signs needing service.</p>	<ul style="list-style-type: none"> SFMTA provided a draft plan for preventive maintenance and an outline of the workflow process to systematically document inspection and assessment work performed for each asset. The department is awaiting full adoption of the plan and methodology. 	Partially Implemented
10. Make a plan to address the Traffic Signal Shop's backlog of work.	<p>The backlog of pending signal changes is being prioritized on a monthly basis. Reducing this backlog requires either limiting new work requested (not recommended) or increasing staff. Additional staff has been added to the fiscal year 2012-13 budget.</p>	<ul style="list-style-type: none"> SFMTA provided evidence that it now has more traffic signal electricians (class 9145). SFMTA also provided evidence that the unresolved complaints from calendar years 2012 through 2014 have all been resolved and that a process exists to maintain a level of service that will prevent backlogs from occurring in the future. 	Implemented
11. Consider implementing a scheduled preventive maintenance program that will include the periodic assessment of traffic control equipment.	<p>The Signal Shop has identified preventative maintenance items to track with an updated database.</p>	<ul style="list-style-type: none"> SFMTA provided evidence of a systematic method that identifies and tracks maintenance items. 	Implemented

Recommendation	Most Recent Status per SFMTA	CSA Field Follow-up Work	Results
<p>12. Seek additional budgeted positions in the Transportation Engineering subdivision while considering its goals to modernize the traffic signal system in San Francisco.</p>	<p>Temporary-exempt positions were filled in fiscal year 2011-12 with some additional in 2012-13 to perform general obligation streets bond work. A limited number of engineering positions were also added to the fiscal year 2012-13 budget for preventive maintenance work.</p>	<ul style="list-style-type: none"> SFMTA provided evidence of temporary-exempt engineering hires and demonstrated the unit's ability to deploy new signal technology onto the streets while increasing its preventive maintenance efforts. 	<p>Implemented</p>
<p>13. Make a plan to address the Traffic Paint Shop's backlog of work.</p>	<p>The Traffic Paint Shop Manager position that was vacant since April 2011 was filled on June 25, 2012. The new manager has a background in business administration and computer science. His experience is in scheduling, inventory control, and the efficient use of resources. He is working with the consultants that are implementing the SHOPS database to bring the paint shop into the system as phase two of the project. The Paint Shop staff is hiring five temporary-exempt painters in July of 2012. The equipment to support the new painters is in process: seven new support trucks are to be delivered on July 15, 2012, and two new thermoplastic trucks are in the bid process that closes on July 9, 2012.</p> <p>Once a vendor is selected the 2 new trucks will be assembled and anticipated to be in the shop by the fall. The new employees and the new equipment are the resources the shop needs to support the work of the recently-passed Streets Bond that will entail repainting newly paved streets and assist with the reduction of the backlog. The SHOPS database will give the new manager the reports necessary to implement a preventative maintenance program when it is in place.</p>	<ul style="list-style-type: none"> SFMTA hired a manager with the requisite background to address the backlog of work in the unit. Per SFMTA, the additional staff is the primary reason the unit can now reduce the backlog. 	<p>Implemented</p>

March 10, 2016

Recommendation	Most Recent Status per SFMTA	CSA Field Follow-up Work	Results
14. SSD should continue to monitor the Federal Highway Administration's actions regarding the proposed changes to the Manual on Uniform Traffic Control Devices regarding the reflectivity of pavement markings. While the changes are not yet effective, SSD should begin to develop an assessment method that could be used to maintain minimum levels of reflectivity of pavement markings.	This newly hired Paint Shop Manager is monitoring the Federal Highway Administration's actions on this topic. In addition, SSD's Sign Shop asset management/inventory tracking system will expand its scope to include Paint Shop assets—including pavement markings—in phase two of the project. Funding for this scope expansion is under review.	<ul style="list-style-type: none"> SFMTA stated that the Paint Shop manager is monitoring the Federal Highway Administration's actions, but that this agency has yet to establish minimum reflectivity standards. SFMTA has begun efforts to catalog assets that will be used in the new asset management system to identify and track inventory maintenance needs. 	Implemented
15. To comply efficiently with new federal reflectivity requirements, SSD should consider acquiring and implementing a database or databases that would allow the Traffic Sign Shop to record and track the City's inventory of installed signs, including their age and/or condition and its inventory of stored signs available for installation.	The implementation of the SHOPS database for asset management/inventory tracking database is in process.	<ul style="list-style-type: none"> The department provided evidence that it is now using a database to track the City's inventory of installed signs. 	Implemented
16. SSD should acquire and implement a database that would allow the Traffic Paint Shop to capture the City's inventory of installed pavement markings, including their age and/or condition, to comply efficiently with proposed federal reflectivity requirements.	SFMTA is undertaking an agency-wide project to configure an Enterprise Asset Management (EAM) product for SFMTA's specific application. Each unit within SFMTA will be undertaken individually as software requirements are developed specific to each work unit. The schedule anticipates Sustainable Streets, including the Traffic Paint Shop, integrated into the agency-wide EAM system by the end of 2016.	<ul style="list-style-type: none"> SFMTA acknowledged that this recommendation has not been implemented. 	Open
17. Use the agency's IntelliContract database as a tool to monitor all of its contracts.	Complete. As of October 7, 2015, SSD has access to the contracts database.	<ul style="list-style-type: none"> SFMTA indicated that the Contracts & Procurement Office is no longer using IntelliContract to monitor contracts. SFMTA reported that a systematic process, including a database, is now used to monitor contracts. 	Closed, No Longer Applicable

Recommendation	Most Recent Status per SFMTA	CSA Field Follow-up Work	Results
18. Avoid doing business with vendors whose contracts have expired.	Concur.	<ul style="list-style-type: none"> SFMTA reported that it has a process in which staff monitors contracts and provides quarterly reports to management on upcoming contracts set to expire. CSA verified that monitoring activities have occurred recently. 	Implemented
19. Monitor contract expiration dates so that the need to extend contracts is foreseen and acted on months before they expire. Doing so will avoid retroactive contract extensions.	Concur.	<ul style="list-style-type: none"> SFMTA reported that additional staffing has allowed the unit to monitor the contracts and that there is now a quarterly reporting process that allows management to engage project managers to determine how to proceed with new contract terms. 	Implemented
20. Carefully consider whether the scope of services and contract term proposed for solicitation documents for the procurement of professional services are reasonable and sufficiently flexible for the City to minimize the need for later contract amendments.	Concur.	<ul style="list-style-type: none"> SFMTA reported that it constantly works with the City Attorney's Office to find the right balance of flexibility and rigidity in its contracts. 	Implemented
21. Avoid amending contracts in ways that significantly change the terms of the contract's solicitation documents, such as a request for proposal. Such contract amendments may indicate that a new competitive solicitation is needed.	Concur.	<ul style="list-style-type: none"> SFMTA reported that it constantly works with the City Attorney's Office to find the right balance of flexibility and rigidity in its contracts. 	Implemented
22. Work with SFMTA's Capital Projects and Construction Division to see if the Sustainable Streets Division can use the project management software that the Capital Projects and Construction Division is now procuring.	SSD is working closely with the Capital Projects and Construction team to modify Capital Projects and Construction's current project management system to accommodate SSD's project needs. A thorough assessment of SSD's project management needs by a professional consultant will begin in approximately Quarter 1 of fiscal year 2012-13.	<ul style="list-style-type: none"> SFMTA provided the contractor's assessment and gap analysis report that was prepared to help SFMTA determine the benefit of other divisions using the project management software used by the Capital Projects and Construction Division. 	Implemented

March 10, 2016

Recommendation	Most Recent Status per SFMTA	CSA Field Follow-up Work	Results
23. Use project management software to uniformly report on project data such as staff assigned, scope of work, original budget, revised budget, actual cost to date, original and revised schedule (milestone dates), actual milestone completion dates, and percentage of project complete.	SSD's project managers opted to wait for the implementation of the Capital Projects and Construction Division's new project management system rather than change modes in the meantime. Although the new system is not yet fully implemented, SFMTA has been working on it for the past two years and has a June 2016 launch date. In 2015 SFMTA formalized definitions for a project's original and amended scope, schedule, and budget.	<ul style="list-style-type: none"> SFMTA acknowledges that this recommendation has not yet been fully implemented. Upon SSD's adoption of the software, this recommendation will be fully implemented. 	Partially Implemented
24. Develop an operations manual for projects that details staff duties and responsibilities, including the reporting of project status.	The Agency's Project Delivery Standard Operating Procedures document created by the Project Delivery Improvement Group will be completed by December 2015. The Agency's Capital Program Control System will be able to report on SSD project status by September 2015.	<ul style="list-style-type: none"> SFMTA reports that progress is being made but acknowledges that this recommendation has not yet been fully implemented. 	Partially Implemented
25. Conduct and document periodic reviews of performance measure source data, calculated results, and reported results.	Revised performance measures have been created for the fiscal year 2012-13 to reflect the SFMTA's new strategic plan. Source data for these measures will be periodically reviewed.	<ul style="list-style-type: none"> SFMTA provided evidence that performance measures are documented and are periodically reviewed for adjustment based on the needs of stakeholders or new criteria. 	Implemented
26. Maintain performance measure source documentation to support reported results.	All managers responsible for reporting performance measures have been instructed accordingly.	<ul style="list-style-type: none"> SFMTA provided evidence that there is a systematic methodology to store and maintain source documentation that is used for performance measurement reporting. 	Implemented
27. Establish or strengthen existing written procedures on performance measures.	Following the completion of the fiscal year 2012-13 through 2018-19 Strategic Plan and the resulting new/revised performance goals, written policies and procedures on these measures have been produced.	<ul style="list-style-type: none"> SFMTA provided evidence that written procedures have been established pertaining to new performance measures. 	Implemented
28. Enter each performance measure's data used to calculate reported results into one location to avoid errors.	All managers responsible for reporting performance measures have been instructed accordingly. Random inspections are being conducted on a quarterly basis by SSD Administration.	<ul style="list-style-type: none"> SFMTA provided evidence that written procedures have been established to ensure that data is entered in a single repository. 	Implemented

Recommendation	Most Recent Status per SFMTA	CSA Field Follow-up Work	Results
29. Consider hiring a full-time dispatcher for the Traffic Signal Shop to reduce manual data entry errors.	The Signal Shop has hired a Senior Management Assistant, starting in January, 2012. While this is not a dispatcher position, this person can perform some of these duties and free up an Electrician position. An additional clerical position has been included in the fiscal year 2012-14 budget to specifically perform dispatch duties.	<ul style="list-style-type: none"> SFMTA provided evidence that it hired a clerk to fulfill the duties of a dispatcher and established procedures to help ensure that manual data entry errors are avoided. 	Implemented
30. Schedule periodic running of the backlog query for "traffic and parking control requests" and follow-up in a timely manner.	The backlog of pending items is being produced, reviewed by managers and distributed to individual staff on a quarterly basis.	<ul style="list-style-type: none"> SFMTA provided evidence that management is monitoring the backlog of maintenance requests and making efforts to reduce the backlog of these requests. SFMTA stated that it does not have sufficient staffing to meet performance standards for maintenance requests. 	Partially Implemented
31. Communicate status of requests approved by interdepartmental review or scheduled for public hearing to constituents before logging as completed.	SFMTA disagrees with the recommendation because implementing it would cause SSD to unnecessarily report that its response is delayed by a few weeks for these files. Public hearings usually occur a couple of weeks after interdepartmental approval.	<ul style="list-style-type: none"> CSA concurs that this recommendation should not be implemented due to the inefficiencies it would create. 	Closed, No Longer Applicable
32. Implement controls such as spot checking to ensure the reliability of data after supervisors reactivate entries used in the calculation of performance measure results.	Completed files for Color Curb and Operations files are being spot checked as part of the quarterly submission of performance statistics for these groups.	<ul style="list-style-type: none"> SFMTA provided evidence of a procedure to ensure quality control of its performance measurement reporting, which fulfills the recommendation. 	Implemented
33. Update all public and internal communication on performance measures definitions that is incorrect or unclear and correct any imprecise wording of measures.	The Technology and Performance Unit worked together with Sustainable Streets to revise current and develop new performance measures for fiscal years 2012-13 and 2013-14, as part of the new SFMTA Strategic Plan. During this process, previously unclear definitions and imprecise wording were carefully reviewed.	<ul style="list-style-type: none"> SFMTA provided evidence that, after consulting the relevant stakeholders, it has clarified the performance measure definitions. 	Implemented

March 10, 2016

Recommendation	Most Recent Status per SFMTA	CSA Field Follow-up Work	Results
34. Exclude data on the Department of Technology Central Fire Alarm unit's performance from reported results for the traffic signal reports performance measure.	Concur. This change will be incorporated in fiscal year 2012, Quarter 1 Reports, with a notation of the change.	<ul style="list-style-type: none"> SFMTA demonstrated the systematic method it now uses to ensure that the Department of Technology data is excluded from the reported performance measure results. 	Implemented
35. Provide additional information to the SFMTA Board and the public on which of SFMTA's performance measures SSD is responsible for achieving.	With the adoption of the SFMTA's revised fiscal year 2012-13 through 2018-19 Strategic Plan and performance measures, the Technology and Performance Unit presented these items to the SFMTA Board in a public document, clearly defining responsible parties for each measure.	<ul style="list-style-type: none"> SFMTA provided evidence that it has taken an agency-wide approach to meeting the performance metrics outlined in its Strategic Plan. These metrics are available on the department's website. 	Implemented
36. Consult with the Office of the Controller's Performance Measurement Team to improve existing measures and develop new ones.	Concur. The Technology and Performance Unit will work together with Sustainable Streets during the summer-fall of 2012 to do a comprehensive review of all performance measures for fiscal years 2013-14 and 2014-15. During this course of this review, the Office of Controller's Performance Measurement Team will be consulted.	<ul style="list-style-type: none"> CSA considers this recommendation to be no longer applicable because SFMTA has fulfilled the recommendation on its own. The department reports that it regularly reviews and revises its performance metrics and gets them approved by the SFMTA Board. 	Closed, No Longer Applicable
37. Ensure that its measures fully reflect its mission, goals, and objectives, and all areas of its work.	These are reflected in the SFMTA's revised performance measures, to be adopted for fiscal years 2012-13 through 2018-19.	<ul style="list-style-type: none"> SFMTA provided evidence that its mission, goals, and objectives are fully measured by the performance metrics it reports to the public. 	Implemented
38. Periodically evaluate the usefulness of its measures.	Done. Comprehensive reviews, including reviews of the usefulness of measures, will be repeated every two years.	<ul style="list-style-type: none"> SFMTA provided evidence that it actively evaluates and updates its performance metrics to meet the needs of its stakeholders. 	Implemented

ATTACHMENT B: DEPARTMENT RESPONSE



SFMTA
Municipal
Transportation
Agency

Edwin M. Lee, Mayor

Tom Nolan, Chairman

Cheryl Brinkman, Vice Chairman

Gwyneth Borders, Director

Edward D. Reiskin, Director of Transportation

Malcolm Hairicke, Director

John Harris, Director

Cristina Rubke, Director

February 24, 2016

Tonia Lediju, Audit Director
Office of the Controller, City Services Auditor Division
1 Dr. Carlton B. Goodlett Place, Room 476
San Francisco, CA 94102

Subject: SFMTA Acknowledgement to CSA Follow-up Audit of "San Francisco Municipal Transportation Agency: The Sustainable Streets Division Could Improve Its Operations"

Dear Ms. Lediju:

Thank you for providing us the opportunity to respond to your field follow-up audit of your report, 'San Francisco Municipal Transportation Agency: The Sustainable Streets Division Could Improve Its Operations,' as prepared by the Controller's Office, City Services Auditor.

We acknowledge that 26 recommendations have been fully implemented, three are no longer applicable, eight are partially implemented and one has not yet been implemented. We appreciate the time spent by your staff to review the Sustainable Streets Division's operations.

If you have any questions or need additional information, please do not hesitate to contact me at (415) 701-4720.

Sincerely,

A handwritten signature in black ink, appearing to read 'E. Reiskin'.

Edward D. Reiskin
Director of Transportation

cc: Tom Maguire, Director of Sustainable Streets

From: Randolph, Alex (REC)
Sent: Monday, March 14, 2016 11:15 AM
To: BOS-Supervisors
Cc: BOS-Legislative Aides
Subject: FW: An Important Message from San Francisco Recreation and Parks Regarding Youth Soccer

Dear Supervisors,

Many of you have received emails and inquiries about the Youth Soccer League over the past couple of weeks. In case you have not seen it yet, I wanted to make sure you have a copy of the message RPD sent out to the youth soccer community on Thursday.

Please let me know if you have any questions.

All the best,

Alex

Alex Randolph
Deputy Director of Policy and Government Affairs

San Francisco Recreation and Park Department
City & County of San Francisco
McLaren Lodge in Golden Gate Park
501 Stanyan Street | San Francisco, CA | 94117
E-mail: Alex.Randolph@sfgov.org
Direct: 415-831-2766



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Follow us on [Twitter](#)
Watch us on [sfRecParkTV](#)
Sign up for our [e-News](#)

From: SF Recreation and Parks [<mailto:rpinfo@sfgov.org>]
Sent: Thursday, March 10, 2016 3:54 PM
To: Kahn, Joey (REC)
Subject: An Important Message Regarding Youth Soccer

Having trouble viewing this email? [Click here](#)

3



Dear San Francisco Youth Soccer Supporter,

The San Francisco Recreation and Park Department (SFRPD) and its Commissioners have recently been copied on a variety of communications and a petition you may have signed addressing a dispute over the internal governance of San Francisco Youth Soccer (SFYS). While SFRPD has no authority or control over SFYS governance matters including its board elections, we are urging the SFYS community to work together to find a solution that allows all voices and opinions to be represented within the youth soccer community.

Our Department is proud of its efforts to give more kids an opportunity to play ball. Since the spring of 2009 participation in youth soccer has doubled. We have added over 300 new teams and 5000 new youth players. Overall, youth soccer in San Francisco now touches 12,000 kids a year, and we are accommodating approximately 650 youth teams in the spring and over 900 teams in the fall. Because of much-improved permit systems and because of our partnership with the City Fields Foundation and the youth soccer community, we have been able to add nearly 90,000 hours of annual play and practice time to our field capacity.

All of this growth has created new challenges for youth soccer that will need to be addressed. Big clubs - some now with 30 teams or more - are becoming more prevalent. These clubs often have paid coaches and staff and are becoming more and more profitable the larger they become. Clubs and smaller independent teams have begun to compete for players and more frequent conflicts over practice time, field allocations, and the "right to travel" have emerged. Unfortunately, with competitive and financial pressures on the rise, the youth soccer community has had some difficulty of late focusing on its most important constituency: kids.

The Recreation and Park Department seeks to ensure that everyone has access to youth soccer regardless of skill, neighborhood or ability to pay. Our role is to fairly and equitably provide field space to the school leagues and to the non-profit organizations with whom we partner. (We also must provide these same fields for other youth and adult sports.) This Spring, for example, we identified practice and game fields for over 650 youth soccer teams. Over 90% of the youth soccer teams were given at least one day with their first or second choice of fields requested. Every team received at least one practice per week and a second practice was provided to all U12 and up teams and all travel teams.

(See below for information on the recent growth in teams and allocation of practices.)

Unfortunately, we cannot continue to accommodate unrestrained growth. To ensure everyone gets to play, there must be some limits on the number of days teams can practice and the number of teams allowed to travel. Travel teams - which consume more home field capacity since they are not playing other SF teams -- have increased by 33% in just the past three years. Despite our equitable allocations, some clubs and teams have begun reserving additional fields outside our system, raising additional suspicions and questions of fairness.

We have asked the youth leagues to develop a fair way of deciding which teams are eligible for travel and to recommend the fairest field allocation process given limited field capacity. These are, perhaps, the key issues which have created internal conflict within youth soccer. *While we understand the desire to develop more competitive programs, such focus must not negatively impact recreational programs or the fair access to fields by other user groups.* If the youth soccer community cannot resolve its internal dispute quickly and fairly on its own, we will move forward with a youth soccer task force to be staffed by an outside expert to help develop some recommendations to address these challenges in a manner that ensures equity, transparency, efficiency and, most importantly, effective youth development at all ages and competitive levels.

Regardless of whoever is elected to board seats in your disputed election, we will continue to work closely with your leadership to ensure the maximum number of San Francisco kids have a chance to get out and play!



San Francisco Recreation and Parks

Spring Youth Sports Field Use(based on practice applications)

Detail	Total Teams					Change Year over Year			3 yr Change		7 yr Change	
	2016	2015	2014	2013	2009	2016 v 2015	2015 v 2014	2014 v 2013	2016 v 2013	Percent	2016 v 2009	Percent
	Soccer-Rec	277	238	224	208	146	39	14	16	69	33%	131
Soccer-Travel	83	66	62	62	44	17	4	0	21	34%	39	89%
Soccer-Prep	136	134	112	70	22	2	22	42	66	94%	114	518%
Soccer-Micro	166	162	148	146	97	4	14	2	20	14%	69	71%
Baseball-SFYBL	249	252	178	194	98	-3	74	44	115	86%	156	168%
Baseball-SFLL	98	108	117	116	69	-10	-9	1	-18	-16%	29	42%
Baseball-Parish	72	73	87	93	63	-1	-14	-6	-21	-23%	9	14%
Softball-SFLL	19	18	18	16	9	1	0	2	3	19%	10	111%
Lacrosse	21	16	17	14	12	5	-1	3	7	50%	9	75%
Rugby	4	0	0	0	0	4	0	0	4	new	4	New
HS-Soccer	13	13	13	12	12	0	0	1	1	8%	1	8%
HS-Lacrosse	12	9	9	8	5	3	0	1	4	50%	7	140%
HS-Baseball	32	32	31	30	29	0	1	1	2	7%	3	10%
HS-Softball	15	15	14	14	14	0	1	0	1	7%	1	7%
Summary	Total Teams					Change Year over Year			3 yr Change		7 yr Change	
	2016	2015	2014	2013	2009	2016 v 2015	2015 v 2014	2014 v 2013	2016 v 2013	Percent	2016 v 2009	Percent
Total Soccer Lg	496	438	398	340	212	58	40	58	156	46%	284	134%
Total Micro	166	162	148	146	97	4	14	2	20	14%	69	71%
Total Soccer	662	600	546	486	309	62	54	60	176	36%	353	114%
Total Bball/Sball	438	451	400	359	234	-13	51	41	79	22%	204	87%
Lacrosse/Rugby	25	16	17	14	12	9	-1	3	11	79%	13	108%
HS Teams	72	69	67	64	60	3	2	3	8	13%	12	20%

2016 Spring Teams By Club/Type (excluding Micro)*

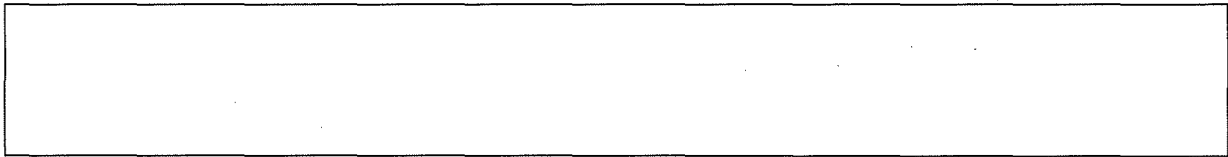
Club	Rec		Prep		Travel		Total
	Number	Percent	Number	Percent	Number	Percent	
Indep-School Based	128	98%	2	2%	0	0%	130
Indep-Other	38	73%	12	23%	2	4%	52
Total Independent	166	91%	14	8%	2	1%	182
Glens	18	38%	20	43%	9	19%	47
SFVSC	11	23%	21	45%	15	32%	47
Evolution	7	23%	17	55%	7	23%	31
SFUnited	1	3%	18	60%	11	37%	30
Mission	6	27%	11	50%	5	23%	22
Seals	7	37%	7	37%	5	26%	19
FC Royale	6	55%	3	27%	2	18%	11
Aftershocks	0	0%	8	73%	3	27%	11
SF Sol	7	70%	3	30%	0	0%	10
Elite	0	0%	0	0%	10	100%	10
Jamestown	5	56%	2	22%	2	22%	9
Good Sam	4	57%	1	14%	2	29%	7
Bay City	0	0%	1	17%	5	83%	6
CRSA-Rudi	5	100%	0	0%	0	0%	5
JCC	5	100%	0	0%	0	0%	5
BAGU	4	80%	1	20%	0	0%	5
SFFC	3	60%	1	20%	1	20%	5
SF FC Lions	0	0%	4	80%	1	20%	5
SF Rush	4	100%	0	0%	0	0%	4
SF City	1	50%	1	50%		0%	2
Total Club Teams	94	32%	119	41%	78	27%	291
Total of All Teams	260	55%	133	28%	80	17%	473

*Numbers are based on practice applications

**Teams Receiving 1st or 2nd Choice Practice Field Once
Per Week Sorted by Club***

	1st Choice	2nd Choice	1st or 2nd	Neither	Total
Overall	561	30	591	50	641
	88%	5%	92%	8%	
Glens	45	1	46	2	48
	94%	2%	96%	4%	
SFVSC	35	0	35	12	47
	74%	0%	74%	26%	
EFC	27	0	27	4	31
	87%	0%	87%	13%	
SF United	25	4	29	1	30
	83%	13%	97%	3%	
Seals	19	0	19	0	19
	100%	0%	100%	0%	
Mission	25	0	25	0	25
	100%	0%	100%	0%	
FC Royale	10	1	11	0	11
	91%	9%	100%	0%	
Afterschocks	12	0	12	0	12
	100%	0%	100%	0%	
SF Sol	12	0	12	0	12
	100%	0%	100%	0%	
Jamestown	11	1	12	0	12
	92%	8%	100%	0%	
Elite	10	0	10	0	10
	100%	0%	100%	0%	
Good Sam	7	0	7	0	7
	100%	0%	100%	0%	
Bay City	6	0	6	0	6
	100%	0%	100%	0%	

*Some clubs requested fields that were not available due to baseball (south sunset). Choices were adjusted.



SF Recreation and Parks, McLaren Lodge-Golden Gate Park, 501 Stanyan Street, San Francisco, CA 94117

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To: BOS-Supervisors; Calvillo, Angela (BOS); Somera, Alisa (BOS); BOS Legislation (BOS)
Subject: FW: Addendum to Environmental Impact Report - Modified Long Term Improvement L-8 Golden Gate Avenue Bike Lanes and Road Diet

From: Uchida, Kansai (CPC)
Sent: Thursday, March 10, 2016 4:15 PM
To: Gosiengfiao, Rachel (BOS) <rachel.gosiengfiao@sfgov.org>
Subject: RE: Regarding: Addendum to Environmental Impact Report

Hi Rachel,

We mailed a copy to the BOS office, but I now realize that we didn't use the current distribution arrangement that we now have. Here's a link to the document, would it be possible to distribute it electronically?

http://sfmea.sfplanning.org/2007.0347E_Golden%20Gate%20-%20Addendum%20signed%202-25-16.pdf

Thanks,
-Kansai

Kansai Uchida, AICP
Environmental & Transportation Planner

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9048 | Fax: 415-558-6409
Email: kansai.uchida@sfgov.org
Web: www.sfplanning.org



BOS-11, Cpaxp

SAN FRANCISCO PLANNING DEPARTMENT

RECEIVED
SUPERVISORS
SAN FRANCISCO

2016 MAR -7 PM 2:57
BY AK

Addendum to Environmental Impact Report

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Addendum Date: February 22, 2016
Case No.: 2007.0347E
Project Title: **Modified Long Term Improvement L-8 Golden Gate Avenue Bike Lanes and Road Diet**
EIR: San Francisco Bicycle Plan Environmental Impact Report, State Clearinghouse No. 2008032052, Certified June 25, 2009
Project Sponsor: Dan Provence, San Francisco Municipal Transportation Agency (415) 701-4448
Lead Agency: San Francisco Planning Department
Staff Contact: Kansai Uchida – (415) 575-9048
 kansai.uchida@sfgov.org

Reception:
415.558.6378

Fax:
415.558.6409

Planning Information:
415.558.6377

BACKGROUND

The project sponsor, the San Francisco Municipal Transportation Agency (SFMTA), proposes to implement a truncated segment of Long Term Improvement L-8 Golden Gate Avenue discussed in the *San Francisco Bicycle Plan Environmental Impact Report (Bicycle Plan EIR, Case No. 2007.0347E)*. The modified project includes changes to the public right-of-way on Golden Gate Avenue between Polk and Market Streets, which is a portion of the larger Golden Gate Avenue corridor (between Baker and Market Streets) analyzed in the *Bicycle Plan EIR*. The proposed project would connect bicycle facilities located on both Polk and Market Streets.¹ In addition, the proposed project aims to slow vehicle speeds and increase safety on an identified high injury corridor as part of SFMTA's Vision Zero² initiative.

The San Francisco Planning Commission certified the *Bicycle Plan EIR* on June 25, 2009. The motion to certify the EIR was appealed to the Board of Supervisors. On August 4, 2009 the Board of Supervisors reaffirmed the Planning Commission's certification of the EIR. Subsequently, the Board of Supervisors passed an ordinance adopting the 2009 San Francisco Bicycle Plan, which also amended the *San Francisco General Plan* in connection with the San Francisco Bicycle Plan; adopted environmental findings and findings that the General Plan amendment is consistent with the *General Plan* and eight priority policies of *Planning Code* Section 101.1; as well as authorized other acts in connection thereto.

ORIGINAL PROJECT DESCRIPTION

The Original Project, Long Term Improvement L-8 Golden Gate Avenue, as described in the *Bicycle Plan EIR*, is summarized below. Specific design and striping details for Long Term Improvement L-8 were not included in the *Bicycle Plan EIR*.

¹ San Francisco Municipal Transportation Agency. *Golden Gate Avenue Road Diet and Bike Lanes*. December 10, 2015. This memorandum is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2007.0347E.

² Vision Zero is a road safety policy adopted by the SFMTA that aims to eliminate traffic injuries and deaths by 2024 through engineering, education, and enforcement.

Golden Gate Avenue between Baker and Market Streets is a low to moderate volume arterial that runs through the Civic Center and Western Addition neighborhood. This 19-block (1.7-mile) segment of Golden Gate Avenue is not currently part of the existing bicycle route network.

East of Divisadero Street, Golden Gate Avenue runs one-way eastbound with three travel lanes and parking on both sides of the street. The 16AX-Noriega "A" Express and 16BX-Noriega "B" Express Muni bus lines run on Golden Gate Avenue between Franklin and Market Street during the a.m. peak period (7:00 a.m. to 9:00 a.m.). Golden Gate Transit runs on Golden Gate Avenue between Webster and Hyde Street during the morning peak period.

Long-term improvements on this segment of Golden Gate Avenue would involve the installation of Class II or Class III bicycle facilities. These improvements would extend the existing Bicycle Route 20 on Golden Gate Avenue west of Baker Street to the east and consolidate east-west bicycle travel routes between the Civic Center area and the University of San Francisco. This improvement would create a couplet with the westbound bicycle lanes proposed on McAllister Street as part of near-term improvement Project 3.3: McAllister Street Bicycle Lane, from Market Street to Masonic Avenue. Design and implementation of long-term improvements on Golden Gate Avenue would include coordination with Golden Gate Transit to accommodate and minimize impacts on Golden Gate Transit bus operations.

The route would connect with north/south bicycle routes on Polk Street (existing Bicycle Route 345) and on Steiner Street (existing Bicycle Route 45). Also see near-term improvement Project 3.4: Polk Street Bicycle Lane, Market Street to McAllister Street, and near-term improvement Project 3-5: Scott Street Bicycle Lane, Fell Street to Oak Street. (*Bicycle Plan EIR* page V.A.5-8)

The *Bicycle Plan EIR* also analyzed the following general features for all of the proposed long-term improvement projects, including the Original Project (text reproduced from the EIR).

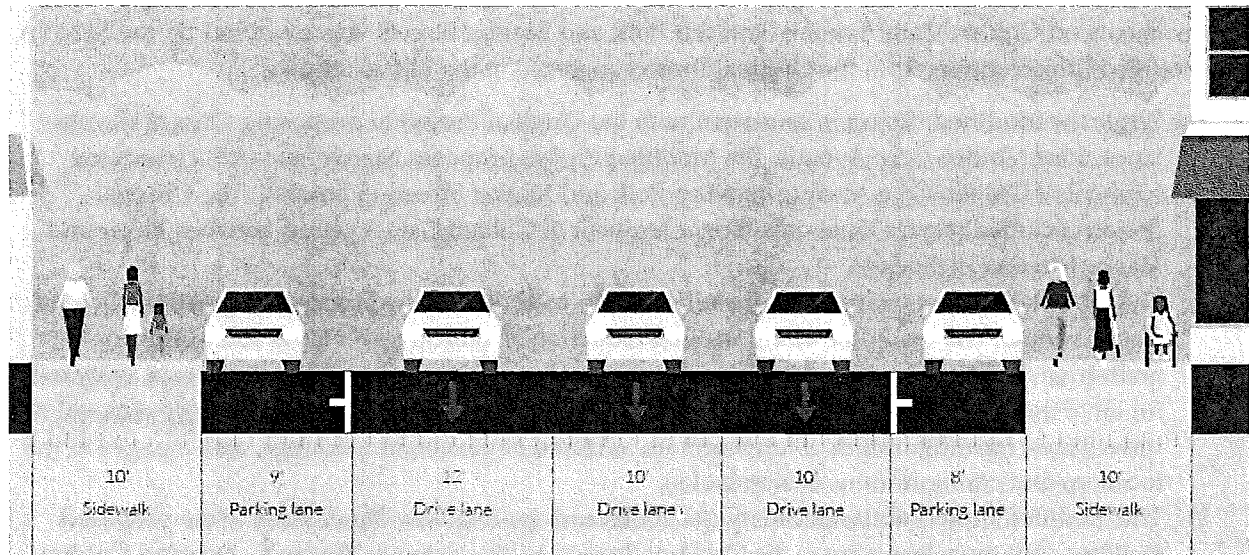
- Installation of bicycle lanes, pathways or other bicycle facilities, including those created in conjunction with the narrowing or removal of travel lanes;
- Signage changes;
- Pavement marking such as the installation of colored pavement materials and the installation of sharrows;
- Modifications to bus zones;
- Modifications to parking configurations such as changes to the location, configuration, and number of metered and unmetered parking spaces and loading zones;
- Changes to the locations and configurations of curb cuts sidewalks and medians;
- Widening of roadways;
- Reconfiguration of intersections to improve bicycle crossings, including installation of bicycle traffic signals;
- The installation of traffic calming devices, including designation of bicycle boulevards that prioritize bicycle travel over other transportation modes; and,
- Designation of shared bicycle and transit lanes. (*Bicycle Plan EIR* pages IV.B-51 and IV.B-52)

PROPOSED REVISIONS TO PROJECT

Subsequent to adoption of the *Bicycle Plan EIR*, the design for pedestrian and bicycle facility improvements on Golden Gate Avenue between Polk and Market Streets was modified by the SFMTA. The Modified Project differs from the Original Project analyzed in the EIR as follows.

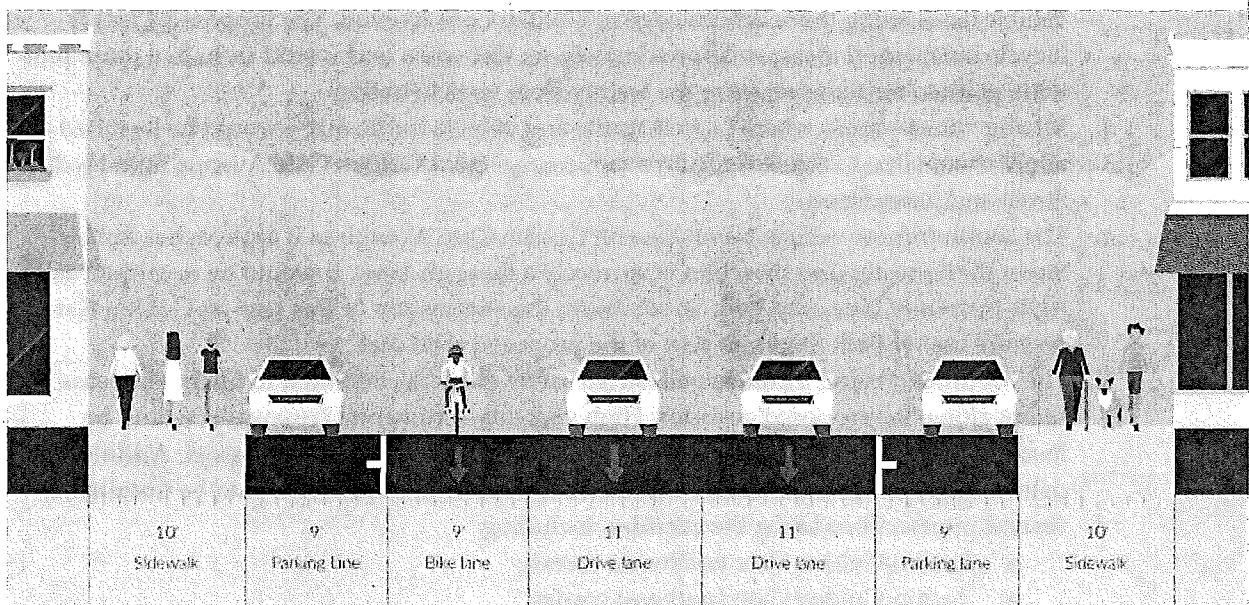
- 1) While the Modified Project is consistent with the Original Project in proposing Class II bicycle lanes along Golden Gate Avenue, the Modified Project proposes bicycle lanes for a truncated segment of Golden Gate Avenue between Polk and Market Streets (5 blocks). The Original Project included bicycle lanes on a longer segment of Golden Gate Avenue, between Baker and Market Streets (19 blocks).
- 2) The Modified Project includes the installation of a road diet on the proposed segment of Golden Gate Avenue. The road diet would include reduction of vehicle travel lanes and expansion of pedestrian facilities (see item 3 below). These were some of the general improvements analyzed for all of the Long-Term Improvement corridors in the *Bicycle Plan EIR* (narrowing or removal of travel lanes, reconfiguration of intersections, addition of pavement markings, and changes to the locations and configurations of sidewalks).
- 3) The Modified Project adds specificity (locations and approximate dimensions of the proposed facilities and improvements) to the Original Project, as illustrated in **Figure 1 - Existing Golden Gate Avenue Cross-Section Facing West** and **Figure 2 - Proposed Golden Gate Avenue Cross-Section Facing West** below, and **Attachment 2 – Proposed Roadway Striping**.
 - a. The proposed road diet would reduce the existing eastbound one-way Golden Gate Avenue roadway from three (3) vehicle travel lanes (varying in approximate width from 10-12 feet) to two (2) vehicle travel lanes (approximately 11 feet in width).
 - b. Existing nine-foot-wide curbside parking lanes would remain on both sides of the street.
 - c. A buffered bicycle lane (Class II) would be located between the curbside parking and the vehicle lanes along the southern edge of Golden Gate Avenue. The proposed Class II bicycle lane would measure approximately six feet wide, and would include a three-foot-wide painted buffer separating the facility from vehicle traffic.
 - d. Mixing zones—areas where bicycle traffic and vehicle traffic mix—would be installed to allow channelized vehicle right-turn movements from Golden Gate Avenue onto Hyde Street and Jones Street.
 - e. The southernmost vehicle travel lane on Golden Gate Avenue as it approaches Polk Street in the eastbound direction is currently a through-lane. It would be re-striped as a right-turn-only lane onto Polk Street due to the elimination of this lane on Golden Gate Avenue east of Polk Street, as part of the proposed road diet.
 - f. The Modified Project includes pedestrian safety elements intended to further increase safety along the proposed corridor. High visibility continental crosswalks would be installed at all intersections on the corridor where they do not already exist. Additionally, painted pedestrian safety zones that increase pedestrian visibility would be installed at several intersections along the corridor, including:
 - Larkin/Golden Gate northwest corner;
 - Larkin/Golden Gate southeast corner;
 - Hyde/Golden Gate northeast corner;
 - Leavenworth/Golden Gate northwest corner;
 - Leavenworth/Golden Gate southeast corner; and
 - Jones/Golden Gate southwest corner.

Figure 1—Existing Golden Gate Avenue Cross-Section Facing West



Source: SFMTA, 2015. Graphic not to scale.

Figure 2 - Proposed Golden Gate Avenue Cross-Section Facing West



Source: SFMTA, 2015. Graphic not to scale.

ANALYSIS OF POTENTIAL ENVIRONMENTAL EFFECTS

Section 31.19(c)(1) of the San Francisco Administrative Code states that a modified project must be reevaluated and that,

“If, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of CEQA, that no additional environmental review is necessary, this determination and the reasons therefore shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter.”

CEQA Guidelines Section 15164 provides for the use of an addendum to document the basis of a lead agency's decision not to require a Subsequent or Supplemental EIR for a project that is already adequately covered in an existing certified EIR. The lead agency's decision to use an addendum must be supported by substantial evidence that the conditions that would trigger the preparation of a Subsequent EIR, as provided in CEQA Guidelines Section 15162, are not present. This Addendum documents the assessment and determination that the modified project is within the scope of the *Bicycle Plan EIR* and no additional environmental review is required.

The Initial Study and the EIR for the Bicycle Plan programmatically evaluated the potential impacts of construction and operation of the Original Project and found that, with implementation of mitigation measures, the Original Project would result in project-specific and cumulative significant and unavoidable operational impacts to traffic, transit, and loading. All other impacts of the Original Project were determined to be less than significant with mitigation incorporated as part of the overall Bicycle Plan program. The San Francisco Planning Commission certified the *Bicycle Plan EIR* on June 25, 2009. The motion to certify the EIR was appealed to the Board of Supervisors. On August 4, 2009 the Board of Supervisors reaffirmed the Planning Commission's certification of the EIR and adopted a Statement of Overriding Considerations due to the Significant and Unavoidable Impacts identified in the EIR.

Since certification of the EIR, no substantial changes have occurred in the circumstances under which the project would be implemented. No substantial change in the severity of the project's physical impacts as analyzed in the *Bicycle Plan EIR* would occur, and no new information has emerged that would materially change the analyses or conclusions set forth in the *Bicycle Plan EIR*.

Further, proposed modifications and design refinements to Bicycle Plan Long-Term Improvement L-8, as demonstrated below, would not result in any new significant environmental impacts, substantial increases in the severity of previously identified significant impacts, or necessitate implementation of additional or considerably different mitigation measures than those identified in the EIR. The effects of the Modified Project would be substantially the same as, and in some cases less severe than, those reported for the Original Project in the *Bicycle Plan EIR*. The following discussion provides the basis for this conclusion.

Traffic

The Original Project analyzed in the *Bicycle Plan EIR* was evaluated qualitatively for level of service (LOS) as no specific designs had yet been identified for the purposes of quantitative analysis. The EIR's qualitative analysis found that the Golden Gate Avenue project could result in a reduction in travel lanes and roadway capacity to accommodate bicycle lanes, thereby increasing traffic delays. The EIR therefore

concluded that traffic impacts resulting from Original Project would be significant and unavoidable in both the Existing-Plus-Project and Cumulative-Plus-Project scenarios.

The Modified Project proposes to change roadway capacity on Golden Gate Avenue between Polk and Market Streets, specifically by removing an eastbound travel lane between Polk Street and Market Street. The LOS for Existing, Existing-Plus-Project, Cumulative (year 2040), and Cumulative-Plus-Project conditions was determined for each study intersection along the project corridor, and is presented in **Table 1 – Level of Service Results** below.³ The intersections potentially affected by the Modified Project include Golden Gate/Polk, Golden Gate/Larkin, Golden Gate/Hyde, Golden Gate, Leavenworth, Golden Gate/Jones, and Golden Gate/Market. The Cumulative analysis takes into account the proposed future roadway changes in the vicinity of the Golden Gate/Market intersection that would be made as part of the SFMTA Sixth Street Pedestrian Safety Project, which is currently undergoing environmental review.

TABLE 1: LEVEL OF SERVICE RESULTS				
GOLDEN GATE AVENUE INTERSECTIONS, PM PEAK HOUR				
Intersection	Existing Conditions LOS – Delay (v/c)		Cumulative (Year 2040) Conditions LOS – Delay (v/c)	
	No Project	Modified Project	No Project	Modified Project
Golden Gate / Polk	C – 20.8	C – 21.0	C – 24.2	C – 29.5
Golden Gate / Larkin	B – 11.0	B – 13.2	B – 12.4	B – 14.1
Golden Gate / Hyde	B – 11.6	B – 13.0	B – 18.5	C – 25.1
Golden Gate / Leavenworth	B – 15.7	B – 17.3	B – 17.8	C – 20.7
Golden Gate / Jones	C – 31.7	C – 32.2	C – 30.7	C – 33.1
Golden Gate / Market	C – 31.4	F – 100+ (.88)	F – 100+ (1.04)	F – 100+ (1.18)

LOS presented in average seconds of delay per vehicle. Signalized intersections operating at LOS F indicate delay greater than 80 seconds per vehicle, and unsignalized intersections operating at LOS F indicate delay greater than 50 seconds per vehicle.
Delay is presented in seconds of average stopped delay per vehicle.
V/C signifies the volume/capacity ratio, and is presented only for intersections operating at LOS E or F.
Bold text denotes unacceptable intersection operation.
Source: San Francisco Municipal Transportation Agency, 2015.

³ San Francisco Municipal Transportation Agency. *Harrison Street Southbound Road Diet*. This memorandum is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2008.1075E.

As illustrated in Table 1, the average vehicle delay would increase slightly at five of the six study intersections. The sixth intersection (Golden Gate Avenue and Market Street) would experience failing LOS in both the Existing-Plus-Project and Cumulative-Plus-Project scenarios.⁴ Thus, the Modified Project would result in significant traffic impacts at the intersection of Golden Gate Avenue and Market Street under both the Existing-Plus-Project and Cumulative-Plus-Project scenarios. This conclusion is consistent with the analysis in the *Bicycle Plan EIR*, which found that the Original Project would result in significant and unavoidable traffic impacts for both existing and cumulative conditions along the proposed Long-Term Improvement corridors, including Golden Gate Avenue. Therefore, the Modified Project would not result in any new or more severe significant impacts than previously analyzed in the *Bicycle Plan EIR*.

Several Mitigation Measures identified in the *Bicycle Plan EIR* for the Long-Term Improvements pertain to the potential traffic impacts of the Modified Project. These measures would be applied to the Modified Project as follows:

- *M-TR-LT1.1 Signalize Intersection* – Not applicable: All intersections along the project corridor are already signalized.
- *M-TR-LT1.2 Signal Timing Changes* – Not feasible: This mitigation measure specifies that traffic signal timing should be modified to enhance vehicle throughput, as appropriate. However, one of the goals of the Modified Project is to calm traffic on a designated High Injury Corridor identified in SFMTA's Vision Zero and WalkFirst programs. Implementing this mitigation measure would be contrary to project goals, SFMTA policy, and the City's Vision Zero policy. This mitigation measure is therefore infeasible.
- *M-TR-LT1.3 Roadway Geometry Changes* – Applicable: SFMTA has incorporated this mitigation measures into the project design process, and has adjusted drawings as appropriate. The roadway geometry drawings shown in **Attachment 2 – Proposed Roadway Striping** reflect the change made in accordance with this mitigation measure.
- *M-TR-LT1.4 Floating Bicycle Lanes* – Not applicable: This mitigation measure defines floating bicycle lanes as bicycle lanes on streets with peak-hour tow-away zones, where the location of the bicycle lane shifts when tow-away zones are in effect. No peak hour tow away zones exist on the subject segment of Golden Gate Avenue. Therefore, this mitigation measure is not applicable to the Modified Project.
- *M-TR-LT1.5 Parking Elimination* – Not feasible: This mitigation measure specifies that curb parking should be removed to provide additional vehicle lane capacity. One of the goals of the Modified Project is to calm traffic on a designated High Injury Corridor identified in SFMTA's Vision Zero and WalkFirst programs. Implementing this mitigation measure would be contrary to project goals, SFMTA policy, and the City's Vision Zero policy. This mitigation measure is therefore infeasible.

As stated on page V.A.5-19 of the *Bicycle Plan EIR*, in some instances, street right-of-way geometry may not permit implementation of all traffic mitigation measures. The *Bicycle Plan EIR* therefore concluded

⁴ The intersection of Golden Gate Avenue and Market Street would operate at LOS F under year 2040 cumulative baseline conditions, and would continue to operate at LOS F with Modified Project implementation. Therefore, the Modified Project would not cause the year 2040 cumulative LOS rating to change. Since the Modified Project would increase the volume-to-capacity ratio by more than 10 percent in the year 2040 scenario, the Modified Project's would make a cumulatively considerable contribution to a significant impact.

that the above Mitigation Measures may not reduce traffic impacts below the threshold of significance, resulting in traffic impacts that are significant and unavoidable with mitigation. This conclusion would also be true for the Modified Project, as it would result in significant traffic impacts and several of the traffic mitigation measures are not feasible or not applicable. Therefore, potential traffic impacts resulting from the Modified Project would not substantially differ from the traffic impacts analyzed in the *Bicycle Plan EIR*.

Transit

According to the *Bicycle Plan EIR*, “the 16AX-Noriega “A” Express and 16BX-Noriega “B” Express Muni bus lines run on Golden Gate Avenue between Franklin and Market Street during the a.m. peak period. Golden Gate Transit runs on Golden Gate Avenue between Webster and Hyde Street during the a.m. peak period.” Subsequent to adoption of the EIR, the SFMTA approved the Transit Effectiveness Project (TEP) now called *Muni Forward*. This project was evaluated in the *Transit Effectiveness Project Environmental Impact Report*⁵ (TEP EIR). Muni Forward includes transit service improvements, service-related capital improvements, and travel time reduction proposals. As part of Muni Forward, the 16AX-Noriega Express and 16BX-Noriega Express bus lines were rebranded as line 7X which currently traverses the project corridor during weekday morning commute periods (approximately 7:00 a.m. to 9:00 a.m.) in the inbound (eastbound) direction. Stops are located on Golden Gate Avenue near Polk Street, Hyde Street, and Jones Street. Golden Gate Transit Route 92 buses travel inbound on Golden Gate Avenue during weekday morning commute periods as well.

The Modified Project would reduce the one-way eastbound vehicle travel lanes on Golden Gate Avenue between Polk and Market Streets from three lanes to two in order to accommodate a buffered bike lane. As presented in the *Traffic* section, the Modified Project would result in degraded LOS at the intersection of Golden Gate Avenue and Market Street under both Existing-Plus-Project and Cumulative-Plus-Project conditions, which would be a significant traffic impact. These traffic impacts were analyzed further to determine how much project-related delay would result for transit vehicles on Golden Gate Avenue.

Though the Muni and Golden Gate Transit routes traverse Golden Gate Avenue in the morning, the PM Peak LOS Analysis presents the most conservative estimate of traffic delays that Golden Gate Avenue would experience at any time of day, including the mornings (SFMTA analysis shows that AM Peak and PM Peak traffic volumes along Golden Gate Avenue are similar, and that AM Peak traffic volumes do not exceed PM Peak traffic volumes, despite the one-way eastbound orientation of Golden Gate Avenue).⁶ Thus, Muni Route 7X and Golden Gate Transit Route 92 would not experience new delays greater than 139.4 seconds in Existing-Plus-Project conditions and 263.2 seconds in Cumulative-Plus-Project conditions at Golden Gate Avenue and Market Street at any time of day, on weekdays or weekends. The actual delays for these routes would likely be less due to their a.m. peak period operation, when traffic volumes are typically lower than in the PM Peak period. Operational impacts on transit would be considered significant under Existing-Plus-Project conditions if a project would result in additional

⁵ San Francisco Planning Department. 2014. *Transit Effectiveness Project Final Environmental Impact Report*. This document is available online at <http://tepeir.sfplanning.org/>.

⁶ San Francisco Municipal Transportation Agency. *Golden Gate Avenue Road Diet and Bike Lanes*. December 10, 2015. This memorandum is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2007.0347E.

transit delay equal to or greater than the scheduled peak period headway, which is seven (7) minutes at time of issuance of this Addendum.⁷ For Cumulative-Plus-Project conditions, operational transit impacts would be considered significant if transit delay is equal to or greater than six (6) minutes.⁸ Golden Gate Transit Route 92 operates at one-hour headways during peak hours.⁹ Though the Modified Project would increase transit delay in the Existing-Plus-Project and Cumulative-Plus-Project scenarios, the increase would be below the level of significance (one scheduled headway). Since transit vehicle delay at the Golden Gate Avenue and Market Street intersection would be below 420 seconds (seven minutes) for the Existing-Plus-Project scenario, and below 360 seconds (six minutes) for the Cumulative-Plus-Project scenario, the Modified Project would not result in significant increases in transit delay and the mitigation measures identified in the *Bicycle Plan EIR* would not apply.

The *Bicycle Plan EIR* evaluated transit impacts resulting from the Original Project, and found impacts to be significant and unavoidable in the Existing-Plus-Project and Cumulative-Plus-Project conditions due to increases in traffic-related transit delay longer than one scheduled headway. The EIR identified four mitigation measures related to transit, *Mitigation Measure M-TR-LT2.1 Transit Signal Priority, Mitigation Measure M-TR-LT2.2 Bicycle Facility Discontinuity, Mitigation Measure M-TR-LT2.3 Bus Stop Reconfiguration, and Mitigation Measure M-TR-LT2.4 Conversion of Parking to Travel Lane*. These mitigation measures are not applicable to the Modified Project because it would not cause significant impacts related to transit delay, as discussed above.

In light of the above, potential impacts resulting from the Modified Project would not be substantially more severe than the transit impacts analyzed in the *Bicycle Plan EIR*, and no new significant impacts would occur. No new mitigation measures would be required.

Pedestrians

The Original Project analyzed in the *Bicycle Plan EIR* was found to have no significant impacts on pedestrians because no sidewalk narrowing or median removal was proposed. The Modified Project would install continental crosswalks at all intersections on the project corridor, as well as painted pedestrian safety zones at certain intersection corners to improve pedestrian visibility. No further modifications to pedestrian facilities are proposed. Therefore, the Modified Project would not result in the overcrowding of sidewalks, create potentially hazardous conditions, or otherwise interfere with pedestrian accessibility. The Modified Project is located on Golden Gate Avenue between Polk and Market Streets, which has been identified by the SFMTA as part of the Vision Zero High Priority Network. The High Priority Network is a set of streets on which the SFMTA is prioritizing safety

⁷ SFMTA, 7X - *Noriega Express* : Inbound toward Downtown. Outbound toward Sunset District. Peak direction only, January 13, 2016. Available online at: <http://transit.511.org/schedules/index.aspx#m1=S&m2=bus&routeid=51375&cid=SF>. Accessed on January 13, 2016. Seven minutes is the shortest time between any two scheduled runs, but the average peak period headway is approximately nine minutes.

⁸ SFMTA is considering increasing service on line 7X in the future, causing buses to run more frequently during the a.m. peak period. In an effort to provide a conservative analysis, a six minute frequency is used for the future-year cumulative analysis.

⁹ Golden Gate Transit, 92 - *Manzanita Park & Ride - Marin City - Sausalito - San Francisco*, January 13, 2016. Available online at: <http://transit.511.org/schedules/index.aspx#m1=S&m2=bus&routeid=35389&dir=S &type=5693&cid=GG>. Accessed on January 13, 2016.

treatments. As such, elements proposed as part of the Modified Project—including the road diet, continental crosswalks, and painted safety zones—would increase safety on the subject Golden Gate Avenue corridor.

Therefore, the Modified Project would not result in any new or substantially more severe significant impacts, and no new mitigation measures would be required.

Bicycles

The EIR found that long-term improvements would improve travel conditions and safety for bicyclists by addressing deficiencies and gaps within the bicycle route network. Long-term improvements were found to not result in significant bicycle impacts. The Modified Project is consistent with the Original Project, in that it proposes bicycle facilities improvements (Class II bicycle facilities) on Golden Gate Avenue to fill in bicycle route network gaps and connect existing bicycle routes on Market and Polk Streets. Furthermore, the Modified Project includes installation of 3-foot-wide painted buffers separating bicycle traffic from vehicle traffic, which would enhance the safety of bicyclists.

Therefore, potential impacts resulting from the Modified Project would not be substantially more severe than those analyzed in the *Bicycle Plan EIR*. No new significant impacts would occur, and no new mitigation measures would be required.

Loading

The *Bicycle Plan EIR* found that the Original Project could result in significant and unavoidable impacts due to the potential removal of commercial and passenger curb loading areas and the inability to replace them elsewhere. The *Bicycle Plan EIR* identified two mitigation measures related to loading, *Mitigation Measure M-TR-LT3.1 Relocate Loading Zones* and *Mitigation Measure M-TR-LT3.2 Loading Management*. The *Bicycle Plan EIR* also identified two improvement measures related to the less-than-significant impacts of removing existing on-street loading spaces, *Improvement Measure I-TR-LT3.1 Convert Metered Parking to Yellow Commercial Freight Loading Zones* and *Mitigation Measure I-TR-LT3.2 Developing and Implementing Traffic Management Strategies*. The Modified Project would not remove any loading spaces, thus the mitigation measures and improvement measures identified in the *Bicycle Plan EIR* would not apply. Therefore, potential impacts resulting from the Modified Project would not be substantially worse than those studied in the *Bicycle Plan EIR*. No new significant impacts would occur, and no mitigation measures would be required.

Emergency Access

The *Bicycle Plan EIR* evaluated the Original Project for potential impacts related to Emergency Access. Construction would comply with Public Works Code and Fire Code, and reconfiguration of features within the existing right-of-way would not affect existing emergency response or evacuation plans. The EIR therefore found impacts resulting from the Original Project to be less than significant with respect to emergency response.

The Modified Project would reduce the existing one-way eastbound travel lanes on Golden Gate Avenue from three lanes to two lanes, resulting in significant and unavoidable traffic impacts at the Golden Gate Avenue and Market Street intersection, as discussed in the *Traffic* section. The existing roadway network

in the project area enables emergency vehicle response to all locations along the Golden Gate Avenue project corridor. Emergency vehicles often identify and use multiple routes (dependent on time of day, traffic conditions, etc.) to travel to different parts of the City. Peak period traffic congestion generally does not result in substantial delay for emergency vehicles, which have right-of-way and often use multi-lane major arterials for access. Emergency vehicles are permitted to use transit-only lanes and other vehicle-restricted lanes, as needed. Regardless of the number of travel lanes on a street, all drivers must comply with the California Vehicle Code Section 21806, which requires that drivers yield right of way to authorized emergency vehicles and drive to the right road curb or edge, and to stop and remain stopped until the emergency vehicle has passed. The Modified Project would utilize roadway paint to modify the proposed roadway configuration, including buffered bike lanes and painted safety zones. None of these elements would introduce design features that would inhibit emergency access as emergency vehicles would be able to pass over these painted features as needed. The number of lanes on Golden Gate Avenue would be reduced from three lanes to two lanes, but no physical features would be introduced that would impede the movement of emergency vehicles. The Modified Project would not reduce the width of the roadway available to emergency vehicles. Therefore, potential impacts resulting from the Modified Project would not be more severe than the emergency access impacts analyzed in the *Bicycle Plan EIR*. The Modified Project also would not result in any new significant impacts, and no new mitigation measures would be required.

Parking

The *Bicycle Plan EIR* analyzed changes in on-street parking supply resulting from implementation of the Original Project. The EIR found that implementation of the Original Project could reduce the number of on-street parking spaces, which could cause increased competition for on-street and off-street parking spaces. In San Francisco, parking supply is not considered a permanent physical condition, and changes in the parking supply would not be a significant environmental impact under CEQA but rather a social effect. The loss of parking may cause potential indirect physical effects which could include cars circling and looking for a parking space on neighboring streets. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to some drivers, aware of constrained parking conditions in a given area, shifting travel modes. Hence, any secondary environmental impacts that may result from a shortfall in parking would be minor. Thus, the *Bicycle Plan EIR* found any net reduction in on-street parking supply to not result in significant parking impacts.

The Modified Project would potentially remove approximately thirteen (13) on-street parking spaces along Golden Gate Avenue. In light of the information presented above, potential impacts resulting from the Modified Project would not substantially differ from the parking impacts analyzed in the *Bicycle Plan EIR*. No new or substantially more severe significant impacts would occur, and no mitigation measures would be required.

Air Quality

The *Bicycle Plan EIR* (p. V.B, 22) found that implementation of the Original Project would not result in new vehicle trips being added to the roadway network. The EIR also found that, though vehicle lane removal would cause additional congestion at intersections, air pollutant levels would not exceed air quality thresholds. The EIR therefore found that the project would not have significant adverse air quality impacts.

The Modified Project would be constructed on Golden Gate Avenue between Polk and Market Streets, which is located in the Air Pollutant Exposure Zone as identified in San Francisco Health Code Article 38. Construction would occur over the course of approximately two (2) weeks. Given that the Modified Project consists of roadway painting, the project is not anticipated to generate substantial permanent additional emissions of air pollutants. No excavation is proposed. The construction activities performed as part of the proposed project would also be subject to the city's Clean Construction Ordinance,¹⁰ which requires diesel vehicles to be fueled with B20 biodiesel and the use of equipment that meets USEPA Tier 2 standards or best available control technologies for equipment over 25 horsepower. The Modified Project would also be subject to the Construction Dust Control Ordinance¹¹, which supersedes *Mitigation Measure 2: Construction-Related Air Quality* from the *Bicycle Plan Initial Study*. Thus, no significant air quality impacts would occur. Therefore, potential impacts resulting from the Modified Project would not substantially differ from the air quality impacts analyzed in the *Bicycle Plan EIR*. No new or substantially more severe significant impacts would occur, and no mitigation measures would be required.

Other Environmental Topics

As previously described, the Modified Project would include changes to the Original Project. The proposed changes in the Modified Project would not substantially alter the EIR analysis since the Modified Project's portion of construction duration and activities, as well as the project's operations, would be similar to the Original Project. The *Bicycle Plan EIR* determined that for the following topics, any environmental effects associated with the Program would either be insignificant or would be reduced to a less-than-significant level by implementation of the mitigation measures included in the EIR: land use, population and housing, noise, recreation, air quality (discussed previously), recreation, utilities and service systems, public services, biological resources¹², geology and soils, hydrology and water quality, hazards and hazardous materials, mineral and energy resources, and agricultural resources. The proposed project modifications consist of 1) shortening the length of the proposed project, 2) restriping the Golden Gate Avenue roadway, and 3) adding specificity to the locations and dimensions of project features. These modifications would not cause substantial changes in the analysis or conclusions for the above-listed CEQA topics. The significance conclusions reached in the *Bicycle Plan EIR* remain applicable to the Modified Project and mitigation measures and improvement measures from the EIR and Initial Study would apply to the Modified Project as discussed above.

CONCLUSION

Based on the foregoing, it is concluded that the analyses conducted and the conclusions reached in the final *Bicycle Plan EIR* certified on June 25, 2009 remain valid. The proposed revisions to the project would not cause new significant impacts not identified in the EIR, nor would the revisions cause significant impacts previously identified in the EIR to become substantially more severe. No new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to

¹⁰ Section 6.25 of Chapter 6 of the San Francisco Administrative Code, Ordinance Number 70-07, Approved April 2, 2007.

¹¹ Ordinance 176-08 (June 2008)

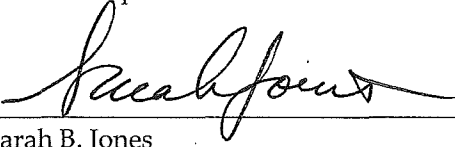
¹² No vegetation removal is proposed as part of the Modified Project, therefore *Mitigation Measure 3: Biological Resources* from the *Bicycle Plan Initial Study* is not applicable to the Modified Project.

circumstances surrounding the proposed project that would cause significant environmental impacts to which the project would contribute considerably, and no new information has become available that shows that the project would cause significant environmental impacts. Therefore, no supplemental environmental review is required beyond this addendum.

Date of Determination:

February 25, 2016

I do hereby certify that the above determination has been made pursuant to State and Local requirements.

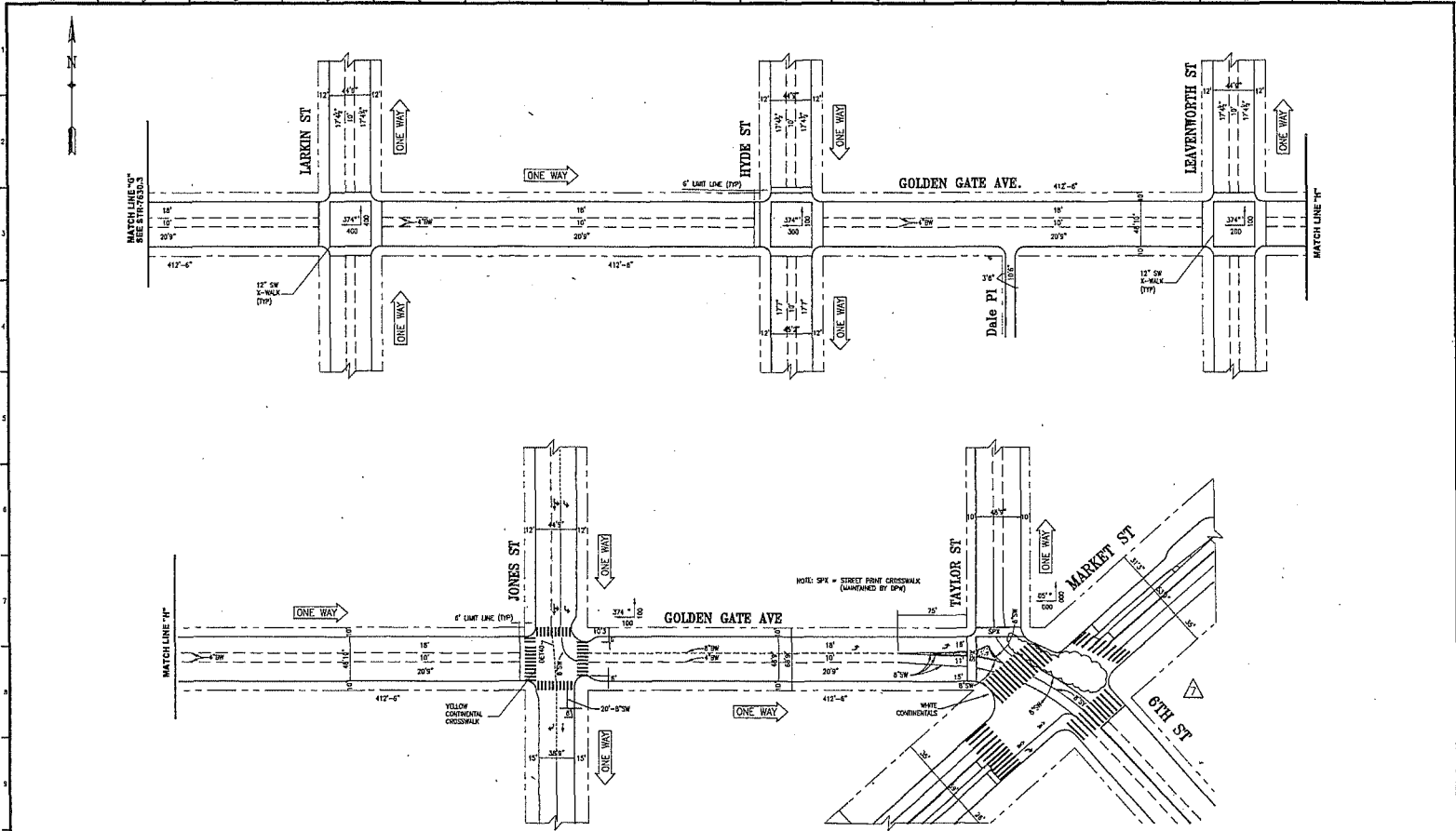


Sarah B. Jones
Environmental Review Officer

cc: Alan Uy, San Francisco Municipal Transportation Agency
Erik Jaszewski, San Francisco Municipal Transportation Agency
Bulletin Board / Master Decision File/Distribution List

ATTACHMENT 1

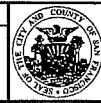
Existing Roadway Striping



NO.	DATE	DESCRIPTION	BY	CHK
1	10/2/73	ISSUED FOR THE USE OF THE CITY	BY	BY
2	10/2/73	METAL MARKING LEFT FROM LINE 58 AT JONES	BY	BY
3	12/21/73	REVISION TO ADD WHITE CROSSWALKS AT JONES ST	BY	BY
4	12/20/73	CHANGE TO POLK STREET FROM 58 TO 11 AT JONES ST	BY	BY
5	1/1/74	ADDED PAVERS AT JONES ST & GOLDEN GATE ST.	BY	BY
6	1/1/74	ADDED PAVERS AND 8" SLOPED WHITE CROSSWALKS	BY	BY
7	1/1/74	REVISION	BY	BY

TABLE OF REVISIONS
CHECK WITH TRUCKING TO SEE IF YOU HAVE LATEST REVISION

REFERENCE INFORMATION & FILE NO. OF SURVEYS
SUPERSEDES SFH-1841.1 POLK ST



DEPARTMENT OF PARKING AND TRAFFIC
DIVISION OF TRAFFIC ENGINEERING
CITY AND COUNTY OF SAN FRANCISCO

DESIGNER:	DATE:	APPROVED:	DATE:
MS	05/01	X. L. WOOD	5/9/72
DRAWN:	DATE:	SECTION ENGINEER	DATE:
BY	05/01		
CHECKED:	DATE:	BOND M. YEE	5/9/72
AKW	05/01	SUP. DESIGNER AND CITY TRAFFIC ENGINEER	DATE:

SCALE:	SHEET OF SHEETS
1"=50'	5 OF 5

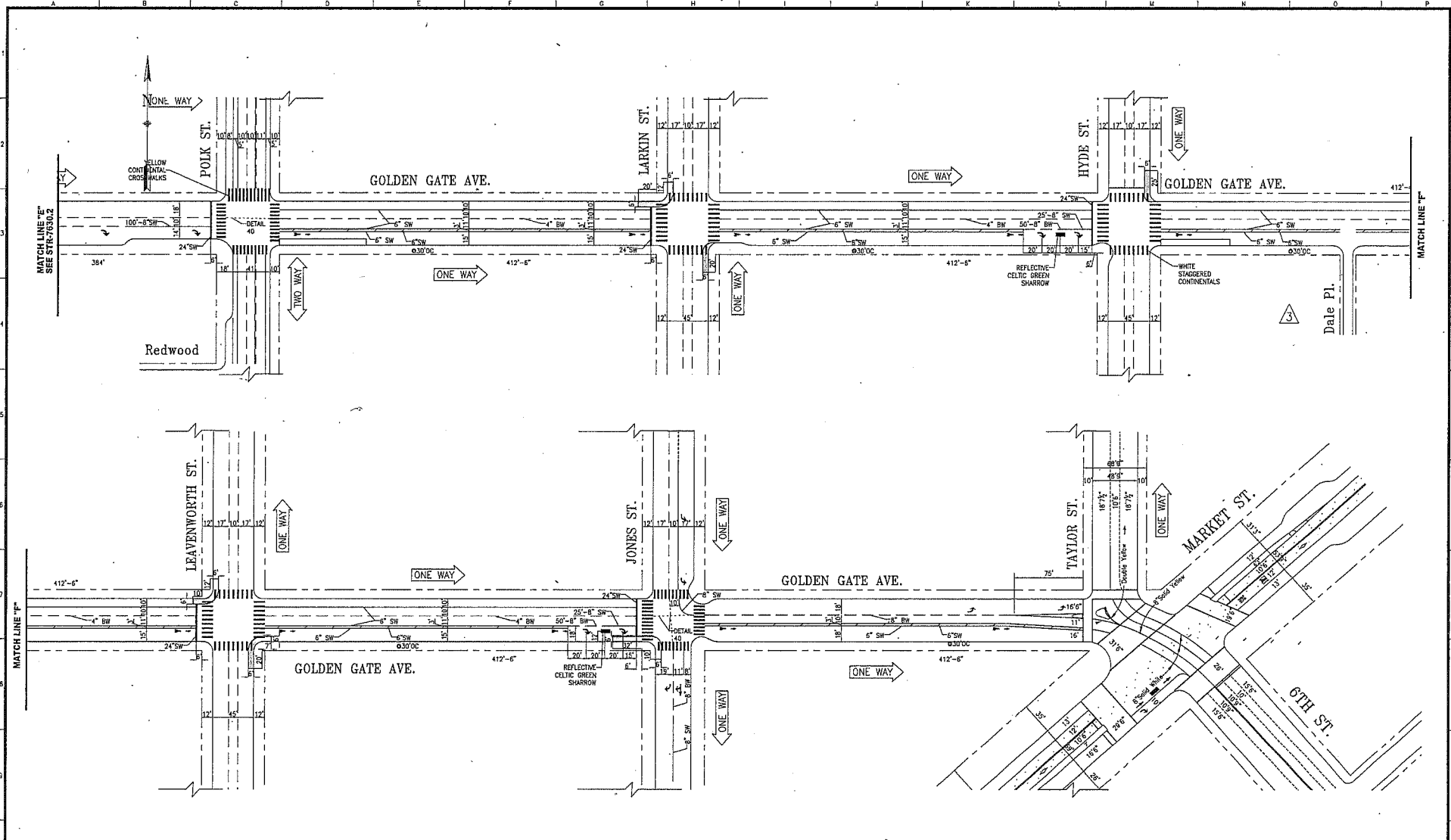
TRAFFIC STRIPING
GOLDEN GATE AVENUE
POLK STREET TO MARKET STREET

CONTRACT NO.	DRAWING NO.
	STR-7630.4
FILE NO.	REV. NO.
	7

SCALE FACTOR: 1"=50'
 PLAN SCALE: 1"=50'
 ORIGINAL MEASUREMENTS: AS SHOWN
 DATE: 10/2/73

ATTACHMENT 2

Proposed Roadway Striping



NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO

SUPERCODES
STR-1841 REV. "4" &
STR-1841.1 REV. "10"

MS 05/0
DRAWN: DATE:
DY 05/0
CHECKED: DATE:
AKW 05/0

APPROVED
SENIOR ENGINEER DATE:
CITY TRAFFIC ENGINEER DATE:

SCALE:
1"=50'
SHEET OF SHEETS
4 OF 5

TRAFFIC STRIPING

**GOLDEN GATE AVENUE
POLK STREET TO JONES STREET**

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES:
FORMS USED:
SCALE FACTOR:
FOOT SCALE 1"=1'
DATE: 05/20

ATTACHMENT 3

Traffic Analysis – Existing Conditions

HCM Signalized Intersection Capacity Analysis
 300: Polk & Golden Gate

11/6/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		←↑↑						↑			←↑↑	
Volume (vph)	28	623	189	0	0	0	0	52	22	82	555	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.5						7.5			7.5	
Lane Util. Factor		0.91						1.00			0.95	
Frpb, ped/bikes		0.94						0.90			1.00	
Flpb, ped/bikes		0.99						1.00			0.96	
Frt		0.97						0.96			1.00	
Flt Protected		1.00						1.00			0.99	
Satd. Flow (prot)		3941						1403			2944	
Flt Permitted		1.00						1.00			0.90	
Satd. Flow (perm)		3941						1403			2656	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	29	656	199	0	0	0	0	55	23	86	584	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	9	0	0	0	0
Lane Group Flow (vph)	0	883	0	0	0	0	0	69	0	0	670	0
Confl. Peds. (#/hr)	400		400	400		400	400		400	400		400
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		2						8			4	
Permitted Phases	2									4		
Actuated Green, G (s)		26.5						16.5			16.5	
Effective Green, g (s)		27.5						17.5			17.5	
Actuated g/C Ratio		0.46						0.29			0.29	
Clearance Time (s)		8.5						8.5			8.5	
Lane Grp Cap (vph)		1806						409			774	
v/s Ratio Prot								0.05				
v/s Ratio Perm		0.22									c0.25	
v/c Ratio		0.49						0.17			0.87	
Uniform Delay, d1		11.3						15.8			20.1	
Progression Factor		1.00						1.00			1.00	
Incremental Delay, d2		1.0						0.9			12.4	
Delay (s)		12.3						16.7			32.6	
Level of Service		B						B			C	
Approach Delay (s)		12.3			0.0			16.7			32.6	
Approach LOS		B			A			B			C	

Intersection Summary

HCM 2000 Control Delay	20.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	58.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 301: Larkin & Golden Gate

11/6/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		←↑↑↑						↑↑↑→				
Volume (vph)	126	585	0	0	0	0	0	1263	109	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5						4.5				
Lane Util. Factor		0.91						0.91				
Frbp, ped/bikes		1.00						0.98				
Flpb, ped/bikes		0.94						1.00				
Frt		1.00						0.99				
Flt Protected		0.99						1.00				
Satd. Flow (prot)		4139						4290				
Flt Permitted		0.99						1.00				
Satd. Flow (perm)		4139						4290				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	133	616	0	0	0	0	0	1329	115	0	0	0
RTOR Reduction (vph)	0	18	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	731	0	0	0	0	0	1443	0	0	0	0
Confl. Peds. (#/hr)	400		400	400			400	400		400		400
Turn Type	Perm	NA						NA				
Protected Phases		2						4				
Permitted Phases	2											
Actuated Green, G (s)		19.0						32.0				
Effective Green, g (s)		19.0						32.0				
Actuated g/C Ratio		0.32						0.53				
Clearance Time (s)		4.5						4.5				
Lane Grp Cap (vph)		1310						2288				
v/s Ratio Prot								c0.34				
v/s Ratio Perm		0.18										
v/c Ratio		0.56						0.63				
Uniform Delay, d1		17.0						9.8				
Progression Factor		0.54						1.00				
Incremental Delay, d2		1.5						1.3				
Delay (s)		10.7						11.2				
Level of Service		B						B				
Approach Delay (s)		10.7			0.0			11.2			0.0	
Approach LOS		B			A			B			A	
Intersection Summary												
HCM 2000 Control Delay			11.0					HCM 2000 Level of Service		B		
HCM 2000 Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			60.0					Sum of lost time (s)		9.0		
Intersection Capacity Utilization			55.6%					ICU Level of Service		B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 302: Hyde & Golden Gate

11/6/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑									↑↑↑	
Volume (vph)	0	445	195	0	0	0	0	0	0	109	1036	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0									4.0	
Lane Util. Factor		0.91									0.91	
Frb, ped/bikes		0.90									1.00	
Ftpb, ped/bikes		1.00									0.98	
Frt		0.95									1.00	
Flt Protected		1.00									1.00	
Satd. Flow (prot)		3797									4317	
Flt Permitted		1.00									1.00	
Satd. Flow (perm)		3797									4317	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	468	205	0	0	0	0	0	0	115	1091	0
RTOR Reduction (vph)	0	9	0	0	0	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	664	0	0	0	0	0	0	0	0	1199	0
Confl. Peds. (#/hr)	400		400	400		400	400		400	400		400
Turn Type		NA								Perm	NA	
Protected Phases		2									4	
Permitted Phases										4		
Actuated Green, G (s)		17.0									35.0	
Effective Green, g (s)		17.0									35.0	
Actuated g/C Ratio		0.28									0.58	
Clearance Time (s)		4.0									4.0	
Lane Grp Cap (vph)		1075									2518	
v/s Ratio Prot		0.17										
v/s Ratio Perm											0.28	
v/c Ratio		0.62									0.48	
Uniform Delay, d1		18.7									7.2	
Progression Factor		0.86									1.00	
Incremental Delay, d2		2.2									0.6	
Delay (s)		18.3									7.9	
Level of Service		B									A	
Approach Delay (s)		18.3			0.0			0.0			7.9	
Approach LOS		B			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	11.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	53.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 303: Leavenworth & Golden Gate

11/6/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		←↑↑↑						↑↑↑→				
Volume (vph)	154	453	0	0	0	0	0	814	34	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5						3.5				
Lane Util. Factor		0.91						0.91				
Frbp, ped/bikes		1.00						0.99				
Flpb, ped/bikes		0.92						1.00				
Frt		1.00						0.99				
Flt Protected		0.99						1.00				
Satd. Flow (prot)		4034						4354				
Flt Permitted		0.99						1.00				
Satd. Flow (perm)		4034						4354				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	162	477	0	0	0	0	0	857	36	0	0	0
RTOR Reduction (vph)	0	7	0	0	0	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	632	0	0	0	0	0	888	0	0	0	0
Confl. Peds. (#/hr)	400		400	400			400	400		400	400	400
Turn Type	Perm	NA						NA				
Protected Phases		4						2				
Permitted Phases	4											
Actuated Green, G (s)		23.0						30.0				
Effective Green, g (s)		23.0						30.0				
Actuated g/C Ratio		0.38						0.50				
Clearance Time (s)		3.5						3.5				
Lane Grp Cap (vph)		1546						2177				
v/s Ratio Prot								c0.20				
v/s Ratio Perm		0.16										
v/c Ratio		0.41						0.41				
Uniform Delay, d1		13.5						9.4				
Progression Factor		1.71						1.00				
Incremental Delay, d2		0.7						0.6				
Delay (s)		23.8						10.0				
Level of Service		C						A				
Approach Delay (s)		23.8			0.0			10.0			0.0	
Approach LOS		C			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			15.7					HCM 2000 Level of Service			B	
HCM 2000 Volume to Capacity ratio			0.41									
Actuated Cycle Length (s)			60.0					Sum of lost time (s)			7.0	
Intersection Capacity Utilization			50.8%					ICU Level of Service			A	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 304: Jones & Golden Gate

11/6/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑								↘	↙	
Volume (vph)	0	441	46	0	0	0	0	0	0	708	177	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5								4.5	4.5	
Lane Util. Factor		0.91								0.91	0.91	
Frbp, ped/bikes		0.97								1.00	1.00	
Flpb, ped/bikes		1.00								1.00	1.00	
Frt		0.99								1.00	1.00	
Flt Protected		1.00								0.95	0.97	
Satd. Flow (prot)		4215								1401	2854	
Flt Permitted		1.00								0.95	0.97	
Satd. Flow (perm)		4215								1401	2854	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	464	48	0	0	0	0	0	0	745	186	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	512	0	0	0	0	0	0	0	372	559	0
Confl. Peds. (#/hr)	400		400	400		400	400		400	400		400
Turn Type		NA								Split	NA	
Protected Phases		2								4	4	
Permitted Phases												
Actuated Green, G (s)		12.5								17.5	17.5	
Effective Green, g (s)		12.5								17.5	17.5	
Actuated g/C Ratio		0.21								0.29	0.29	
Clearance Time (s)		4.5								4.5	4.5	
Lane Grp Cap (vph)		878								408	832	
v/s Ratio Prot		c0.12								c0.27	0.20	
v/s Ratio Perm												
v/c Ratio		0.58								0.91	0.88dl	
Uniform Delay, d1		21.4								20.5	18.7	
Progression Factor		1.26								1.00	1.00	
Incremental Delay, d2		2.6								27.1	4.3	
Delay (s)		29.5								47.6	23.0	
Level of Service		C								D	C	
Approach Delay (s)		29.5			0.0			0.0			32.8	
Approach LOS		C			A			A			C	

Intersection Summary

HCM 2000 Control Delay	31.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	47.4%	ICU Level of Service	A
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 305: Market & 6th St/Golden Gate & Taylor

11/6/2015



Movement	SEL2	SET	NWT	NET	NER	SWT	SWR2
Lane Configurations	↘	↑↑	↑↑	↑	↗	↑↑	
Volume (vph)	132	975	973	170	115	286	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.5	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	0.95	
Frbp, ped/bikes	1.00	1.00	1.00	1.00	0.69	0.98	
Flpb, ped/bikes	0.91	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	1.00	0.85	0.99	
Flt Protected	0.95	1.00	1.00	1.00	1.00	1.00	
Satd. Flow (prot)	1397	3079	3079	1621	956	3008	
Flt Permitted	0.17	1.00	1.00	1.00	1.00	1.00	
Satd. Flow (perm)	256	3079	3079	1621	956	3008	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	139	1026	1024	179	121	301	12
RTOR Reduction (vph)	0	0	0	0	23	0	0
Lane Group Flow (vph)	139	1026	1024	179	98	313	0
Confl. Peds. (#/hr)	400				400		400
Turn Type	custom	NA	NA	NA	Perm	NA	
Protected Phases			8	2		6	
Permitted Phases	4	4			2		
Actuated Green, G (s)	21.5	21.5	21.5	27.0	27.0	27.0	
Effective Green, g (s)	23.0	23.0	21.5	29.0	29.0	29.0	
Actuated g/C Ratio	0.38	0.38	0.36	0.48	0.48	0.48	
Clearance Time (s)	5.5	5.5	5.5	6.0	6.0	6.0	
Lane Grp Cap (vph)	98	1180	1103	783	462	1453	
v/s Ratio Prot			0.33	c0.11		0.10	
v/s Ratio Perm	c0.54	0.33			0.10		
v/c Ratio	1.42	0.87	0.93	0.23	0.21	0.22	
Uniform Delay, d1	18.5	17.1	18.5	9.0	8.9	8.9	
Progression Factor	0.60	0.52	1.00	1.00	1.00	1.00	
Incremental Delay, d2	224.3	6.3	14.6	0.7	1.0	0.3	
Delay (s)	235.3	15.2	33.1	9.7	10.0	9.3	
Level of Service	F	B	C	A	A	A	
Approach Delay (s)		41.4	33.1	9.8		9.3	
Approach LOS		D	C	A		A	

Intersection Summary			
HCM 2000 Control Delay	31.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	9.5
Intersection Capacity Utilization	88.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

ATTACHMENT 4

Traffic Analysis – Existing Conditions Plus Project

HCM Signalized Intersection Capacity Analysis
300: Polk & Golden Gate

11/6/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗					↖			↕↕	
Volume (vph)	28	623	189	0	0	0	0	52	22	82	555	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.5	7.5					7.5			7.5	
Lane Util. Factor		0.95	1.00					1.00			0.95	
Frbp, ped/bikes		1.00	0.72					0.90			1.00	
Flpb, ped/bikes		0.98	1.00					1.00			0.96	
Frt		1.00	0.85					0.96			1.00	
Flt Protected		1.00	1.00					1.00			0.99	
Satd. Flow (prot)		3014	994					1403			2944	
Flt Permitted		1.00	1.00					1.00			0.90	
Satd. Flow (perm)		3014	994					1403			2656	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	29	656	199	0	0	0	0	55	23	86	584	0
RTOR Reduction (vph)	0	0	54	0	0	0	0	9	0	0	0	0
Lane Group Flow (vph)	0	685	145	0	0	0	0	69	0	0	670	0
Confl. Peds. (#/hr)	400		400	400		400	400		400	400		400
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		2						8			4	
Permitted Phases	2		2							4		
Actuated Green, G (s)		26.5	26.5					16.5			16.5	
Effective Green, g (s)		27.5	27.5					17.5			17.5	
Actuated g/C Ratio		0.46	0.46					0.29			0.29	
Clearance Time (s)		8.5	8.5					8.5			8.5	
Lane Grp Cap (vph)		1381	455					409			774	
v/s Ratio Prot								0.05				
v/s Ratio Perm		0.23	0.15								c0.25	
v/c Ratio		0.50	0.32					0.17			0.87	
Uniform Delay, d1		11.4	10.3					15.8			20.1	
Progression Factor		1.00	1.00					1.00			1.00	
Incremental Delay, d2		1.3	1.8					0.9			12.4	
Delay (s)		12.7	12.1					16.7			32.6	
Level of Service		B	B					B			C	
Approach Delay (s)		12.5			0.0			16.7			32.6	
Approach LOS		B			A			B			C	

Intersection Summary			
HCM 2000 Control Delay	21.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	58.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

301: Larkin & Golden Gate

11/6/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑						↑↑↑				
Volume (vph)	126	585	0	0	0	0	0	1263	109	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5						4.5				
Lane Util. Factor		0.95						0.91				
Frbp, ped/bikes		1.00						0.98				
Flpb, ped/bikes		0.94						1.00				
Frt		1.00						0.99				
Flt Protected		0.99						1.00				
Satd. Flow (prot)		2881						4290				
Flt Permitted		0.99						1.00				
Satd. Flow (perm)		2881						4290				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	133	616	0	0	0	0	0	1329	115	0	0	0
RTOR Reduction (vph)	0	18	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	731	0	0	0	0	0	1443	0	0	0	0
Confl. Peds. (#/hr)	400		400	400		400	400		400	400		400
Turn Type	Perm	NA						NA				
Protected Phases		2						4				
Permitted Phases	2											
Actuated Green, G (s)		19.0						32.0				
Effective Green, g (s)		19.0						32.0				
Actuated g/C Ratio		0.32						0.53				
Clearance Time (s)		4.5						4.5				
Lane Grp Cap (vph)		912						2288				
v/s Ratio Prot								c0.34				
v/s Ratio Perm		0.25										
v/c Ratio		0.80						0.63				
Uniform Delay, d1		18.8						9.8				
Progression Factor		0.56						1.00				
Incremental Delay, d2		6.4						1.3				
Delay (s)		17.0						11.2				
Level of Service		B						B				
Approach Delay (s)		17.0			0.0			11.2			0.0	
Approach LOS		B			A			B			A	

Intersection Summary

HCM 2000 Control Delay	13.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	63.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
302: Hyde & Golden Gate

11/6/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑								↓↑↑	
Volume (vph)	0	445	195	0	0	0	0	0	0	109	1036	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0								4.0	
Lane Util. Factor		0.95	1.00								0.91	
Frb, ped/bikes		1.00	0.67								1.00	
Flpb, ped/bikes		1.00	1.00								0.98	
Frt		1.00	0.85								1.00	
Flt Protected		1.00	1.00								1.00	
Satd. Flow (prot)		3079	923								4317	
Flt Permitted		1.00	1.00								1.00	
Satd. Flow (perm)		3079	923								4317	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	468	205	0	0	0	0	0	0	115	1091	0
RTOR Reduction (vph)	0	0	13	0	0	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	468	192	0	0	0	0	0	0	0	1199	0
Confl. Peds. (#/hr)	400		400	400		400	400		400	400		400
Turn Type		NA	Perm							Perm	NA	
Protected Phases		2									4	
Permitted Phases			2							4		
Actuated Green, G (s)		17.0	17.0								35.0	
Effective Green, g (s)		17.0	17.0								35.0	
Actuated g/C Ratio		0.28	0.28								0.58	
Clearance Time (s)		4.0	4.0								4.0	
Lane Grp Cap (vph)		872	261								2518	
v/s Ratio Prot		0.15										
v/s Ratio Perm			c0.21								0.28	
v/c Ratio		0.54	0.74								0.48	
Uniform Delay, d1		18.2	19.5								7.2	
Progression Factor		0.98	0.95								1.00	
Incremental Delay, d2		1.4	10.7								0.6	
Delay (s)		19.2	29.2								7.9	
Level of Service		B	C								A	
Approach Delay (s)		22.3			0.0			0.0			7.9	
Approach LOS		C			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			13.0								HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.56									
Actuated Cycle Length (s)			60.0								Sum of lost time (s)	8.0
Intersection Capacity Utilization			58.6%								ICU Level of Service	B
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 303: Leavenworth & Golden Gate

11/6/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑						↑↑↑				
Volume (vph)	154	453	0	0	0	0	0	814	34	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5						3.5				
Lane Util. Factor		0.95						0.91				
Frbp, ped/bikes		1.00						0.99				
Flpb, ped/bikes		0.92						1.00				
Frt		1.00						0.99				
Flt Protected		0.99						1.00				
Satd. Flow (prot)		2807						4354				
Flt Permitted		0.99						1.00				
Satd. Flow (perm)		2807						4354				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	162	477	0	0	0	0	0	857	36	0	0	0
RTOR Reduction (vph)	0	7	0	0	0	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	632	0	0	0	0	0	888	0	0	0	0
Confl. Peds. (#/hr)	400		400	400		400	400		400	400		400
Turn Type	Perm	NA						NA				
Protected Phases		4						2				
Permitted Phases	4											
Actuated Green, G (s)		23.0						30.0				
Effective Green, g (s)		23.0						30.0				
Actuated g/C Ratio		0.38						0.50				
Clearance Time (s)		3.5						3.5				
Lane Grp Cap (vph)		1076						2177				
v/s Ratio Prot								c0.20				
v/s Ratio Perm		0.22										
v/c Ratio		0.59						0.41				
Uniform Delay, d1		14.7						9.4				
Progression Factor		1.73						1.00				
Incremental Delay, d2		2.1						0.6				
Delay (s)		27.5						10.0				
Level of Service		C						A				
Approach Delay (s)		27.5			0.0			10.0			0.0	
Approach LOS		C			A			A			A	

Intersection Summary

HCM 2000 Control Delay	17.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	53.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 304: Jones & Golden Gate

11/6/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑							↑	↑↑	
Volume (vph)	0	441	46	0	0	0	0	0	0	708	177	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5							4.5	4.5	
Lane Util. Factor		0.95	1.00							0.91	0.91	
Frb, ped/bikes		1.00	0.64							1.00	1.00	
Flpb, ped/bikes		1.00	1.00							1.00	1.00	
Frt		1.00	0.85							1.00	1.00	
Flt Protected		1.00	1.00							0.95	0.97	
Satd. Flow (prot)		3079	881							1401	2854	
Flt Permitted		1.00	1.00							0.95	0.97	
Satd. Flow (perm)		3079	881							1401	2854	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	464	48	0	0	0	0	0	0	745	186	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	464	48	0	0	0	0	0	0	372	559	0
Confl. Peds. (#/hr)	400		400	400		400	400		400	400		400
Turn Type		NA	Perm							Split	NA	
Protected Phases		2								4	4	
Permitted Phases			2									
Actuated Green, G (s)		12.5	12.5							17.5	17.5	
Effective Green, g (s)		12.5	12.5							17.5	17.5	
Actuated g/C Ratio		0.21	0.21							0.29	0.29	
Clearance Time (s)		4.5	4.5							4.5	4.5	
Lane Grp Cap (vph)		641	183							408	832	
v/s Ratio Prot		c0.15								c0.27	0.20	
v/s Ratio Perm			0.05									
v/c Ratio		0.72	0.26							0.91	0.88dl	
Uniform Delay, d1		22.1	19.9							20.5	18.7	
Progression Factor		1.16	1.14							1.00	1.00	
Incremental Delay, d2		5.8	2.8							27.1	4.3	
Delay (s)		31.6	25.4							47.6	23.0	
Level of Service		C	C							D	C	
Approach Delay (s)		31.0			0.0			0.0			32.8	
Approach LOS		C			A			A			C	

Intersection Summary		
HCM 2000 Control Delay	32.2	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.53	
Actuated Cycle Length (s)	60.0	Sum of lost time (s) 13.0
Intersection Capacity Utilization	49.5%	ICU Level of Service A
Analysis Period (min)	15	

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 305: Market & 6th St/Golden Gate & Taylor

11/6/2015



Movement	SEL2	SET	NWT	NET	NER	SWT	SWR2
Lane Configurations	↶	↶	↶↶	↶	↶	↶↶	
Volume (vph)	132	975	973	170	115	286	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.5	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95	
Frbp, ped/bikes	1.00	1.00	1.00	1.00	0.69	0.98	
Flpb, ped/bikes	0.91	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	1.00	0.85	0.99	
Flt Protected	0.95	1.00	1.00	1.00	1.00	1.00	
Satd. Flow (prot)	1397	1621	3079	1621	956	3008	
Flt Permitted	0.17	1.00	1.00	1.00	1.00	1.00	
Satd. Flow (perm)	256	1621	3079	1621	956	3008	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	139	1026	1024	179	121	301	12
RTOR Reduction (vph)	0	0	0	0	23	0	0
Lane Group Flow (vph)	139	1026	1024	179	98	313	0
Confl. Peds. (#/hr)	400				400		400
Turn Type	custom	NA	NA	NA	Perm	NA	
Protected Phases			8	2		6	
Permitted Phases	4	4			2		
Actuated Green, G (s)	21.5	21.5	21.5	27.0	27.0	27.0	
Effective Green, g (s)	23.0	23.0	21.5	29.0	29.0	29.0	
Actuated g/C Ratio	0.38	0.38	0.36	0.48	0.48	0.48	
Clearance Time (s)	5.5	5.5	5.5	6.0	6.0	6.0	
Lane Grp Cap (vph)	98	621	1103	783	462	1453	
v/s Ratio Prot			0.33	c0.11		0.10	
v/s Ratio Perm	0.54	c0.63			0.10		
v/c Ratio	1.42	1.65	0.93	0.23	0.21	0.22	
Uniform Delay, d1	18.5	18.5	18.5	9.0	8.9	8.9	
Progression Factor	0.63	0.68	1.00	1.00	1.00	1.00	
Incremental Delay, d2	221.2	298.0	14.6	0.7	1.0	0.3	
Delay (s)	233.0	310.5	33.1	9.7	10.0	9.3	
Level of Service	F	F	C	A	A	A	
Approach Delay (s)		301.3	33.1	9.8		9.3	
Approach LOS		F	C	A		A	

Intersection Summary			
HCM 2000 Control Delay	139.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	9.5
Intersection Capacity Utilization	102.9%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

ATTACHMENT 5

Traffic Analysis – Cumulative (Year 2040) No Project Conditions

HCM Signalized Intersection Capacity Analysis

300: Polk & Golden Gate

11/6/2015















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		←↑↑→						↑		↘	↑	
Volume (vph)	39	864	262	0	0	0	0	127	54	105	712	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0						3.0		3.0	3.0	
Lane Util. Factor		0.91						1.00		1.00	1.00	
Frbp, ped/bikes		0.87						0.90		1.00	1.00	
Flpb, ped/bikes		0.98						1.00		1.00	1.00	
Frt		0.97						0.96		1.00	1.00	
Flt Protected		1.00						1.00		0.95	1.00	
Satd. Flow (prot)		3641						1400		1540	1621	
Flt Permitted		1.00						1.00		0.95	1.00	
Satd. Flow (perm)		3641						1400		1540	1621	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	40	882	267	0	0	0	0	130	55	107	727	0
RTOR Reduction (vph)	0	13	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	1176	0	0	0	0	0	184	0	107	727	0
Confl. Peds. (#/hr)	400		400	400		400	400		400	400		400
Turn Type	Perm	NA						NA		Prot	NA	
Protected Phases		2						8		9	4	9
Permitted Phases	2											
Actuated Green, G (s)		21.0						17.0		10.0	31.0	
Effective Green, g (s)		22.0						18.0		11.0	32.0	
Actuated g/C Ratio		0.37						0.30		0.18	0.53	
Clearance Time (s)		4.0						4.0		4.0		
Lane Grp Cap (vph)		1335						420		282	864	
v/s Ratio Prot								0.13		0.07	0.45	
v/s Ratio Perm		0.32										
v/c Ratio		0.88						0.44		0.38	0.84	
Uniform Delay, d1		17.8						16.9		21.5	11.9	
Progression Factor		1.00						1.00		1.00	1.00	
Incremental Delay, d2		8.6						3.3		3.8	9.7	
Delay (s)		26.4						20.2		25.4	21.6	
Level of Service		C						C		C	C	
Approach Delay (s)		26.4			0.0			20.2			22.1	
Approach LOS		C			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	24.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	78.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
301: Larkin & Golden Gate

11/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		←↑↑						↑↑↑				
Volume (vph)	183	848	0	0	0	0	0	1530	132	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5						4.5				
Lane Util. Factor		0.91						0.91				
Frbp, ped/bikes		1.00						0.98				
Flpb, ped/bikes		0.94						1.00				
Frt		1.00						0.99				
Flt Protected		0.99						1.00				
Satd. Flow (prot)		4139						4290				
Flt Permitted		0.99						1.00				
Satd. Flow (perm)		4139						4290				
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	187	865	0	0	0	0	0	1561	135	0	0	0
RTOR Reduction (vph)	0	18	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1034	0	0	0	0	0	1696	0	0	0	0
Confl. Peds. (#/hr)	400		400	400		400	400		400	400		400
Turn Type	Perm	NA						NA				
Protected Phases		2						4				
Permitted Phases	2											
Actuated Green, G (s)		19.0						32.0				
Effective Green, g (s)		19.0						32.0				
Actuated g/C Ratio		0.32						0.53				
Clearance Time (s)		4.5						4.5				
Lane Grp Cap (vph)		1310						2288				
v/s Ratio Prot								c0.40				
v/s Ratio Perm		0.25										
v/c Ratio		0.79						0.74				
Uniform Delay, d1		18.7						10.8				
Progression Factor		0.45						1.00				
Incremental Delay, d2		2.8						2.2				
Delay (s)		11.3						13.0				
Level of Service		B						B				
Approach Delay (s)		11.3			0.0			13.0			0.0	
Approach LOS		B			A			B			A	
Intersection Summary												
HCM 2000 Control Delay			12.4					HCM 2000 Level of Service			B	
HCM 2000 Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			60.0					Sum of lost time (s)		9.0		
Intersection Capacity Utilization			68.9%					ICU Level of Service		C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
302: Hyde & Golden Gate

11/6/2015















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑									↑↑↑	
Volume (vph)	0	710	311	0	0	0	0	0	0	153	1452	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0									4.0	
Lane Util. Factor		0.91									0.91	
Frbp, ped/bikes		0.90									1.00	
Flpb, ped/bikes		1.00									0.98	
Frt		0.95									1.00	
Flt Protected		1.00									1.00	
Satd. Flow (prot)		3798									4317	
Flt Permitted		1.00									1.00	
Satd. Flow (perm)		3798									4317	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	724	317	0	0	0	0	0	0	156	1482	0
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	1037	0	0	0	0	0	0	0	0	1631	0
Confl. Peds. (#/hr)	400		400	400		400	400		400	400		400
Turn Type		NA								Perm	NA	
Protected Phases		2									4	
Permitted Phases										4		
Actuated Green, G (s)		17.0									35.0	
Effective Green, g (s)		17.0									35.0	
Actuated g/C Ratio		0.28									0.58	
Clearance Time (s)		4.0									4.0	
Lane Grp Cap (vph)		1076									2518	
v/s Ratio Prot		c0.27										
v/s Ratio Perm											0.38	
v/c Ratio		0.96									0.65	
Uniform Delay, d1		21.2									8.4	
Progression Factor		0.82									1.00	
Incremental Delay, d2		14.9									1.3	
Delay (s)		32.3									9.7	
Level of Service		C									A	
Approach Delay (s)		32.3			0.0			0.0			9.7	
Approach LOS		C			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	18.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
303: Leavenworth & Golden Gate

11/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑↑				
Volume (vph)	218	640	0	0	0	0	0	882	37	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5						3.5				
Lane Util. Factor		0.91						0.91				
Frbp, ped/bikes		1.00						0.99				
Fipb, ped/bikes		0.92						1.00				
Frt		1.00						0.99				
Flt Protected		0.99						1.00				
Satd. Flow (prot)		4033						4353				
Flt Permitted		0.99						1.00				
Satd. Flow (perm)		4033						4353				
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	222	653	0	0	0	0	0	900	38	0	0	0
RTOR Reduction (vph)	0	6	0	0	0	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	869	0	0	0	0	0	935	0	0	0	0
Confl. Peds. (#/hr)	400		400	400		400	400		400	400		400
Turn Type	Perm	NA						NA				
Protected Phases		4						2				
Permitted Phases	4											
Actuated Green, G (s)		23.0						30.0				
Effective Green, g (s)		23.0						30.0				
Actuated g/C Ratio		0.38						0.50				
Clearance Time (s)		3.5						3.5				
Lane Grp Cap (vph)		1545						2176				
v/s Ratio Prot								0.21				
v/s Ratio Perm		0.22										
v/c Ratio		0.56						0.43				
Uniform Delay, d1		14.5						9.6				
Progression Factor		1.75						1.00				
Incremental Delay, d2		0.6						0.6				
Delay (s)		26.1						10.2				
Level of Service		C						B				
Approach Delay (s)		26.1			0.0			10.2			0.0	
Approach LOS		C			A			B			A	
Intersection Summary												
HCM 2000 Control Delay			17.8					HCM 2000 Level of Service		B		
HCM 2000 Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			60.0					Sum of lost time (s)		7.0		
Intersection Capacity Utilization			52.5%					ICU Level of Service		A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 304: Jones & Golden Gate

11/6/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑								↘	↙	
Volume (vph)	0	573	59	0	0	0	0	0	0	701	176	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5								4.5	4.5	
Lane Util. Factor		0.91								0.91	0.91	
Frpb, ped/bikes		0.97								1.00	1.00	
Flpb, ped/bikes		1.00								1.00	1.00	
Frt		0.99								1.00	1.00	
Flt Protected		1.00								0.95	0.97	
Satd. Flow (prot)		4216								1401	2854	
Flt Permitted		1.00								0.95	0.97	
Satd. Flow (perm)		4216								1401	2854	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	585	60	0	0	0	0	0	0	715	180	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	645	0	0	0	0	0	0	0	357	538	0
Confl. Peds. (#/hr)	400		400	400		400	400		400	400		400
Turn Type		NA								Split	NA	
Protected Phases		2								4	4	
Permitted Phases												
Actuated Green, G (s)		12.5								17.5	17.5	
Effective Green, g (s)		12.5								17.5	17.5	
Actuated g/C Ratio		0.21								0.29	0.29	
Clearance Time (s)		4.5								4.5	4.5	
Lane Grp Cap (vph)		878								408	832	
v/s Ratio Prot		c0.15								c0.25	0.19	
v/s Ratio Perm												
v/c Ratio		0.73								0.88	0.65	
Uniform Delay, d1		22.2								20.2	18.6	
Progression Factor		1.19								1.00	1.00	
Incremental Delay, d2		4.6								22.2	3.9	
Delay (s)		31.1								42.4	22.4	
Level of Service		C								D	C	
Approach Delay (s)		31.1			0.0			0.0			30.4	
Approach LOS		C			A			A			C	

Intersection Summary		
HCM 2000 Control Delay	30.7	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.52	
Actuated Cycle Length (s)	60.0	Sum of lost time (s) 13.0
Intersection Capacity Utilization	50.4%	ICU Level of Service A
Analysis Period (min)	15	
c Critical Lane Group		

HCM Signalized Intersection Capacity Analysis
 305: Market & 6th St/Golden Gate & Taylor

11/6/2015



Movement	SEL2	SET	NWT	NET	NER	SWT	SWR2
Lane Configurations	↶	↶↶	↶	↶	↶	↶↶	
Volume (vph)	150	1109	927	321	217	196	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.5	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	0.95	
Frbp, ped/bikes	1.00	1.00	1.00	1.00	0.49	0.98	
Flpb, ped/bikes	0.93	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	1.00	0.85	0.99	
Flt Protected	0.95	1.00	1.00	1.00	1.00	1.00	
Satd. Flow (prot)	1428	3079	1621	1621	675	3008	
Flt Permitted	0.17	1.00	1.00	1.00	1.00	1.00	
Satd. Flow (perm)	261	3079	1621	1621	675	3008	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	153	1132	946	328	221	200	8
RTOR Reduction (vph)	0	0	0	0	23	0	0
Lane Group Flow (vph)	153	1132	946	328	198	208	0
Confl. Peds. (#/hr)	400				400		400
Turn Type	custom	NA	NA	NA	Perm	NA	
Protected Phases			8	2		6	
Permitted Phases	4	4			2		
Actuated Green, G (s)	21.5	21.5	21.5	27.0	27.0	27.0	
Effective Green, g (s)	23.0	23.0	21.5	29.0	29.0	29.0	
Actuated g/C Ratio	0.38	0.38	0.36	0.48	0.48	0.48	
Clearance Time (s)	5.5	5.5	5.5	6.0	6.0	6.0	
Lane Grp Cap (vph)	100	1180	580	783	326	1453	
v/s Ratio Prot			0.58	0.20		0.07	
v/s Ratio Perm	c0.59	0.37			c0.29		
v/c Ratio	1.53	0.96	1.63	0.42	0.61	0.14	
Uniform Delay, d1	18.5	18.0	19.2	10.0	11.3	8.6	
Progression Factor	0.75	0.71	1.00	1.00	1.00	1.00	
Incremental Delay, d2	268.2	13.4	291.8	1.6	8.1	0.2	
Delay (s)	282.0	26.2	311.0	11.7	19.5	8.8	
Level of Service	F	C	F	B	B	A	
Approach Delay (s)		56.6	311.0	14.8		8.8	
Approach LOS		E	F	B		A	

Intersection Summary			
HCM 2000 Control Delay	126.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	9.5
Intersection Capacity Utilization	113.9%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

ATTACHMENT 6

Traffic Analysis – Cumulative (Year 2040) Plus Project Conditions

HCM Signalized Intersection Capacity Analysis
300: Polk & Golden Gate

11/6/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↑	↔					↑		↔	↑	
Volume (vph)	39	864	262	0	0	0	0	127	54	105	712	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	4.0					3.0		3.0	3.0	
Lane Util. Factor		0.95	1.00					1.00		1.00	1.00	
Frb, ped/bikes		1.00	0.42					0.90		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		1.00	0.85					0.96		1.00	1.00	
Flt Protected		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		3072	579					1400		1540	1621	
Flt Permitted		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		3072	579					1400		1540	1621	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	40	882	267	0	0	0	0	130	55	107	727	0
RTOR Reduction (vph)	0	0	58	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	922	209	0	0	0	0	184	0	107	727	0
Confl. Peds. (#/hr)	400		400	400		400	400		400	400		400
Turn Type	Split	NA	Perm					NA		Prot	NA	
Protected Phases	2	2						8		9	4	9
Permitted Phases			2									
Actuated Green, G (s)		22.0	22.0					17.0		9.0	30.0	
Effective Green, g (s)		23.0	22.0					18.0		10.0	31.0	
Actuated g/C Ratio		0.38	0.37					0.30		0.17	0.52	
Clearance Time (s)		4.0	4.0					4.0		4.0		
Lane Grp Cap (vph)		1177	212					420		256	837	
v/s Ratio Prot		0.30						0.13		0.07	c0.45	
v/s Ratio Perm			c0.36									
v/c Ratio		0.78	0.99					0.44		0.42	0.87	
Uniform Delay, d1		16.3	18.9					16.9		22.4	12.7	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		5.2	58.7					3.3		5.0	11.8	
Delay (s)		21.6	77.6					20.2		27.3	24.6	
Level of Service		C	E					C		C	C	
Approach Delay (s)		34.1			0.0			20.2			24.9	
Approach LOS		C			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	29.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	79.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 301: Larkin & Golden Gate

11/6/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑						↑↑↑				
Volume (vph)	183	848	0	0	0	0	0	1530	132	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5						4.5				
Lane Util. Factor	1.00	0.95						0.91				
Frbp, ped/bikes	1.00	1.00						0.98				
Flpb, ped/bikes	0.68	1.00						1.00				
Frt	1.00	1.00						0.99				
Flt Protected	0.95	1.00						1.00				
Satd. Flow (prot)	1053	3079						4290				
Flt Permitted	0.95	1.00						1.00				
Satd. Flow (perm)	1053	3079						4290				
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	187	865	0	0	0	0	0	1561	135	0	0	0
RTOR Reduction (vph)	18	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	169	865	0	0	0	0	0	1696	0	0	0	0
Confl. Peds. (#/hr)	400		400	400			400	400		400	400	400
Turn Type	Perm	NA						NA				
Protected Phases		2						4				
Permitted Phases	2											
Actuated Green, G (s)	19.0	19.0						32.0				
Effective Green, g (s)	19.0	19.0						32.0				
Actuated g/C Ratio	0.32	0.32						0.53				
Clearance Time (s)	4.5	4.5						4.5				
Lane Grp Cap (vph)	333	975						2288				
v/s Ratio Prot		c0.28						c0.40				
v/s Ratio Perm	0.16											
v/c Ratio	0.51	0.89						0.74				
Uniform Delay, d1	16.7	19.5						10.8				
Progression Factor	0.42	0.45						1.00				
Incremental Delay, d2	3.7	8.4						2.2				
Delay (s)	10.7	17.1						13.0				
Level of Service	B	B						B				
Approach Delay (s)		16.0			0.0			13.0			0.0	
Approach LOS		B			A			B			A	

Intersection Summary

HCM 2000 Control Delay	14.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	70.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
302: Hyde & Golden Gate

11/6/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑								↑↑↑	
Volume (vph)	0	710	311	0	0	0	0	0	0	153	1452	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0								4.0	
Lane Util. Factor		0.95	1.00								0.91	
Frpb, ped/bikes		1.00	0.67								1.00	
Flpb, ped/bikes		1.00	1.00								0.98	
Frt		1.00	0.85								1.00	
Flt Protected		1.00	1.00								1.00	
Satd. Flow (prot)		3079	923								4317	
Flt Permitted		1.00	1.00								1.00	
Satd. Flow (perm)		3079	923								4317	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	724	317	0	0	0	0	0	0	156	1482	0
RTOR Reduction (vph)	0	0	13	0	0	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	724	304	0	0	0	0	0	0	0	1631	0
Confl. Peds. (#/hr)	400		400	400		400	400		400	400		400
Turn Type		NA	Perm							Perm	NA	
Protected Phases		2									4	
Permitted Phases			2							4		
Actuated Green, G (s)		17.0	17.0								35.0	
Effective Green, g (s)		17.0	17.0								35.0	
Actuated g/C Ratio		0.28	0.28								0.58	
Clearance Time (s)		4.0	4.0								4.0	
Lane Grp Cap (vph)		872	261								2518	
v/s Ratio Prot		0.24										
v/s Ratio Perm			c0.33								0.38	
v/c Ratio		0.83	1.17								0.65	
Uniform Delay, d1		20.1	21.5								8.4	
Progression Factor		0.84	0.81								1.00	
Incremental Delay, d2		5.0	94.4								1.3	
Delay (s)		21.8	111.9								9.7	
Level of Service		C	F								A	
Approach Delay (s)		49.2			0.0			0.0			9.7	
Approach LOS		D			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

303: Leavenworth & Golden Gate

11/6/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑						↑↑↑				
Volume (vph)	218	640	0	0	0	0	0	882	37	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5						3.5				
Lane Util. Factor		0.95						0.91				
Frbp, ped/bikes		1.00						0.99				
Flpb, ped/bikes		0.92						1.00				
Frt		1.00						0.99				
Flt Protected		0.99						1.00				
Satd. Flow (prot)		2807						4353				
Flt Permitted		0.99						1.00				
Satd. Flow (perm)		2807						4353				
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	222	653	0	0	0	0	0	900	38	0	0	0
RTOR Reduction (vph)	0	6	0	0	0	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	869	0	0	0	0	0	935	0	0	0	0
Confl. Peds. (#/hr)	400		400	400		400	400		400	400		400
Turn Type	Perm	NA						NA				
Protected Phases		4						2				
Permitted Phases	4											
Actuated Green, G (s)		23.0						30.0				
Effective Green, g (s)		23.0						30.0				
Actuated g/C Ratio		0.38						0.50				
Clearance Time (s)		3.5						3.5				
Lane Grp Cap (vph)		1076						2176				
v/s Ratio Prot								c0.21				
v/s Ratio Perm		0.31										
v/c Ratio		0.81						0.43				
Uniform Delay, d1		16.5						9.6				
Progression Factor		1.70						1.00				
Incremental Delay, d2		3.9						0.6				
Delay (s)		32.0						10.2				
Level of Service		C						B				
Approach Delay (s)		32.0			0.0			10.2			0.0	
Approach LOS		C			A			B			A	

Intersection Summary

HCM 2000 Control Delay	20.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
304: Jones & Golden Gate

11/6/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑							↘	↙↑	
Volume (vph)	0	573	59	0	0	0	0	0	0	701	176	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5							4.5	4.5	
Lane Util. Factor		0.95	1.00							0.91	0.91	
Frbp, ped/bikes		1.00	0.64							1.00	1.00	
Flpb, ped/bikes		1.00	1.00							1.00	1.00	
Frt		1.00	0.85							1.00	1.00	
Flt Protected		1.00	1.00							0.95	0.97	
Satd. Flow (prot)		3079	881							1401	2854	
Flt Permitted		1.00	1.00							0.95	0.97	
Satd. Flow (perm)		3079	881							1401	2854	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	585	60	0	0	0	0	0	0	715	180	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	585	60	0	0	0	0	0	0	357	538	0
Confl. Peds. (#/hr)	400		400	400		400	400		400	400		400
Turn Type		NA	Perm							Split	NA	
Protected Phases		2								4	4	
Permitted Phases			2									
Actuated Green, G (s)		12.5	12.5							17.5	17.5	
Effective Green, g (s)		12.5	12.5							17.5	17.5	
Actuated g/C Ratio		0.21	0.21							0.29	0.29	
Clearance Time (s)		4.5	4.5							4.5	4.5	
Lane Grp Cap (vph)		641	183							408	832	
v/s Ratio Prot		0.19								0.25	0.19	
v/s Ratio Perm			0.07									
v/c Ratio		0.91	0.33							0.88	0.65	
Uniform Delay, d1		23.2	20.2							20.2	18.6	
Progression Factor		1.09	1.05							1.00	1.00	
Incremental Delay, d2		13.0	2.8							22.2	3.9	
Delay (s)		38.3	23.9							42.4	22.4	
Level of Service		D	C							D	C	
Approach Delay (s)		37.0			0.0			0.0				30.4
Approach LOS		D			A			A				C

Intersection Summary			
HCM 2000 Control Delay	33.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 305: Market & 6th St/Golden Gate & Taylor

11/6/2015



Movement	SEL2	SET	NWT	NET	NER	SWT	SWR2
Lane Configurations	↘	↑	↑	↑	↗	↗	
Volume (vph)	150	1109	927	321	217	196	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.5	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95	
Frbp, ped/bikes	1.00	1.00	1.00	1.00	0.49	0.98	
Flpb, ped/bikes	0.93	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	1.00	0.85	0.99	
Flt Protected	0.95	1.00	1.00	1.00	1.00	1.00	
Satd. Flow (prot)	1428	1621	1621	1621	675	3008	
Flt Permitted	0.17	1.00	1.00	1.00	1.00	1.00	
Satd. Flow (perm)	261	1621	1621	1621	675	3008	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	153	1132	946	328	221	200	8
RTOR Reduction (vph)	0	0	0	0	23	0	0
Lane Group Flow (vph)	153	1132	946	328	198	208	0
Confl. Peds. (#/hr)	400				400		400
Turn Type	custom	NA	NA	NA	Perm	NA	
Protected Phases			8	2		6	
Permitted Phases	4	4			2		
Actuated Green, G (s)	21.5	21.5	21.5	27.0	27.0	27.0	
Effective Green, g (s)	23.0	23.0	21.5	29.0	29.0	29.0	
Actuated g/C Ratio	0.38	0.38	0.36	0.48	0.48	0.48	
Clearance Time (s)	5.5	5.5	5.5	6.0	6.0	6.0	
Lane Grp Cap (vph)	100	621	580	783	326	1453	
v/s Ratio Prot			0.58	0.20		0.07	
v/s Ratio Perm	0.59	c0.70			c0.29		
v/c Ratio	1.53	1.82	1.63	0.42	0.61	0.14	
Uniform Delay, d1	18.5	18.5	19.2	10.0	11.3	8.6	
Progression Factor	0.78	0.80	1.00	1.00	1.00	1.00	
Incremental Delay, d2	263.5	373.7	291.8	1.6	8.1	0.2	
Delay (s)	277.9	388.4	311.0	11.7	19.5	8.8	
Level of Service	F	F	F	B	B	A	
Approach Delay (s)		375.3	311.0	14.8		8.8	
Approach LOS		F	F	B		A	

Intersection Summary			
HCM 2000 Control Delay	263.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	9.5
Intersection Capacity Utilization	113.9%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

OFFICE OF THE MAYOR
SAN FRANCISCO



RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

ORIG: Rules
C: COB, Leg. Dep., Dep. C.A.
CPay, ac file
EDWIN M. LEE
MAYOR

2016 MAR -9 AM 9:36

BY EL

Notice of Appointment

March 9, 2016

San Francisco Board of Supervisors
City Hall, Room 244
1 Carlton B. Goodlett Place
San Francisco, California 94102

Honorable Board of Supervisors:

Pursuant to Section 3.100(18) of the Charter of the City and County of San Francisco, I hereby make the following appointments:

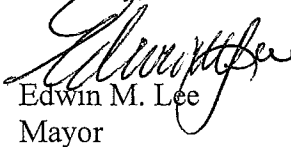
Stephen Nakajo, to the Fire Commission, for a term ending January 15, 2020

Michael Hardeman, to the Fire Commission, for a term ending January 15, 2020

I am confident that Mr. Nakajo and Mr. Hardeman, electors of the City and County, will serve our community well. Attached herein for your reference are their qualifications to serve.

Should you have any questions related to these appointments, please contact my Director of Appointments, Nicole Elliott, at (415) 554-7940.

Sincerely,


Edwin M. Lee
Mayor

OFFICE OF THE MAYOR
SAN FRANCISCO



RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

EDWIN M. LEE
MAYOR

2016 MAR -9 AM 9:36

BY ELB

March 9, 2016

Angela Calvillo
Clerk of the Board, Board of Supervisors
San Francisco City Hall
1 Carlton B. Goodlett Place
San Francisco, CA 94102

Dear Ms. Calvillo,

Pursuant to Section 3.100(18) of the Charter of the City and County of San Francisco, I hereby make the following appointments:

Stephen Nakajo, to the Fire Commission, for a term ending January 15, 2020

Michael Hardeman, to the Fire Commission, for a term ending January 15, 2020

I am confident that Mr. Nakajo and Mr. Hardeman, electors of the City and County, will serve our community well. Attached herein for your reference are their qualifications to serve.

Should you have any questions related to these appointments, please contact my Director of Appointments, Nicole Elliott, at (415) 554-7940.

Sincerely,

A handwritten signature in cursive script that reads "Edwin M. Lee".

Edwin M. Lee

Mayor

Steve A. Nakajo
1900 Sutter Street
San Francisco, CA 94115
(415) 931-3764

EDUCATION:

1974 M.S.W. Social Welfare, San Francisco State University
1972 B.A. Social Science, San Francisco State University

EMPLOYMENT: (San Francisco, California)

1993 currently, **Executive Director**, Kimochi, Inc (Japanese American Senior
1979-1989 Services) co-founder, established a center serving the needs of elders, including nutrition, recreation, health care, transportation and escort, social day care, etc. Also established Kimochi Home, a long term care facility for elders and Kimochi Lounge, a weekday outreach center for the elders. Planned and implemented programs; developed both short and long-term financial resources utilizing both public and private sector funds; designed and conducted model fund raising activities, including the street fair concept, etc. Conducted Board and Staff training and development programs. Budget averages 1.3. million; serves in excess of 2,000 unduplicated clients.

2000 **currently, President, San Francisco Fire Commission**

1995-2000 Vice President, San Francisco Fire Commission

1998, 1999 **currently, Part-Time Instructor**
2000

Social Work 770-771, Ethnic & Cultural Context of Social Work (Graduate) San Francisco State University
Social Work 835, Social Development I, San Francisco State University
Social Work 836, Social Development II, San Francisco State University

1996 **currently, San Francisco Fire Commissioner**

Spring 1996 **Part-Time Instructor**

Social Work 770-771, Ethnic & Cultural Context of Social Work (Graduate) San Francisco State University
Sociology 35, Sex, Marriage & Relationships

1995 **currently, Instructor, Saturday College, AACE Upward Bound**

Spring 1995 **Part-Time Instructor**
Social Work 770 (Graduate) San Francisco State University

Fall 1994 **Part-Time Instructor**
Social Work 770 (Graduate) San Francisco State University

Spring 1994 **Part-Time Instructor**
Social Work 770 (Graduate) San Francisco State University

1993-1994 **Part-Time Instructor**
Sociology 1-26, Sociology Department, City College of San Francisco

1993 **Consultant** to the following groups/organizations
San Francisco Paratransit Broker/Cerenio Management Group
Nihonmachi Street Fair
Cherry Blossom Festival
Nihonmachi Legal Outreach
Russian American Community Services

1992-1995 **Vice President**, San Francisco Art Commission and **San Francisco Art Commissioner**

1991-1993 **Consultant**
ADA Compliance to San Francisco Municipal Railway and the Cerenio Management Group

April 1992 **Consultant, Producer and Fundraiser**
"Comedy & Jazz" Nihonmachi Legal Outreach/Cherry Blossom Festival

January 1992 **Co-chairman**
Recreation and Arts Committee Mayor Frank Jordan's Transition Team

1991 **Site Coordinator**
Project ACTION (Funded by Easter Seals) Advocate for the Disabled.

August 1990 **Richmond/Sunset District Coordinator**
to
Free Wheelers of San Francisco
January 1991 Laguna Honda Hospital

June to **Associate Director**
July 1990 Summer Bridge Program, San Francisco State University

January to **Operational Field Supervisor**
Sept. 1990 Census Bureau, Department of Commerce

1988-1992 **Instructor**
Faculty/Student Membership Program, A.U. 666 San Francisco State University
Summer Bridge Program, San Francisco State University

- 1988-1989 **Instructor**
Ethnic/Cultural Concepts and Principles in Social Work Practice II
San Francisco State University
- 1985-1988 **Instructor**
Ethnic Studies/Pre-Critical Thinking, San Francisco State University
- 1984-1987 **Instructor**
Asian American Communities Seminar, Asian American Studies Department
San Francisco State University
- 1971-1984 **Instructor**
Encompassed two basic course titles of instruction in Japanese American
Community and Japanese American Seminar, Asian Studies Department,
San Francisco State University
- 1978-1980 **Instructor**
Japanese American Seminar & Japanese American Art, San Francisco State
University
- 1970-1980 **Instructor**
U.S. History, Internment of Japanese Americans, San Jose State University
- 1977-1978 **Theater Manager**
Kabuki Theatre (now AMC Kabuki 8 Theatre)
- 1975-1976 **Administrative Assistant**
Japanese Community Youth Council
- 1974-1976 **Coordinator**
Summer Youth Employment Program, Japanese Community Youth Council
- 1973-1975 **Drug Prevention Counselor**
Westside Community Health Center
- 1972-1973 **Founder and Co-Director**
Kimochi, Inc.
- 1970-1971 **Teaching Assistant**
Course in psychological and sociological profiles of Japanese Americans, Asian
Studies Program (Ethnic Studies), San Francisco State University

Other Activities

- 1999-2000 currently, **Member, State Library Review**
- 1999-2000 **Co-chairperson, Nikkei 2000 Conference**, bi-annual Japanese-American community conference on the status and future of the Japanese American community in the United States.
- 1999 **Speaker, Conference on Aging, November, Tokyo, Japan**, the only person Invited from the United States to speak at this conference.
- 1999 **contributor and community liaison, "The Fillmore,"** part of the KQED Neighborhoods series
- 1999 currently, **Member, Park Alliance**
- 1999 currently, **Member, In-home Supportive Service (IHSS) Task Force**
- 1999 currently, **Member, Japantown Task Force**
- 1998 currently, **Board Member, Japan Center Parking Corporation**
- 1997 **Co-chair, "Come to the Table,"** San Francisco's first Inter-faith conference on alcohol and substance abuse. Sponsored by Neighborhoods in Transition (NITAMP), Miyako Hotel
- 1980-1986 **Chairman**
Martial Arts Demonstration for Aki Matsuri (Fall Festival) in San Francisco's Japantown
- 1983-1985 **Radio Talk Show Host**
"Sansei Speaks," KEST 1450 AM
- 1983-1985 **Chairman of Appointments Subcommittee**
Nihonmachi Political Association
- 1983-1985 **Board of Directors**
Morning Star School (Private Elementary School)
- 1978-1985 **Lecturer**
San Francisco Police Academy
- 1980-1984 **Community Police Relations Task Force**
San Francisco Police Department
- 1978-1980 **Japantown Speaker**
San Francisco Police Department

AWARDS

- December 2001 KGO TV 7, Profiles in Excellence Award
- April 2000 KQED/Union Bank of California Asian American Heritage Month Honoree
- March 1995 Pioneer Award for Community Leadership (Y.W.C.A.)
- September 1994 Asian Community Corporation Award (Pacific Bell)
- June 1992 Distinguished Asian Leadership Award ((Asian Business League) in Education
- April 1992 Recognition and Appreciation Award (Cherry Blossom Festival)
- February 1987 Outstanding Service Award (KBHK Channel 44, San Francisco)
- May 1986 Award of Merit - Outstanding Public Service (City and County of San Francisco)
- Outstanding Service to the Japanese American Community (Japanese Community Cultural & Community Center of Northern California)
- Certificate of Honor (City and County of San Francisco)
- Community Education Award of Honor (San Francisco State University)
- Proclamation (Office of Mayor Dianne Feinstein)



SIGN DISPLAY

& ALLIED CRAFTS LOCAL UNION NO. 510

Michael E. Hardeman
Business Representative
Political Director

Leo Michael Pointer
Business Representative
Dispatcher

Josh Ende
Field Representative
Training

Biographical Sketch Winter 2010

Michael E. Hardeman - 329 Wawona - San Francisco, CA 94127

Work: (415) 468-7280

Cell: (415) 748-0373

Home: (415)661-9277

Occupation: *(IUPAT District Council No. 36), Business Representative/Political Director - Sign Display and Allied Crafts Local Union #510*

Date of Birth: *July 4, 1943 in San Francisco, California, a third generation San Franciscan. Father was a San Francisco Police Officer allowing me to be born during the war.*

Married, wife's name: *Marina Sushkoff Hardeman, Clinical Scientist*

Children: *Daughter, Monica Hardeman Gavin, Sons, Nicholas and Gregory, Grandson, Evan 18, Granddaughter, Gracie 4*

Education: *Mission Dolores Grammar and Balboa High School, dozens of Educational Venues including: Skyline College, City College of San Francisco, U.C. Berkeley, and U.S.F., Many Labor seminars, Numerous Trust/Benefit Conferences, IUPAT Conferences/Conventions.*

Adult Employment: *Bottler at Breweries (Teamster), Then Apprentice Sign Painter in August 1962. Became a Journeyman 1966, Pictorial Artist in 1968. Held many non-full time Local 510 Offices, including: Labor Council & District Council Delegate, Trustee, Treasurer, Recording Secretary, and became Full Time Business Representative in 1977. Was elected Business Manager/Financial Secretary in June 1984, our Unions first and continuously re-elected until position eliminated 2002 due to new International Union rules.*

1987 San Francisco Convention and Visitors Bureau "Silver Cable Car Award" (accepted on behalf of myself and of Local 510)

1989 Centro Latino De San Francisco "Gracias Award"

1991 San Francisco Labor Council "Meritorious Service Award"

1994 Coalition of Black Trade Unionist "Appreciation Award"

1998 Asian Pacific American Labor Alliance "Labor Award"

2002 Landsmen "Achievement Award" Co-Honored with Al Scoma of Scoma's Restaurant,

And many Proclamations, Resolutions & Recognition Certificates

**Please see other side for listing of affiliations*

Significant Organizations

<u>Significant Organizations</u>	<u>Dates</u>	<u>Position</u>
All Bay Area Labor & Building Trades Councils	1978-Present	Delegate (some since 1973)
San Francisco Labor Council	1982-Present	Executive Committee
Serenity House	1982-Present	Board of Directors
Local 510 JATC	1984-Present	Trustee & Co-chair/Secretary
Bay Area Catholic Labor Committee	1988-Present	Vice President (prior President)
Sign Pictorial Trust Funds	1979-Present	Trustee & Co-chair/Secretary
O.P.E. Local #3 Trust Funds	1989-Present	Trustee , Chair & Co-chair
San Francisco Port Commission	1994-Present	Commissioner/Prior President & V.P.
IUPAT District Council #36	1999-Present	Trustee/Delegate
Consumer Federation of California	1997-Present	Policy Board
Bay Area Council Economic Institute	2004-Present	Board of Directors
San Francisco Convention Visitor Board	2006-Present	Board Member (Prior 1984,1988 & 2002)
Angel Island Immigration Station	2008-Present	Board Member/Treasurer

Previous

IUPAT District Council #8	1997-1999	President (V.P. 1973-1974)
American Irish Alliance	1979-1990	Board Member
Centro Latino (in San Francisco)	1979-1989	Board Member
San Francisco Employment and Training	1981-1983	Board Member
San Francisco Democratic Central Committee	1987-1991	Elected Member
California State Democratic Party	1992-1997	Delegate
San Francisco Forward	1982-1986	President 1985-1986
San Francisco Human Rights Commission	1987-1989	Commissioner
San Francisco Alcohol Advisory Board	1984-1991	Board Member
March of Dimes Advisory Board	1985-1992	Board Member
Leukemia Soc. Nor-Cal	1982-1992	Board Member
United Way Advisory Board	1985-1987	Board Member
P.G.E. Citizens Advisory Board	1984-1986	Board Member
California Conservation Corps	1986-1990	Board Member
San Francisco Conservation Corps.	1995-1996	Board Member
San Francisco Economic Dev. Committee	1987-1991	Board Member
San Francisco Muni Rail Improvement	1986-1992	Board Member
St. Cecilia Baseball/Basketball	1986-1995	Baseball Head Coach
St. Cecilia Parish Festival	1986-1987	Chairperson
YMCA Baseball/Basketball	1987-1988	Head Coach
San Francisco Public Utilities Commission	1992-1994	Commissioner/Vice Pres.
University of San Francisco Hospitality Board	1993-1997	Board Member
Sacred Heart Cathedral High School	1997-1998	Booster Chair
John O'Connell High School PTSA	1999-2000	Founding President
Salvation Army Advisory Bd.	1987-2006	Board Member (Chair '91-'94)
Industrial Relations Research Assn	1991-2006	President/Treasurer
Exhibitor Appointed Contractor Assn	2001-2007	Board of Directors
San Francisco Forty Niners	2006-2008	Community Advisory Board

Also active in many Social Clubs

From: Board of Supervisors, (BOS)
To: BOS-Supervisors; Evans, Derek
Subject: FW: 160127 VRTF Supports Full Funding of Open Source Project
Attachments: VrtfLetterToSfForOpenSource160307.png

From: Jim Soper2 [mailto:jimsoper2@gmail.com]
Sent: Tuesday, March 08, 2016 3:12 PM
To: Lee, Mayor (MYR) <mayoredwinlee@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Cc: Jerdonek, Chris (REG) <chris.jerdonek@sfgov.org>; Commission, Elections (REG) <elections.commission@sfgov.org>; Arntz, John (REG) <john.arntz@sfgov.org>; Richard Tamm <richard.tamm@gmail.com>
Subject: VRTF Supports Full Funding of Open Source Project

Please see the attached letter in support of funding the open source voting system project.

Thank you.

Jim Soper

Voting Rights Task Force
1015 Shattuck Ave
Berkeley, CA 94707
www.CountedAsCast.com/alameda/vrtf.php

March 7, 2016

To: The Honorable Edwin M. Lee, Mayor of San Francisco
San Francisco Board of Supervisors

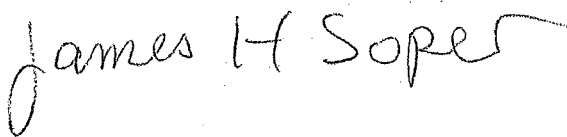
RE: Budget Support for Open Source Voting System Project

Dear Mayor Lee and Members of the Board of Supervisors:

The Voting Rights Task Force is a group of well-informed citizens that has been working to advance election integrity in the Bay Area and California since 2004.

We strongly urge you to fully fund the open source voting system initiative recommended by the Board of Supervisors and the Elections Commission. We believe that this initiative will be a very important step forward for free, fair and functional elections in San Francisco, California, and the United States.

Thank you.



James H. Soper

Co-Chair
Voting Rights Task Force

Cc: Christopher Jerdonek, Elections Commission Vice President
San Francisco Elections Commission
John Arntz, Director of Elections

From: Board of Supervisors, (BOS)
To: BOS-Supervisors; Evans, Derek
Subject: File 160127 FW: Budget support for funding Open Source Project
Attachments: Open_source_funding.docx

From: Chandra Friese [mailto:friesefam@aol.com]
Sent: Tuesday, March 08, 2016 10:52 AM
To: Lee, Mayor (MYR) <mayoredwinlee@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Cc: chris.jerdonek@gmail.com; Commission, Elections (REG) <elections.commission@sfgov.org>; Arntz, John (REG) <john.arntz@sfgov.org>
Subject: Budget support for funding Open Source Project

Please see the attached letter in support of funding an open source voting system project in this year's budget. Thank you.

Sincerely,
Chandra Friese
3675 Clay St.
San Francisco,
94118

Chandra Friese
415-722-6914
follow me on Twitter! @Chandratweeting
I follow back!

Mayor Ed Lee

March 8, 2016

San Francisco Board of Supervisors

Dear Mayor Lee and Members of the San Francisco Board of Supervisors:

This letter is written in support of fully funding the start of a project to develop and certify an open source voting system for use in San Francisco starting in June 2020, as described by the San Francisco Elections Commission's unanimous November 18, 2015 resolution.

The Board of Supervisors already supports open source voting systems. The Board's leadership in unanimously passing a resolution supporting the creation of an open source voting system has been exemplary.

I am a San Francisco resident and have closely followed national, state, and local voting issues and problems since 2000. Many of the problems which have occurred in electronically-run elections could be mitigated by open source systems. Such a system would not only be more transparent. It would also be more affordable and more flexible. Elections are public processes and the foundation of our democracy. It makes sense for our voting equipment to be a shared and fully transparent public resource.

San Francisco is a leader in public policy and good government, and the San Francisco Bay Area is a world-wide center for technology and innovation. Open source voting is at the intersection of both of these areas.

San Francisco has a tremendous opportunity through this project to improve not just San Francisco elections but to benefit the entire country as a whole. San Francisco's voting system would be open and affordable to all jurisdictions in the country.

Again, I encourage you to fully fund open source voting in this year's budget. Thank you.

Sincerely,

Chandra Friese

Chandra.friese@gmail.com

3675 Clay St.

San Francisco 94118

From: Board of Supervisors, (BOS)
To: Peskin, Aaron (BOS); Breed, London (BOS)
Subject: FW: Open the Watershed Please

From: McKitterick, Nate [mailto:Nate.McKitterick@dlapiper.com]
Sent: Monday, March 14, 2016 9:02 AM
To: Lee, Mayor (MYR) <mayoredwinlee@sfgov.org>; Somera, Alisa (BOS) <alisa.somera@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Mar, Eric (BOS) <eric.mar@sfgov.org>; Farrell, Mark (BOS) <mark.farrell@sfgov.org>; Christensen, Julie (BOS) <julie.christensen@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; Kim, Jane (BOS) <jane.kim@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>; Wiener, Scott <scott.wiener@sfgov.org>; Campos, David (BOS) <david.campos@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>; Avalos, John (BOS) <john.avalos@sfgov.org>
Subject: Open the Watershed Please

Dear Board of Supervisors and Mayor Lee:

I am a longtime Sierra Club member and support quickly and broadly opening the Watershed to all forms of public access, to the limits allowed by the EIR.

First, **the withholding of open public access to the Watershed is an issue of race and income.** Folks with money can always take the time to drive the hour to open space in Marin, the East Bay, or along the southernmost areas of the San Mateo coast. They can even afford to live in those green places. But for folks in South City, Daly City, and southward, who don't have the luxury of time to drive an hour to go for a walk in nature, who don't have the money to live in a green place but rather live in the ultra-urbanized Peninsula east of 280, the Watershed presents an amazing opportunity.

There's a lack of easily accessible hiking and biking opportunities in the urban Peninsula – **parking lots at most if not all open space preserves and beaches on the Peninsula are overfull literally every weekend.** The urban areas around the Watershed in particular have a critical lack of open space. **I recommend visiting one of the few "parks" in the area, such as Candlestick Point or Crystal Springs trail, to see the crumbs of "open space" that folks in that area get to enjoy (and do, to overflow).**

Second, standard urban planning would open the Watershed to robust public access. I've had the good fortune to have the time to backpack into multiple wilderness areas, and the joy of introducing others to these quiet, untrammelled spaces untouched by development. The Watershed, in contrast, is not wilderness by any definition – it is public open space and has been operated as such by the PUD. **Such open spaces are generally appropriate for nonmotorized public use, and every other PUD in the Bay Area that has a watershed has opened it to such public use – hiking, biking, and even boating.** Again, the Watershed is an urban public property that is crisscrossed with actively used roads and trails that have existed for over a century. The centerpiece is an artificial reservoir that is actively managed, using water imported from hundreds of miles away. The land, far from being pristine, was logged, farmed, and then finally operated by a public utility.

Finally, opening the Watershed will reap public health benefits and help us to protect areas that are truly wilderness and need greater protection. How do we get folks to appreciate nature, so that they will not just vote to protect open spaces from development, but also vote to protect wilderness areas and other tracts of nature that they will never see? We make it easier, not harder, to get them outside (and my public health friends agree on the urgency of this, for other reasons!). Easy access to public open space is the key to this.

Thank you for your consideration.

-Nate McKitterick

Owner, 1370 15th Ave. SF 94122

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The information contained in this email may be confidential and/or legally privileged. It has been sent for the sole use of the intended recipient(s). If the reader of this message is not an intended recipient, you are hereby notified that any unauthorized review, use, disclosure, dissemination, distribution, or copying of this communication, or any of its contents, is strictly prohibited. If you have received this communication in error, please reply to the sender and destroy all copies of the message. To contact us directly, send to postmaster@dlapiper.com. Thank you.

From: Board of Supervisors, (BOS)
To: BOS-Supervisors
Subject: FW: File 160183 Request for the SF BoS to vote NO on opening the Crystal Springs watershed to the public

From: Gene Chaput [mailto:genechaput@sbcglobal.net]
Sent: Tuesday, March 08, 2016 7:07 PM
To: Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Major, Erica (BOS) <erica.major@sfgov.org>; Somera, Alisa (BOS) <alisa.somera@sfgov.org>
Subject: Request for the SF BoS to vote NO on opening the Crystal Springs watershed to the public

Please include this request in the record to urge the SF BoS NOT to open the Crystal Springs reservoir and watershed to the general public.

This is an urgent and most necessary request to deny consideration of an ill conceived 'proposed plan' that the Crystal Springs Reservoir and Open Space watershed be opened for public access; specifically bikers and hikers but, as importantly, to any form of human encounter. We are firmly against any suggestion(s) or actions that public access be approved in or to the pristine Crystal Springs watershed area as devastation and destruction to all living within the greenbelt will result and its future irretrievably lost. This 'experiment' was tried many years back and FAILED miserably ... and the idea was subsequently rejected/abandoned. The Crystal Springs watershed is a precious asset belonging to ALL ... but to be enjoyed from a distance. Human interaction will produce NO positive effect; on the contrary, it will de-enhance any benefit to the retention of this last piece of unspoiled open space in the SF Bay Area.

Most sincerely,

Susan and Gene Chaput
1(415) 613-0014

From: Board of Supervisors, (BOS)
To: BOS-Supervisors; Ausberry, Andrea
Subject: FW: Support of Resolution for Opening the SFPUC lands: BOS Land Use and Transportation Committee meeting on Monday, March 14 agenda item (File 160183)

From: Gary for Water [mailto:gary4water@gmail.com]
Sent: Sunday, March 13, 2016 10:09 PM
To: Somera, Alisa (BOS) <alisa.somera@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Support of Resolution for Opening the SFPUC lands: BOS Land Use and Transportation Committee meeting on Monday, March 14 agenda item (File 160183)

Honorable Board of Supervisors:

My name is Gary Kremen.

I am the founder of Clean Power Finance, located at 201 Mission that employs over 300 people.

I was also the founder of Match.Com which was based in San Francisco.

I am also the elected board member of the Santa Clara Valley Water District ("SCVWD") representing the 240,000 people in Northern Santa Clara County closest to SFPUC watershed. The SCVWD is similar to the SFPUC but for Santa Clara County. We provided wholesale water to the nearly 2,000,000 people in Santa Clara County as well as primary responsibility for all the watersheds in Santa Clara County.

I am writing you as a private citizen with knowledge of sustainability, especially water issues.

I support the resolution to grant responsible access to the SFPUC watershed lands over existing service road such as Fifield-Cahill Ridge.

There is no reason for denying granting access to the SFPUC lands from a water supply or a public safety perspective. At Santa Clara Valley Water District, there has been no material issues involved in giving the public responsible access to similar land.

Recreation land in San Francisco is degraded because it is overused. By spreading some of this usage to the SFPUC lands, in the matter proposed, environmental degradation is minimized.

The trails in question are currently heavily used by the SFPUC as well as private parties such as cell phone operators, antenna owners as well as other private owners. Why not grant the public access to their lands on existing trails?

Local elected officials such as San Mateo Supervisor David Pine and Don Horsley support this.

Online permitting systems could with cameras and electronic locks such as those used by the US Forest service offer the public responsible access.

Docent programs like the one in place fail when one looks at the social justice issues around how they are being implemented. For example working people can't use the lands due to the hours that the docent programs operate.

Thank you for your public service

Gary Kremen

● Gary Kremen | [linkedin.com/in/gkremen](https://www.linkedin.com/in/gkremen) | +1 415.305.3052 | [@GKremen](https://twitter.com/GKremen) | Kremen.Com

From: Board of Supervisors, (BOS)
To: Breed, London (BOS); Peskin, Aaron (BOS); Yee, Norman (BOS); Farrell, Mark (BOS)
Subject: File 160205 FW: Dog Management in the Golden Gate National Recreation Area

From: Kevin K [mailto:kkman2020@gmail.com]
Sent: Friday, March 11, 2016 11:17 AM
To: Kim, Jane (BOS) <jane.kim@sfgov.org>; Campos, David (BOS) <david.campos@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>; Mar, Eric (BOS) <eric.mar@sfgov.org>; Wiener, Scott <scott.wiener@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; Lee, Mayor (MYR) <mayoredwinlee@sfgov.org>; Avalos, John (BOS) <john.avalos@sfgov.org>; Supervisor Peskin <aaron.pesking@sfgov.org>; Leader Pelosi <Robert.edmonson@mail.house.gov>; Leader Pelosi <Kia.Kolderup-Lane@mail.house.gov>; Representative Speier <Miriam.Goldstein@mail.house.gov>; Representative Huffman <Jenny.callaway@mail.house.gov>; Senator Feinstein <sean_elsbernd@feinstein.senate.gov>; Supervisor Horsley <dhorsley@smcgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Supervisor Kinsey <skinsey@marincounty.org>; Supervisor Kinsey <descobar@marincounty.org>; Supervisor Kinsey <lcrosse@marincounty.org>; Supervisor Rice <krice@marincounty.org>; Supervisor Rice <slaird@marincounty.org>; Supervisor Sears <ksears@marincounty.org>; Supervisor Sears <lalden@marincounty.org>; Supervisor Sears <mparton@marincounty.org>; Supervisor Arnold <jarnold@marincounty.org>; Supervisor Connolly <dconnolly@marincounty.org>; Supervisor Connolly <sclark@marincounty.org>
Subject: Dog Management in the Golden Gate National Recreation Area

Dear Public Representative,

First I would like to relate to you how it feels when you are attacked by 2 unleashed Rottweilers while jogging in a public area, as I was a number of years ago. It is an experience I would wish on no one. To make matters worse, the owner, who was wearing headphones, was oblivious to the danger his dogs posed and showed no remorse -- he accused me of causing the attack because I jogged past him. In other subsequent experiences I have found too often that some dog owners value their dogs' lives over that of other humans. These personal experiences have led me to forward a summary about safe dog management in a public area.

I agree with and urge you to support the Proposed Rule for Dog Management in the Golden Gate National Recreation Area. The proposed rule is a large stepping stone towards more equitable and safe park access for all in the GGNRA. The proposals made in opposition to our national parks, such as those made by Supervisors Katy Tang and Scott Wiener, are unacceptable and must stop.

Off-leash dogs have significant impacts on people, our pets, wildlife, and the character of the park. The simplest solution to this problem, as would be enacted by the proposed rule, is to enclose off-leash dog play areas with a physical barrier. This would give park visitors the choice to enter off-leash areas, rather than have the choice imposed upon them. It would also ensure that our dogs, wildlife, and other people have basic safeguards in place so that everyone has a good experience at the park.

Outside of these areas, leash laws should be vigorously enforced so that everyone becomes accustomed to letting dogs play in safe areas.

Sincerely,

Kevin Kingma

El Cerrito, CA

From: Board of Supervisors, (BOS)
To: BOS-Supervisors; BOS Legislation (BOS)
Subject: File 160205 FW: Proposed dog walking regulations in GGNRA

From: Kathleen Dooley [mailto:kathleendooley@att.net]
Sent: Sunday, March 13, 2016 1:38 PM
To: Kathleen Dooley <kathleendooley@att.net>
Subject: Proposed dog walking regulations in GGNRA

I am writing to urge you to support Supervisor Tang's condemnation of the newest list of proposed regulations severely limiting off leash dog walking and to consider solutions to this punitive takeover of our City's outdoor recreation areas. As a dog owner who has visited Crissy Field on a daily basis for at least 15 years, I cannot begin to tell you what a loss it would be to no longer be able to enjoy getting my daily exercise with my dog and interacting with my fellow dog owners. A majority of the time during the week, the only people on the beach are there walking their dogs. It is extremely rare to see any kind of negative interactions between visitors and dogs. I more frequently observe humans and especially children chasing down and harassing wildlife than I do dogs.

The new proposal is even more restrictive than the previous iterations. The most disturbing additions are that they are planning on spending more than 2 million dollars a year to hire new rangers who will be patrolling the off leash areas looking for infractions. Add to that the announcement that GGNRA reserves the right to eliminate off leash dog walking at their discretion with no public notice nor explanation. Clearly, this indicates their intention to eventually achieve their desired goal of eliminating all off leash areas in the GGNRA.

San Franciscans have enjoyed using the less than 1% of the now GGNRA controlled lands allocated for off leash dog walking for many generations. We live in an urban environment where these lands are frequently located no more than a block or two of homes and businesses. Can anyone legitimately claim that these areas should have the same rules as Yosemite? The current proposal that further limits off leash areas by up to 60% and crowding both the professional dog walkers and pet owners into a smaller and smaller area will create a situation where the overcrowding will lead to conflict - probably just what the GGNRA hopes as it will allow them to then completely eliminate off leash access.

Please listen to the over 30,000 residents who have come out opposing the GGNRA's proposed dog walking rules and help us preserve an important part of the lives of so many San Franciscans.

Yours,
Kathleen Dooley

Applicant Name and

Daytime phone number: Phithak "Pete" Raxakoul

(510) 6047547
countrycheesecompany@gmail.com

Business Name

And Address: San Francisco Wine and Cheese inc.
141 Gough Street
San Francisco, CA 94102

Business Hours: Monday: CLOSED
Tuesday: 11AM10PM
Wednesday: 11AM10PM
Thursday: 11AM10PM
Friday: 11AM10PM
Saturday: 11AM10PM
Sunday: CLOSED

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2016 MAR 14 PM 12:08
BY [Signature]

February 29, 2016

To Whom it may concern,

My name is Phithak "Pete" Raxakoul, and I am the owner of San Francisco Wine & Cheese Inc. We are a fine food specialty store in Hayes Valley. We have applied to the California Department of Alcoholic Beverage Control (ABC) for a Type 21 Off Sale General License. This type of license authorizes the sale of spirits to those at least twenty one years of age for consumption off the premises.

San Francisco Wine & Cheese, Inc. is a fine food specialty store located on Gough St. offering over 180 cheeses from all over the world and over 120 fine wines from local and international vineyards. We also carry other fine food gifts, such as those created by artisanal Bay Area chocolatiers and bakers. We opened in August of 2015, and we were met with open arms from nearby residents who were pleased to have a neighborhood store specializing in unique, high quality local food products not available in most markets.

We want to offer fine spirits to our customers, who have expressed an interest in small, independent distilleries. For example, we've had customers searching for a fine bottle of handcrafted Bourbon to give to their in laws as an anniversary gift. We've have other customers inquire about a specific aperitif to complement a family dinner party. A few business men over the holidays inquired about gift baskets in which they wanted us to include bottles of fine Brandy.

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These customers are affluent, fine food aficionados who are eager to patronize local small businesses and not big box stores. By fulfilling their fine spirit gift requests, we keep these customers shopping in our neighborhood. In addition, stocking only the best products draws other affluent fine food customers to our store and neighborhood. It's good for everyone on the street. The customer who buys a fine bottle of Scotch is often the same customer who buys a painting from the art gallery next store and dines at the well respected restaurant on the corner. It benefits all of the small business owners.

We do not intend to cater to a general liquor store clientele. This is because we are fine food professionals, and we want to share our information and interest with like minded individuals. Our customers are looking for finely crafted, family owned, distilled spirits. We are a family business also. We believe in and want to support that tradition. With this license, we are able to support small, family owned distilleries as well as provide internationally recognized products produced at the highest standards for our customers.

Sincerely,

Phithak "Pete" Raxakoul, Owner

A handwritten signature in cursive script that reads "Phithak Raxakoul". The signature is written in black ink and is positioned below the typed name.

From: Gary <mariconsoy@sprintmail.com>
Sent: Sunday, March 13, 2016 8:01 AM
To: Lee, Mayor (MYR); Reiskin, Ed (MTA); Board of Supervisors, (BOS); Campos, David (BOS); Peskin, Aaron (BOS); Tang, Katy (BOS); Cohen, Malia (BOS); Avalos, John (BOS); Kim, Jane (BOS); Breed, London (BOS); Norman.Yee.Bos@sfgov.org; Mar, Eric (BOS); Farrell, Mark (BOS); Wiener, Scott; greg.shur@sfgov.org; denis.herrera@sfgov.org; Board of Supervisors, (BOS)
Cc: gary@thegayliberationbook.com
Subject: SFMTA plans

Mayor Ed Lee, Ed Reiskin, and all Members of the San Francisco Board of Supervisors,
[clerk of the Board, please distribute this email]

re: SFMTA plans for Lombard and Chestnut: I STRONGLY oppose the SFMTA plan to spend over \$300 million dollars to disrupt the traffic flow from the Golden Gate Bridge down Lombard, Chestnut and Van Ness Ave. at a time when they are claiming they need more money to run Muni. Use the funds to pay for Muni operations, and bicycle management instead.

According to the SFMTA web site there is a budget shortfall of \$13.5 million in 2017 and \$14.3 million in 2018. (Total of \$27.8 million).

The city has a deficit and the Mayor has told all the departments to cut their budgets. SFMTA proposes raising fares, fines, and fees to Muni riders and drivers to cover their costs. Among other things, they are suggesting charging higher rates to cash customers. I strongly disagree with their priorities and plans for spending tax dollars and are requesting that the Board of Supervisors conduct a well-publicized special public hearing on the SFMTA budget and their priorities to determine how the public feels about their plans.

It is time to have a serious public debate about the role of the SFMTA and how they set priorities. It is time to license and test all bicyclists ongoing, and have SFPD enforcement against those whom ignore stop signs and red lights, ride on sidewalks etc. [with a charge that is significant]. This is an obvious way to increase funding for MUNI projects.

Have you seen the congestion on Mission Street, as the removal of lanes of vehicle traffic is occurring? Traffic is stalling, and just migrating to Guerrero and Valencia Streets, and it is causing more CO2 emissions to occur.

**The same applies to 7th Avenue near the Forest Hill
MUNI station, especially at the rush hours.**

Thank you for your time and consideration.

Sincerely,

Gary Noguera
District 7

Former President CSFN [not representing them]

Former Vice President CSFN [not representing them]

Former Vice President, MPIC [not representing them]

Recipient of Commendations from The Board of Supervisors, Hon. Gavin Newsom, Mark Leno,
Fiona Ma...

Editor of www.thegayliberationbook.com part of LGBT history

From: Board of Supervisors, (BOS)
To: BOS-Supervisors
Subject: FW: Litter Cleanup Idea

From: John R. [mailto:Johnny12976@outlook.com]
Sent: Sunday, March 13, 2016 8:02 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Litter Cleanup Idea

Hello to all the members of the city council...San Francisco and the rest of the bay area is such a beautiful place and I know litter can be a problem in certain areas especially where the street sweepers cannot reach,so I just wanted to suggest an idea.

I do not know if San Francisco already has these types of cleanup vehicles with a long vacuum type hose attached that quickly,easily and safely cleans up litter in areas that the street sweepers cannot clean,or maybe if possible if the current street sweepers can be redesigned to include a long detachable hose that adjusts in length..I've included 2 photos to give you an idea of what some parts of the world uses to help cleanup litter in there city.

These cleanup vehicles in my opinion will help cleanup the city much more efficiently than regular manual labor,so I hope the city will invest in these special types of cleanup vehicles to keep San Francisco clean for it's residents and visitors to enjoy.

*Thank You !
John R.*







B+F members,
B+F Clerk CPagl

From: Board of Supervisors, (BOS)
To: Young, Victor; Wong, Linda (BOS)
Subject: FW: March 9 SFBOS Budget + Finance Committee - Genev Car Barn / 35-45 Onondaga

From: Aaron Goodman [mailto:amgodman@yahoo.com]
Sent: Tuesday, March 08, 2016 10:38 PM
To: Farrell, Mark (BOS) <mark.farrell@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>; Kim, Jane (BOS) <jane.kim@sfgov.org>; Wiener, Scott <scott.wiener@sfgov.org>
Cc: Howard, Kate (MYR) <kate.howard@sfgov.org>
Subject: March 9 SFBOS Budget + Finance Committee - Genev Car Barn / 35-45 Onondaga

Budget + Finance Committee Members;

Please support the efforts of Supervisor John Avalos to help continue the work of the OMI and Dan Weaver along with the project team on the Geneva Car-Barn and Onondaga revitalization proposal. Both buildings are critical local sites in terms of key areas to help revitalize and use preservation based and community based efforts to determine and promote local needs.

The Geneva Car-Barn and Balboa Park Station can help and transform the future development of the Balboa Park Station, and Geneva linkage for the future Geneva Harney transit systems that will drive the future of the southern side of SF with connection to the Bayshore Caltrain Intermodal facility and future housing development and population growth of the district.

The Onondaga site can also help by providing a local 24 hour medical clinic for emergencies, and after-hour care so that our other hospitals are not overwhelmed constantly and provide local jobs and skilled work in its renovations. The murals, and the facades are on both projects a great way to look at preservation based alternatives, that can promote growth and redevelopment in the district.

As a local resident of D11 and member of the Balboa Park Station CAC (Seat 8 - Families and Children) I strongly support both projects and the benefits they will have for the District and community in the future.

Thank you for your consideration and support of these two projects and their funding for the Excelsior, Mission and Balboa neighborhoods.

Sincerely

Aaron Goodman
amgodman@yahoo.com

12

From: Board of Supervisors, (BOS)
To: BOS-Supervisors
Subject: FW: Amendment to Redevelopment Plan at Transbay Redevelopment Area in Zone 1
Attachments: administrator@sffdlocal798.org_20160308_144952.pdf

-----Original Message-----

From: Executive Board [mailto:executive.board@sffdlocal798.org]
Sent: Tuesday, March 08, 2016 3:08 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Cc: barbara@barbaraashfield.com
Subject: Amendment to Redevelopment Plan at Transbay Redevelopment Area in Zone 1

Attached please find our letter from President Tom O'Connor to the Board of Supervisors regarding Housing Conversion for San Francisco Firefighters.
Kindly distribute.

Thank you

Barbara Ashfield for
San Francisco Firefighters Local 798
Telephone (415) 621-7103
Fax (415) 621-1578

THOMAS P. O'CONNOR JR.
PRESIDENT

DANIEL A. GRACIA
VICE PRESIDENT

FLOYD K. ROLLINS II
SECRETARY

SHON M. BUFORD
TREASURER



SAN FRANCISCO FIRE FIGHTERS

- Local 798 -

1139 MISSION STREET, SAN FRANCISCO, CA 94103-1514
TELEPHONE (415) 621-7103 • FAX (415) 621-1578
WWW.SFFDLOCAL798.ORG

Bos 11, CPCX

DIRECTORS

STEPHEN V. GIACALONE

THOMAS A. FOGLE

ADAM H. WOOD

ADRIENNE R. SIMS

DANIEL V. CASEY

March 8, 2016

San Francisco Board of Supervisors
CITY AND COUNTY OF SAN FRANCISCO
City Hall
One Dr. Carlton B. Goodlett Place
San Francisco CA 94102

Dear Supervisors,

I am writing to express my support for an amendment to the Redevelopment Plan for the Transbay Redevelopment Project Area in Zone One to allow for a 100 foot increase to the project planned at 160 Folsom. Allowing these 100 extra feet will allow for many more homes, and the project would be able to reach 40% of inclusionary housing onsite.

This project presents a wonderful opportunity for our members of the Firefighters Local 798 to live in downtown San Francisco. With Station #35 located close by at Pier 22 ½, firefighters currently making long commutes could live near the waterfront and walk to work. Not only has Tishman Speyer reached out to us regarding this project, but they are also working with us also to coach our members on the complicated process of applying for these affordable units.

I have heard some comments from nearby condo owners about shadow impacts; our members at Firefighters Local 798 in general and at Station 35 at Rincon Park in particular do not share these concerns and believe this project will be a great benefit to the neighborhood and to the City.

Tishman Speyer has been a great partner with us so far, and we look forward to continuing to work together on this exciting project.

Sincerely,

Thomas P. O'Connor, Jr.
President, Local 798

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BOARD OF SUPERVISORS
SAN FRANCISCO
2016 MAR 11 PM 2:44
BY _____
AK



BOS-11
B+F clerk

From: Board of Supervisors, (BOS)
To: BOS-Supervisors; Young, Victor; Somera, Alisa (BOS); Wong, Linda (BOS)
Subject: File 160043 FW: Time Sensitive - For your review
Attachments: CCSF letter March 2016.pdf

File

160043

From: Flanigan, Dick [mailto:DFLANIGAN@CERNER.COM]
Sent: Tuesday, March 08, 2016 10:58 AM
To: Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Time Sensitive - For your review

Please find attached letter regarding the Budget and Finance Sub Committee's consideration on a waiver for the competitive solicitation process requirement for the selection of a new EHR provider within the Department of Public Health.

Your acknowledgement of receipt of this letter is requested.

Thank you.

Dick Flanigan
President, Cerner HS
+1-816-206-4142 (M)
Dick@Cerner.com

CONFIDENTIALITY NOTICE This message and any included attachments are from Cerner Corporation and are intended only for the addressee. The information contained in this message is confidential and may constitute inside or non-public information under international, federal, or state securities laws. Unauthorized forwarding, printing, copying, distribution, or use of such information is strictly prohibited and may be unlawful. If you are not the addressee, please promptly delete this message and notify the sender of the delivery error by e-mail or you may call Cerner's corporate offices in Kansas City, Missouri, U.S.A at (+1) (816)221-1024.

14



51 Valley Stream Parkway
Malvern, PA 19355
610-219-6300 TEL

March 7, 2016

The Board of Supervisors
City and County of San Francisco
1 Dr. Carlton B Goodlett Place
San Francisco, CA 94102

Dear Members of the Board:

My name is Dick Flanigan, and I am President of Cerner Health Services, a division of Cerner Corporation that is the incumbent Electronic Health Record (EHR) provider with the Department of Public Health (DPH). It has come to my attention that the Budget and Finance Sub-Committee will soon be considering an ordinance waiving the competitive solicitation process requirement for the selection of a new EHR and naming the University of California San Francisco (UCSF) as the preferred contractor.

Cerner, through our acquisition of Siemens Health Services (HS), has been a supplier and partner to DPH for over 20 years. We very much value this relationship and the incredibly important role DPH plays in providing quality healthcare to the people of San Francisco. We also believe that the people of San Francisco are ill-served by allowing the sole sourcing of a high-risk \$341M information technology contract. I would ask that you consider the following points:

1. SF DPH and UCSF have very different goals and constituencies. Despite the fact that they share medical staff, UCSF's academic and research focus is only partly reflected in the broader role of DPH's core safety net mission. It is not hard to predict that these fundamental differences in funding, mission, and objectives will inevitably cause significant governance issues and potentially jeopardize project success. SF DPH has the overall public health mission for the City and County and was designed to be a complete service provider for the City's most at-risk populations. As such, it offers unique services such as community-based behavioral health, long term care, dental, corrections and community wellness. Our understanding is that many of these unique services are completely unaddressed by the UCSF proposal and will create many information "stove pipes" that will impede the broad clinical and health management goals of the department.
2. This exception request is built upon another sole source. As noted in the Budget and Legislative Report, the original UCSF EHR was a sole-source award, and, according to the San Francisco Business Times, ended-up being \$100M or 166% over budget. We believe this significant cost overrun could have been avoided and the taxpayers of California better protected by a competitive bidding process where the vendors would have been forced to provide fixed-fee bids. UCSF is governed separately and seeks different objectives and budget responsibilities than SFDPH, and we question the alignment between the long term interests of CCSF vis-à-vis the State of California.
3. The sole-source request provides no meaningful comparison on alternatives. The legislative report states "DPH concluded that both Epic and Cerner could likely meet the minimum requirements for SFHN" but provides very little information on the advantages of alternatives. We believe that the benefits described in the report can be achieved with a much lower total cost of ownership. We were told by DPH leadership that the Cerner proposal was more than \$70M lower than the UCSF bid. There is no way to validate this assertion, but a lower cost alternative from an "acceptable" supplier should be pursued. We know there are many priorities within the City and County. While it is not our place to suggest how those dollars

could be spent, we would suggest that Cerner could provide a more comprehensive solution at a lower cost.

4. There are erroneous assumptions and statements on the outlook for our solutions. We are continuing to support SF General's current EHR, Invision, but we are encouraging clients to move to a new Cerner solution. It is well documented that the Invision platform was no longer being functionally enhanced. When Cerner completed its acquisition of Siemens in February 2015, we formalized this announcement, but also indicated that we would continue to provide ongoing support for years to come. At issue in the filing is the assertion that Invision would not support the final stage of the ARRA Meaningful Use program. Most all similarly situated clients in our user base had planned to move to other compliant platforms. The late movement onto a contemporary platform has forced DPH into a rushed procurement process. The sole source reports cites a possible \$876K penalty per year to justify a \$341M expenditure (0.25% of the total project budget), which by all measures lacks significance as an additional reason for sole source justification. Clearly most all of us benefit from an open and transparent process where these issues can be vetted and evaluated.
5. Exchanging patient records ("Interoperability") is an opportunity and not a barrier. A core premise of the sole source is that it will be easier to share patient information. Yet, interoperability is more than two hospitals working together: it is a connected community managing health and care for its citizens. True interoperability of medical information incorporates hospitals and offices throughout the city and region, using a wide-variety of EMRs (many of which are Cerner). DPH needs to focus on more than just connecting UCSF, and we believe there are better solutions than Epic for accomplishing this goal. We are glad to report that just last week, Epic, UCSF's EHR supplier, has publically committed to work on interoperability with other suppliers per the meetings with HHS Secretary Sylvia Burwell and CMS Acting Administrator Andy Slavitt. While Epic historically did a fine job of connecting its clients, it was a laggard in opening up Epic to other suppliers EMR. We have a real opportunity to provide community-wide interoperability and transparency with this procurement, not just a connection to SFGH.
6. While hospital medical staff is shared, other staff members including nursing, therapists, technologists, etc. are not. Physicians matter and medical training is important, but is a small amount of the actual staff that makes SF DPH and SFGH run on a daily basis. We recognize that the physicians publically demanded that SFDPH put in Epic. While we respect their vendor loyalty, it is hard to see how this overcomes good governance and transparency of the procurement process. In addition it overlooks the equally valid interests of nurses, pharmacist, technologist, and therapists. They may in fact have a preference as well, but that alone is not how systems get selected in the public sector.
7. With a competitive sourcing process, there will be open and transparent commitments on staffing, Minority and Women Business participation, and assurance of on-time and on-budget project completion. Without an open and transparent process how will these considerations be negotiated in a sole source procurement? All projects have risk, and as suppliers, we work with our clients to provide financial assurances on delivery timeframe and cost. Even with the best effort of all concerned, the possibilities for overruns exists. Given the scale and complexity of this project, and given the potential for cost overruns as seen in other large health IT projects, we find the contingency budget modest at best.



51 Valley Stream Parkway
Malvern, PA 19355
610-219-6300 TEL

Based on these points, we would urge that the Board of Supervisors reject the waiver request, and follow normal procurement procedures for this incredibly important project. Cerner is committed to supporting our solutions throughout the process. I am available to answer any questions that Board may have on Cerner's interest in this project.

Respectfully submitted,

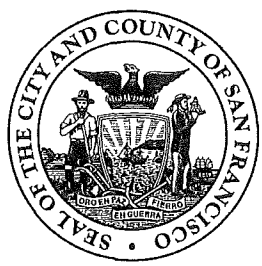
A handwritten signature in black ink, which appears to read "Richard J. Flanigan, Jr." The signature is written in a cursive, flowing style.

Richard J. Flanigan, Jr.
President, Cerner HS

dflanigan@cerner.com
cell: 816-206-4142

BOS 11, 0 pages

BOARD of SUPERVISORS



City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 544-5227

MEMORANDUM

Date: March 8, 2016
To: Members, Board of Supervisors
From: *ACC* Angela Calvillo, Clerk of the Board
Subject: Regulations Regarding Expenditure Lobbyist

At its special meeting on February 29, 2016, the Ethics Commission, approved regulations implementing the registration and reporting provisions of Proposition C - Expenditure Lobbyist activities. Proposition C was approved by San Francisco voters last fall and took effect February 1, 2016.

Please see the attached memo from the Ethics Commission outlining the proposed regulations on public disclosure requirements for expenditure lobbyist approved by the Ethics Commission on February 29, 2016.

Under the San Francisco Charter Section 15.102, regulations adopted by the Ethics Commission become effective 60 days after the date of its adoption unless before the expiration of the 60-day period, two thirds of all Members of the Board of Supervisors vote to veto the regulation. Thus, unless the Board takes action, the regulations will take effect on April 29, 2016.

If you wish to hold a hearing on this matter, please notify me in writing by 5:00 p.m., Friday, March 25, 2016.

OFFICE OF THE MAYOR
SAN FRANCISCO



ORIG: Rules c: COB, Log Dep
Dep. City Atty, Cpage,
AC File
EDWIN M. LEE
MAYOR

Notice of Appointment

March 7, 2016

San Francisco Board of Supervisors
City Hall, Room 244
1 Carlton B. Goodlett Place
San Francisco, California 94102

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2016 MAR -7 PM 4:25
AK

Honorable Board of Supervisors:

Pursuant to Section 3.100(18) of the Charter of the City and County of San Francisco, I hereby make the following appointments:

- Cecilia Chung, to the Health Commission, for a term ending January 15, 2020
- JD Beltran, to the Arts Commission, for a term ending January 15, 2020
- Simon Frankel, to the Arts Commission, for a term ending September 1, 2018
- Roberto Ordenana, to the Arts Commission, for a term ending January 20, 2020
- Belva Davis, to the War Memorial Board of Trustees, for a term ending January 2, 2019
- Thomas Horn, to the War Memorial Board of Trustees, for a term ending January 2, 2019
- Vaughn Walker, to the War Memorial Board of Trustees, for a term ending January 2, 2019
- David Crow, to the Rent Board, for a term ending June 5, 2019
- Kent Qian, to the Rent Board, for a term ending August 1, 2019
- Rebecca Woodson, to the Juvenile Probation Commission, for a term ending January 15, 2019

I am confident that Ms. Chung, Ms. Beltran, Mr. Frankel, Mr. Ordenana, Ms. Davis, Mr. Horn, Judge Walker, Mr. Crow, Mr. Qian, and Ms. Woodson, electors of the City and County, will serve our community well. Attached herein for your reference are their qualifications to serve.

Should you have any questions related to these appointments, please contact my Director of Appointments, Nicole Elliott, at (415) 554-7940.

Sincerely,

Edwin M. Lee
Mayor

16

OFFICE OF THE MAYOR
SAN FRANCISCO



EDWIN M. LEE
MAYOR

March 7, 2016

Angela Calvillo
Clerk of the Board, Board of Supervisors
San Francisco City Hall
1 Carlton B. Goodlett Place
San Francisco, CA 94102

Dear Ms. Calvillo,

Pursuant to Section 3.100(18) of the Charter of the City and County of San Francisco, I hereby make the following appointments:

Cecilia Chung, to the Health Commission, for a term ending January 15, 2020

JD Beltran, to the Arts Commission, for a term ending January 15, 2020

Simon Frankel, to the Arts Commission, for a term ending September 1, 2018

Roberto Ordenana, to the Arts Commission, for a term ending January 20, 2020

Belva Davis, to the War Memorial Board of Trustees, for a term ending January 2, 2019

Thomas Horn, to the War Memorial Board of Trustees, for a term ending January 2, 2019

Vaughn Walker, to the War Memorial Board of Trustees, for a term ending January 2, 2019

David Crow, to the Rent Board, for a term ending June 5, 2019

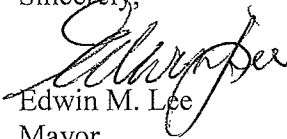
Kent Qian, to the Rent Board, for a term ending August 1, 2019

Rebecca Woodson, to the Juvenile Probation Commission, for a term ending January 15, 2019

I am confident that Ms. Chung, Ms. Beltran, Mr. Frankel, Mr. Ordenana, Ms. Davis, Mr. Horn, Judge Walker, Mr. Crow, Mr. Qian, and Ms. Woodson, electors of the City and County, will serve our community well. Attached herein for your reference are their qualifications to serve.

Should you have any questions related to these appointments, please contact my Director of Appointments, Nicole Elliott, at (415) 554-7940.

Sincerely,


Edwin M. Lee
Mayor

David Crow Biography

Dave Crow combines broad life experience and deep personal commitment as a tenant advocate and homeless services attorney that make him uniquely qualified to resolve a wide range of legal issues. Dave earned his Juris Doctor from New College of California Public Interest School of Law in San Francisco.

Employed at the Homeless Advocacy Project of the Bar Association of San Francisco from 1997 until 2002, his last two years there were spent as a National Association for Public Interest Law (Equal Justice Works) fellow.

Mr. Crow's award-winning advocacy included work on the myriad of complex legal issues facing traditionally under-represented tenants, including those from the homeless, at-risk and disabled communities.

He established the firm in 2002, specializing in representing Bay Area tenants. Solvejg Rose joined him as a partner in 2005, adding several new facets to the firm. Dave Crow's private legal practice emphasizes eviction defense, wrongful eviction and other landlord tenant and real property matters, with additional representation of personal injury plaintiffs.

43A Harrington Street,
San Francisco, CA 94112

Ceciila Chung

Email:cecilia.chung@me.com
Phone:415-902-0216
Fax:415-586-3796

Areas of Specialty

- Homeless issues and LGBT health policy
- Community organizing and mobilizing
- Capacity building
- HIV prevention, education and policy
- Community and organizational leadership
- Coalition development with various communities

Experience

Ceciila Chung Consulting Principal

2009 - Current

Provide excellent non-profit program development, implementation, and replication advice to various sized non-profits serving underserved communities. Augment staff capacity to build systems and resources. Train staff to continue program at high level after completion of the consultation agreement. Assist leadership with Board relations and development.

San Francisco Human Rights Commission Commissioner

2004 - Current

Help set direction of Commission and Commission staff. Chaired regular meetings of Commission and manage agenda. Increased efficiency of subcommittees by reducing the number of advisory committees. Oversaw efforts to increase awareness about issues related to Native Americans, unrecognized familial structures, members of the intersex community, and bisexual visibility through production of reports and hearings. Work with San Francisco officials to support mission and funding of Commission. Instrumental in the establishing of taskforce on LGBT aging by the Board of Supervisors.

Transgender Law Center Deputy Director

2005 - 2008

Managed TLC's individual donor campaigns, economic development initiative, and leadership programming. Oversaw multiple projects and advocate for policy changes on local and state level. Produced communications materials and designed and maintained website. Coordinated vendor relations and evaluated work product. Represented TLC at events around California and U.S. Designed economic survey to assess economic health and employment needs of the transgender community; conceptualized and launched Transgender Economic Empowerment Initiative with collaborative partners by securing funding from San Francisco Board of Supervisors. Spearheaded the health access project in Bay Area, including the publishing of the *How to Start a Transgender Clinic Guide*.

Asian Pacific Islander American Health Forum HIV Program Coordinator

2004 - 2005

Funded by Center for Disease Control (CDC) to provide Capacity Building Assistance to Asian American members in Community Planning for HIV prevention. Responsible for development of training curriculum and training the trainers in all regions in US. Served as consultant to CDC and State Health Departments on Transgender issues and HIV prevention strategies.

Treatment Access Project, SFDPH, City & County of San Francisco
 Assessment and Placement Officer IIII 2002 - 2004

Worked in multi disciplinary setting to provide assessment and linkage counseling for multiple-diagnosed clients to authorize treatment placement for SFGH patients. Worked closely with clients' probation/parole officers to ensure clients' compliance. Provided treatment referrals.

Education

Undergraduate Studies in International Management
 Golden Gate University 1988-1992

Community Service Activities

Alice B. Toklas LGBT Democratic Club Current
 Board Member / Policy Committee Co-Chair

Program Committee, Horizons Foundation Current
 Member

Global Network of People Living with HIV/AIDS, North America Current
 Board Member / US Vice-Chair

Just Detention International Current
 Board Member / Committee Chair

Women Organized in Response to Life-Threatening Disease Current
 Board Member

Joint Commission LGBT Field Guide – Advisory Panel 2010

San Francisco Human Rights Commission 2008-2011
 Commission Chair

California Democratic Party - LGBT Caucus 2007-2010
 Treasure

CHRP- Visioning Change Initiatives 2007-2010

HRSA's Nation Quality Center – Community Advisory Board 2008-2010

National AIDS Strategy Campaign 2009

California Democratic Party – Executive Board 2006-2009

Harvey Milk LGBT Democratic Club 2004-2006
 Board Member

Asian & Pacific Islander Wellness Center 2001-2007
 Board Member

San Francisco LGBT Pride Celebration Committee 1998-2006
 Board Member

HIV Service Planning Council 2000-2004

Trans March San Francisco – Founder/Producer 2004, 2005

SF Transgender Empowerment Advocacy and Leadership 2002- 2008
 Founding Member

Recognition

W.O.R.L.D. 20 th Anniversary Community Activist Award	2012
KGO-TV Asian Pacific Islander Heritage Month	2011
Recognition by California LGBT Legislative Caucus	2010
A&PI Wellness Center Public Policy Award	2008
KQED Local Hero Award	2006
Community Hero Award, St Francis Hospital Foundation	2003
AIDS Hero Award	2002

Speaking

Queer and Asian Conference – Key Speaker	2011
Asian Psychology Association Conference	2010
Transgender Leadership Summit - Speaker	2010
US Conference on AIDS – Speaker	
Opening Plenary	2009
National HIV Prevention Conference – Speaker	
Opening Plenary	2009
Transgender Leadership Summit - Speaker	
Closing Plenary	2009
Harvard University – Speaker/Presenter	
TransLaw Conference	2008
Illinois State University – Keynote/Presenter	
Boundaries of Gender	2007

BELVA DAVIS

1255 California Street, #303
San Francisco, CA 94109
415-265-4140

Broadcast journalist Belva Davis was born on October 13, 1932. She attended Berkeley High in Berkeley, California, graduating in 1951. She was accepted at San Francisco State University. However, her family could not afford the tuition and Davis began working at the Naval Supply Center in Oakland.

Belva Davis' first paid writing job was as a freelance writer for *Jet*. She soon found work with several weekly black newspapers, including the *Bay Area Independent* and the *San Francisco Sun-Reporter*. Davis' career in broadcasting began at radio station KSAN, where she read newspaper clips on the air, becoming the first black female at the station. Davis left KSAN to work for another radio station, KDIA. Here she had a regular two-hour radio show which featured music, studio interviews and political coverage.

In 1966, Davis was hired to replace television news anchor Nancy Reynolds on PKIX-TV, San Francisco's CBS affiliate. This made Davis the first female African American television reporter on the West Coast. Davis also hosted and helped to create *All Together Now*, one of the country's first primetime public affairs programs, to focus on ethnic communities. In 1977, she left KPIX to work at the PBS affiliate in San Francisco, KQED. She anchored *A Closer Look* and then *Evening Edition* from 1977 to 1981. She next took a job as anchor and urban affairs specialist for KRON-4, where she worked full time until 1999, when she became a special projects reporter for the television station.

Davis has received countless awards for her contributions to the field of journalism. These awards include national recognition from the Corporation for Public Broadcasting, San Francisco State University and the National Education Writers Association. She received the Northern California Chapter of National Academy of Television Arts and Sciences' highest lifetime achievement award, the Governor's Award, in 1996. Davis is also well known for her work as a labor activist, vice president of the American Federation of Television and Radio Artists, and for being active within the community.

RESUME OF THOMAS EUGENE HORN

ATTORNEY AT LAW

DATE OF BIRTH: June 7, 1946

HOME ADDRESS: 10 Miller Place, Apartment 2001
San Francisco, California 94108
(415) 398-2416

OFFICE ADDRESS: 100 Van Ness Avenue, 21st Floor
San Francisco, California 94102
(415) 621-5600

EDUCATION: B.A. - University of New Mexico, 1968
President, Blue Key, Senior Men's
Honor Society

J.D. - U.C.L.A., 1971
Order of the Coif

LEGAL EXPERIENCE: 1971-1973
Private Practice - Albuquerque,
New Mexico

1973-1976
Senior Partner - Horn and Schowers

1974-1976
Legal Director - New Mexico Chapter
of American Civil Liberties Union

1976-Present
Private Practice - San Francisco,
California
1992-Present, Of Counsel to the
firm of Goldstein & Gellman,
San Francisco

Licensed by the following Courts:

Supreme Court of the United States

Supreme Court of California

Supreme Court of New Mexico

United States Court of Appeals for the Ninth Circuit

United States Court of Appeals for the Tenth Circuit

Licensed by the following Courts (continued):

United States Court of Claims

United States District Court for the Northern District
of California

United States District Court for the Central District
of California

United States District Court for the District of New Mexico

Current or past member of the following Professional Organizations:

American Bar Association
Vice Chair of the 1989 Annual Fall Meeting,
Litigation Section

American Trial Lawyers Association

California Trial Lawyers Association

Bar Association of San Francisco Barrister's Club

Lawyer's Club of San Francisco

California Attorneys for Criminal Justice

Law Practice Experience (Emphasis in Trial and Appellate
Litigation)

Civil Litigation

Lead Counsel in over 1,000 cases
-Approximately 85 trials

Criminal Litigation

Lead Counsel in over 250 felony cases
-Approximately 75 trials

Appeals

Have been lead counsel in some 30 appeals
-About half of those constituted some form of
extraordinary or emergency appellate relief such
as Writs of Prohibition, Mandamus, etc.

Law Practice Experience (continued):

1974-1976, Legal Director, New Mexico Chapter of the
American Civil Liberties Union

-Supervised over 100 cooperating attorneys
throughout the State

-Standardized litigation procedures for
cooperating attorneys

-Personally conducted most major trials and
appeals

1984, General Counsel to the Host Committee,
Democratic National Convention, San
Francisco

1986, 1987, 1993, Faculty, "Winning at Trial: An
Intensive Trial Advocacy Program," School of
Law, University of Texas, Austin

FOREIGN LANGUAGES: French

Member, Board of Directors, Alliance Française (1989-
Present)

1992, Selected by the Government of France upon the
recommendation of His Excellency Jacques Andriani,
French Ambassador to the United States, for par-
ticipation in the "Programme d'invitations des
personnalités d'avenir."

-One of six Americans selected to participate
in a series of conferences with French political,
social and artistic leaders as guests of the
French Government. Selection criteria:
demonstrated leadership potential and interest
in France and French culture and politics.

CIVIC ACTIVITIES:

Member, Board of Trustees of the San Francisco War Memorial
and Performing Arts Center (1981-Present)
President (1985-1986, 1989-1990, 1993-Present)
Vice President (1982-1984, 1987-1988, 1991-1992)
Chair, Presenter's Liaison Committee (1982-1984, 1991-
1992)

Member, following committees:

Budget and Finance (1981-1984, 1991-1992)
Building (1981-1984)

Civic Activities (Continued):

- President, San Francisco Performing Arts Center Foundation
(1985-Present)
- Member, Board of Trustees of San Francisco Ballet Association
(1991-Present)
Chair, Development Committee (1992-Present)
- Chair, San Francisco Board of Supervisors' Downtown Stadium
Task Force (1986-1988)
- Member, Mayor's Select Task Force on Handgun Control,
San Francisco (1982-1983)
- Member, Board of Directors, Kaposi's Sarcoma Education and
Research Foundation (Predecessor to San Francisco
AIDS Foundation, 1982-1983)
- Member, Mayor's Youth Guidance Center Committee (1983-1984)
- Member, Board of Directors, San Franciscans for an Improved
Juvenile Facility (1985-1988)
- Member, Board of Directors, National Gay Rights
Advocates, (1983-1989)
Chair, Committee on Litigation
- Member, Mayor's Vietnam Veterans War Memorial Task
Force (1985-1988)
- Member, Board of Directors, San Francisco School of the
Arts Foundation (1985-1987)
- Temple Lodge #60, A.F.A.M. - 32° Scottish Rite Mason
(1972-Present)
- Member, Ballut Abyad Shrine, A.A.O.N.M.S. (1973-Present)
- Member, The Commonwealth Club (1986-1992)

OTHER:

- Taught "Law and Personal Liberty" in the Undergraduate
Seminar Program in Honors Program, University of
New Mexico, Fall 1973-1974
- Author, Column "it's a Question of Law," VOICE Newspaper,
San Francisco (1980-1982)

KENT QIAN

703 Market Street Suite 2000 • San Francisco, CA 94103 • (415) 546-7000 x. 3112 • kqian@nhlp.org

EDUCATION

The University of Chicago Law School, Chicago, Illinois
Juris Doctor, 2009

- Law school representative to Graduate Council
- Served as 1L representative to Law Students Association

The Ohio State University, Columbus, Ohio
Master of Science in Physics, 2006

- Served as teaching assistant for undergraduate physics courses

Georgia Institute of Technology, Atlanta, Georgia
Bachelor of Science in Physics with High Honors, 2004

- HOPE Scholar; National Merit Scholar; Greater Community of Greensboro Scholar
- Awarded Regents Study Abroad Scholarship for foreign exchange program in England

LEGAL EXPERIENCE

National Housing Law Project, Oakland, California
Attorney / Skadden Fellow, September 2009 – September 2011, *Staff Attorney*, September 2011 - Present
Working with advocates in California and nationwide to enforce the rights of tenants and homeowners in foreclosure, including rights under the Protecting Tenants at Foreclosure Act and the Home Affordable Modification Program; presented at national and statewide CLE trainings on housing law and eviction defense; serving as co-counsel in two Ninth Circuit cases involving novel issues of federal law.

Sargent Shriver National Center on Poverty Law, Chicago, Illinois
Equal Justice America Legal Services Fellow, September 2008 – March 2009 (P/T)
Researched and drafted memoranda on housing and other poverty law issues.

Roger Baldwin Foundation of the American Civil Liberties Union of Illinois, Chicago, Illinois
Public Interest Law Initiative Legal Intern, July 2008 – September 2008
Conducted legal research and drafted memoranda on civil liberties, reproductive rights, and legislative advocacy issues.

Knobbe Martens Olson & Bear, Irvine, California
Summer Associate, May 2008 – July 2008
Researched patent litigation issues. Assisted attorneys with patent prosecution and non-infringement analysis. Drafted a patent application and responded to PTO office actions. Made presentations to colleagues on recent Federal Circuit decisions.

Legal Assistance Foundation of Metropolitan Chicago, Chicago, Illinois
Westside Office, *Law Clerk*, August 2007 – May 2008 (P/T)
Performed intake and follow-up interviews in housing, utilities, and unemployment insurance cases. Assisted in researching and drafting court motions and briefs for housing, employment, consumer, and family law cases. Observed court hearings and administrative hearings. Assisted in preparing discovery request responses.

Southern Center for Human Rights, Atlanta, Georgia
Norval Morris Fellow, Equal Justice Works Summer Corp, June 2007 – August 2007
Researched legal issues. Drafted memoranda on sex offender residency rights and habeas corpus issues. Participated in writing an amicus brief to protect a prisoner's Constitutional rights. Observed court proceedings. Represented inmates in parole hearings.

ADMISSIONS

California, the Northern and Eastern Districts of California, and the Ninth Circuit Court of Appeals.

REBECCA L. WOODSON

220 Day Street
San Francisco, CA 94131
rlwoodson2004@yahoo.com

415/401-6447 (h)
415/267-4137 (o)

EXPERIENCE:

- 1/02 – Present **MCKENNA LONG & ALDRIDGE LLP, SAN FRANCISCO, CA**
Toxic Tort Litigation Associate
- Litigate all phases of complex personal injury, wrongful death and premises liability cases; first and second chair of jury trials, settlement negotiations.
 - Write and argue pre-trial motions *in limine*, motions for summary judgment, *ex parte* applications, discovery motions.
 - Depose plaintiffs, co-workers, and expert witnesses. Defend expert witnesses.
 - Managed and litigated 30+ toxic tort cases for national aircraft manufacturer.
- 3/00 – 1/02 **ROPER, MAJESKI, KOHN & BENTLEY, SAN FRANCISCO, CA**
Civil Litigation Associate
- Primary litigation associate for homeowner's contract dispute with HOA. Wrote and argued discovery motions, propounded discovery and prepared responses.
 - Argued two-day personal injury bench trial in Alameda County Superior Court.
 - Drafted appellate writs and opening briefs in First and Sixth Appellate Districts.
- 2/98 – 3/00 **SAN MATEO COUNTY DISTRICT ATTORNEY'S OFFICE, REDWOOD CITY, CA**
Deputy District Attorney
- Argued 22 misdemeanor jury trials and 175+ felony preliminary hearings.
 - Direct and cross-examination of expert trial witnesses.
 - Counseled victims, witnesses and public during all phases of trial process.
 - Wrote and argued evidentiary motions *in limine*, post-trial motions for new trial, and appellate briefs.
- 2/97 – 5/97 **U.S. DEPARTMENT OF JUSTICE, U.S. ATTORNEY'S OFFICE, SAN JOSE, CA**
Law Clerk
- Drafted pre-trial and discovery motions.
 - Wrote research memoranda analyzing federal procedural issues.
 - Analyzed federal sentencing guidelines and submitted recommendations.
- 3/97 **THE HONORABLE JEREMY FOGEL, SANTA CLARA COUNTY SUPERIOR COURT**
Law Clerk
- Reviewed papers submitted by counsel for hearing on summary judgment and issued written recommendations to the Court.

EDUCATION:

- 1997 **J.D., SANTA CLARA UNIVERSITY SCHOOL OF LAW**
Law Faculty Scholar 1994 - 1997
- 8/95 **OXFORD UNIVERSITY, MAGDALEN COLLEGE, OXFORD, ENGLAND**
Finalist, International Moot Court Competition

1991

B.S.F.S., GEORGETOWN UNIVERSITY SCHOOL OF FOREIGN SERVICE
French Language Proficiency, 1990; Certificate of African Studies, 1991

PUBLICATIONS:

Writing Motions for Summary Judgment, Los Angeles Lawyer, October 2002, Vol. 25, No. 7.

CURRICULUM VITAE

VAUGHN R WALKER

CONTACT INFORMATION

ADR/Law Office of Vaughn R Walker

4 Embarcadero Center, Suite 2200

P O Box 26250

San Francisco, CA 94111

San Francisco, CA 94126

Tel: (415) 871-2888

Fax: (415) 871-2890

e-mail: vrw@judgewalker.com

EDUCATION

AB distinction & high honors, 1966

University of Michigan, Ann Arbor

Woodrow Wilson Fellow, 1966-67

University of California, Berkeley

JD, 1970

Stanford University

PROFESSIONAL ENGAGEMENTS

ADR/Law Office of Vaughn R Walker, 2011 - present

Lecturer, University of California, Berkeley School of Law, Spring 2011, 2014

Lecturer, Stanford University Law School, 2011, 2012

United States District Chief Judge, Northern District of California, 2004-2010

United States District Judge, Northern District of California, 1990-2004, 2011

Partner, 1978-1990, Pillsbury Madison & Sutro, San Francisco

Associate, 1972-1977, Pillsbury Madison & Sutro, San Francisco

Law Clerk, Honorable Robert J Kelleher, United States District Judge,

Central District of California, Los Angeles, 1971-72

BAR MEMBERSHIPS

State and federal courts in California, United States Supreme Court, United States Court of Appeals for the Fifth, Ninth and Tenth Circuits

AWARDS AND HONORARY LECTURES

Judges and the Facts, 2014	University of Miami Law Review Symposium, Miami
Competition in the Americas, 2013	CFC Regional Competition Center, Mexico City
Justice Lester Roth Lecture, 2012	University of Southern California, Los Angeles
4th Annual Chief Justice Ronald M George Distinguished Lecture, 2012	Golden Gate University Law School, San Francisco
Maurer School of Law Lecture, 2011	Indiana University School of Law, Bloomington
David C Baum Memorial Lecture on Civil Liberties and Civil Rights, 2011	University of Illinois College of Law, Urbana
Commencement Address, 2011	Hastings College of Law, University of California
Justin L Quackenbush Lecture, 2011	Gonzaga University School of Law, Spokane
Distinguished Jurist Lecture, 2006	University of Pennsylvania Law School, Philadelphia
Outstanding Jurist Award, 1993	World Computer Law Congress

ADVISORY POSITIONS AND MEMBERSHIPS

Director, Saint Francis Foundation, 1990-1996, 1998-2012

Member, American Law Institute, 1991-

Advisory Board, Arthur and Toni Rembe Rock Center for Corporate Governance, 2012 -

Advisory Board, Center for U S and Mexican Law, University of Houston Law Center, 2012 -

Member, Civil Rules Advisory Committee of the Judicial Conference of the United States, 2006-2011

Judicial Representative, ABA Section on Antitrust Law, 1990-1995

California Law Revision Commission, 1986-1990

Lawyers' Club of San Francisco, President, 1986-1987

NOTABLE JUDICIAL DECISIONS

Civil Liberties and National Security

In re National Security Agency Telecommunications Records Litigation, MDL No 06-1791, 633 F Supp 2d 949 (N D Cal 2009)(upholding Foreign Intelligence Surveillance Amendments Act) and including the following individual cases:

Al-Haramain Islamic Foundation v Bush, 700 F Supp 2d 1182 (N D Cal 2010)(Foreign Intelligence Surveillance Act allows private remedy); 595 F Supp 2d 1077 (N D Cal 2009)(classified information in litigation); 564 F Supp 2d 1109 (N D Cal 2008)(state secrets privilege); 2010 WL 5663950 (N D Cal 2010)(attorney fees awarded)

Hepting v A T & T Corporation, 439 F Supp2d 974 (N D Cal 2006)(state secrets privilege)

Clayton v AT & T Communications of the Southwest, Inc, 630 F Supp 2d 1092 (N D Cal 2009)(Foreign Intelligence Surveillance Act upheld)

Perry v Schwarzenegger, 704 F Supp 2d 921 (N D Cal 2010)(provision prohibiting recognition of same sex marriages unconstitutional)

In re World War II Era Japanese Forced Labor Litigation, 114 F Supp 2d 939 (N D Cal 2000); 164 F Supp 2d (N D Cal 2001), affirmed sub nom Deutsch v Turner Corp, 317 F 3d 1005 (9th Cir 2003), reh denied, 324 F 3d 692; certiorari denied 540 US 820 (2003)(reparations barred by United States-Japan Peace Treaty).

California First Amendment Coalition v Calderon, 2000 WL 33173913 (N D Cal 2000) affirmed 299 F 3d 868 (9 Cir 2002)(media access to executions)

Technology

UniRAM Technology, Inc v Taiwan Semiconductor Mfg Co, 617 F Supp 2d 938 (N D Cal 2007)

3Com Corp v D-Link Systems, Inc, 473 F Supp 2d 1001 (N D Cal 2007)

Reiffin v Microsoft Corp, 281 F Supp 2d 1149 (N D Cal 2003) affirmed 410 Fed Appx 332 (Fed Cir 2011); 270 F Supp 2d 1132 (N D Cal 2003); 158 F Supp 2d 1016 (N D Cal 2001)

Apple Computer, Inc v Microsoft Corp, 821 F Supp 616 (N D Cal 1993); 799 F Supp 1006 (N D Cal 1992); affirmed except on attorney fees, 353 F 3d 1435 (9 Cir 1994), certiorari denied 513 US 1184 (1995)

Xerox Corp v Apple Computer, Inc, 734 F Supp 1542 (N D Cal 1990)

Competition and Antitrust

Theme Promotions, Inc v News America Marketing FSI, Inc, 731 F Supp 2d 937 (N D Cal 2010)

Pecover v Electronic Arts, Inc, 633 F Supp 2d 976

In Re Tableware Antitrust Litigation, 485 F Supp 2d 1121 (N D Cal 2007)(granting and denying summary judgment); 484 F Supp 2d 1059(direct and indirect purchaser claims distinguished); 1078 (N D Cal 2007)(partial settlement approved); 241 FRD 644 (N D Cal 2007)(class certified)

United States v Reliant Energy Services, Inc , 420 F Supp 2d 1043 (N D Cal 2006)

Brennan v Concord EFS, Inc, 369 F Supp 2d 1127 (N D Cal 2005)

United States v Oracle Corp, 331 F Supp 1098 (N D Cal 2004), followed Case No COMP/M 3216-Oracle/PeopleSoft, Commission of the European Communities (2004)

California ex rel Lockyer v Mirant Corp, 266 F Supp 2d 1046 (N D Cal 2003), affirmed 375 F 3d 83 and 387 F 3d 966 (9 Cir 2004), certiorari denied 544 US 974 (2005)

Fricke-Parks Press, Inc v Fang, 149 F Supp 2d 1175 (N D Cal 2001)

Reilly v Hearst Corp, 107 F Supp 2d 1192 (N D Cal 2000)

Levi Case Co, Inc v ATS Products, Inc, 788 F Supp 428 (N D Cal 1992)

Securities

In re Nuvelo, Inc Securities Litigation, 668 F Supp 2d 1217 (N D Cal 2009)

In re Cylink Securities Litigation, 274 F Supp 2d 1109 (N D Cal 2003) and Wenderhold v Cylink, 191 FRD 600 (N D Cal 2000); 189 FRD 570 (N D Cal 1999)

In re California Micro Devices Securities Litigation, 965 F Supp 1327 (N D Cal 1997); 168 FRD 276 (N D Cal 1996);

In re Clearly Canadian Securities Litigation, MDL No 993, 875 F Supp 1410 (N D Cal 1995)

In re Seagate Technology II Securities Litigation, 843 F Supp 1341 (N D Cal 1994) affirmed 98 F 3d 1346 (9 Cir 1996)

In re Oracle Securities Litigation, 852 F Supp 1437 (N D Cal 1994); 829 F Supp 1176 (N D Cal 1993); 136 FRD 639 (N D Cal 1991); 132 FRD 538 (N D Cal 1990); 131 FRD 688 (N D Cal 1990)

Personal Injury & Related Torts

Yamagiwa v City of Half Moon Bay, 523 F Supp 2d 1036 (N D Cal 2007)

In re Deep Vein Thrombosis, MDL No 04-1606, 356 F Supp 2d 1055 (N D Cal 2005) affirmed in part sub nom Montalvo v Spirit Airlines, 508 F 2d 464 (9 Cir 2007)

Miller v Continental Airlines, 260 F Supp 2d 931 (N D Cal 2003)

In re Air Crash Disaster Near Honolulu, Hawaii on Feb 24, 1989, MDL No 807, 783 F Supp 1261 (N D Cal 1992); 792 F Supp 1541 (N D Cal 1990)

Class Actions

In re TD Ameritrade Accountholder Litigation, 266 FRD 418 (N D Cal 2009)

Leuthold v Destination America, Inc, 224 FRD 462 (N D Cal 2004)

NOTABLE LITIGATION IN LAW PRACTICE

Legislature v Deukmejian, 34 Cal 3d 658 (1983)

State of California v County of Santa Clara, 142 Cal App 3d 608 (1983)

International Olympic Committee v San Francisco Arts & Athletics, 219 USPQ 983 (N D Cal 1982), affirmed 707 F 2d 517 (9 Cir 1983), 483 US 522 (1987)

Doe v City & County of San Francisco, 136 Cal App 3d (1982)

Olson Farms, Inc v Safeway Stores, Inc, 649 F 2d 1370 (10 Cir 1979)

Zylstra v Safeway Stores, Inc, 578 F 2d 102 (5 Cir 1978)

ARTICLES

“Merger Trials: Looking for the Third Dimension,” 5 Competition Pol’y Int’l 35 (2009)

“The Ethical Imperative of a Lodestar Cross-Check: Judicial Misgivings about ‘Reasonable Percentage’ Fees in Common Fund Cases,” 18 Georgetown Journal of Legal Ethics 1453 (2005)

Comment, “Federalizing Organized Crime,” 46 Hastings L J 1127 (1995)

SELECTED SPEECHES AND EDUCATIONAL PRESENTATIONS

“Unfinished Business,” Annual Meeting and Installation Dinner, Anti-Defamation League, Central Pacific Region, San Francisco, 2013

“Who’s Paying? New Developments in Funding,” 5th Annual Conference on Globalization of Class Actions and Mass Litigation, Tilburg University Law School, The Hague, 2011

“Private Anti-Monopoly Litigation,” University of International Business & Economics, Beijing, 2011

“Anti-Cartel Criminal Sanctions,” 8th Annual Trade Practices Workshop, University of South Australia, Adelaide, 2010

“Rules of Evidence,” Thailand-United States Judicial Conference, Bangkok, 2010

“Handling Classified Information,” Federal Judicial Center Workshop, Washington, DC 2010

Keynote Speaker, ABA Antitrust Masters Course V, Williamsburg, VA, 2010

“Evidence in Competition Cases,” EU Competition Law and Policy Workshop, Florence, Italy, 2009

“Recent Supreme Court Decisions,” Practising Law Institute, 50th Annual Antitrust Law Institute, San Francisco, 2009

“Assessing Economic Evidence in Competition Cases,” Federal Competition Commission (CFC) Conference, Mexico City, 2008

“Comparing the Trinidad Fair Trade Law,” United Nations Conference on Trade & Development Judicial Conference, Port of Spain, Trinidad, 2007

“The Art & Science of Serving as a Special Master,” ALI/ABA Conference, San Francisco, 2006

“Standards of Proof for Relevant Market Determinations,” United Nations Conference on Trade & Development Judicial Conference, Bali, Indonesia, 2006

“Search for a Competition Metric,” International Bar Association Annual Meeting, Prague, 2005

“Roles of Courts in Competition Cases and Policy,” United Nations Conference on Trade & Development Competition Conference, Cairo, Egypt, 2005

“Techniques for Multi-district Transferee Judges,” XXXIII Transferee Judges Conference, Palm Beach, Florida, 2002

Lead-Off Speaker, XXIV Multi-district Transferee Judges’ Conference, Palm Beach, FL, 1993

Keynote Speaker, 9th Annual Biotechnology Law Institute, San Francisco, 1993

Roberto Isaac Ordeñana - BIO

Born and raised in San Francisco, Roberto has worked in social justice and community-building for close to 15 years. Currently the Director of Development at the San Francisco LGBT Community Center, Roberto spent nearly a decade heading many of the organization's innovative services and cultural programs. As Director of Community Development Programs, he led the arts and culture programs; children, youth and family services; and community development and policy initiatives. Prior to that, Roberto managed peer-led HIV prevention programs for gay and bisexual youth at the STOP AIDS Project in San Francisco. Over the years he has also served on the LGBT Advisory Committee of the San Francisco Human Rights Commission and as president of the board of directors of BAY Positives (Bay Area Young Positives).

Throughout his work, Roberto has strived to increase the visibility of emerging lesbian, gay, bisexual and transgender visual artists. At STOP AIDS Project, he created HIV prevention programs using the arts as a critical tool for healthy behavior change. Recently, at The Center, Roberto directed groundbreaking programs teaching LGBT history and culture to area youth, in partnership with the San Francisco Unified School District. Roberto's personal engagement in the performing arts played a critical role in his personal development, helping him both cope with and overcome homophobic bullying and harassment early on in life.

Roberto holds a B.A. in Social Sciences with an emphasis in Human Sexuality Studies from San Francisco State University. He is 34 years old, of Nicaraguan descent and resides in San Francisco's Mission District, the same neighborhood he was born and raised in.

SIMON J. FRANKEL

Two 20th Avenue, San Francisco, California 94121
Home: (415) 668-2222 • Office: (415) 591-7052

PROFESSIONAL EMPLOYMENT

Covington & Burling LLP, San Francisco, California

Partner (2006 to Present): Representing companies and individuals in civil litigation with a focus on copyright, trademark, trade dress, trade secret, patent, and art-related disputes, as well as counseling concerning visual arts and intellectual property issues.

Howard, Rice, Nemerovski, Canady, Falk & Rabkin, San Francisco, California

Partner (2001 to 2006); Associate (1994 to 2001): Representing companies and individuals in civil litigation with a focus on copyright, trademark, trade dress, trade secret, patent, and art-related disputes, as well as counseling concerning visual arts and intellectual property issues.

University of San Francisco School of Law, San Francisco, California (1999 to Present)

Adjunct Professor of Law: Teaching seminar on Art Law.

Texas Wesleyan University School of Law, Fort Worth, Texas (May 2005)

Visiting Professor of Law: Co-teaching seminar on Art Law.

Hastings College of the Law, University of California, San Francisco, California (1997 to 2000)

Adjunct Assistant Professor of Law: Co-teaching seminar on Art Law.

Boalt Hall School of Law, University of California at Berkeley, Berkeley, California (1995 to 2000)

Lecturer-in-Law: Co-teaching seminar on Art Law.

Judge Pierre N. Leval, United States District Court, Southern District of New York, and United States Court of Appeals, Second Circuit (September 1992 to December 1993)

Law Clerk: Assisted federal district court judge in drafting opinions on all phases of federal court litigation; assisted in conduct of trials.

Chief Judge Stephen Breyer, United States Court of Appeals, First Circuit (August 1991 to August 1992)

Law Clerk: Assisted federal Court of Appeals judge in drafting appellate opinions.

EDUCATION

Yale Law School, New Haven, Connecticut - September 1988 to June 1991

J.D., June 1991

Yale Law Journal, Book Review Editor, 1989 to 1991

Cambridge University, Cambridge, England - September 1987 to August 1988

M. Phil (honors), History and Philosophy of Science, August 1988

National Science Foundation Graduate Fellowship

University College, London England - September 1986 to September 1987

Research Student, Wellcome Institute for the History of Medicine

National Science Foundation, Graduate Fellowship

Harvard University, Cambridge, Massachusetts - September 1982 to June 1986

B.A., *summa cum laude*, June 1986. Concentration in History and Science

SIMON J. FRANKEL

Page Two

SELECTED ART-RELATED PUBLICATIONS

- *Will the Digital Era Sound the Death Knell for the First Sale Doctrine in US Copyright Law*, INTELLECTUAL PROPERTY MAGAZINE, March 2011, Co-Author
- *Statute Without Limits?*, DAILY JOURNAL, August 20, 2010, Co-Author
- *Music to Their Ears*, COPYRIGHT WORLD, February 2008, Author
- *Lingering Confusion About the Use of Marks in Domain Names of Web Sites that Critique or Parody*, ABA IBL NEWSLETTER, Winter 2006
- *All About Art Law: The Esthetic, Moral, Ethical, and Political Issues Relating to the Visual Arts*, SAN FRANCISCO ATTORNEY, August-September 2001 (with James B. Frankel)
- *Using Visual Art in Film and Television: You Gotta Have Art-And Permissions, Too*, ENTERTAINMENT AND SPORTS LAWYER, Summer 1988
- *Flare-Up on Fair Use: A Recent Decision on Copying for Academic Purposes Doesn't Solve the Administered of Problem Facing Not-For-Profit Users*, INTELLECTUAL PROPERTY (The Recorder), December 1996
- *Law for Arts' Sake: Finley v. NEA Strikes Down Censorship-But Too Late to Save Public Funding for the Arts*, THE RECORDER, November 27, 1996
- *Moral Obligations: Conflicting Artists' Rights Statutes*, SAN FRANCISCO DAILY JOURNAL, August 30, 1996
- *After Ruling, Troubling VARA Issue Still Remain*, NEW YORK LAW JOURNAL, August 2 and 9, 1996 (with James B. Frankel)
- *VARA's First Five Years*, 19 HASTINGS COMMUNICATIONS & ENTERTAINMENT LAW JOURNAL 1 (1996)

SELECTED ART-RELATED SPEAKING ENGAGEMENTS

- Speaker, "Current Issues in Copyright and Moral Rights," ALI-ABA Legal Issues in Museum Administration Course, March 2011
- Speaker, "Recent Nazi Era Art Restitution Litigation," New York State Bar Association - Entertainment, Arts and Sports Law Section, January 2011
- Speaker, "Control of Public Domain Images, and Other Intersections of Copyright and Contract," Los Angeles Copyright Society, May 2008
- Speaker, "Can Contract Expand the Protections of Copyright," Copyright Society, Northern California Chapter, San Francisco, California, June 2007 (with Gloria Phares)
- Speaker, "Can a Museum Control Use of its Public Domain Collection Objects? Copyright, Licensing, and Reproduction Policies," ALI-ABA Legal Issues in Museum Administration Course, Philadelphia, Pennsylvania, March 2007 (with Lauryn Guttenplan)
- Panelist, "Artistic License: A Look at Copyright and Contemporary Art," Intellectual Property Law Section of the State Bar of California conference, The Copyright Office Comes to California, Santa Monica and San Jose, California, March 2007

SIMON J. FRANKEL

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SELECTED ART-RELATED SPEAKING ENGAGEMENTS (continued)

- Speaker, "Copyright Law," American Society of Consulting Arborists Annual Conference, Napa, California, December 2006
- Speaker, "Copyright and Moral Rights Update," Visual Arts and the Law Conference (CLE), Santa Fe, New Mexico, August 2006
- Speaker, "Basic Copyright Issues for Online Publishing," American Association of Anatomists Annual Meeting at EB, San Francisco, California, April 2006
- Panelist, "Intellectual Property Issues for Non-Profit Grantees in the Arts," San Francisco Foundation/California Lawyers for the Arts, San Francisco, California, January 2006
- Speaker, "Access to Museums: A Case Study," and "Beyond Copyright: Rights of Publicity and Privacy and Moral Rights," ALI-ABA Legal Problems of Museum Administration Course, San Francisco, California, March 2005
- Speaker, "Defining Art in Intellectual Property Law," Visual Arts and the Law Conference (CLE), Taos, New Mexico, August 2003
- Panelist on "Illegal Art: Freedom of Expression on the Corporate Age" Exhibition, San Francisco Art Institute, San Francisco, California, July 2003
- Speaker, "What is Art—In Intellectual Property," Copyright Society, Northern California Chapter, San Francisco, California February 2003
- Panelist, "What is Art?" Yale Law School Alumni Symposium, New Haven, Connecticut, October 2002

ADDITIONAL INFORMATION

- Legal Aid Society-Employment Law Center, Board of Directors (2008 to present); Chair, External Relations Committee (2010 to present).
- Copyright Society of the USA, Member (Chair, Northern California Chapter, 2009-2011).
- Board Member and Secretary, New Langton Arts, a San Francisco, California, contemporary arts organization (1997 to 2005).
- Member, *Pro Bono* Referral Board, California Lawyers for the Arts, San Francisco, California (1999 to present).
- Born and raised in San Francisco, California.
- Married to San Francisco native Courtney Weaver, a freelance writer, with three children.

JD Beltran

JD Beltran is a conceptual artist, filmmaker and writer. Her work has been screened and exhibited internationally, including at the Walker Art Center, the San Francisco Museum of Modern Art, The Yerba Buena Center for the Arts, The Kitchen in New York, the MIT Media Lab, the Singapore DigitalMediafest, Cité des Ondes Vidéo et Art Électronique in Montreal, ProArte in St. Petersburg, Russia, and in both the 2006 and 2008 ZeroOne San Jose New Media Biennials. She has been commissioned for public art projects in San Francisco, San Jose, Cleveland, Ohio, and St. Petersburg, Russia. Her work has been reviewed in the New York Times, the Wall Street Journal, and the Boston Globe, as well as in Art in America, ArtNews, the New Art Examiner, and Art Papers. She writes columns on art and culture for both SFGate.com and the Huffington Post, and is a member of the San Francisco Writers' Grotto. Beltran is also on the faculty of the San Francisco Art Institute, where she is Director of the school's City Studio arts education program for underserved youth.

From: Board of Supervisors, (BOS)
To: BOS-Supervisors
Subject: FW: Parkmerced Tree Removal - no permit, no tenant notice, no nesting report - Public Safety Hazard - air quality, ground shaking when trunks are dropped to the ground
Attachments: DSCN3658.JPG; DSCN3653.JPG; DSCN3655.JPG

From: carpihole@aol.com [mailto:carpihole@aol.com]

Sent: Thursday, March 03, 2016 11:50 AM

To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>; fitzthereporter@gmail.com; dale.smith@comcast.net; Valdez, Anthony E (ENV) <anthony.e.valdez@sfgov.org>; health.commission.dph@sfdph.org; Maehr, Erin (DPW) <erin.maehr@sfdpw.org>

Cc: parkmercedac@gmail.com; amgodman@yahoo.com; amgodman@yahoo.com; saveparkmerced@yahoo.com; andyblue415@gmail.com

Subject: Parkmerced Tree Removal - no permit, no tenant notice, no nesting report - Public Safety Hazard - air quality, ground shaking when trunks are dropped to the ground

Dear Supervisors et all,

This is to inform you all that Arborwell, a purported Authorized Agent of Parkmerced Owner, LLC (A Delaware limited liability corporation) is cutting down trees in Juan Bautista Circle this morning. Not only did they have trucks parked on the street with no TOC permits posted, the health and safety implications of this activity with zero notice to the residents and pedestrians who utilize this area was not provided.

Though the representatives of Parkmerced will say they provided notices through their quarterly newsletter (which were provided in April 2015 and September 2015....no further newsletters have been sent out), and at their resident meeting held in January, they simply stated that they will be removing trees throughout the property in the coming months....They also claim they will replace the trees 3 to 1 - where these trees are not under SF regulation as they reside beyond the 10 feet of the Public Right of Way requirement for "private property". This area has been public since it's inception, and a hard look at ownership and responsibilities is at critical mass.

Two weeks ago, the Professional Tree Care Company came in and took down over 100 trees on this property with bogus Tow Away postings with zero permit number. It is clear that these developers are not acting in good faith with their practices, where a mitigator to the Development Agreement must be assigned. In addition, it would be more than prudent for the Department of Public Health and other agencies who are charged with ensuring public safety and environmental oversight, make a site visit to see first hand what residents have to deal with. This impacts their quality of life, their health, and with the decimation of the forest in this 156 acre property, will certainly impact surrounding neighborhoods and Cities - driving predatory animals into neighborhoods and increasing the rodent and bug population....This ain't rocket science and your children will too feel the impact of this.

Even should this claim of property rights be correct, failure to notice the hundreds - if not thousands- of people who rent from Parkmerced and who are residents of SF, common courtesy dictates notice of this highly dangerous work should have been provided. Furthermore, this activity is in bad faith.

The Development Agreement was signed on behalf of San Franciscans.

We respectfully request a moratorium on all Development activity until at least the following occurs:

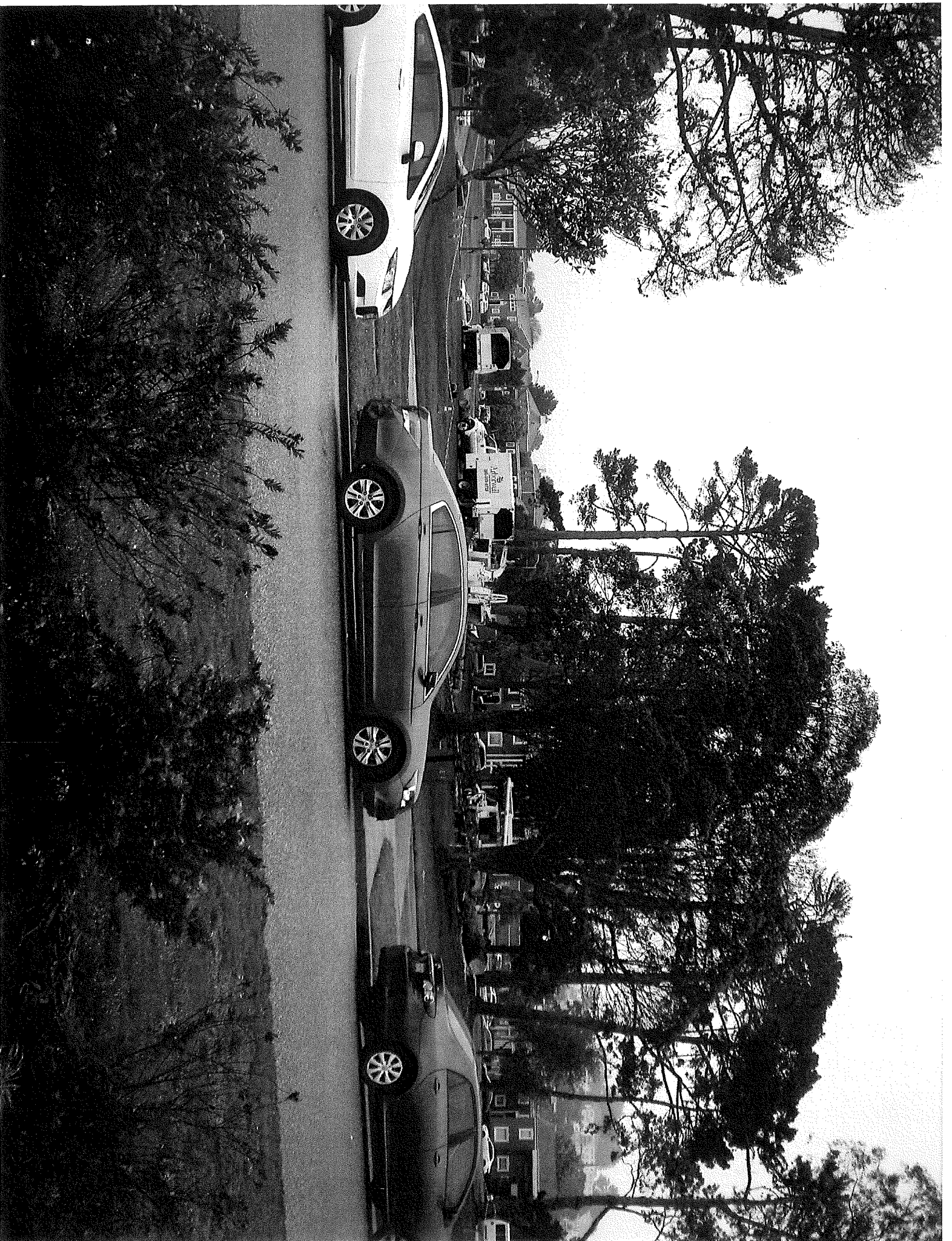
- 1) Verification of a clear chain of title to this property is obtained and made public;
- 2) Environmental and DPH Civil employees perform a site visit (testing air quality, performing nesting reports, etc.);
- 3) The City assign at least one full time FTE to act as mitigator to this project - note: NOT FROM THE DEPT. OF PLANNING;
- 4) Tenants are provided a clear timeline of Parkmerced's construction, demolition, and tree removal activity so they can mentally prepare fo the removal and more importantly, have the option of not being physically in harms way with the chipper running full steam where air quality is definitely impacted.

Thank you for considering this request.

Sincerely,

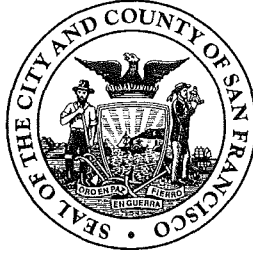
Diane Carpio







BOARD of SUPERVISORS



City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 544-5227

MEMORANDUM

Date: March 14, 2016
To: Members, Board of Supervisors
From: Angela Calvillo, Clerk of the Board
Subject: Form 700

This is to inform you that the following individual has submitted a Form 700 Statement:

Debra Newman – Budget and Legislative Analyst– Annual
Margaux Kelly – Legislative Aide – Annual



AN AFFORDABLE CITY

San Francisco has become a piggy bank for cheap, speculative money. The city has reached beyond its holding capacity to sustain its habitability and economy. As a result, San Francisco has monumental inflationary costs for land, housing and a sustainable economy. This inflation has created the highest cost of housing and doing business in the nation. Further, our natural environment has been over exploited beyond our ability to sustain it.

The leadership of this city has failed to meaningfully mitigate the destructive effects of inflation.

In this contentious election year, there is national angst on inequalities of income and overconcentration of wealth. In San Francisco, in 2016, our civic angst echoes these concerns especially in terms of affordability of housing. Some viable and seemingly effective palliatives being proposed: requiring a higher percentage of inclusionary housing (over 25% vs. 12%) and giving density (and height) bonuses for building additional affordable units.

There are assertions these palliatives will benefit developers by lowering land costs supposedly discounted because of the newly stringent requirements and/or will benefit mostly affluent tenants and buyers, along with some people of lesser income, by increasing supply of primarily midrise to high-rise housing units. Concerns on the seismic and infrastructure capacity of the city haven't been addressed.

The fatal flaw in the proposed in the palliatives derives from the economics of San Francisco real estate market and the inexorable upward push of inflation.

Two sources for this inflationary process have been ignored.

1. The source of cheap, speculative financing is due to overseas money derived from escaped financial "derivatives" based on US government loans to overseas investors, such as governments, and overseas sovereign wealth investors. It is up to the Federal government to define whether this money is legal and, also, what to do about it.
2. Our urban land is a limited resource. Space and seismic underpinning limit its' potential for development. Such urban land constitutes "monopolies in space." Land cost under such conditions becomes inflated in costs relative to the value of what is built upon it regardless of the technology used to mitigate seismic problems that increase preservation and development costs.

Under normal economic conditions, development ceases or functions change when such land becomes too costly. However, in San Francisco cheap speculative money can continue to exploit land investment as it has in Manhattan, London and Singapore. Its' investments are either in terms of

refugee money or cheap paper rights to build in some politically promised future. If market rate buildings are built they remain profitably largely empty.

Under these inflationary conditions, land must be considered as public goods essential to sustain the city's communities and environments. Development of land requires mitigations as follows:

- a. Through honest planning limit the amount, intensity of use and placement of its uses.
- b. Apply a speculative value tax on land that exceeds the normal proportion of land to development.
- c. Public ownership of land either as payment for public assistance in the form of ground title or as a public/private partnership. Revenues from this process would be primarily in the form of ground rents that would offset other public subsidies necessary to deal with the effect of land scarcity on diverse community needs.
- d. Direct public subsidies to developers or partnership investments with developers to create fully affordable housing and business at the rate necessary to meet the yearly needs of thousands of many households and enterprises in this city who must change occupancy but cannot do so in SF.

The County, as an administrative district of the state can create a public development corporation to act as a preservation and development partner to private enterprise using the Local Agency Formation Commission process.

This city has the resources and potential to deal with the finite limit of land that are affordable and meet the holding capacity limitations of this area by means that lower the costs of private and private preservation and development.

Inclusionary housing solutions for, so-called, affordable housing are not reasonable public options. They raise costs to both developers and the city in ways that add to the inflationary process in terms of the cumulative citywide investments processes. It is a process that appeals to our leaders tendencies to meet our urgent needs with media palliatives that are weak and meaningless.

There is no "free market" just as there is no free lunch or invisible hand. The need is now and it's urgent to change our ways or to change our leadership.

When the people lead the leaders must follow.

Bernard Choden

From: Board of Supervisors, (BOS)
To: BOS-Supervisors
Subject: FW: Car tow fees

From: Paul [mailto:pnisbett@hotmail.com]
Sent: Tuesday, March 08, 2016 6:44 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Reiskin, Ed (MTA) <ed.reiskin@sfmta.com>; Lee, Mayor (MYR) <mayoredwinlee@sfgov.org>
Subject: Car tow fees

Hello,

I was just reading about how you are scamming drivers by piling on nickle and dime fees for everything to do with getting a car towed. Painting the curb ,really ?????

It is nice that anybody works for Muni gets free parking and doesn't have to actually use their service to get to work. God forbid public transportation workers use public transportation .

\$ 250 for Administration fees. Here's how you can save some money : Fire some administrators starting with the dingbat at MTA who said "It's hard to get a parking ticket in the city"

That was not my experience before I sold my car 10 years ago . The city has not gotten easier to live in in the last 10 years and I don't think that anybody who currently has a car in the city would say it's hard to get a ticket here.

Here's how you can save more money : Drop the free bus rides for kids and make them walk to their local school. Yes. That means you have to actually improve the bad schools.

As SF operates right now, it is in business primarily to keep it's employees fat and happy.

It's time the city government actually focused what it's like to live here as residents.

For the record:

I don't actually have a stake in the MTA game. I ride my bike and walk everywhere . Unfortunately, for most people in outlying areas that is not an option.

-Paul Nisbett

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From: Board of Supervisors, (BOS)
To: BOS-Supervisors
Subject: FW: Towing Fees vs. Homeless Camps

From: James Keller [mailto:kellerjedw@aol.com]
Sent: Tuesday, March 08, 2016 9:10 AM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Towing Fees vs. Homeless Camps

Supervisors: Today's Chronicle has two stories which provide an example of why it is increasingly frustrating living in San Francisco, particularly if one has a relatively low paying job or is retired. Residents who make a single mistake parking their car in one of the widespread construction zones or other tow away zones, are required to pay \$500 or more to retrieve their car. On the other hand, homeless people who pitch their tents in our neighborhoods are allowed to escape any fine or even inconvenience for their infractions for weeks or months on end. So, the City screws it's ordinary residents while ignoring the degradation of our standard of living created by the homeless camps. This disparity fuels resentment.

It is incredible to me that the MTA is seemingly a power unto itself. It's towing charges are a prime example of what happens when an agency like this is not elected. Please do something to bring it under control. It changes our traffic and parking patterns at will, seemingly without any concern on the impact on ordinary residents. The recent changes of Muni stops on Mission Street is a good example. From on high, the MTA eliminated or relocated several Muni stops in an effort to speed Muni along Mission, but failed to adequately warn regular riders, many of whom were senior citizens, of the changes, let alone asking if this change was something the users wanted. The MTA has given away precious parking spots to the commuter buses which now have dedicated spots solely for them: another tow away danger and funding source for the MTA! It has eliminated traffic lanes in favor of bikes which also has the effect of limiting parking in some areas. The MTA is an agency which has a single mission. In its singled minded pursuit of that mission, it ignores us, the citizens which pay for it. Get rid of the MTA or take better control of it. These towing fines are obscene. They constitute gouging. But I guess if you are one of the lucky ones who can ride a private bus or car for hire to and from home to work and back, you don't have to worry about a towing fee or finding a place to park your car. But look out if you own and drive your own car because the MTA is fixated on finding a way to fine you out of existence.

Jim Keller

From: Board of Supervisors, (BOS)
To: BOS-Supervisors
Subject: FW: car towing fees/suggestion

From: Susan Tuohy [mailto:susan.tuohy@gmail.com]
Sent: Tuesday, March 08, 2016 12:17 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: car towing fees/suggestion

How about an app that reveals a phone number linked to the license plate (or at least the residential parking sticker)? The parking control officer could phone/text the improperly parked car's owner, allowing the owner 10 minutes to move the car? The car could still be given the "you should not have parked here" ticket, but it would not have to be towed. It takes more than 10 minutes for the parking control officer to summon the tow truck--I know because my driveway is regularly blocked by a stranger's car. In fact, if a phone number was posted on the car, I could call the stranger & get the car moved much faster than I could get a tow truck.

My friends, relations, out of town visitors etc have all parked in error at least once. It's hard to see those tow away signs in the dark. New drivers & visitors don't know to watch for tow-away zones.

It's getting harder & harder (and more expensive) to live here. Please give us a break!

Thanks,
Susan Tuohy
825 Capp Street
SF



BOS-11, Opac
CDB, Leg Ref.
File 151119

March 9, 2016

Honorable London Breed
President of the Board
Board of Supervisors
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94102-4689

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2016 MAR 10 AM 11:08
BY [Signature]

Dear President Breed:

I write to you to address concerns you expressed during the March 1, 2016 Board of Supervisor's meeting for Item # 15-1119 – Establishing an Infrastructure Financing District and Adopting an Infrastructure Financing Plan. Your specific concerns pertained to the percentage of San Francisco residents hired and Local Business Enterprise (LBE) contracts used for the historic rehabilitation project at Pier 70.

The Board of Supervisors approved a lease with Historic Pier 70, LLC on July 22, 2014 for the restoration and rehabilitation of eight buildings at Pier 70. This lease includes an Equal Opportunity Program ("EOP") requiring Historic Pier 70, LLC to make good faith efforts to hire local San Francisco residents for 25% of the overall project and 50% of entry level and new hire positions. The EOP further requires Historic Pier 70, LLC to make good faith efforts in contracting with Local Business Enterprises ("LBE's") with an overall LBE participation goal of 17%. The Port has worked closely with the Office of Economic and Workforce Development ("OEWD") and the Purchaser's Contract Monitoring Department ("CMD") to monitor compliance with EOP requirements.

To date, Historic Pier 70, LLC has hired 34 employees, 17 of whom (50%) are San Francisco residents. Of these employees, 35% reside within zip code 94124 and 94134, which are the Bayview Hunters Point and Visitacion Valley neighborhoods. To date, Historic Pier 70, LLC has achieved a 16% LBE subcontracting rate. CMD is confident the percentage will increase based on the scope of work for upcoming elements of the project. The Port receives regular reports from Historic Pier 70, LLC and will share these reports with you going forward.

(21)

Honorable London Breed

Page Two

March 9, 2016

The Port takes its Local Hire and LBE commitments very seriously. I very much appreciate your interest in this aspect of the project. Please do not hesitate to contact me should you have any further questions, comments or concerns. I can be reached at (415) 274-0445.

Sincerely,



Elaine Forbes

Interim Executive Director

cc: Members, Board of Supervisors
Angela Calvillo, Clerk of the Board ✓
Members, Port Commission
J.R. (Eddie) Orton, III, Orton Development, Inc.
James Madsen, Orton Development, Inc.
Christopher Vergara, OEWD
Nicole Elliott, Director of Legislative & Government Affairs
Finbarr Jewell, Contracting Monitoring Division
Phil Williamson, Port of San Francisco

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Commissioners
Eric Sklar, President
Saint Helena
Jacque Hostler-Carmesin, Vice President
McKinleyville
Anthony C. Williams, Member
Huntington Beach
Vacant, Member
Vacant, Member

STATE OF CALIFORNIA
Edmund G. Brown Jr., Governor

Mike Yaun, Acting Executive Director
1416 Ninth Street, Room 1320
Sacramento, CA 95814
(916) 653-4899
www.fgc.ca.gov

Fish and Game Commission



Wildlife Heritage and Conservation
Since 1870

RECEIVED
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SAN FRANCISCO
2016 MAR -7 PM 2:55
BY AK

March 1, 2016

TO ALL INTERESTED AND AFFECTED PARTIES:

This is to provide you with a copy of the notice of proposed regulatory action relative to subsection (b)(91.1) of Section 7.50, Title 14, California Code of Regulations, relating to Lower Klamath River Basin sport fishing, which will be published in the California Regulatory Notice Register on March 4, 2016.

Please note the dates of the public hearings related to this matter and associated deadlines for receipt of written comments.

Wade Sinnen, Senior Environmental Scientist, Department of Fish and Wildlife, has been designated to respond to questions on the substance of the proposed regulations. Mr. Sinnen can be reached by telephone at (707) 822-5119 or by email at Wade.Sinnen@wildlife.ca.gov.

Sincerely,

Sherrie Fonbuena
Associate Governmental Program Analyst

Attachment

**TITLE 14. Fish and Game Commission
Notice of Proposed Changes in Regulations**

NOTICE IS HEREBY GIVEN that the Fish and Game Commission (Commission), pursuant to the authority vested by Sections 200, 202, 205, 215, 220, 240, 315 and 316.5 of the Fish and Game Code and to implement, interpret or make specific Sections 200, 202, 205, 215 and 316.5 of said Code, proposes to amend subsection 7.50(b)(91.1), Title 14, California Code of Regulations, relating to Lower Klamath River Basin sport fishing.

Informative Digest/Policy Statement Overview

The Klamath River System, which consists of the Klamath River and Trinity River basins, is managed through a cooperative system of State, federal, and tribal management agencies. Salmonid regulations are designed to meet natural and hatchery escapement needs for salmonid stocks, while providing equitable harvest opportunities for ocean sport, ocean commercial, river sport and tribal fisheries.

The Pacific Fishery Management Council (PFMC) is responsible for adopting recommendations for the management of sport and commercial ocean salmon fisheries in the Exclusive Economic Zone (three to 200 miles offshore) off the coasts of Washington, Oregon, and California. When approved by the Secretary of Commerce, these recommendations are implemented as ocean salmon fishing regulations by the National Marine Fisheries Service (NMFS).

The California Fish and Game Commission (Commission) adopts regulations for the ocean salmon sport (inside three miles) and the Klamath River System sport fisheries which are consistent with federal fishery management goals.

For the purpose of PFMC mixed-stock fishery modeling and salmon stock assessment, salmon greater than 22 inches are defined as adult salmon (ages 3-5) and salmon less than or equal to 22 inches are defined as grilse salmon (age 2).

Klamath River Fall-Run Chinook

Klamath River fall-run Chinook salmon (KRFC) harvest allocations and natural spawning escapement goals are established by the PFMC. The KRFC harvest allocation between tribal and non-tribal fisheries is based on court decisions and allocation agreements between the various fishery representatives.

The 2016 KRFC in-river sport fishery allocation recommended by the PFMC is currently unknown. All proposed closures for adult KRFC are designed to ensure sufficient spawning escapement in the Klamath River Basin and equitably distribute harvest while operating within annual allocations.

Klamath River Spring-Run Chinook

The Klamath River System also supports Klamath River spring-run Chinook salmon (KRSC). Naturally produced KRSC are both temporally and spatially separated from KRFC in most cases.

Presently, KRSC stocks are not managed or allocated by the PFMC. The in-river sport fishery is managed by general basin seasons, daily bag limit, and possession limit regulations.

KRFC Allocation Management

The PFMC 2015 allocation for the Klamath River System sport harvest was 14,133 adult KRFC. Preseason stock projections of 2016 adult KRFC abundance will not be available from the PFMC until March 2016. The 2016 Klamath River Basin allocation will be recommended by the PFMC in April 2016 and presented to the Commission for adoption prior to its April 2016 meeting.

For public notice requirements, the Department of Fish and Wildlife (Department) recommends the Commission consider an allocation range of 0 – 67,600 adult KRFC in the Klamath River Basin for the in-river sport fishery.

Current Sport Fishery Management

The KRFC in-river sport harvest allocation is divided into geographic areas and harvest is monitored under real time subquota management. KRSC in-river sport harvest is managed by general season, daily bag limit, and possession limit regulations.

The daily bag and possession limits apply to both stocks within the same sub-area and time period.

Blue Creek Area Management

On April 17, 2015, the Commission adopted regulations to close the main stem Klamath River near the mouth of Blue Creek to reduce catch and release mortality in a thermal refuge area and protect late-fall-run Chinook salmon holding prior to entering Blue Creek. The Commission's action was a precautionary conservation measure to provide maximum resource protection and ensure long-term sustainability during a critical multi-year drought.

Proposed Changes

No changes are proposed for the general (KRSC) opening and closing season dates, and bag, possession and size limits.

The following changes to current regulations are proposed:

KRFC QUOTA MANAGEMENT: Seasons, Bag and Possession Limits

For public notice requirements, a range of KRFC bag and possession limits are proposed until the 2016 Klamath River Basin quota is adopted. As in previous years, no retention of adult KRFC salmon is proposed for the following areas, once the subquota has been met.

The proposed open seasons and range of bag and possession limits for KRFC salmon stocks are as follows:

1. Klamath River - August 15 to December 31
2. Trinity River - September 1 to December 31
3. Bag Limit - [0-4] Chinook salmon of which no more than [0-4] fish over 22 inches total length may be retained until the subquota is met, then 0 fish over 22 inches total length.
4. Possession limit - [0-12] Chinook salmon of which [0-12] fish over 22 inches total length may be retained when the take of salmon over 22 inches total length is allowed.

BLUE CREEK AREA MANAGEMENT

The following option is provided for public discussion, and Commission consideration and action.

Modify Existing Blue Creek Mouth Area Closure

This option would modify the regulations for the existing fishing closure on the Klamath River during the June 15 through September 14 closure period by reducing the distance closed below the mouth of Blue Creek from ½ mile to 500 feet. The distance of the closure above the mouth of Blue Creek would remain at 500 feet. The regulations for the September 15 through December 31 fishing closure on the main stem Klamath River would not change. Local angling constituents and many fishing guides support this option with a closure distance of 500 feet.

Other changes are proposed for clarity and consistency.

Benefits of the Proposed Regulations

The benefits of the proposed regulations are in conformance with federal law, sustainable management of Klamath River Basin salmonid resources, and promotion of businesses that rely on sport fishing in the Klamath River Basin.

The proposed regulations are neither inconsistent nor incompatible with existing State regulations. The Legislature has delegated authority to the Commission to promulgate sport fishing regulations (Sections 200, 202, 205, 315, and 316.5, Fish and Game Code). Commission staff has searched the California Code of Regulations and has found no other State regulations related to the sport fishing in the Lower Klamath River Basin.

NOTICE IS ALSO GIVEN that any person interested may present statements, orally or in writing, relevant to this action at a teleconference originating in the Fish and Game Commission conference room, 1416 Ninth Street, Suite 1320, Sacramento, California, on Monday, April 18, 2016, at 8:30 a.m., or as soon thereafter as the matter may be heard. Interested persons may also participate at the following locations: Department of Fish and Wildlife, Conference Room, 50 Ericson Court, Arcata, California; Department of Fish and Wildlife, Conference Room, 4665 Lampson Avenue, Los Alamitos, California; and Department of Fish and Wildlife Conference Room, 7329 Silverado Trail, Napa, California. It is requested, but not required, that written comments be submitted by 12:00 noon on April 13, 2016 at the address given below, or by email to FGC@fgc.ca.gov. All comments must be received no later than April 18, 2016, at one of the teleconference hearing locations listed above. If you would like copies of any modifications to this proposal, please include your name and mailing address.

The regulations as proposed in strikeout-underline format, as well as an initial statement of reasons, including environmental considerations and all information upon which the proposal is based (rulemaking file), are on file and available for public review from the agency representative, Michael Yaun, Acting Executive Director, Fish and Game Commission, 1416 Ninth Street, Box 944209, Sacramento, California 94244-2090, phone (916) 653-4899. Please direct requests for the above mentioned documents and inquiries concerning the regulatory process to Michael Yaun or Sherrie Fonbuena at the preceding address or phone number. **Wade Sinnen, Senior Environmental Scientist, Department of Fish and Wildlife, [(707) 822-5119 or Wade.Sinnen@wildlife.ca.gov], has been designated to respond to questions on the substance of the proposed regulations.** Copies of the Initial Statement of Reasons, including the regulatory language, may be obtained from the address above. Notice of the proposed action shall be posted on the Fish and Game Commission website at <http://www.fgc.ca.gov>.

Availability of Modified Text

If the regulations adopted by the Commission differ from but are sufficiently related to the action proposed, they will be available to the public for at least 15 days prior to the date of adoption. Circumstances beyond the control of the Commission (e.g., timing of Federal regulation adoption, timing of resource data collection, timelines do not allow, etc.) or changes made to be responsive to public recommendation and comments during the regulatory process may preclude full compliance with the 15-day comment period, and the Commission will exercise its powers under Section 202 of the Fish and Game Code. Regulations adopted pursuant to this section are not subject to the time periods for adoption, amendment or repeal of regulations prescribed in Sections 11343.4, 11346.4 and 11346.8 of the Government Code. Any person interested may obtain a copy of said regulations prior to the date of adoption by contacting the agency representative named herein.

If the regulatory proposal is adopted, the final statement of reasons may be obtained from the address above when it has been received from the agency program staff.

Impact of Regulatory Action/Results of the Economic Impact Analysis

The potential for significant statewide adverse economic impacts that might result from the proposed regulatory action has been assessed, and the following initial determinations relative to the required statutory categories have been made:

- (a) Significant Statewide Adverse Economic Impact Directly Affecting Business, Including the Ability of California Businesses to Compete with Businesses in Other States:

The proposed action will not have a significant statewide adverse economic impact directly affecting business, including the ability of California businesses to compete with businesses in other states. The proposed regulations are projected to have minor impact on the net revenues to local businesses servicing sport fishermen. If the 2016 KRFC quota is reduced, visitor spending may correspondingly be reduced and in the absence of the emergence of alternative visitor activities, the drop in spending could induce business contraction. However, this will not likely affect the ability of California businesses to compete with businesses in other states. The preservation of Klamath River salmon stocks is necessary for the success of lower and upper Klamath River Basin businesses which provide goods and services related to fishing. The proposed changes are necessary for the continued preservation of the resource and therefore the prevention of adverse economic impacts.

- (b) Impact on the Creation or Elimination of Jobs Within the State, the Creation of New Businesses or the Elimination of Existing Businesses, or the Expansion of Businesses in California; Benefits of the Regulation to the Health and Welfare of California Residents, Worker Safety, and the State's Environment:

The proposed regulations range from no fishing of KRFC adult salmon to a normal Klamath River Basin salmon season. The Commission anticipates some impact on the creation or elimination of jobs in California. The potential employment impacts range from 0 to 45 jobs which are not expected to create, eliminate or expand businesses in California. The Commission anticipates impacts on the creation, elimination or

expansion of businesses in California ranging from no impact to reduced revenues to approximately 30 businesses that serve sport fishing activities. However, the possibility of growth of businesses to serve substitute activities exists. Adverse impacts to jobs and/or businesses would be less if fishing of steelhead and grilse KRFC salmon is permitted than under a complete closure to all fishing. The impacted businesses are generally small businesses employing few individuals and, like all small businesses, are subject to failure for a variety of causes. Additionally, the long-term intent of the proposed action is to increase sustainability in fishable salmon stocks and, consequently promoting the long-term viability of these same small businesses.

The Commission anticipates benefits to the health and welfare of California residents. Providing opportunities for a salmon sport fishery encourages a healthy outdoor activity and the consumption of a nutritious food.

The Commission anticipates benefits to the environment by the sustainable management of California's salmonid resources.

The Commission does not anticipate any benefits to worker safety because the proposed action does not affect working conditions.

(c) Cost Impacts on a Representative Private Person or Business:

The Commission is not aware of any cost impacts that a representative private person or business would necessarily incur in reasonable compliance with the proposed action.

(d) Costs or Savings to State Agencies or Costs/Savings in Federal Funding to the State: None.

(e) Nondiscretionary Costs/Savings to Local Agencies: None.

(f) Programs Mandated on Local Agencies or School Districts: None.

(g) Costs Imposed on any Local Agency or School District that is Required to be Reimbursed Under Part 7 (commencing with Section 17500) of Division 4, Government Code: None.

(h) Effect on Housing Costs: None.

Effect on Small Business

It has been determined that the adoption of these regulations may affect small business. The Commission has drafted the regulations in Plain English pursuant to Government Code Sections 11342.580 and 11346.2(a)(1).

Consideration of Alternatives

The Commission must determine that no reasonable alternative considered by the Commission, or that has otherwise been identified and brought to the attention of the Commission, would be more effective in carrying out the purpose for which the action is proposed, would be as effective and less burdensome to affected private persons than the proposed action, or would be more cost effective to affected private persons and equally effective in implementing the statutory policy or other provision of law.

FISH AND GAME COMMISSION

Dated: February 23, 2016

Michael Yaun
Acting Executive Director

From: Board of Supervisors, (BOS)
To: BOS-Supervisors
Subject: FW: I'm the 391st signer: "San Francisco Needs a Better Plan"

From: Jill Early Cress [mailto:petitions-noreply@moveon.org]
Sent: Saturday, March 12, 2016 6:58 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: I'm the 391st signer: "San Francisco Needs a Better Plan"

Dear Angela Calvillo,

I just signed a petition addressed to you titled *San Francisco Needs a Better Plan*. So far, 391 people have signed the petition.

You can reach me directly by replying to this email. **Or, post a response for MoveOn.org to pass along to all petition signers by clicking here:** http://petitions.moveon.org/target_talkback.html?tt=tt-99219-custom-65022-20260312-H2GmOy

The petition states:

"We oppose the way city authorities are handling the housing crisis. We oppose any plans to substantially alter San Francisco's residential neighborhoods and request that city authorities focus on solving these problems in a manner that does not displace people or continue to alter our landscape. We want homes we can afford, jobs for San Francisco residents, and streets that move freely, Therefore we request that you:

1. Stop approving expanded development in all our residential neighborhoods.
2. Stop amending City Planning Codes to incorporate more density into residential neighborhoods.
3. Enforce zoning laws that restrict development in residential neighborhoods.

"

My additional comments are:

Sad to see what is happening to S.F. Not the city I grew up in !! This flawed plan needs its own Environmental Impact Report (EIR) and not piggyback on a EIR from 1914. The Ellis Act needs to be reformed now. S.F. does not need more luxury high rise condos.

To download a PDF file of all of your constituents who have signed the petition, including their addresses, click this link: http://petitions.moveon.org/deliver_pdf.html?job_id=1752524&target_type=custom&target_id=65022

To download a CSV file of all of your constituents who have signed the petition, including their addresses, click this link: http://petitions.moveon.org/deliver_pdf.html?job_id=1752524&target_type=custom&target_id=65022&csv=1

Jill Early Cress
Vallejo, CA

From: Board of Supervisors, (BOS)
To: BOS-Supervisors
Subject: FW: I'm the 4,193rd signer: "Stop SFMTA (San Francisco Municipal Transportation Agency)"

From: Sheryl Raines [mailto:petitions-noreply@moveon.org]
Sent: Monday, March 14, 2016 8:45 AM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: I'm the 4,193rd signer: "Stop SFMTA (San Francisco Municipal Transportation Agency)"

Dear San Francisco Board of Supervisors,

I just signed a petition addressed to you titled *Stop SFMTA (San Francisco Municipal Transportation Agency)*. So far, 4,193 people have signed the petition.

You can reach me directly by replying to this email. **Or, post a response for MoveOn.org to pass along to all petition signers by clicking here:** http://pac.petitions.moveon.org/target_talkback.html?tt=tt-23483-custom-54063-20260314-ceeyQ=

The petition states:

"As residents and taxpayers of San Francisco we believe that the SFMTA's first and foremost responsibility is to improve MUNI and to make MUNI a more desirable means of transportation. It is not SFMTA's job to make owning and driving a motor vehicle more expensive and difficult. The SFMTA needs to be accountable to all the citizens of San Francisco. We need a balanced, unbiased municipal transportation policy. We respectfully request that the Mayor and District Supervisors immediately stop the SFMTA from: 1. Installing new parking meters and extending the hours of enforcement 2. Enforcing Sunday parking meters 3. Increasing meter rates, fees and fines "

My additional comments are:

It's transit first not transit ONLY. Stop the dictatorship SFMTA and make it a democracy again.

To download a PDF file of all of your constituents who have signed the petition, including their addresses, click this link: http://petitions.moveon.org/deliver_pdf.html?job_id=1753761&target_type=custom&target_id=54063

To download a CSV file of all of your constituents who have signed the petition, including their addresses, click this link:

http://petitions.moveon.org/deliver_pdf.html?job_id=1753761&target_type=custom&target_id=54063&csv=1

Sheryl Raines
San Francisco, CA

This email was sent through MoveOn's public petition website, a free service that allows anyone to set up their own online petition and share it with friends. MoveOn does not endorse the contents of petitions posted on our public petition website. If you have any questions, please email petitions@moveon.org. If you don't want to receive further emails updating you on how many people have signed this petition, click here:

From: Board of Supervisors, (BOS)
To: BOS-Supervisors
Subject: FW: Theatre district

From: cathy levin [mailto:cathylev@comcast.net]

Sent: Monday, March 14, 2016 12:46 PM

To: Lee, Mayor (MYR) <mayoredwinlee@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>;

Kim, Jane (BOS) <jane.kim@sfgov.org>; feedback@shnsf.com

Subject: Theatre district

Dear Mayor Lee, SF Board of Supervisors, and Anybody Who Cares about San Francisco,

I recently attended a musical at the Golden Gate Theater. I found the City experience thoroughly repulsive, starting with my parking at 99 Golden Gate Avenue at 5:30 PM. My plan was to walk down Market Street to meet a friend for dinner at Alta, prior to the performance.

A large group of rowdy street people were ensconced along the west side of the lot, blaring music, yelling and whooping, gesticulating, and overall making the sidewalk feel too threatening to walk down. I went a different way to get over to Market.

The walk down Market was not particularly scary, but it was unpleasant. The number of homeless souls stumbling /sitting along the way was disturbing. How nice is it to walk in this once-great city when you have to walk staunchly on guard, resolutely avoiding eye contact with anyone??

Then the stench of urine hit me every so often. And then the smeared plop of feces at the crosswalk assaulted my eyes. I am aware that you have crews that regularly hose down the sidewalks. It is a futile effort. No matter how often you "flush" that toilet, the streets will NEVER be clean as long as they are allowed to BE toilets. It's disgusting.

And then at the Civic Center/UN Plaza, there is the charming kiosk with the emblem advertising it as a place to discard one's drug needles. Who wants to run into some addict, out of their head, staggering up to that thing to dump dirty needles?? The plaza was a bastion of the homeless, addicted, and mentally ill. What a shame.

After our dinner, my friend and I walked back up Market to the theater and were again assailed by filth, stench, and a near monoculture of muttering shuffling homeless. The atmosphere was slightly more ominous as dusk had now fallen.

And then, after the show, the brief walk to the parking lot was again an avoidance course around the homeless. After driving out of the parking lot, while waiting at a stop light a few blocks away, a bedraggled man came up and started rubbing my headlights with his jacket. Then banged on my hood with an outstretched hand, presumably demanding money. GEEZ!

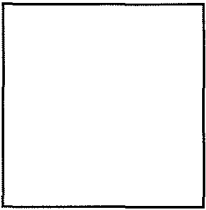
It severely tainted my "theater in the City" experience. One pays a lot to see theater productions, you get a little dressed up, make a dinner plan, and anticipate a pleasant evening. Over the years, I have attended productions at the Orpheum and Curran as well. Though I don't recall the experiences as being as bad as this one, they were similar. It has become a wasteland down there.

I am not heartless. I have great sympathy for the plight of the homeless. But I do NOT want them under my nose every time I try to have a night out in the City. HELP them! Relocate them! Manage them!

It is a huge problem, and I don't know the answer, but there are plenty of people who DO. I have been to theater districts in other major cities of the U.S. and Europe, and THEY have figured out how to keep those areas attractive and pleasant. Even at night.

I am DONE with theater in SF. At least until some significant progress is made on the homeless problem. I hope somebody cares.

Sincerely,
Catherine Levin



Checked by Avast Antivirus. www.avast.com

BOS-11,
page

Nature of Request:* **Complaint**

ADDITIONAL REQUEST DETAILS:

Additional Request
Details: * **"Even though breaking into a car is no longer a felony or
misdemeanor, BART passengers might actually get a
citation for taking up more than one seat? They need to
start citing for public urination as well, disease could be
spread from the urine."**

BACK

OFFICE USE *****

Source

**Agency
Request
Number:**

Responsible

**Agency
Request
Number:**

Service

**Request
Work
Status:**

Work

**Status
Updated:**

Media URL:

SubmitCancel

Date / Time: 2016-03-09 10:48:35.673

Service Request Number:
5648183

Request for City Services

CUSTOMER CONTACT INFORMATION:

Name:

Phone:

Address:

Email:

DEPARTMENTS:

Department: * **Board of Supervisors (BOS)**

Sub-Division:* **Clerk of the Board**

Department Service Levels:

The City's goal is to respond to these types of requests within 7-21 calendar days. 21 days for request for service. 7 days for all other categories.

PROPERTY ADDRESS:

Point of Interest:

Street Number:

Street Name:

Street Name 2:

City:

ZIP Code:

X coordinate:

Y coordinate:

Latitude:

Longitude:

CNN:

Unverified Address:

ADDITIONAL LOCATION INFORMATION:

Location Description: **Customer would like to send this to all Supervisors.**
(e.g. 600-block of Market St. or in front of Main Library entrance)

REQUEST DETAILS: