



Van Ness BRT Community Advisory Committee
Thursday, July 26, 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 6:04 p.m.
2. Public comment.
 - a. None heard.
3. Approval of minutes – [June 28](#).
 - a. Approved by voice vote.
4. Presentation, discussion and possible action regarding update from SFMTA staff.
 - a. Project schedule.
 - b. Construction update.
 - c. Outreach update.
 - d. Update on neighboring projects.
 - i. Adam Mayer: The rendering in the slide for the Polk Streetscape Project shows bike lanes going both directions. Is that the plan for all of Polk Street?
 1. The design of the bike lanes on Polk varies by block.
 - e. Member comment:
 - i. Bob Lockhart: There are currently two different fire hydrants next to each other near my residence where crews performed some of the utility work. Will both hydrants remain at completion?
 1. It is most likely that one of the fire hydrants will replace the older fire hydrant, which will be removed later in the construction sequence.
 - ii. Catherine Tran: Temporary stop relocation changes are confusing. I found a map on your website with the location of temporary bus stops, but the map is hard to find. Could it be linked to the Van Ness page so it is easier to access? The signs on the street are not always clear as to where the bus stop has been relocated.
 - iii. Bob Bardell: Are people pleased with the new business signage on the corridor?
 1. Most of the feedback received has been positive. Staff continues to implement solutions to challenges related to wind damage and vandalism.
 - iv. Catherine Tran: Are the construction updates shared on NextDoor?
 1. As an agency, the SFMTA does not have the ability to post updates on NextDoor. Neighbors have the option of posting

privately and sharing links to our updates if they so desire. Agency staff are interested in overcoming that restriction and have looked into it with no success thus far.

v. Steven Pepple: My neighbors are concerned with the removal of the bus stop on California. They find that the stops are too spaced out now, especially for elderly and disabled folks.

1. The final bus stop consolidation changes were designed and legislated to balance many competing needs. A main priority was to preserve major transfer points for other Muni Rapid lines. The stops in that area were preserved at Sacramento and Clay to serve as transfer points for the 1 California Muni line. This is a high transfer point with some of the highest ridership numbers in the entire Muni network. To preserve these stops and another at California would have compromised the project's ability to improve reliability and travel times. The project will be built as legislated, and bus stops will be placed according to the Muni standard for efficiency which is 800-1200 feet for Van Ness.

vi. Martha Knutzen: Access to grocery stores in the nearby neighborhood is lacking, so maybe the addition of more grocery stores in the Hayes Valley area would appease some of the concerns around the consolidation of bus stops on Van Ness. The spacing of transfers is much more of an issue when you are carrying groceries.

f. Public comment:

i. Abby Kovalsky: As a new resident of Van Ness, I am concerned about the conditions on Van Ness for people with disabilities. The distances between the bus stops are challenging and should be shorter.

1. In the extensive outreach program that was implemented in preparation for the project, community and advocacy groups representing the elderly and the disabled were included. In collecting their feedback, project staff found that shorter travel times and more reliable service was the greater priority, even if it would increase distances between stops and their destinations.

ii. Hilary Brown: I read a news article that projected the completion of the project to be in 2020. I have since learned in this meeting that information is not accurate, since your updates show the project will be completed in 2021.

1. Yes, the project is expected to finish major construction by the end of 2020 and the Bus Rapid Transit (BRT) service is now projected to begin in early 2021.

5. 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. Adam Mayer: The Sutter Health project on Van Ness is expected to be finished by the middle of next year and is projected to bring 3,000 new jobs to the area. In their plans they were expecting the BRT project to be finished around the same time, and for it to be transporting a lot of these new employees to Van Ness. Are the two projects coordinating in terms of transportation options and logistics when they open, given the timelines are no longer aligned?
 - i. The two projects frequently coordinate on day-to-day construction, and will continue coordinating to plan for the hospital opening.
 - b. Bob Bardell: Is there updated data available on the traffic circulation for the corridor?
 - i. There is data available that shows improvements in traffic flow after the initial traffic changes were implemented for the project and before construction really started mobilizing significantly. However, project staff has not received any updates on traffic data after starting major construction.
 - c. Martha Knutzen: I want to check in on the state of the sidewalks in the southern part of the corridor. Is there a plan to address the unevenness of the sidewalks?
 - i. Sidewalks on those blocks are planned to be replaced soon. Project staff are meeting with our accessible services colleagues to assess the current conditions and how to maintain accessibility as the work moves forward.
6. Adjourned by a voice vote at 6:39 p.m.