



Geary Community Advisory Committee

Tuesday, March 16, 2021, 6:00 p.m.

Remote Meeting via Microsoft Teams

Geary CAC Members	Project Staff
Annie Lee Richard Hashimoto Sana Ahmed Daniel Calamuci Paul Epstein Eva Schouten Susannah Raub Andrei Svensson Lou Grosso	Daniel Mackowski (SFMTA) Liz Brisson (SFMTA) Amy Fowler (SFMTA) David Sindel (SFMTA)

Minutes

1. Call to Order

- a. Annie Lee called the meeting to order at 6:06 p.m.

2. Virtual meeting etiquette

3. Roll call

4. Approval of minutes – [January 19, 2021](#)

- a. Paul Epstein motioned to approve. Rich Hashimoto seconded. Minutes approved by voice vote 6:10 p.m.

5. Public comment

- a. Tom Barton: Asked for update about 38th Ave and Geary safety concern.
 - i. Dan Mackowski: Raised the issue internally in January, will follow up again. Asked engineering operations team to take a look.

6. Geary Rapid – Project update

- a. Dan Mackowski presented on this item.
 - i. Rich asked whether the project is on schedule, given some recent rain.
 1. Dan confirmed that a few rain days have been taken, but not more than were budgeted for.

7. Geary Rapid – Implementation update

- a. Dan Mackowski presented on this item.
- b. Rich Hashimoto asked about the new streetlight near the stairs to the Peace Plaza and how bright it would be, so as not to bleach out Japantown's holiday lighting. Could a 120V outlet be installed on the streetlight?

- i. Dan: They are owned by SFPUC (not Public Works). May be able to add a shield behind the light and will inquire about 120V outlet for holiday lighting.
- c. Lou Grosso asked about whether new signals will have APS (accessible pedestrian signals)
 - i. Dan: They are installed by the City, not the contractor, and will be among the last items installed on the new signals. At Buchanan the buttons will be operational before the crosswalk opens; at Webster they will be installed soon.
- d. Annie thanked those who participated in public hearing about the tree and/or submitted letters.

8. Geary Rapid – Outreach update

- a. Amy Fowler presented on this item.

9. Geary Temporary Emergency Transit Lanes update

- a. Liz Brisson presented on this item.
- b. Paul Epstein: Congratulated the team on the implementation of the Geary TETL. Everyone I've talked to about it seems pleased, especially considering the center-running proposal. What is the status with the Geary Boulevard Improvement Project (GBIP)? Annie Lee also asked for an update.
- c. Liz shared some history of the project and the planned configuration in the Richmond portion of the corridor including center-running transit lanes without passing lanes between Arguello and 28th Avenue. Design work on the GBIP has been on hold for about a year. The Geary Rapid Project and the Geary TETL have offered a chance to test out the effectiveness of side-running transit-only lanes, indicating benefits for transit performance. And, the Geary Rapid Project has demonstrated that a project with side-running lanes can stay on schedule and on budget and minimize construction impacts. These findings, along with some of the challenges with the center-running design including its high cost relative to available funding and the downsides of consolidating Rapid and local stops, are indicating the potential for a side-running project to be the right solution for this segment of the corridor. The big question remaining is how community stakeholders will weigh the tradeoff between the potential to extend transit lanes into the central part of the Richmond District and the loss of parking that would be necessary to achieve this (because it would require converting angled parking to parallel parking). An additional consideration is the benefit that a side-running project would have much less construction disruption. .
 - i. Paul: You could consider part-time transit only lanes instead of full-time
 - ii. Andrei Svensson: Part-time transit lanes would be too complicated, and vehicle volumes aren't high enough off-peak to need the extra lane. I've previously raised the possibility of increasing parking on side streets by

having 90 degree parking like on some hilly streets with traffic on one side of street and 90 degree parking on the other side. Agree that side-running has been a success, could reduce costs which could be put towards a subway eventually—are there cost estimates on that?

- iii. Liz: We can look into opportunities to replace any potential parking loss on Geary with parking on side streets, however there have been some past efforts to consider this that have not yielded large gains, so not likely a source of significant additional parking. \$235 M for 2018 cost estimate for center-running, versus \$35M for Geary Rapid Project including bus bulbs, new crossings, signal upgrades. No official estimate yet for side-running cost in the Richmond.
- d. Annie: Shared business survey on NextDoor, look forward to the full evaluation findings.
- e. Tom Barton: Questioned whether drivers would understand when they could use part-time transit lanes and gave a “thumbs-up” for bus bulbs.

10. Long-Range Planning Update

- a. Liz Brisson presented on this item.
 - i. Annie thanked Liz for sharing the item, will be a good opportunity to provide feedback.
 - ii. Andrei: Looking forward to it, it’s important for the future development of the Richmond to have significant transit improvements.

11. Adjourn

- a. Next meeting, May 18, 2021
- b. Rich Hashimoto motioned to adjourn. Susannah Raub seconded. Meeting adjourned by voice vote at 7:16 p.m.