

## Van Ness BRT Community Advisory Committee Thursday, May 23, 2019, 6:00 p.m. One South Van Ness Avenue, 7th Floor, Union Square Conference Room

## **ORDER OF BUSINESS**

- 1. Meeting called to order at 6:05 p.m.
- 2. Public comment: Members of the public may address the Van Ness BRT Community Advisory Committee on matters that are within its jurisdiction and are not on today's calendar.
- 3. Approval of minutes April 25
  - a. Bob Lockhart: Would like to move to amend the minutes to say, "The 2600 block has more driveway entrances than any other block." Motion approved by a voice vote.
- 4. Presentation, discussion and possible action regarding update from SFMTA staff.
  - a. Project overview.
  - b. Project schedule.
  - c. Construction update.
    - i. Mark Moreno: Are all items included in the 33% completion?
      - 1. 33% represents the total work—some things like sewer are a higher percent completed and some are lower.
    - ii. Bob Bardell: Where are the new light poles going up?
      - 1. By Helmand Palace. They're not powered yet but expect to be soon.
    - iii. Bob Lockhart: I thought I saw some by Civic Center.
      - 1. There will be a separate set around Civic Center by request of the Historic Preservation Committee—two in front of the Opera House and two in front of City Hall. Those are still going through a review process. The more modern design ones are going up around the Historic District now.
  - d. Update on neighboring projects.
  - e. Business support.
    - i. Susie Criscimagna: What do you mean by the "annual campaign value" of the car cards?
      - 1. That is the value to the businesses year-round. In other words, how much it would cost for the businesses to produce the cards themselves and lease the space on the busses.

- ii. Yennga Khuong: Will the campaign/car cards change every quarter?1. Yes.
- f. Outreach update.
  - i. Bob Bardell: where is the next Meet the Expert?
    - 1. The location has not been determined yet.
- 5. Presentation, discussion and possible action regarding lessons learned from Van Ness BRT that are being applied to Geary BRT.
  - a. Bob Bardell: Is Geary lighting, water and sewer similar to VN?
    - i. Geary is split into separate contracts. So utilities are one contract, followed by BRT and streetlights as a separate contract. Other agencies are managing those contracts with the MTA overseeing them. The advantage of different contracts is that agencies can lead the work they're experts in (e.g. PUC managing water/sewer). On the other hand, they may have certain ways they like to do things that differ from the MTA.
  - b. Martha Knutzen: What complaints have you received from people about not being notified about work, or from seniors walking over unsmooth pavement and path of travel issues?
    - i. We haven't received negative feedback about notifications, but there has been some frustration about the speed of completion of work. On upcoming projects, we may want to take a closer look at our contract language and what it specifically covers, so contractors can price accordingly. We have heard feedback about path of travel or tripping hazards, and we continue to work closely with Walsh to address issues as they arise.
  - c. Martha Knutzen: Do people understand there is something they can do and staff they can contact if they see something?
    - i. It's a challenge to reach everyone, but we're always working on improving awareness. We have the weekly construction forecast, info on the website, email address, hotline, business cards, newsletters and Margena who does door-to-door outreach along the corridor.
  - d. Martha Knutzen: Will these lessons learned be applied to Geary? For example, as they work on their newsletter, perhaps they could include something about being able to provide feedback about construction issues.
    - i. We will keep that in mind, and other ways we could incorporate that kind of messaging into materials for Van Ness and Geary. Many of our staff work on multiple projects and do share info.
  - e. Alex Wilson: There are separate numbers for Van Ness, Geary, for needle cleanup, making it hard to keep track. It would be great if 311 were a one-size-fits-all number.

- i. 311 goes into the system and does eventually make its way to project team members. It's more ideal for long-term issues rather than short-term fixes.
- ii. Alex Wilson: A possible solution would be if 311 could route calls to projects.
- f. Susie Criscimagna: How far along is the Geary design?
  - i. The Geary Rapid Project is currently under construction. The second phase, Geary Boulevard Improvement Project, is in the preliminary engineering/detail design phase.
- g. Susie Criscimagna: If bus stops hadn't been chosen yet, it would be great to have the CAC weigh in.
  - i. The Geary Rapid team did a survey, including a text option, to poll neighbors and riders about proposed bus stop changes before making final decisions.
- h. Alex Wilson: The biggest project priority is bus stops. The public should be engaged as early as possible.
- i. Bob Bardell: Would you use a CM/GC delivery method on other projects?
  - i. There are lessons learned from that approach, which will have to be considered to determine if we would use that approach again.
- j. Bob Lockhart: When is the lane switch?
  - i. June 19 or around then we hope. McAllister to Sutter will move from the west to the east side. Heading Two from Jackson to Lombard will move from the east to the west side. That will be the beginning of Phase 1C of utility work.
- k. Mark Moreno: What about utilities?
  - i. We're wrapping up sewer and water from McAllister to Mission and Jackson to Sutter, and starting sidewalk and roadway repaving in those areas.
- I. Bob Lockhart: There have been a number of collisions at Greenwich in the past. A turn line is needed for left turns, especially while doing the lane switch.
- m. Mark Moreno: There is a garbage can trapped inside the fencing at 25 Van Ness and we're getting more garbage as a result. If the fence could be moved around it so people could access that would help keep the area clean.
- n. Alex Wilson: For the 10 and 12 bus stop proposed bus stop relocations, there were many signs posted and an option to text feedback.
  - i. Susie: Getting more feedback via text available would be great.
  - ii. The Geary Rapid Project also used a text campaign to collect feedback about bus stop changes with a lot of success. We will keep that in mind for other projects.

- o. Bob Bardell: The 49 is slow in traffic. Once the center lanes are built, drivers may still try to access them despite the rumble strip. The painted red lanes and diamond lanes don't work without enforcement. Are there plans to install cameras or other kinds of enforcement?
  - i. It's something we're thinking about. We plan on having extra police enforcement when we open the new transit lanes.
- 6. Member comment: Members of the committee may address the Van Ness BRT Community Advisory Committee on matters that are within its jurisdiction and are not on today's calendar.
- 7. Adjourn.

Meeting adjourned by a voice vote at 7:22