



Steering Committee Meeting
January 8, 2021 1:30pm
ZOOM

Steering Committee Attending: Daniel Sheeter, JR Eppler, Michael Kerbow, Sheldon Trimble, Kanwar Kelley, Steven Solomon, Patricia Fonseca, Jean Bogiages
Guests: Mary Gooseff, Albert Sandoval (San Bruno Ave)

PW: Trent Tieger, PW Manager, Jasmine Kaw, Landscape, Claudia Rodriquez, Landscape
GBD: Julie Christensen, ED
SFMTA: Shahram Shariati, Mike Sallasberry

Meeting Objective:

This is a brainstorming meeting to discuss the issues with San Bruno Avenue so that Public Works and SFMTA understand the issues caused by the existing design and construction. The hope is that Public Works and SFMTA will leave the meeting with new ideas and be able to come back to us with solutions for us to prioritize.

Minutes

The meeting opened at 1:34. Attendees were introduced.

PGP Project Update

Trent reported that the 35% Phase 1 Design has been sent to Caltrans along with a request to meet and review it. He is waiting for a response from Caltrans.

Jean reported that Craig Corpora, SFAC, has sent out a google invite for a Qualification Panel meeting between January 27 and February 3. Michael Kerbow, Sheldon Trimble and Jean Bogiages in addition to SFAC panelists will be meeting.

San Bruno Avenue Design Background

Jasmine and Claudia spoke to a presentation and indicated that they are ready to do conceptual design work for Phase 2 which addresses San Bruno Avenue. They have been working on the process of a more detailed design for 17th Street and the corners. The project Master Goals are:

- Improve Aesthetics
- Placemaking/Gateway Announcement
- Improve Pedestrian Safety and Experience

They identified what they felt the neighborhood wanted accomplished and listed improvement goals:

- Openspace (hillside, issues with noise)
- Sundwall/Green wall
- Fencing

Jasmine asked that the meeting open up to help define scope and limit of project. Maintenance and ownership determination.

Sharing Issues in San Bruno Avenue- a walk down the street.

Jean walked the group through photos from Mariposa and San Bruno to 17th and San Bruno, asking the group to identify issues at each location. Patricia pointed out that Caltrans should be told that this is more than a beautification project. The neighborhood is concerned about safety - home safety, family safety. There are fires, and cars flipped over the fence. Of course, it is also about improving the open space and creating a healthier and more beautiful environment.



Ideas were shared -

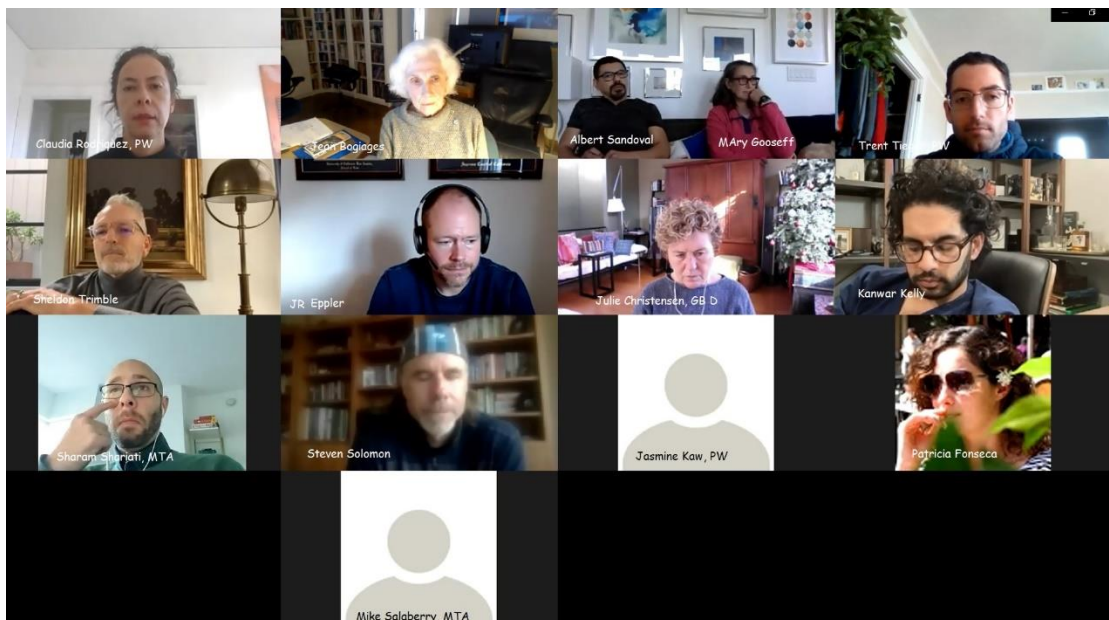
- If Caltrans were building this today, the conditions on San Bruno and Vermont would not be accepted. This project is a mitigation effort to fix an initial wrong committed in 1954.
- Chainlink fence is not keeping anyone out. Camping between the fence and the highway is current.
- Perpendicular parking on San Bruno removes the uses of the sidewalk which is not regulations size. If parking needs to be removed, adding perpendicular parking on the 300 block of Vermont compensates.
- The parking at the bottom of San Bruno could be perpendicular on both sides.
- Parking is used by UPS workers who don't want to pay UPS to park.
- When does Caltrans leasing of the parking lot happen?
- Can the perpendicular parking be on both sides of the street?
- Can parking be removed at San Bruno and Mariposa?
- Can there be a sidewalk all the way around?
- Should the existing sidewalk be removed?
- Can there be a green wall at the upper end of San Bruno?
- Can there be a sound wall? Can Caltrans pay for it?
- Can there be multiple solutions?

Jasmine pointed out that we need to conceptualize what we think would be the best scenario for San Bruno. The project should be viewed as a whole - Caltrans and City area. We need to present what both the City and Caltrans can review. Define initially our project area for San Bruno - the barrier and curve that goes up the hill, the street aesthetic, the parking, taking back some of the asphalt. Focus on area we'd like to consider and come up the best conceptual plan that meets our goals.

Depending on the cost of Phase 1 there should be funding for conceptual design of Phase 2 and for some construction- in the neighborhood of \$500K.

Next Steps

- Neighbors will take a socially distant walk around the street with Claudia and Jasmine soon. Trent will help set it up.
- Claudia and Jasmine will work on a conceptual design for San Bruno Avenue for 2-3 months and will present options to the steering committee and neighbors.





San Bruno Avenue

Issues and Conditions

January 8, 2021

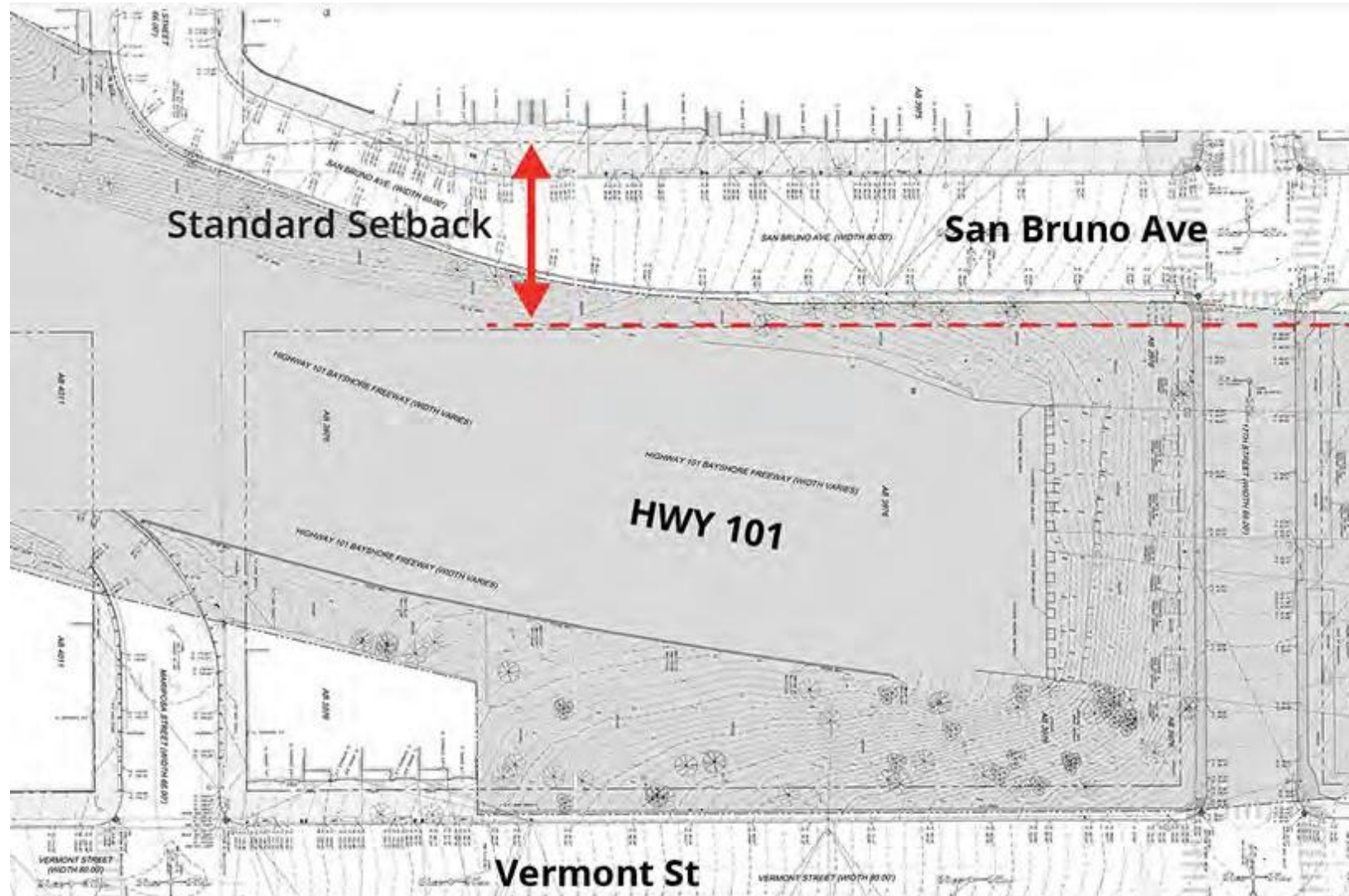


San Bruno

Freeway



From the 2017 Public Works Survey



San Bruno Avenue Problems

Condition	Issues
Caltrans Right-of-way Open-space Landscape and Chain-link Fence	<ul style="list-style-type: none"> • Lack of landscape encourages illegal camping • Fires caused by campers • Trash left by campers • Camping results in needles • Chainlink fence is constantly cut for illegal access • No protection from cars on freeway that go out of control
Air Space between Homes and Freeway	<ul style="list-style-type: none"> • Sound level is unhealthy • Car exhaust is unhealthy • Trash from the freeway • Car exhaust particles reach the homes
Street, Sidewalk and Curb Configuration	<ul style="list-style-type: none"> • The sidewalk goes no where • The sidewalk is used for dumping and camping • The curb at the intersection of San Bruno and Mariposa is used by car-campers • Trash is left by car-campers

Mariposa – San Bruno Corner



Right-of-way area is not in the Potrero gateway Extent of Work but is an area Caltrans is responsible fo maintaining that has issues:

- Fire
- Camping and related issues
- Trash between curb and fence
- Location for prostitution



Mariposa – San Bruno Corner



- Chainlink fence is constantly cut and provides access to campers.
- Fires have damaged the remaining trees
- Car Campers frequent this corner and leave trash

Opposite 472 and 466 San Bruno



The hillside slopes down towards the freeway at this point. In 2020 an out-of-control car ran up the hill and landed upside down on the guard rail.

- The only protection the homes have from the freeway are the metal guard rail and the chainlink fence



Across from 464-466-472 San Bruno



The hill slopes down towards the freeway but the area is not as steep. Bush/trees remain here.

- GBD has trimmed the bushes to open visibility
- Weekly GBD landscape presence is helpful
- Weekly GBD janitorial presence is helpful

Across from 450 and 454 San Bruno



The hillside begins to level out here.. There is no air space protection from the freeway

- There is a pull out space on the freeway for cars to pull over.

Across from 436 and 444 San Bruno



The hillside slopes toward San Bruno Street.

This CA Live Oak tree remains but has some issues,

- The guard rail ends here
- The sidewalk begins here
- Parking switched from parallel to perpendicular
- There have been multiple fires
- Dilapidated chainlink fence is only protection from freeway

Across from 430 and 436 San Bruno



The hillside slopes towards San Bruno.

- The bush/trees are trimmed to allow visibility
- Camping has been reduced by GBD maintenance
- Small sidewalk is not used
- Small sidewalk is used as a place to dump trash
- There have been multiple fires
- Dilapidated chainlink fence is only protection from freeway

Across from 424 and 430 San Bruno



The hillside slopes towards San Bruno.

- The bush/trees are trimmed to allow visibility
- Camping has been reduced by GBD maintenance
- Small sidewalk is not used
- Small sidewalk is used as a place to dump trash
- There have been multiple fires
- Dilapidated chainlink fence is only protection

Across from 2201 17th street and 424 San Bruno



The corner generally provides access to camping areas under the bridge and further south on San Bruno under the tree/bushes

- There is lots of littering
- There are lots of needles





The chainlink fence under the bridge serves as protection for the campers.

- The gate is always open.
- Fires have occurred under the bridge.