



Geary Community Advisory Committee
Wednesday, January 12, 2022, 6:00 p.m.
Remote Meeting via Microsoft Teams

Geary CAC Members	Project Staff
Marian Roth-Cramer	Daniel Mackowski (SFMTA)
Eva Schouten	Jay Lu (SFMTA)
Dan Calamuci	Amy Fowler (SFMTA)
Sean Kim	David Sindel (SFMTA)
Andrei Svensson	
Tom Barton	
Susannah Raub	
Rich Hashimoto	
Devi Zinzuvadia	
Winston Parsons	
Kevin Stull	

Minutes

1. **Call to Order**
 - a. Susannah Raub called the meeting to order at 6:04 p.m.
2. **Virtual meeting etiquette**
3. **Roll call**
4. **Approval of minutes – [October 13, 2021](#)**
 - a. Tom Barton motioned to approve.
 - b. Rich Hashimoto proposed a correction.
 - c. Tom Barton raised a motion to strike the word “perceived” in 9.a.ii, Rich Hashimoto seconded. Motion passed by voice vote. (Minutes have since been corrected, see above link)
 - d. Tom Barton motioned to approve, Andre Svensson seconded. Minutes approved by voice vote at 6:07 p.m.
5. **Public comment**
 - a. No public comment was offered.
6. **Geary Boulevard Improvement Project – Project update**
 - a. Amy Fowler and Dan Mackowski presented on this item.
 - i. Marian Roth-Cramer asked whether stakeholder meetings included St. Monica’s, Presidio Middle School and Holy Virgin Cathedral, and asked whether she could see the meeting notes.

1. Amy: Yes, and we will send them.
 2. Devi, Sean and Winston: requested a copy of the notes as well.
- ii. Winston Parsons asked about the exact location of the inbound bulb-out at 25th Ave, and what the design near Grocery Outlet may be since it's a busy location. He also offered to host project boards at the senior center he works at, and reiterated that he is in support of removal of unprotected left-turns as he has previously sent staff videos of challenges seniors face crossing.
1. Dan: Plan is to have bulb-out from corner of 25th, past the Jiffy Lube exit, and end just before the auto driveway. Cars would exit Jiffy Lube every few minutes at the most; driveways through bulb-outs are not uncommon (ex. Divisadero at Geary outbound). It's not ideal, but still provides more space than a normal curb stop.

Curb ramps at Grocery Outlet need to be upgraded anyway, and SFMTA staff agree with his observations about traffic patterns there. Pedestrian bulb-outs are currently planned at each corner.

- iii. Sean Kim asked about whether parklets will need to be modified when switching from angled to parallel parking, and whether they will be affected by water and sewer construction. He noted securing a contractor for parklets takes longer currently and requested ample notice. He liked the addition of parking on side-streets.
1. Dan: Yes, some parklets like yours are built for angled parking spaces and would need to be modified for parallel parking. Can't give any official notice until project is approved (possibly this summer); project would not start for one or more months after approval. An SFMTA engineer can go out immediately to mark out allowed dimensions in the field for owners.
Yes, water and sewer are currently unknowns as far as parklets. SFMTA needs more details from Public Utilities Commission. We will attempt to place requirements in the contract that a certain advanced notice period must be provided to owners.
- iv. Dan Calamuci voiced his support for removing unprotected left turns, especially at 12th Avenue where there are nearby preschools and daycare. And for pedestrian bulb-outs.
- v. Tom Barton asked how right-turn pockets would work, for example at Stanyan inbound.
1. Dan: Right now, there's no traffic striping line for right turns. When a line is striped, it will guide cars to be closer to the curb so that a bus

can pass them rather than waiting in the queue. At Stanyan inbound, a right turn pocket would be added, with a transit lane next to it.

- vi. Susannah Raub asked what the 1-2 years of design after quick-build is for, and if no water and sewer scope is added, how long would the project take?
 - 1. Dan: Quick-build is able to implement the majority of the transit and safety scope, which is an advantage of the side-running design. The remaining MTA scope is traffic signal upgrades, bulb-outs, and expanded medians. Bulbouts take time to design because of grading/drainage needs, and signals are complex and also take time. If this MTA scope was the entire scope, it would still take about one year to construct (though not continuous active construction).

PUC is likely to add water and sewer rehabilitation based on their condition assessments. This is a 2-mile corridor so there would be a lot of work. Some can be overlapped to reduce the overall duration, but it would add at least another year of construction.

- vii. Justin (member of public) asked what outreach was done to inform residents who would be affected by the proposal to restrict right turns from Geary onto 14th Avenue. He said when he first received the mailer, the website was not functional. Susannah Raub forwarded the question to Amy.
 - 1. Amy: Apologized because mailers were mistakenly sent out too early, before the website was ready. The website went live within 24 hours of learning that the mailers had gone out. Other outreach done will be covered in the following agenda item.
 - a. Justin: Preschool and elementary school on block of 15th Avenue between Geary and Clement. Concerned about increased traffic due to turn restriction, with drop-offs occurring. He supports Option B. He asked whether the 38 and 38R could be placed on opposite sides of Park Presidio.
 - i. Dan: Many riders will take whichever bus comes first, which is not possible if the stops are on opposite sides of Park Presidio. Design must accommodate all users including seniors or visually impaired.
 - ii. Winston: Asked if loading zones are present on 15th Ave.

7. Park Presidio outreach update

- a. Dan Mackowski and Amy Fowler presented on this item.
 - i. Susannah Raub asked whether it was considered to move the bus stops away from the short blocks around Park Presidio.

1. Dan: That was considered in the environmental review. It would make transfers more difficult at a busy transfer location and was not pursued for that reason.
- ii. Winston Parsons asked whether there were any plans for lighting improvements or shelters at the intersection, and offered his opinion in support of Option A for its safety and accessibility advantages. He noted that he has seen people turn right around buses and get close to pedestrians, and that he has gotten used to recent traffic circulation changes near 8th Ave/Fulton.
 1. Dan: While it's PUC's jurisdiction, we will bring more lighting up with them.

8. Geary Rapid – Implementation update

- a. Dan Mackowski acknowledged three items before the presentation: 1) regarding the collisions at Steiner that Rich mentioned last meeting, MTA followed up with SFPD and DEM and confirmed the crash rate does not appear to be spiking, but will still keep monitoring, 2) staff were saddened to learn of a fatality at Laguna last week, and 3) Dan noted feedback received before the meeting from Lou Grosso that some drivers were observed running the red light at Buchanan, and staff will look into it.
- b. Dan Mackowski presented on this item.
 - i. Winston Parsons asked whether operator/staff shortages will impact the post-implementation evaluation
 1. Dan: Most of the evaluation will be conducted by David using automated data; however, observations from operators may be delayed for that reason.
 - ii. Tom Barton commented about an 18-minute gap in outbound locals recently, and that he was told at a recent MTA CAC meeting that a new system for ticketing cars parked in bus zones was being rolled out soon.
 - iii. Rich Hashimoto commented that he's noticed autos speeding from Webster to catch the green light at Laguna.
 1. Dan: That issue and the Webster westbound left turn timing are going to be looked at shortly by a new engineer.
 - a. Susannah Raub commented on the 25mph or 30mph "green wave" that makes speeding unproductive, and whether signage could be posted for those unfamiliar.
 - i. Dan: It can only be done on one-way streets, or two-way streets with the correct signal spacing. Geary does not have the correct spacing for signal progression, and is timed to optimize for buses. Advocates like WalkSF are seeking state legislation



that would allow automated speed enforcement cameras.

9. Geary Rapid - Outreach update

- a. Dan Mackowski and Amy Fowler presented on this item.
 - i. Tom Barton commented that Dan Mackowski's name wasn't properly credited at the Geary Rapid ceremony.

10. Adjourn

- a. Next meeting, April 13, 2022
- b. Tom Barton motioned to adjourn. Many seconded. Meeting adjourned by voice vote at 7:48 p.m.