



SFMTA
Municipal
Transportation
Agency

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

MINUTES

Tuesday, October 18, 2016
Room 400, City Hall
1 Dr. Carlton B. Goodlett Place

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

SFMTA BOARD OF DIRECTORS

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

Edward D. Reiskin
DIRECTOR OF TRANSPORTATION

Roberta Boomer
SECRETARY

ORDER OF BUSINESS

1. Call to Order

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

2. Roll Call

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

Absent: Tom Nolan – with notification

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

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

4. Approval of Minutes

PUBLIC COMMENT:

Peter Warfield stated that he went to the office to get the agenda and the agenda packet. It took a while for staff to find the documents. The agenda neglects to indicate that there are explanatory documents available for the minutes. He expressed concerned that the public copy wasn't available and that he had difficulty obtaining it. There is no paper copy of the minutes at the meeting. He added that he doesn't have an opinion on the content but as a courtesy, he suggested that the Board put off approval.

On motion to approve the minutes of the October 4, 2016 Regular Meeting: unanimously approved (Borden, Heinicke, Nolan-absent).

5. Communications

None.

6. Introduction of New or Unfinished Business by Board Members

None.

7. Director's Report (For discussion only)

- Update on Vision Zero
- Ongoing Activities

Ed Reiskin, Director of Transportation, discussed the Van Ness Improvement Project, the Polk Street Streetscape Project, an Advanced Transportation and Congestion Management Technologies Deployment grant; and an update on the N Judah Shuttle.

Director Heinicke arrived.

PUBLIC COMMENT:

Tariq Mehmood stated he knows every block in San Francisco. There is gridlock and traffic jams on city streets. It takes two hours to cross the city. There are tens of thousands of cars each day on Castro and Mission streets. There is no enforcement of double parking. The Van Ness project is another nightmare. The SFMTA Board doesn't understand what it has created.

Herbert Weiner stated that bicyclists are knocking people down on sidewalks. There are two cyclists on the Board and they have a responsibility to look for pedestrians on the sidewalk.

Phil Sterlin stated that the federal government was giving San Francisco the funds to try to deal with congestion. Uber and Lyft are creating huge congestion which is growing. These companies are completely unregulated. There needs to be a central dispatch financed by the city so drivers can take care of the public easier. Taxi companies don't want to lose their vouchers.

Tone Lee stated that he is worried about the T line. The Van Ness project will push the traffic problem to another street. There will be no left turns. There should be research about why this congestion happened in the first place. He wondered why people have to commute in the first place. In the end, this is not a good idea. The real problem is during the rush hour.

Peter Warfield stated he is glad that the Cole Valley shuttle is coming into play as it's a very sensible and good thing. As a friend of Lurilla Harris who was killed trying to cross a street, anytime a pedestrian is in the street, they are at risk. That's what the removal of bus stops does, particularly the three closest to the library on the 19 Polk line. Removing those stops is a crime and a lack of convenience for people. The Van Ness project has removed many stops and has created an ordeal for people as it forces people to cross a highway to get to islands and exposes people to maiming.

8. Citizens' Advisory Council Report

No report.

9. Public Comment

Tone Lee stated that he had expressed support for the SFMTA to buy medallions in 2013. The direction is not good and he has now jumped ship. A lot of drivers aren't getting their money back. He is "pro-driver" because color schemes don't support drivers. The Taxi office is always "pro-

color scheme” and can’t be trusted. The cost of a New York City medallion used to be one million dollars but it’s now worth less than \$300,000. The SFMTA should lower the price of the medallion.

Director Borden arrived.

Jenny Zhan expressed concern about the Oct. 4 resolution regarding naming the central Subway Chinatown Station after Rose Pak. She urged the SFMTA not to follow this resolution. This is not a great honor for the Chinatown community. Rose Pak was highly controversial and acted as an agent of a foreign governments to persecute citizens. It is highly inappropriate to put the name of such a person on a city facility.

Qian Zhang stated that she wanted to talk about Rose Pak and to urge the Board not to name the Chinatown station after her. Many Chinese are afraid to speak against the naming because they were bullied by Ms. Pak and feel that City Hall was her buddy. A reporter said that she had forced a small business owner to close. Ms. Pak lobbied the Supervisors to defeat a resolution supporting human rights reform in China.

Vega Nilau spoke in opposition to naming the Chinatown Station after Rose Pak. Ms. Pak denounced Falun Gong before the Board of Supervisors. It is worth noting that the Supervisors supported Supervisor Daly’s Falun Gong resolution in 2006. Falun Gong is a mind-body practice that experienced a brutal persecution where many perished.

Mary Meng stated that she would feel uncomfortable using the Chinatown station if it was named after Rose Pak. She persecuted people for years. She banned the voices of Falun Gong. An Examiner report talked about her histrionic antics against Falun Gong.

Chwinn Cosgrove stated that the police thought that a beating at Portsmouth Square was severe yet they dropped the case. A newspaper article stated that Rose Pak was leading a delegation to China and that she should let up on the rhetoric against Falun Gong. The former Premier of China personally thanked Rose Pak.

Roy Yu stated that Rose Pak has a position in China. Over the years, Ms. Pak attended meetings organized by the Chinese communist government. Articles have discussed her role at these meetings. People come to San Francisco because of the weather and quality of life but also because of the freedom.

Lisa Xin stated that the Chinese community wouldn’t appreciate San Francisco being turned into “Beijing by the Bay.” People don’t want to live in China given the current political climate. She urged the Board not to adopt the resolution to name the Chinatown station after Rose Pak. Blocking the human rights resolution wasn’t the only one thing that Ms. Pak did. She was one of the first to organize anti-Falun Gong meetings in Chinatown. She published articles pressuring Fiona Ma and threatened her political life.

Jean Chou provided examples about Rose Pak’s actions against Falun Gong including setting up a booth to collect anti-Falun Gong signatures under false tactics. Ms. Pak stated that since Falun Gong was a political organization, it shouldn’t be in the Chinese New Year’s Parade. Ms. Pak provided false information to the U.S. District Court.

Cathy Guo stated that it has been widely reported that Ms. Pak went to China for a kidney transplant. The hospital she went to has allegedly been involved in organ harvesting of Falun Gong practitioners. There have been up to 1.5 million organ transplants in China. Both the United States and Europe have condemned organ harvesting in China.

Janice Liu shared her experiences about Ms. Pak. She has hurt many people in Chinatown. Falun Gong is only one example. They have been mistreated for years due to Ms. Pak, the Chinese Consulate, and the Chinese communist party. If Ms. Pak were to have her name on the Chinatown station, it would be a shame to those who have been bullied and hurt by her. San Francisco has a record of caring and understanding of human rights and shouldn't name the station after Ms. Pak.

Tony Tan asked the Board to not name the station after Rose Pak. The persecution of Falun Gong in China is coming to a stop. The current president in China has been purging the former policies of persecution and arbitrary imprisonment. Top leaders in China have been arrested who have been responsible for the persecution campaign.

May Chen stated that everything that Rose Pak has done will be exposed. The Falun Gong persecution is a modern day massacre that killed millions of people. It will show the role that Ms. Pak played. The Central Subway is meant to help the people who live in Chinatown. Naming it after Ms. Pak will remind people about the pain and it will confuse tourists. She encouraged the Board to think carefully so it can make an informed decision. Don't name the station after Rose Pak.

Tariq Mehmood stated that he told the Board two years ago that the medallion sales program was a fraud. His son was invited to buy a medallion even though he had quit the industry. Ms. Toran has got to go. Cabs are running without top lights. For the past five months, nobody has bought a medallion. The SFMTA has to change the system. The SFMTA is killing taxi drivers and driving them into poverty. Nobody on the Board has any feeling. Cab drivers have been crying to the Board for two years and cab drivers are ruined.

Herbert Weiner protested the joining of Propositions J and K. The SFMTA is using the homeless as a Trojan horse to get funding. This is a dangerous precedent. The SFMTA harasses the homeless in their vehicles and forces them to move around the city. The SFMTA has outreached for more money in any way possible short of robbing people.

Tom Gilberti expressed hope that the City gets everything it wants in the subway vision and that the SFMTA can work better on the maps as they are hard to read, understand, and see. He also noted that trying to save transit time pushes older folks into situations that add physical stress. He's not sure why the SFMTA can't keep all the stops on Taraval and run more trains. The buses on Van Ness are very noisy. Cal OSHA could have a problem with the noise levels of the new buses.

Peter Warfield commented on the proposed changes to the 19 Polk and the removal of three stops closest to the library, including one right at the entrance. It's enormously inconvenient. It will make handicapped people and people carrying heavy books walk two and a half blocks further rather than 70 feet. Mr. Warfield questioned how many more people would be killed or injured because they would have to walk further distances. The main library has the only blind and deaf libraries in the city which exposes people to inconvenience and dangers.

THE FOLLOWING MATTERS BEFORE THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY BOARD OF DIRECTORS ARE RECOMMENDED FOR ACTION AS STATED BY THE SFMTA DIRECTOR OF TRANSPORTATION OR CITY ATTORNEY WHERE APPLICABLE. EXPLANATORY DOCUMENTS FOR ALL CALENDAR ITEMS ARE AVAILABLE FOR REVIEW AT 1 SOUTH VAN NESS AVE. 7th FLOOR.

CONSENT CALENDAR

10. All matters listed hereunder constitute a Consent Calendar, are considered to be routine by the San Francisco Municipal Transportation Agency Board of Directors and will be acted upon by a single vote. There will be no separate discussion of these items unless a member of the Board of Directors or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

(10.1) Requesting the Controller to allot funds and to draw warrants against such funds available or will be available in payment of the following claims against the SFMTA:

- A. Yelena Soboleva vs. CCSF, Superior Ct. #CGC16551496 filed on 4/15/16 for \$3,450
- B. Diogenes Ferreira vs. CCSF, Superior Ct. #CGC16550164 filed on 1/29/16 for \$17,500
- C. Patrick Bradford Hamilton vs. CCSF, Superior Ct.#CGC15545488 filed on 4/23/15 for \$50,000
- D. Olivia Parris vs. CCSF, Superior Ct. #CGC15545023 filed on 3/30/15 for \$80,000

Item 10.1 was severed from the Consent Calendar at the request of a member of the public

PUBLIC COMMENT:

Members of the public expressing neither support nor opposition: Peter Warfield

RESOLUTION 16-139

On motion to approve Item 10.1:

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

ABSENT - Nolan

(10.2) Approving the following parking and traffic modifications:

- A. ESTABLISH – NO PARKING VEHICLES OVER 22 FEET LONG OR SEVEN FEET HIGH, MIDNIGHT TO 6 AM, DAILY – Marina Boulevard, both sides, between Laguna Street and Buchanan Street; Buchanan Street, both sides, between Marina Boulevard and North Point Street; and North Point Street, both sides, between Laguna Street and Buchanan Street.
- B. ESTABLISH – SIDEWALK WIDENING – Lake Merced Boulevard, east side, from 322 to 402 feet south of Font Boulevard; and Lake Merced Boulevard, east side, from 707 to 767 feet south of Font Boulevard.
- C. RESCIND – GENERAL METER PARKING – Mission Street, north side, from 17 feet to 104

- feet west of Fremont Street.
- D. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Mission Street, north side, from 1st Street to Fremont Street.
 - E. ESTABLISH – STOP SIGN – 26th Street, eastbound, at Connecticut Street.
 - F. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – ESTABLISH – SIDEWALK WIDENING – 6th Avenue, west side, from Geary Boulevard to 65 feet southerly.
 - G. ESTABLISH – STOP SIGNS – Clement Street, eastbound and westbound, at 5th Avenue.
 - H. ESTABLISH – STOP SIGNS – Ingerson Avenue, westbound and eastbound, at Hawes Street.
 - I. RESCIND – 30 MILES PER HOUR SPEED LIMIT – ESTABLISH – 25 MILES PER HOUR SPEED LIMIT – 16th Street, between 3rd Street and 7th Street.
 - J. ESTABLISH – RED ZONE – Judah Street, north side, from 27th Avenue to 34 feet easterly; and Judah Street, south side, from 29th Avenue to 46 feet westerly.
 - K. ESTABLISH – NO PARKING ANYTIME – 20th Street, north side, at Treat Avenue, between the east and west crosswalks.
 - L. ESTABLISH – STOP SIGN – Arelious Walker Drive, southbound, at Innes Avenue.
 - M. ESTABLISH – STOP SIGN – Bay Street, eastbound, at Scott Street.
 - N. ESTABLISH – NO PARKING VEHICLES OVER 6 FEET HIGH – Carolina Street, east side, from Mariposa Street to 97 feet southerly.
 - O. ESTABLISH – STOP SIGN – Mizpah Street, southbound, at Chenery Street; and Surrey Street, southbound, at Chenery Street.
 - P. ESTABLISH – STOP SIGN – 3rd Avenue, southbound, at Parnassus Avenue.
 - Q. ESTABLISH – RED ZONE – Parnassus Avenue, south side, from east 3rd Avenue curb line to 23 feet westerly.
 - R. ESTABLISH – TOW AWAY, NO STOPPING ANYTIME – ESTABLISH – SIDEWALK WIDENING – 4th Street, east side, from Harrison Street to 32 feet northerly; 4th Street, west side, from Harrison Street to 40 feet northerly; 4th Street, west side, from proposed crosswalk to 85 feet south of Harrison Street; Harrison Street, north side, from 4th Street to 43 feet easterly; Harrison Street, south side, from new crosswalk to 47 feet west of 4th Street; Bryant Street, north side, from 4th Street to 33 feet westerly; and Bryant Street, south side, from 4th Street to 79 feet westerly.
 - S. ESTABLISH – BUS ZONE – Harrison Street, north side, from 4th Street to 146 feet westerly. (Explanatory documents include a staff report and resolution. For every parking and traffic modification that received a categorical exemption, the proposed action is the Approval Action as defined by Chapter 31 of the San Francisco Administrative Code.)

Item 10.2 was severed from the Consent Calendar at the request of members of the public.

PUBLIC COMMENT:

Members of the public expressing opposition to Item 10.2 A: Melodie, Kelley Cutler, and Peter Warfield

Members of the public expressing neither support nor opposition for Item 10.2 P, Q and S: Peter Warfield

Members of the public expressing support for Item 10.2 A: Kanishka Karunaratne, aide to Supervisor Farrell

RESOLUTION 16-140

On motion to approve Item 10.2:

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

ABSENT - Nolan

(10.3) Approving the following parking modifications in support of the Commuter Shuttle Pilot program as follows:

- A. ESTABLISH – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 6 AM TO 10 AM, MONDAY THROUGH FRIDAY – Gough Street, west side, from Geary Boulevard to 135 feet southerly. (Explanatory documents include a staff report, resolution and map.)

Item 10.3 was severed from the Consent Calendar at the request of members of the public.

PUBLIC COMMENT:

Members of the public expressing support: David Thomas

Members of the public expressing neither support nor opposition: Peter Warfield

RESOLUTION 16-141

On motion to approve Item 10.3:

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

ABSENT - Nolan

(10.4) Authorizing the Director to execute a fund transfer agreement for up to \$300,000 in discretionary funding programmed by the California Department of Transportation for the SFMTA's District 11 Neighborhood Greenway Planning Project. (Explanatory documents include a staff report and resolution.)

RESOLUTION 16-142

On motion to approve Item 10.4:

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

ABSENT - Nolan

(10.5) Authorizing the Director to execute Contract No. SFMTA 2016-53, Underground Storage Tank Testing Services and Maintenance Agreement with RB Petroleum Services to serve as the Underground Storage Tank Designated Operator, provide monthly and annual compliance

inspections, triennial secondary containment testing, troubleshooting, updating of Storage Tank System equipment, and to provide annual education sessions regarding Underground Storage Tank regulations in an amount not to exceed \$1,200,000 and for a term not to exceed five years. (Explanatory documents include a staff report, contract and resolution.)

RESOLUTION 16-143

On motion to approve Item 10.5:

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

ABSENT - Nolan

(10.6) Authorizing the Director to execute Contract Modification No. 1 to Contract No. 1268, Bluelight Emergency Telephone Replacement Project, with Shimmick Construction Company, to perform additional work and compensate the contractor for delays and inefficiencies, increasing the contract amount by \$5,642,714, for a total contract amount of \$14,817,714, and retroactively extending the term of the contract by 480 calendar days. (Explanatory documents include a staff report, financial plan, modification and resolution. All of the proposed actions listed above are Approval Actions as defined by S.F. Administrative Code Chapter 31.)

Item 10.6 was severed from the Consent Calendar at the request of a member of the public.

PUBLIC COMMENT:

Members of the public expressing neither support nor opposition: Peter Warfield

RESOLUTION 16-144

On motion to approve Item 10.6:

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

ABSENT - Nolan

REGULAR CALENDAR

11. Adopting the Mitigation Monitoring and Reporting Program and approving parking and traffic modifications along the San Bruno Avenue transit corridor as follows:

- A. ESTABLISH - TOW AWAY NO STOPPING ANY TIME - San Bruno Avenue, west side, from 26 feet south of Brussels Street Stairs to 51 feet northerly; San Bruno Avenue, east side, from 26 feet north of Brussels Street Stairs to 51 feet southerly; San Bruno Avenue, west side, from Wilde Avenue to 10 feet northerly; San Bruno Avenue, west side, from Harkness Street to 10 feet northerly; San Bruno Avenue, east side, from Harkness Street to 10 feet southerly; San Bruno Avenue, east side, from Harkness Street to 10 feet southerly; San Bruno Avenue, west side, from Mansell Street to 75 feet northerly; San Bruno Avenue, east side, from Paul Avenue to 100 feet southerly; Paul Avenue, south side, from San Bruno

- Avenue to 40 feet; San Bruno Avenue, west side, from Dwight Street to Paul Avenue southern crosswalk; San Bruno Avenue, west side, from Woolsey Street to 23 feet southerly; San Bruno Avenue, west side, from Woolsey Street to 23 feet northerly; San Bruno Avenue, east side, from Woolsey Street to 20 feet southerly; San Bruno Avenue, west side, from Wayland Street to 22 feet northerly; San Bruno Avenue, west side, from Wayland Street to 23 feet southerly; San Bruno Avenue, east side, from Bacon Street to 154 feet northerly; San Bruno Avenue, west side, from Bacon Street to 162 feet southerly; San Bruno Avenue, east side, from Bacon Street to 150 feet southerly; San Bruno Avenue, west side, from Bacon Street to 167 feet northerly; San Bruno Avenue, west side, from Burrows Street to 21 feet southerly; San Bruno Avenue, west side, from Felton Street to 10 feet northerly; San Bruno Avenue, west side, from 142 feet to 194 feet south of Silliman Street; San Bruno Avenue, east side, from Silliman Street-US 101 On-Ramp, to 15 feet southerly; San Bruno Avenue, east side, from Silver Avenue to 187 feet southerly; Thornton Avenue, south side, from San Bruno Avenue to 8 feet easterly; Thornton Avenue, north side, from San Bruno Avenue to 81 feet easterly; San Bruno Avenue, east side, from Felton Street northern crosswalk to Felton Street southern crosswalk; Burrows Street, north side, from San Bruno Avenue to 63 feet easterly; San Bruno Avenue, east side, from Mansell Street-US 101 Ramp to 20 feet southerly
- B. ESTABLISH - BUS ZONE - Bayshore Boulevard, west side, from Arleta Avenue to 135 feet southerly; San Bruno Avenue, west side, from Somerset Street to 120 feet northerly; San Bruno Avenue, east side, from Somerset Street to 140 feet northerly; San Bruno Avenue, west side, from crosswalk at Brussels Street Stairs, to 140 feet southerly; San Bruno Avenue, east side, from crosswalk at Brussels Street Stairs, to 140 feet northerly; San Bruno Avenue, east side, from Harkness Street to 100 feet northerly; San Bruno Avenue, west side, from Dwight Street to 190 feet northerly; San Bruno Avenue, east side, from Paul Avenue to 165 feet northerly; San Bruno Avenue, west side, from Felton Street to 171 feet southerly; San Bruno Avenue, west side, from Silver Avenue to 159 feet southerly; Mansell Street, north side, from San Bruno Avenue to 100 feet westerly; San Bruno Avenue, west side, from Wilde Avenue to 120 feet northerly; San Bruno Avenue, west side, from Ward Street to 120 feet northerly
- C. RESCIND - BUS ZONE - San Bruno Avenue, east side, from Wilde Avenue to 100 feet northerly; San Bruno Avenue, east side, from Ward Street to 120 feet northerly; San Bruno Avenue, west side, from Woolsey Street to 120 feet northerly; San Bruno Avenue, west side, from Felton Street to 120 feet northerly
- D. RESCIND - MUNI FLAG STOP - 3800 San Bruno Avenue; and 3801 San Bruno Avenue
- E. ESTABLISH - TRAFFIC SIGNAL - San Bruno Avenue, at Felton Street
- F. ESTABLISH - RECTANGULAR RAPID FLASHING BEACON - San Bruno Avenue, at Wayland Street, crossing San Bruno Avenue; San Bruno Avenue, at Burrows Street, crossing San Bruno Avenue
- G. ESTABLISH - CLASS II BICYCLE LANE - San Bruno Ave, southbound, from Paul Avenue to 160 feet south of Mansell Street; San Bruno Ave, northbound, from 160 feet south of Mansell Street-US 101 Ramp to Olmstead Street
- H. ESTABLISH - TOW AWAY NO STOPPING, 7:00 A.M. TO 9:00 A.M., MONDAY THROUGH FRIDAY - San Bruno Avenue, east side, from Silliman Street-US 101 On-Ramp to 127 feet southerly; San Bruno Avenue, east side, from Silver Avenue to 140 feet north of Rickard Street
- I. ESTABLISH - RIGHT TURN LANE MUST TURN RIGHT, 7:00 A.M. TO 9:00 A.M., MONDAY THROUGH FRIDAY - San Bruno Avenue, northbound, from Silliman Street-

US 101 to 127 feet southerly

- J. ESTABLISH - LEFT LANE MUST TURN LEFT - Silver Avenue, westbound, at San Bruno Avenue; Silver Avenue, eastbound, at San Bruno Avenue
- K. ESTABLISH -RIGHT LANE MUST TURN RIGHT - San Bruno Avenue, southbound, from 142 feet to 194 feet south of Silliman Street
- L. ESTABLISH - RAISED CROSSWALK - San Bruno Ave., east crosswalk, at Thornton St.
- M. ESTABLISH - BLUE ZONE - Burrows Street, north side, from 6 to 28 feet west of San Bruno Avenue
- N. ESTABLISH - GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9:00 AM TO 6:00 PM, MONDAY THROUGH SATURDAY - San Bruno Avenue, east side, from 101 feet to 141 feet south of Burrows Street; San Bruno Avenue, east side, from 53 feet to 73 feet south of Felton Street; San Bruno Avenue, west side, from 108 feet to 164 feet south of Burrows Street; Wayland Street, north side, from 5 feet to 43 feet west of San Bruno Avenue; Wayland Street, north side, from 5 feet to 45 feet east of San Bruno Avenue; Wayland Street, south side, from 5 feet to 61 feet east of San Bruno Avenue; San Bruno Avenue, west side, from Wayland Street to Woolsey Street; San Bruno Avenue, east side, from Woolsey Street to Wayland Street; San Bruno Avenue, east side, from 13 feet to 33 feet north of Burrows Street
- O. ESTABLISH - GENERAL METERED PERPENDICULAR PARKING, 2-HOUR TIME LIMIT, 9:00 AM TO 6:00 PM, MONDAY THROUGH SATURDAY - Thornton Avenue, south side, from 10 feet to 61 feet east of San Bruno Avenue; Burrows Street, south side, from 10 feet to 65 feet east of San Bruno Avenue
- P. ESTABLISH - GREEN METERED PARKING, 30-MINUTE TIME LIMIT, 9:00 AM TO 6:00 PM, MONDAY THROUGH SATURDAY - San Bruno Avenue, west side, from 3 feet to 25 feet north of Silliman Street; San Bruno Avenue, west side, from 33 feet to 120 feet south of Silliman Street; San Bruno Avenue, west side, from 10 feet to 130 feet north of Felton Street; San Bruno Avenue, west side, from 229 feet to 251 feet south of Felton Street; San Bruno Avenue, west side, from 293 feet to 311 feet south of Felton Street; San Bruno Avenue, west side, from 69 feet to 91 feet north of Silliman Street; San Bruno Avenue, west side, from 237 feet to 256 feet south of Bacon Street; San Bruno Avenue, west side, from 179 feet to 200 feet south of Wayland Street (; San Bruno Avenue, east side, from 216 feet to 237 feet south of Wayland Street
- Q. ESTABLISH - YELLOW METERED LOADING ZONE PARKING, 30-MINUTE TIME LIMIT, 5:00 AM TO 6:00 PM, MONDAY THROUGH SATURDAY - Felton Street, north side, from 24 feet to 46 feet west of San Bruno Avenue
- R. ESTABLISH - YELLOW METERED LOADING ZONE PARKING, 30-MINUTE TIME LIMIT, 9:00 AM TO 6:00 PM, MONDAY THROUGH SATURDAY - San Bruno Avenue, west side, from 159 feet to 181 feet south of Silver Avenue; San Bruno Avenue, west side, from 219 feet to 237 feet south of Silliman Street; San Bruno Avenue, west side, from 68 feet to 96 feet south of Burrows Street
- S. ESTABLISH - YELLOW METERED LOADING ZONE PARKING, 30-MINUTE TIME LIMIT, 9:00 AM TO 12:00 NOON, MONDAY THROUGH SATURDAY - Silliman Street, south side, from 5 feet to 45 feet west of San Bruno Avenue; Bacon Street, south side, from 10 feet to 32 feet west of San Bruno Avenue. (Explanatory documents include a staff report, environmental documents, slide presentation and resolution. All of the proposed actions listed above are Approval Actions as defined by S.F. Administrative Code Chapter 31.)

Matt Brill, Transit Planner, presented the item.

PUBLIC COMMENT:

Members of the public expressing support: Luke Spray, Chis Waddling, and Jennifer Hamlin

Members of the public expressing neither support nor opposition: Peter Warfield

RESOLUTION 16-145

On motion to approve:

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

ABSENT - Nolan

12. Presentation, discussion and possible action regarding the Subway Vision Plan. (Explanatory documents include a slide presentation.)

Sarah Jones, Director of Planning, Sustainable Streets and Michael Schwartz, Principle Transportation Planner, Transportation Authority, presented the item.

PUBLIC COMMENT:

Peter Warfield stated that he was glad to hear safety mentioned. He urged the SFMTA not to follow the BART and Muni Metro models as they can result in a gigantic trek across multiple levels. The SFMTA should follow the New York model where people can go from the sidewalk to the turnstiles within 20 feet. On Market Street, it's marginal whether it's faster to take a bus or a train. He stated that he would like to see a tunnel from the Civic Center station to the main library so people don't have to cross busy streets. Express and local service should be coordinated in the tunnel. The tunnel should have an extra track.

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

On motion to invoke the attorney-client privilege: unanimously approved (Nolan-absent).

RECESS REGULAR MEETING AND CONVENE CLOSED SESSION

CLOSED SESSION

1. Call to Order

Vice Chairman Brinkman called the closed session to order at 3:36 p.m.

2. Roll Call

Present: Cheryl Brinkman
Gwyneth Borden
Malcolm Heinicke
Lee Hsu
Joél Ramos
Cristina Rubke

Absent: Tom Nolan – with notification

Also present: Ed Reiskin, Director of Transportation
Roberta Boomer, Board Secretary
Susan Cleveland-Knowles, Deputy City Attorney
Jonathan Rolnick, Deputy City Attorney
John Haley, Director, Transit

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

CONFERENCE WITH LEGAL COUNSEL

Existing Litigation:

Vincent Morgan vs. CCSF, Superior Ct. #CGC15546591 filed on 6/29/15 for \$225,000

RESOLUTION 16-146

On motion to approve:

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

ABSENT - Nolan

Darryl Stitt vs. SFMTA, U.S. District Court Case #1203704YGR filed on 7/16/12

ADJOURN CLOSED SESSION AND RECONVENE OPEN SESSION - The closed session was adjourned at 3:56 p.m.

14. Announcement of Closed Session.

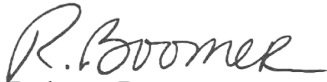
Vice Chairman Brinkman announced that the SFMTA Board of Directors met in closed session to discuss the Morgan and Stitt cases with the City Attorney. The Board of Directors voted to settle the Morgan case but took no action on the Stitt case.

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

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

ADJOURN - The meeting was adjourned at 3:58 p.m.

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

A handwritten signature in black ink that reads "R. Boomer". The signature is written in a cursive, flowing style.

Roberta Boomer
Board Secretary