



## Geary Community Advisory Committee

Tuesday, September 17, 2019

6:00 p.m.

One South Van Ness, 7<sup>th</sup> floor, Union Square Conference Room

### Geary CAC Members

Sana Ahmed  
Bri Caspersen  
Paul Epstein  
Joshua Kelly  
Lou Grosso  
Annie Lee  
Daniel Calamuci  
Susannah Raub  
Andrei Svennson  
Kevin Stull  
Marian Roth Cramer

### Project Staff

Daniel Mackowski (SFMTA)  
Amy Fowler (SFMTA)  
Sophia Scherr (SFMTA)

## Minutes

### 1. Call to Order

- a. Annie Lee, Geary CAC Chairman, called the meeting to order at 6:02 p.m.

### 2. Roll call

### 3. Ice breaker activity

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

### 4. Approval of minutes – [July 16, 2019](#)

- a. Susannah Raub motioned to approve. Josh Kelly seconded the motion. Lou abstained. 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. Public Comment: there was no public comment

### 6. Follow-up on Questions from July meeting

- a. Daniel Mackowski presented on the Geary Rapid Project Update
- b. Kevin: There was a flashing light cross walk near City College off of Judson Avenue about 10 years ago even though there was a traffic signal there. Do you know any benefits of this?
  - i. Dan Mackowski: I'm not familiar with that intersection, but I can investigate it [post-meeting: could not find in StreetView]. The



crosswalk may be on property that isn't owned by the city, but typical reasons for not installing flashing lights embedded in the pavement are because maintenance and signals already have good compliance.

- c. Susannah Raub: Will the concrete islands at Steiner be removed?
  - i. Dan Mackowski: Yes, but they will be replaced. The project will be improving the crosswalks for accessibility and safety and will be implementing much larger refuge islands as well.
- d. Annie Lee: The SFMTA should mark the islands and ensure that they are visible to drivers. In the past, I've seen cars drive into newly created islands (e.g., Lake Street) because they weren't adequately marked/visible.
- e. Public Comment:
- f. Tom Barton: I want to thank the SFMTA for addressing the Commonwealth/Beaumont crosswalk. I also want to mention that there are flashing light signals at a crosswalk near the Westlake shopping center [Park Plaza Dr, Daly City]. Also, at 18<sup>th</sup> Street/Diamond, drivers are rolling through the Stop signs, which shows me that even though the city is implementing a lot of safety improvements, not all drivers are obeying them.
  - i. Kevin Stull: I agree, I encounter the same thing at 18<sup>th</sup> Street/Harrison when I am transferring to the 27 Bryant; there are some cars that don't even stop for pedestrians. Just because there is a Stop sign that doesn't mean that drivers will adhere to it.
  - ii. Dan Mackowski: The SFMTA is proposing to implement a full 3-color traffic signal at Commonwealth and Beaumont. Typically, people comply with traffic signals and don't roll through them. The project team will be conducting outreach surrounding this implementation in the coming months.

## **7. Geary Rapid – Project updates**

- a. Dan Mackowski and Amy Fowler presented on project updates
- b. Andrei Svensson: Who is the contractor that submitted a bid for the Steiner Street demolition?
  - i. Dan Mackowski: The contractor that submitted a bid was Silicon Valley Demolition.
- c. Annie Lee: Does the "underway" portion of the table indicate that the construction of that contract is 26% completed?
  - i. Dan Mackowski: Yes, that represents the percentage completed by payments.
- d. Marian Roth Cramer: Does the city have policies in place that encourage the use of local businesses for these contracts?
  - i. Dan Mackowski: These contracts are federally funded; however, the city does encourage the hiring of local contractors and sets goals for small and disadvantaged business participation. Silicon Valley



Demolition has subcontracted almost half of their work (by dollar amount) to local disadvantaged businesses.

- e. Susannah Raub: The \$16.2 million for the Sewer/Water contract price is the total price that's going to be paid?
  - i. Dan Mackowski: Yes, that's the total amount without including any potential change orders.
- f. Paul Epstein: In the table where it says "price" is that the price that is contracted?
  - i. Dan Mackowski: Yes, that's the awarded bid amount.
- g. Josh Kelly: About a month ago I was driving in the transit-only lanes on Geary and I couldn't tell the difference in lanes since they are not colored. It is confusing for drivers to know how to drive/navigate in the transit-only lanes that aren't painted red.
  - i. Amy Fowler: That's good feedback, thank you for sharing that with us. There is data that is being collected here and around the country and it shows that compliance goes up when the lanes are painted red.
- h. Kevin Stull: Has the SFMTA begun to collect before and after data on how effective the transit-only lanes have been thus far?
  - i. Dan Mackowski: Yes, we have been collecting before/after data. We can't compare compliance to anything at this time (since they aren't red yet), but we have seen that the transit-only lanes seemed to help improve travel times - both inbound and outbound directions have improved for buses by 1-2 minutes.
- i. Bri Caspersen: Are Muni operators trained on how cars can navigate in transit only lanes? It would be great if they only honk at drivers when they are illegally using them to make them aware of bad behavior, but not honk when cars use them legally.
  - i. Amy Fowler: Yes, I think the operators are trained on how cars can navigate in transit-only lanes, but I will check on if we have an in-reach plan. The outreach team for transit is working on a "how to navigate in transit-only lanes" video for external drivers.
- j. Annie Lee: I think the campaign will be helpful for drivers learning how to drive/navigate in the lanes and I appreciate you guys providing this information.
- k. Andrei Svensson: Are red transit-only lanes included in standard guides at the federal level? It seems like the issue of colorizing the lanes is at the state/local level.
  - i. Dan Mackowski: Red colorization of transit-only lanes is not currently a standard at the federal level, but San Francisco and other major cities are implementing and collecting data as part of a pilot program sponsored by the federal government so that it can potentially



eventually be incorporated into the federal design standard document.

- I. Susannah Raub: Is the Geary project part of this pilot program?
  - i. Dan Mackowski: Yes, the Geary Rapid Project is part of the study, which is one reason we are collecting before and after data to report the effectiveness of the lanes. We are also receiving federal funding so want to maintain a good relationship with these agencies.
- m. Kevin Stull: How long is the pilot program expected to last? Can you send us the link to the article that was mentioned?
  - i. Dan Mackowski: I don't know, and I don't think the SFMTA will know until we get more direction from the federal government.
  - ii. Sophia Scherr: Yes, I can send the link to the article with the meeting minutes.
- n. Bri Caspersen: There is some concern at the Union Square BID that implementing red pavement coloring along routes that cable cars run along, such as Powell Street, will distract from the historic feel that area has.
- o. Public Comment: there was no public comment

#### **8. Geary Rapid – Implementation Update**

- a. Amy Fowler presented an implementation update.
- b. Paul Epstein: Based on the schedule it says the demolition of the Steiner bridge would take place over only one weekend?
  - i. Amy Fowler: Yes, the demolition of the bridge will be completed over one normal weekend. Work would start Friday evening and end early Monday morning.
  - ii. Dan Mackowski: There will also be prep work that would take place before and after that weekend, but the bulk of work, including the reroutes/detours, will be done only over this one weekend.
- c. Susannah Raub: If possible, can we see a picture of the sewer main at Geary and Lyon?
  - i. Sophia Scherr: I will ask SFPUC if they took a picture of the sewer at Lyon.
- d. Josh Kelly: In the news there's been discussion of making streets in the Tenderloin car-free, is there a conflict between what were doing now and the potential of that?
  - i. Amy Fowler: I haven't heard of that, but we can investigate it. I don't think it would affect our project or route.
  - ii. Dan Mackowski: I've seen the headlines and agree with Amy that I don't anticipate any conflicts, but it's a good point that we'll evaluate.
- e. Kevin Stull: Regarding moving the inbound 38 stop at O'Farrell and Larkin, I think that it would be helpful for people transferring to the 19 route.
- f. Public Comment:



- g. Tom Barton: Can you explain what “upgraded traffic signals” mean?
  - i. Dan Mackowski: “Upgrading our traffic signals” includes three main improvements: 1) installing pedestrian countdown signals and accessible crossing pedestrian signals (APS, the audible yellow boxes) at all intersections from Baker to Gough, as well as O’Farrell/Leavenworth and Geary/Cook, 2) upgrading hardware from a “state of good repair” aspect as these signals were built in the 1960’s, and 3) making sure that the signals can talk to each other more reliably via fiber optic cables instead of how they are currently communicating (wireless radios).

### **9. Geary Rapid – Outreach Update**

- a. Amy Fowler presented an outreach update
- b. Marian Roth Cramer: Regarding the business mitigation - is this a model that will be replicated for the Geary Boulevard Improvement Project?
  - i. Amy Fowler: Yes, there will be a construction mitigation program for the Geary Boulevard Improvement Project that will be based off of what we are doing for the Geary Rapid Project, including applying any lessons learned, but it is still so far out that we haven’t yet developed a detailed strategy or defined the boundaries of neighborhoods.
- c. Annie Lee: I’ve seen the business wayfinding signs at Fillmore and think they are very visible and helpful.
- d. Marian Roth Cramer: I think that the construction forecasts are very helpful and easily readable. I print and post them at the bulletin board in my dance studio and see parents stopping to read them.
- e. Andrei Svensson: I looked into electrification of the Muni fleet by 2035 and I put together some detailed questions that I sent over to the team. I want to make sure that the SFMTA considers the best possible technology for the system, and specifically the Geary corridor.
  - i. Dan Mackowski: Yes, we received them today, and I was able to look at them briefly prior to the meeting. We can talk about this offline now and I will try to answer some questions, but I will need some more time to get additional information to fully respond.
- f. Public Comment:
- g. Tom Barton: I appreciate the group for allowing me to come to the meetings as an unofficial member.

### **10. Adjourn**

- a. Susanna Raub motioned to adjourn. Kevin Stull seconded the motion. All approved unanimously. The meeting was adjourned at 7:09 pm.
- b. The group unanimously voted to meet on November 19, 2019.