



Geary Community Advisory Committee
Wednesday, July 13, 2022, 6:00 p.m.
Remote Meeting via Microsoft Teams

Geary CAC Members	Project Staff
Sana Ahmed Tom Barton Dan Calamuci Paul Epstein Sean Kim Caroline Law Caixuan (Annie) Li Susannah Raub Andrei Svensson Devi Zinzuvadia	Liz Brisson (SFMTA) Jay Lu (SFMTA) Daniel Mackowski (SFMTA) David Sindel (SFMTA)

Minutes

1. **Call to Order**
 - a. Susannah Raub called the meeting to order at 6:03 p.m.
2. **Virtual meeting etiquette**
3. **Roll call**
 - a. Introduction of new member Caroline Law (who was not able to introduce themselves last meeting)
4. **Approval of minutes – April 13, 2022**
 - a. Tom Barton motioned to approve, Susannah seconded. Minutes approved by voice vote at 6:12 p.m.
5. **Public comment**
 - a. No public comment
6. **Geary Boulevard Improvement Project – Project update**
 - a. Liz Brisson presented on this item.
 - i. Sean Kim explained his concerns with the relocation of 17th Avenue outbound bus stop, as it would move from next to Walgreens to a block with restaurants. He expressed concerns about two potential side street parking changes: 18th Avenue (location of Golden Gate Church, which has frequent double parking for services, summer camp, and weekday classes) and 23rd Avenue (similar situation with St. Monica’s). He noted that vehicles can’t turn onto 23rd Ave due to the Slow Street status.

He also said that other merchants have expressed to him that the portion of the corridor west of Van Ness does not have significant traffic, and that the frequency of early morning and weekend bus service is too low.

1. Liz thanked Sean for the details. She noted that the 17th Avenue relocation is being carefully looked at, and that SFMTA is working with the stakeholders on 18th Avenue and 23rd Avenue to ensure that any parking changes would work with their needs.
- ii. Jeff Hoek (public member – representative for Golden Gate Christian Church) said he appreciates the SFMTA reaching out and considering public feedback. His church raised concerns about extension of metering hours and reduction of parking. The 18th Avenue angled parking proposal is across from the church’s white zone; the church is concerned about the reduction in street width from that proposal, but would support conversion elsewhere on the block next to a condo building. He also asked whether Dan had received his recent feedback.
 1. Dan Mackowski replied that he had not received his feedback and asked him to resend it.
- iii. Annie Li commented that in the plans, she cannot clearly see the parking lines, and some Chinese translation is not fully in Chinese. She is also concerned about the impact of the proposed 12th Avenue stop removal on seniors.
 1. Liz Brisson replied that SFMTA will publish a new version of the plans and will take that feedback in mind. 12th Ave is closely spaced to adjacent stops and outreach round 1 indicated majority support for removal, but SFMTA is monitoring feedback closely.
- iv. Boris (public – New World Market) commented that he had not received SFMTA materials or received a visit [staff discussed the project with Boris at the 3/15 pop-up]. He is concerned about parking loss on the busy 21st-20th block which has parklets and nearby bike share stations. Stated need for truck loading, as store can have 9-10 one-hour deliveries per week.
- v. Isaac (public – Hummus Bodega) commented that the blocks between 18th - 22nd Avenue are very busy, with parking harder to find than downtown. He opened his location on Geary/20th corner to be seen and have easy access, and is concerned that the proposed bus stop relocation would block visibility. His store has 40-50 courier pick-ups daily and he hires staff locally.
- vi. Vic (public – Holy Virgin Cathedral) commented that the key takeaways slide did not have specific numbers of responses. He asked what an environmental survey will involve, and whether it will be a new study. He

specifically wanted to know about current versus pre-COVID bus ridership. He also said that merchants were not made aware of a pop-up event.

1. Liz Brisson: There was not a specific question about supporting the project or about supporting angled-to-parallel conversion in this round. Since the open responses vary, an accurate count isn't possible. Those questions were asked in the first round of outreach and those results are available online.

The environmental analysis for the Geary BRT project was a full environmental impact statement (federal NEPA requirement) and environmental impact report (state CEQA requirement). The change to side running does not require a full new study, but some updates are required to describe the proposed scope and how it relates to the alternatives that were studied.

Current ridership (38 plus 38R) is about 33,000 daily, versus 57,000 pre-COVID (56%).

In response to his comment about unreliable crowding on buses, Liz responded that the proposed project treatments are intended to improve reliability and allow more predictable trips.

- vii. An unidentified member of the public commented that city workers are allowed to work from home 40% of the time, and private companies are doing similar. He asked whether SFMTA has considered how this will affect the project.
- viii. Vahid Sattary (public) commented that he has a company on Geary 19th-20th and regularly uses the 38 Geary to get downtown. He is concerned about parking loss on blocks nearby to his business. He commented that customers will switch to businesses that have more parking available, and said that because the project title has the word "improvement" in it, it is biased
- ix. Tom Barton asked if committee members are involved with the merchant meetings.
- x. Sean Kim commented that he and other merchants are concerned about double-parking with deliveries, especially because supply chain issues means that merchants have less control over delivery times. He also commented that some businesses sign leases based on expectations of current parking and stop locations, and could be affected by changes. He commented that businesses with longer-duration parking needs (like professional offices and sit-down restaurants) lose additional parking when spaces are converted to short-term parking and loading zones.

1. Liz Brisson said SFMTA staff understand these concerns and are doing their best to accommodate the wide range of needs on Geary, and thanked Sean for the details.

7. Geary Rapid – Implementation update

- a. Dan Mackowski presented on this item.
 - i. Sean Kim asked whether the Geary Rapid Project included utility work, and whether GBIP would include similar work.
 1. Dan Mackowski answered that MTA worked with SF Public Utilities Commission to replace 2 miles of sewer lines and 3 miles of water lines during the 2 year project. SFPUC is still finalizing what utility work they wish to perform during the GBIP, and SFMTA will work with them to minimize the time this work takes. SFMTA will likely have more details in the fall.
 - ii. Tom Barton commented that NextBus signs have been unreliable, and asked about the timeline for red lanes in the Richmond District
 1. Regarding NextBus, Dan Mackowski answered that there is a systemwide issue with the third-party routers used for the data; SFMTA is aware of the issue, but Dan did not have a timeline yet available. Older LED signs are also being replaced with newer LCD displays.
 2. Liz Brisson answered that pending MTA Board approval, transit-only lanes would be installed in early 2023, but the red lanes would not be painted until after the main construction phase.
 - iii. Vic (public – Holy Virgin Cathedral) asked who would approve the project, and whether the public will have an opportunity to comment before then.
 1. Liz Brisson answered that both the SFMTA and SFCTA (SF County Transportation Agency) boards would have to approve the project. The design will be shared beforehand and the public will have a chance to make public comments directly to the boards.
 - iv. Jeff Hoek (public) asked whether there is a plan for inbound buses getting stuck at Stockton. He commented that the Geary Rapid and GBIP project areas are very different. He stated that a CAC member used anecdotal data in a discussion today, but previously rebuffed his anecdotal data.
 1. Dan Mackowski answered that the pedestrian scramble (traffic signal where pedestrians can cross in all directions) means that this intersection is a bottleneck on green signal time. The bus stop relocation to the farside is intended to assist with this, though there is no known solution to the bottleneck issue. He offered to meet with Jeff to discuss his observations and collected data.



8. Adjourn

- a. Liz Brisson noted that Sana Ahmed had moved out of the corridor and thanked her for her time on the committee.
- b. Next meeting, October 12, 2022. Determine remote or hybrid format later.
- c. Devi Zinzuvadia motioned to adjourn. Paul Epstein seconded. Meeting adjourned by voice vote at 7:37 p.m.