

Van Ness BRT Community Advisory Committee**Thursday, March 28, 2019, 6:00 p.m.****One South Van Ness Avenue, 7th Floor, Union Square Conference Room**Minutes

1. Meeting called to order at 6:02 p.m.
2. Public comment:
 - a. Carol DeFour: I've been a commuter between San Francisco and Sausalito since the seventies and my commute down Van Ness has been a fiasco lately due to lack of communication of when bus stops are moved temporarily. I follow Muni alerts and 511 alerts and they don't notify riders when bus stops have moved. One day the bus stop is in its original location, and then the next it's somewhere else with no warning and no signage indicating where to go. The bus drivers also don't know where they are supposed to stop. There needs to be better communication of these changes, especially with the other transportation providers like Golden Gate Transit. So far the only person that has responded to my complaints has been Kate, so thank you so much for your response and for working on this issue. Something needs to change. I would apply to join your committee but I don't want my personal information to be publicly available.
 - i. Kate McCarthy (SFMTA) thanked Carol for her comment and clarified that Van Ness Committee members' personal contact information (such as email, phone number, address) is redacted if there was a request to share their applications publicly.
3. Approval of minutes – [February 28.](#)
 - a. Approved by a voice vote.
4. Presentation, discussion and possible action regarding letter of support for proposed public art on project corridor.
 - a. Bob Lockhart suggested that the date when the Arts Commission presented be added to the letter. A motion was called and it passed by a voice vote.
 - b. Bob Lockhart suggested including the name of the art piece and asked what the title was. The art piece is called "Untitled."
 - c. A motion was called to approve the draft of the letter with the addition of the presentation date. The motion passed unanimously by a voice vote.
5. Presentation, discussion and possible action regarding update from SFMTA staff.

- a. Project schedule.
 - i. Steve Pepple: You mentioned the last phase is fairly lighter than other phases. Is there a chance some of those activities can be integrated into earlier phases?
 - 1. Yes, the team is looking for opportunities to resequence activities in order to drive down the days of delay. In Phase 3, for example, we are planning to train bus operators. We are looking into whether it would be possible to do that starting in an earlier phase by training them simultaneously with the re-stringing of the overhead contact system by using hybrid buses.
- b. Construction update.
 - i. Bill Crissman:
 - 1. Just recently I saw “no parking” signs posted on Geary from Van Ness almost all the way to Gough. That is a lot of area to take up for parking.
 - 2. When talking about these metrics for business support, I’m assuming you can’t share the names of the businesses you are referring to?
 - a. That is correct. SFMTA will only be sharing metrics publicly to respect the privacy of the businesses.
 - ii. Bob Bardell
 - 1. How do you define whether businesses close due to “project related factors” or not?
 - a. It is difficult to assess contributing factors to a business closing, but we are looking into generating better metrics and data about how businesses are being impacted on Van Ness as we move forward. Typically this is defined in the negative, such as a business citing reasons for closing that are unrelated to project construction. If this is not the case, then we say project construction may have been a contributing factor.
 - 2. I have been noticing that some intersections have been paved. Is that paving the final condition for those intersections?
 - a. We will assess near the end of the project whether those intersections will remain as is or if they will be repaved once more. It depends on how they wear from now to then.
 - iii. Susie Criscimagna: What kind of support does OEWD provide? Do they work with all businesses in the City or just businesses on Van Ness?

1. OEWD provides the following services for businesses: legal services, financial assistance, training and technical assistance, legal assistance and grant and loan programs. They work with businesses all around the city and have different kinds of programs, such as Invest in Neighborhoods. Van Ness is not a part of any of the neighborhoods receiving support through that program. Because of that, OEWD and the SFMTA partnered in creating a Construction Mitigation Program, and they work with Van Ness businesses through that program.
 - c. Outreach update.
 - i. There is a typo on the presentation deck regarding our next Meet the Expert event. It will be April 3rd, not 4th; Meet the Expert is regularly scheduled for the first Wednesday of the month.
 - d. Update on neighboring projects.
 - i. Adam Mayer:
 1. There will be pastries at the Polk Streetscape Project's ribbon-cutting, courtesy of Lower Polk Neighbors, and we hope you can all join us.
 2. Is there a plan to partner with California Pacific Medical Center (CPMC) to study how parking and traffic in the area is impacted now that the hospital opened?
 - a. We worked closely with CPMC during the construction of the hospital and are planning to continue that partnership. In fact, we are planning to have one of our upcoming Meet the Expert events be about the hospital. SFMTA staff also monitors traffic changes and parking needs on an ongoing basis.
 - ii. Martha Knutzen: What kind of pedestrian improvements will the Lombard Vision Zero project include?
 1. It will include pedestrian bulbs which shorten crossing distances, also pedestrian countdown signals and other improvements.
 2. Bob Bardell: I believe they are also daylighting intersections.
6. Member comment.
 - a. Martha Knutzen:
 - i. I've become concerned with the placement of pedestrian barriers from day to day. I've encountered situations like today at O'Farrell, where you have to go into the other crosswalk where there's traffic in order to be able to cross to the other side of the side street in question. They really need to do a better job so that it's safe to cross the side streets at Van Ness when they leave for the day.

- ii. I know the weekly forecasts include night work, but they should include day work as well. If at all possible, it would be great if they included when certain impacts for neighbors are expected, such as closed crosswalks.
 - 1. We do include day work on the weekly forecasts. Locations that are listed have day work. Night work is added in italics. We are always happy to gather feedback and work to make the forecasts clearer. Unfortunately, because the project is so dynamic, it's hard to reliably share very detailed information.
 - b. Susie Criscimagna: Can you address the concerns that Carol raised earlier during public comment? Having the large orange signs for bus stop relocations seems to be a particularly important visual cue for riders and also the bus drivers.
 - i. The contractor is responsible for keeping appropriate signage for temporary bus stop relocations and they also notify other transportation agencies such as Golden Gate Transit (GGT) of bus stop changes. Since we received the complaint from Carol we contacted GGT and they did not seem aware of the changes. We are working to correct the miscommunication so that it does not happen in the future.
 - 1. Carol DeFour: Thank you so much for helping resolve this. Some improvements are visible already. But I can tell you, the signs were not there earlier this week. There was no information provided anywhere that the stops had changed.
7. Meeting adjourned by a voice vote at 7:02 p.m.