



Geary Community Advisory Committee

Tuesday, September 18, 2018

6:00 pm

One South Van Ness, 7th floor, Union Square Conference Room

Geary CAC Members

Sana Ahmed
Daniel Calamuci
Paul Epstein
Fay Fua
Lou Grosso
Rich Hashimoto
Annie Lee
Susannah Raub
Kevin Stull
Andrei Svensson

SFMTA Staff

Liz Brisson
Kannu Balan
Amy Fowler
Kim Le
Daniel Mackowski
Sophia Scherr

Minutes

1. Call to Order.

- a. Annie Lee, Geary CAC Chairman, called the meeting to order at 6:14 p.m.

2. Roll call.

3. Ice breaker activity.

- a. Members participated in a short ice breaker exercise.

4. Approval of minutes – [May 15, 2018](#)

- a. Rich Hashimoto motioned to approve. Kevin Stull seconded the motion. Minutes were approved by a voice vote.

5. Public comment: Members of the public may address the Geary Community Advisory Committee on matters that are within its jurisdiction and are not on today's calendar.

- a. Tom Barton thanked everyone for work on project and commended SFMTA staff on a great job with community outreach leading up to SFMTA Board hearing.

6. Presentation, discussion and possible action regarding Geary Boulevard Improvement Project update.

- a. Paul Epstein asked when the SFMTA anticipated sharing draft plan sheets with public.
 - i. Kannu Balan responded that the team is tentatively planning for December of this year to share some of the draft plan sheets.
- b. Rich Hashimoto asked if street light relocation will be only for center-running lanes.



- i. Kannu responded that yes this would only be required in the center-running segment.
- c. Paul Epstein asked what the circles in draft plan represent.
 - i. Kannu responded they are trees and that the project will consult with landscape designers and the SF Arts Commission for input on both tree planting and street lights.
- d. Daniel Calamuci asked what the role of the Arts Commission is.
 - i. Kannu responded that where there is room for public art, the project team will consult with the Arts Commission. The Geary Boulevard Improvement Project team met with the Arts Commission to see if the project qualifies and they said yes. Kannu had a second meeting this week to explain the scope of the project. Once the 35% estimate is done for the center running bus elements, then the funding for the potential art work will be determined.
- a. Kevin Stull asked if the bus turning template in the draft sheet plans are for 60-foot long buses and if the team took into consideration ones for smaller buses. He also asked about how the corridor will be lit and which lighting will be used.
 - i. Kannu responded that the draft sheet plans use a 60-foot bus length. The SF Public Utilities Commission will determine the lighting design which will most likely be LED lighting.
 - ii. Dan Mackowski clarified that the specific turn shown on the slide was 40 feet for Golden Gate Transit buses that make turns at the location shown on the plan sheet.
- e. Public Comment: There was no public comment on this item.

7. Presentation, discussion and possible action regarding Geary Rapid – Recent outreach recap.

- a. Rich Hashimoto commented that SFMTA staff did an excellent job with outreach prior to the SFMTA Board. However, the posters of the public hearing notices weren't taken down in certain locations.
 - i. Liz responded that SFMTA hired a contractor to post and take the posters down, but they may have missed a few. If CAC members see postings up once they are no longer relevant, please contact the Geary team so we can address.
- b. Lou Grosso thanked SFMTA staff for presenting to St. Francis Square residents and asked for clarification about the project design change made at the Laguna inbound stop in response to St. Francis Square feedback to make a bus bulb instead of a transit island. He also asked how the bus bulb will affect the number of buses that can stop there if cars queue to make a right turn. If cars are making a right turn and there are buses stuck behind the queue, how will people with low vision know when the bus is there?
 - i. Liz clarified that the project originally proposed for there to be a transit island at the Laguna inbound bus stop, however, stakeholders expressed



concerns about pedestrian safety when crossing the right turn lane. St. Francis Square residents provided feedback that the project team incorporated, resulting in the design that is now planned, a bus bulb. The bus bulb would be designed for two buses to stop at once. In terms of the impact of a right-turning car queued at the bus stop, the team's modeling found that the impact to transit delay was expected to be very small. SFMTA staff will follow up with a response regarding Lou's accessibility question.

- c. Susannah Raub asked if the no-right on red at Laguna was new.
 - i. Liz responded that it is not new and is only in effect between 7:00 a.m. and 7:00 p.m.
- d. Andrei Svensson asked why the no-right on red was implemented. He also asked if cars queued at the right turn lane would be able to go around buses stopped at the bulb.
 - i. Liz responded that it was in response to past traffic fatalities in this location. In regard to the cars passing buses to make a right turn in front of the bus, this is not legal.
- e. **Public comment:**
 - i. Tom Barton commented that he was impressed how public hearing notice posters were posted all along the corridor and project staff did an excellent job notifying the public.

8. Presentation, discussion and possible action regarding Geary Rapid – SFMTA Board approval recap.

- a. Annie Lee asked whether the California Vehicle Code (CVC) defined taxis to include rideshare.
 - i. Liz responded that vehicles like Lyft and Uber (i.e. Transportation Network Companies) are not considered taxis and are not allowed in transit-only lanes.
- b. Andrei Svensson asked if the CVC meant any vehicles with 10 seats or more would be considered a bus.
 - i. Liz responded that the CVC says that vehicles with 10 or more passengers used to transport persons for compensation or used by a nonprofit organization or group is considered a bus.
- c. Lou Grosso asked if this designation would also apply to center-running lanes.
 - i. Liz responded that the SFMTA can designate the lanes in more than one way and in some cases designate them as "transit-only" and in other cases as "Muni and Golden Gate Transit only." She gave the example of Van Ness, which was legislated as "Muni and Golden Gate Transit only" where there will be center-running lanes. SFMTA's plan is when bringing legislation to the SFMTA Board for the second phase of the project that the center-running component of Geary would be designated as Muni and Golden Gate Transit only.



d. Public comment: There was no public comment regarding this item.

9. Presentation, discussion and possible action regarding Geary Rapid – Implementation update.

- a. Susannah Raub said she had heard people talk about how narrow the sidewalk is where the Webster/Fillmore stop consolidation is happening, and asked how will this be handled as a part of near-term implementation.
 - i. Liz responded that a bus bulb made of asphalt will be installed prior to the stop consolidation.
- b. Rich Hashimoto commented that he saw contractors installing fiber optics on Webster last week and asked if that was a part of the Geary Rapid Project.
 - i. Liz responded that it is not part of the project.
- c. Lou Grosso asked what time of the day would construction be done.
 - i. Liz responded that construction would generally be conducted during the day and there would not be lane closures during peak commute hours.
- d. Paul Epstein asked if treatments for bicycles are part of the project. If so, has the project team considered traffic signals for bicycles.
 - i. Liz responded that Geary is not part of the bike network, so generally there are no bike lanes planned as a part of the project. However, at intersecting north-south bike routes (Webster, Steiner and Masonic), wayfinding sharrows will be installed to guide bikes across the intersection and improve visibility. The block of Geary between Masonic and Presidio is the only block that is a part of the bike network. On this block, the project will upgrade the current sharrows by making them green. The Geary Boulevard Improvement Project has plans to reconstruct the center median to make room for bike lanes on this block. At the Webster intersection, a bike signal will be installed to provide a “Leading Bicycle Interval” that lets bicyclists enter the intersection before cars.
- e. Paul Epstein asked how many stops will be removed.
 - i. Dan Mackowski clarified there are 8 changes total, 2 bus stop removals, as well as consolidations and removal of Rapid service at the Spruce inbound and outbound stops.
- f. Kevin Stull asked if a language is not available on printed material, is there a way for an individual to get a translation for the material.
 - i. Amy Fowler responded that there is a 311 bug at the bottom of all SFMTA collateral in ten languages that members of the public can call and translation services will be available for them.
- g. Andrei Svensson asked if construction hotline number will be 311 or a different phone number.
 - i. Amy responded that it would be the same Geary Rapid hotline number and that after business hours, calls would be forwarded to a call center.



- h. Andrei Svensson commented that 311 is so easy to remember and that it would be nice if members of the public could get information about the Geary Rapid Project by calling 311.
 - i. Liz responded that the team could provide information to 311 so they can properly route any calls to the team.
- i. Annie Lee asked if the red hashing between Masonic and Van Ness will create driver confusion.
 - i. Dan responded that lanes would be painted red for about 80 feet and there will also be signage to inform drivers. Dan also added that there will also be solid white lines along the lanes that will distinguish the red lanes from other lanes of traffic.
- j. Susannah Raub asked if the red will be painted at the near or far side of the intersection. She also asked if the red-lane campaign will target only SF drivers.
 - i. Dan responded that red lanes will be painted on the far-side of intersection to ensure that people aren't encouraged to enter. The red lanes campaign will target all drivers.
- k. Paul Epstein asked if red lanes are only during certain times of the day.
 - i. Liz responded that all red lanes on Geary will be for 24 hours a day.
- l. **Public comment:**
 - a. Tom Barton asked how the project team will address temporary changes of bus stops due to construction. Citing the Van Ness Improvement Project as an example, the stops move frequently and it is challenging for riders to know where to board.
 - b. Annie Lee added that she has seen stops at Van Ness and Geary move frequently without the proper signage. She asked if that will be the same case with Geary.
 - i. Liz responded that there are two changes that signage is posted for: permanent bus stop changes and construction-based, temporary bus stop changes. The posting method is not perfect as there are a wide range of variables, from timing to people destroying signage, but there will be temporary signage at stops and there is a page on the SFMTA website with a [map of temporary bus stop relocations](#).
 - c. Kevin Stull commented that he had an issue with the temporary bus stop at Van Ness and Market, where the driver never stopped.
 - i. Liz responded that the team will be conducting in-reach to operators through meetings and distributing information in operators' "paddles" that contain information about their daily runs.
 - d. Susannah Raub suggested that SFMTA should provide bus stop changes to transit apps, if possible. Many riders use these apps to get real-time bus information and updating the apps will give riders a better sense of what changes to expect.



- e. Annie Lee said that wayfinding signage that mentions a cardinal direction and a number of feet are hard to interpret, and that an arrow or a landmark would be more helpful.
- f. Kevin Stull asked if bus drivers get briefed prior to starting their run.
 - i. Liz responded that operators start at all times of day and night, and the ways the team relays information to them include information distributed in their daily paddles, presentations during Division safety meetings or office hours, outreach at their shift change terminal locations, and posters at the Divisions.
- g. Lou Grosso asked if there is a way to inform 311 of temporary changes, as the interactive map may not be accessible.
 - i. Liz responded that SFMTA could check to make sure 311 is aware of the map .
 - ii. Amy added that there is a [list version](#) of the temporary bus stop changes that should be accessible.
- h. Susannah Raub asked if there is a way riders can get updates about specific stops.
 - i. Liz responded that is not currently available but is a good suggestion that staff will consider.

10. Discussion and possible action regarding changing next CAC meeting date from November 20 to November 13.

- a. Annie Lee motioned to approve. Susannah Raub seconded. All approved unanimously.

11. Adjourn.

- a. Kevin Stull motioned to adjourn. Annie Lee seconded. All approved unanimously. The meeting was adjourned at 7:32 pm.