

SOUTH BAYFRONT PEDESTRIAN BICYCLE BRIDGE PROJECT COMMITTEE  
**ACTION RECAP**

Meeting of October 26, 2007

1) MEETING CALLED TO ORDER AT 8:30 A.M.

Members Present: Bukowski, Fricke, Scheuerman, Young  
Excused: Debbas, Mudd  
Absent: Donahue, Weber  
Staff: Cutright, Dayrit, Kaufman, Keena  
Consultants: [Biggs Cardosa Associates (BCA)] Harms, Abbott; [HNTB]  
Phillips, Sheehan; [MIG] Sherman  
Location: Old Town Hall, Garden level.

2) PUBLIC COMMENTS None.

3) AGENDA ITEMS

- a) Review Recap of September 28, 2007 meeting: Recap approved unanimously. Fricke added that Council approved the Committee's recommendations on the elimination of design alternatives.
- b) Report on Meeting with Union Pacific Railroad (UPRR): Kaufman reported on the meeting with UPRR. UPRR would require a flagger when construction is within 25 feet of tracks and a fence to keep workers off tracks; would require funds for design review; might consider allowing the use of sidetracks; non-committal on track closure window; require liquidated damages for construction outside of a given closure window. Contact at UPRR is Terrell Anderson, Manager of Industry and Private Projects.
- c) Report on Traffic Counts and Surveying: BCA reported that the vehicular bridge (between the garages) had a maximum of 58 vehicles/hour during peak periods. Even at double the volume, pedestrian cross-traffic would not pose a conflict. Consultants will compare cost of replacing bridge versus cutting braces and adding structural support to make up for it. If the existing bridge is not wide enough for joint use, it would need to be replaced. Pedestrian and bicycle counts on area ped-bike bridges are on-going. The counts are needed to determine the appropriate width for the overcrossing. Ramp and stair sections connecting to the overcrossing may vary in width. Topographic maps are being created. Critical elevations and grades have been incorporated into the design alternatives.
- d) Discussion on Design Elements:
  - i) Cutright explained that fire protection for the city involved two strategic approaches - Dynamic and Fixed - to fire response, and how a balance of these approaches applied to the proposed ramps, existing garage design and railroad operations/constraints. He said that due to the proposed bicycle-pedestrian bridge ramp on the East side of Building A, the Fire Department has shifted its thinking toward more of a reliance upon a dynamic fire response rather than relying upon the built in or fixed protection systems within Building A. He introduced design and construction conditions to the ramp which would satisfy the fire protection requirements for Building A and the risk of a railroad fire, including, but not limited to: (a) use sturdy metal grates for the railings to allow water flow-through and aid in garage cross ventilation; (b) limit

southern extent of ramp to the first pilaster immediately south of the shear wall between the flat and sloped sections of the garage; (c) slope and smooth seal the underside of ramp to facilitate heat dissipation; and (d) use intumescent (fire coating) paint on the ramp concrete surface to create a four-hour rated fire barrier to protect the ramp from potential fire on sided railroad cars.

- ii) Bay Street Connection: Ramp locations discussed were (1) behind the parking garage, and (2) along Ohlone Way. Both ramp alternatives have a connection to the parking garage. Committee focused on alternatives to connect to Bay Street elevators on the third parking level: D-4-r3 (walkway from ramp across south end of flat part of garage) and a Fricke variation (providing direct view of light at elevator by using switchbacks to get walkway down from sloped part of garage). Consideration was given to current garage layout and structure, ramp slopes, lighting, line of sight and travel route for ADA, pedestrian and bicycle users. The Committee recommended further exploration of D-4-r3 (ramps behind garage, with flat path through garage) with bright lighting for the walkway. Regarding ramp alternatives, the committee recommended exploring an alternative that does not connect to the vehicular bridge. The Committee requested information related to cost savings from not connecting to the bridge (which would result in a less elegant stair ending farther from Bay Street). The Committee also unanimously recommended to Council:
  - (1) Eliminate Ohlone Way alternatives;
  - (2) Eliminate all 2-level vehicle bridge alternatives.
- e) Discussion on public outreach: The Committee unanimously recommends to Council that the first workshop be held in the week of December 3, with a follow-up walking tour scheduled for Saturday, December 15 (dates to be confirmed). The Novartis auditorium or Bay Street are candidate locations. MIG suggested that the workshop agenda include the following: introduction to the project (i.e., need, budget, background, status); discussion on the Bay Street connection and Novartis landing design constraints (i.e., financial, logistical, fire code and space); committee recommendations regarding alignment of functional elements; feasible bridge types; public visioning on use and general appearance; opportunities for future public input (i.e., Horton Street Landing Park design, pedestrian/bike approaches on Bay Street, aesthetic details, etc.).
- f) Biggs Cardosa Associates (BCA) schedule, work plan and progress report: This was covered in previous items.
- g) Summary of recommendations to City Council:
  - i) Eliminate design alternative D-3-r for the following reasons: (a) path of travel for bikes from bridge to ground involves many turns, requires briefly entering and exiting the parking garage, and requires mixing with vehicle traffic; (b) ramps parallel to Ohlone Way is not preferred ramp location for Madison Marquette; and (c) pedestrians and wheelchairs going from ped/bike bridge to restaurants would have to pass behind parked cars thereby creating hazard from backing car.
  - ii) Eliminate design alternative D-2-r for the following reasons: (a) Madison Marquette is opposed to the ramps crossing over Bay Street; (b) requires pedestrians and bicycles to climb higher than is necessary to cross RR tracks; (c) pedestrians and wheelchairs going from ped/bike bridge to restaurants would have to pass behind parked cars thereby creating hazard from backing car; and (d) connection to parking garage would require restaurant and theater box office goers to take elevator down

one flight.

- iii) Recommend adoption of alternative D-4-r3 for the following reasons: (a) less potential conflict with cars for pedestrians walking from ped/bike bridge to Bay Street restaurants and box office; (b) fewer turns for bikes; (c) fire code concerns can be overcome through design of ramp. (Two options for the stair design to be discussed at the next meeting of the design committee: Option 1 is as depicted in D-4-r3. Option 2 is to create stairs east of the existing vehicle bridge so as to save the money it would cost to replace the existing vehicle bridge. At the next meeting, design team and staff will brief committee on the cost to replace the existing vehicle bridge.)
- iv) Recommend that first community workshop be held on a weekday evening during the week of December 3<sup>rd</sup>, and that second community workshop consist of a walking tour on Saturday, Dec. 15<sup>th</sup>.

4) MEMBER COMMENTS. None discussed.

5) NEXT MEETING. Friday, November 30, 2007 at 8:30 A.M. at Old Town Hall Garden Level.

6) ADJOURNMENT. The meeting adjourned at 10:10 A.M.

Attest:

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SECRETARY

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CHAIRPERSON