



Van Ness BRT Community Advisory Committee
Thursday, June 28, 2018, 6:00 p.m.
One South Van Ness Avenue, 7th Floor, Union Square Conference Room

Minutes

1. Call to Order by voice vote at 6:00 p.m.
2. Public comment.
 - a. None heard.
3. Approval of minutes – [May 24](#).
 - a. Approved by voice vote.
4. Presentation, discussion and possible action regarding SFMTA staff updates.
 - a. Project schedule.
 - b. Construction update.
 - c. Update on neighboring projects
 - d. Member comment for agenda item 4:
 - i. Robert Lockhart: What are the wooden telephone poles that have been put up?
 1. They are temporary structures to provide street lighting in the meantime, before crews install the new light poles.
 2. Robert Lockhart: Will the overhead contact wires also be placed on the wooden poles?
 - a. Much of the overhead contact system is de-energized and will not be restrung until after the new permanent poles are installed.
 - ii. Robert Lockhart: How much longer will areas that are currently impacted by construction on the east side of the street continue to be impacted?
 1. For this phase, each of the sides of the street in a block are estimated to be impacted for about a year.
 - iii. Randy Uang: The left-turn removal at Hayes is a big milestone. Are there plans to track and study data to see the effects on safety that removing the turn might have?
 1. SFMTA staff in the Sustainable Streets Division track statistics regarding collisions on Van Ness and all around the city, and they will continue to do so. Hopefully the data shows a drop in collisions because of the project's safety improvements, including the removal of left turns.
5. Presentation, discussion and possible action regarding Outreach update.

- a. The wayfinding signage for businesses on Van Ness has been placed in many blocks all along the corridor. For some locations, vandalism remains an ongoing challenge.
 - i. Martha Knutzen: They are very visible and I have not seen any that have graffiti yet.
 - ii. Members are encouraged to let staff know if they do see damaged signs so that we can replace them.
 - b. Robust outreach is currently underway for the left turn removal at Hayes on July 6
 - i. William Crissman: Will there be people directing traffic when they remove the turn?
 - 1. San Francisco Police Department and Parking Control Officers will be in the area directing drivers when the turn is removed.
6. Presentation, discussion and possible action regarding:
- a. A plan to recover or halt the increase in days of delay that the project is experiencing month after month.
 - b. An updated cost increase for the project because of the continued days of delay in the schedule.
 - c. An assessment of risk that contractor would breach project contract.
 - d. Member comment on agenda item 6:
 - i. Anne Turner: One of the construction workers showed me the beautiful brick-work of the existing sewers. A positive aspect of pursuing slip lining is that it also preserves part of the brick sewers.
 - ii. Martha Knutzen: Is it a common challenge for a construction project to encounter so many utility conflicts and abandoned utilities? Are the techniques that the team using to address them standard solutions?
 - 1. It is a common challenge in older parts of San Francisco. Van Ness is a very old street and the likelihood of finding conflicts subsurface is much higher than in other locations. The new technology that the project is using to map subsurface ahead of time is fairly new, cutting edge technology. The contractor is aware of another similar project in Los Angeles that used it, and it has been successful in sandy ground conditions, similar to what we have on Van Ness.
 - iii. Bob Anderson: Are the techniques being pursued to mitigate the delays of the project going to negatively affect the quality of the work done? Are the tax payers footing the bill for a lesser quality job?
 - 1. The technique of slip lining sewer lines at the intersections should save the project time and also money, though it will have a shorter life-span (75-80 years) than fully trenching and

replacing with clay pipes (120-125 years). However, whenever the scope of the project is adjusted, so is the cost. Public funds will pay for exactly the work that is performed.

- iv. Joanna Gubman: Are there other SFMTA projects that are encountering this problem of many utility conflicts? Can you share lessons learned?
 - 1. Staff is not aware of other SFMTA projects that are currently having this particular issue too, but we do collaborate within the agency and strive to share lessons learned from this project with different divisions and teams across the agency.
- v. Robert Lockhart: As you move forward, knowing what is below the surface on one side of the street where you already worked, should help give an idea of what to expect on the other side when you move to work there?
 - 1. Lessons learned on sub phase 1A are helping to inform sub phases 1B-1D. Using technology and advance potholing to better map the subsurface ahead of time will help the most in knowing what to expect below the surface moving forward and how to proceed with the work in a more streamlined fashion.

- 7. 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.
 - a. Anne Turner: Are the current bus stops temporary? There are currently many blocks between the Sutter and Clay stops and it is hard for elderly and disabled people to walk that far.
 - i. The stops are temporary in that the new platforms will be in the middle of the street when the project is finished. There will be the same number of bus stops as there are now, and they have to be placed within a certain number of feet from each other, which is standard for Muni lines in order to ensure reliable service and also remain accessible. Staff will verify that the stops at Clay and Sutter meet that standard.
 - b. Joanna Gubman: We have started noticing an increase in the amount of mice in our building. Is it possible this has been caused by the construction?
 - i. There have been no other reports of an increase in pests along the corridor. We will share that report with our inspectors.
 - c. Joanna Gubman: Did you find a retaining wall below the surface between McAllister and Golden Gate?
 - i. No.

- d. Joanna Gubman: The wooden platforms for temporary bus stops are very nice. It would be better if the yellow striping on the edges on top of the platforms would be painted into the sides of the platforms as well.
 - e. Martha Knutzen: The sidewalks on the southwestern side of the corridor have gotten very patchy and rough. Is that temporary? What is the protocol to ensure that they remain accessible?
 - i. That sidewalk work is temporary, though the project will start permanently repaving the sidewalks at certain areas soon. Because the current patchwork is temporary, the sidewalks can be rough. Members are encouraged to let staff know of problem areas so that they can be patched up more smoothly in the meantime.
8. Meeting adjourned at 6:59 p.m. by a voice vote.