

APPENDIX J DISTRIBUTION LIST

Table J-1 includes the distribution list for the Final EIS. A hard copy and/or link to an electronic copy of the Final EIS was sent to each party included on this distribution list. Additionally, a postcard with a web address to access an electronic copy of the Final EIS and information on the availability of hard copies was sent to everyone who commented on the Draft EIS/EIR and provided a mailing address. An email with a link to the Final EIS digital file was sent to commenters who provided an email address but did not provide a physical mailing address.

Table J-1 Agency and Elected Officials Distribution List

ELECTED OFFICIALS	
U.S. SENATE	
The Honorable Dianne Feinstein U.S. Senate One Post Street, Suite 2450 San Francisco, CA 94104	The Honorable Kamala Harris U.S. Senate 50 United Nations Plaza, Suite 5584 San Francisco, CA 94102
U.S. HOUSE OF REPRESENTATIVES	
The Honorable Nancy Pelosi U.S. House of Representatives, District 12 90 7 th Street, Suite 2-800 San Francisco, CA 94103	
CALIFORNIA STATE GOVERNOR	
The Honorable Edmund G. Brown Jr. State Capitol, Suite 1173 Sacramento, CA 95814	
CALIFORNIA STATE SENATE	
The Honorable Scott Wiener California State Senate, District 11 455 Golden Gate Avenue, Suite 14800 San Francisco, CA 94102	
CALIFORNIA STATE ASSEMBLY	
Assembly Member David Chiu California State Assembly, District 17 455 Golden Gate Avenue, Suite 14300 San Francisco, CA 94102	Assembly Member Phil Ting California State Assembly, District 19 455 Golden Gate Ave, Suite 14600 San Francisco, CA 94102
COUNTY OF BOARD OF SUPERVISORS	
Board of Supervisors City and County of San Francisco 1 Dr. Carlton B. Goodlett Place City Hall, Room 244 San Francisco, CA 94102	
FEDERAL AGENCIES	
Federal Emergency Management Agency, Region IX Attn: Regional Director 1111 Broadway, Suite 1200 Oakland, CA 94607	Office of Environmental Policy & Compliance U.S. Department of Interior Main Interior Building, MS 2462 1849 C Street, NW Washington, DC 20240

National Park Service Attn: Martha Lee 333 Bush Street, Suite 500 San Francisco, CA 94104-2828	U.S. Environmental Protection Agency Office of the Administrator, Suite 1101A William Jefferson Clinton Building 1200 Pennsylvania Avenue, NW Washington, DC 20460
U.S. Environmental Protection Agency, Region 9 Carolyn Mulvihill, NEPA Reviewer - Transportation 75 Hawthorne Street San Francisco, CA 94105	Federal Transit Administration 1200 New Jersey Avenue, SE Washington, DC 20590
Federal Transit Administration, Region 9 Attn: Edward Carranza San Francisco Federal Building 90 7th Street, Suite 15-300 San Francisco, CA 94103	U.S. Fish and Wildlife Service 2800 Cottage Way, Room W-2605 Sacramento, CA 95825
Federal Transit Administration Los Angeles 888 S Figueroa, Suite 2170 Los Angeles, CA 90017	
STATE AGENCIES	
California Air Resources Board Attn: Tom Cackette P.O. Box 2815 1001 I Street Sacramento, CA 95814	California Public Utilities Commission Attn: Michael Peevey 505 Van Ness Avenue San Francisco, CA 94102
California Department of Conservation Attn: Mark Nechodom 801 K Street, MS 24-01 Sacramento, CA 95814	Caltrans Transportation Library California Department of Transportation 1120 N Street, MS 49 Sacramento, CA 95814
California Department of Fish & Wildlife 1416 Ninth Street, 12 th Floor Sacramento, CA 95814	Native American Heritage Commission Attn: Cynthia Gomez 915 Capitol Mall, Room 364 Sacramento, CA 95814
California Department of Transportation Attn: Patricia Maurice 1120 N Street, MS 49 Sacramento, CA 95814	Office of Historic Preservation State Historic Preservation Officer Attn: Julianne Polanco 1725 23 rd Street, Suite 100 Sacramento, CA 95816
California Department of Transportation Attn: Christian Bushong Local Development and Intergovernmental Review Office of Smart Mobility and Climate Change 1120 N Street, MS-32 Sacramento, CA 95814	California Department of Transportation Attn: Robert Haus District 4 111 Grand Ave Oakland, CA 94612
California Energy Commission 1516 Ninth Street Sacramento, CA 95814	State Clearinghouse 1400 Tenth Street Sacramento, CA 95814
Caltrans Division of Aeronautic, MS 40 P. O. Box 942874 Sacramento, CA 94274-0001	CalRecycle Attn: Reinhard Hohlwein 1001 "I" Street - PO Box 4025 Sacramento, CA 95812-4025
Office of Historic Preservation California Department of Parks and Recreation Attn: Milford Wayne Donaldson PO Box 942896 Sacramento, CA 94296	

REGIONAL AND LOCAL AGENCIES	
<p>Association of Bay Area Governments Attn: Bradford Paul Bay Area Metro Center 375 Beale Street #800 San Francisco, CA 94105</p>	<p>Regional Water Quality Control Board San Francisco Bay Region Attn: Victor Aelion 1515 Clay Street, Suite 1400 Oakland, CA 94612</p>
<p>Bay Area Air Quality Management District Planning Department Attn: Jack Winkel, Principal Environmental Planner 375 Beale St, Suite 600 San Francisco, CA 94105</p>	<p>San Francisco Arts Commission 401 Van Ness Avenue, Suite 325 San Francisco, CA 94102</p>
<p>Bay Area Rapid Transit District (BART) Attn: Val Menotti, Chief Planning & Dev. Officer 300 Lakeside Drive, 16th Floor Oakland, CA 94612</p>	<p>San Francisco Fire Department Attn: Phil Stevens 698 Second Street, Room 109 San Francisco, CA 94107</p>
<p>City Hall Preservation Advisory Commission Office of City Administrator City Hall, Room 008 1 Dr. Carlton B. Goodlett Place San Francisco, CA 94102</p>	<p>San Francisco Planning Department Historic Preservation Commission Attn: Tim Frye 1650 Mission Street, Suite 400 San Francisco, CA 94103</p>
<p>Committee for Utility Liaison on Construction and Other Projects (CULCOP) Department of Public Works, Street Use and Mapping 1155 Market Street, 3rd Floor San Francisco, CA 94103</p>	<p>San Francisco Mayor's Office on Disability 1155 Market Street, 1st Floor San Francisco, CA 94103</p>
<p>Department of Public Works City and County of San Francisco City Hall, Room 348 1 Dr. Carlton B. Goodlett Place San Francisco, CA 94102</p>	<p>Golden Gate Bridge, Highway and Transportation District Attn: Ron Downing 1011 Andersen Drive San Rafael, CA 94901</p>
<p>San Francisco Planning Commission Attn: Jonas Ionin, Director of Commission Affairs 1650 Mission Street, Suite 400 San Francisco, CA 94103</p>	<p>Japantown Better Neighborhood Plan (BNP) Organizing Committee San Francisco Planning Department Attn: Steve Wertheim 1650 Mission Street, Suite 400 San Francisco, CA</p>
<p>San Francisco Planning Department Environmental Planning Attn: VirnaLiza Byrd 1650 Mission Street, Suite 400 San Francisco, CA 94103</p>	<p>San Francisco Mayor's Office of Economic and Workforce Development Attn: Todd Rufo City Hall, Room 448 1 Dr. Carlton B. Goodlett Place San Francisco, CA 94102</p>
<p>San Francisco Public Utilities Commission 525 Golden Gate Avenue San Francisco, CA 94102</p>	<p>Metropolitan Transportation Commission Attn: Craig Goldblatt 375 Beale Street San Francisco, CA 94105</p>
<p>San Francisco Urban Forestry Council Attn: Mei Ling Hui 1455 Market Street, Suite 1200 San Francisco, CA 94103</p>	<p>Muni Accessibility Advisory Committee (MAAC) 1 South Van Ness Avenue, 7th Floor San Francisco, CA 94103</p>
<p>San Francisco Department of Public Health 1390 Market Street, Suite 210 San Francisco, CA 94102</p>	<p>Office of Community Investment and Infrastructure Yerba Buena Center 1 South Van Ness Avenue, 5th Floor San Francisco, CA 94103</p>

San Francisco Department of the Environment 1455 Market Street, Suite 1200 San Francisco, CA 94103	San Francisco Mayor's Office of Disability Physical Access Committee 1155 Market Street, 1st Floor San Francisco, CA 94103
San Francisco Municipal Transportation Agency Attn: Edward Reiskin 1 South Van Ness Avenue, 7 th Floor San Francisco, CA 94103	San Francisco Municipal Transportation Agency Sustainable Streets Divisions Attn: Tom Maguire 1 South Van Ness Avenue, 7 th Floor San Francisco, CA 94103
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Office of the County Clerk City and County of San Francisco City Hall, Room 168 1 Dr. Carlton B. Goodlett Place San Francisco, CA, 94102-4678	San Francisco Real Estate Department Attn: John Updike Real Estate Division General Services Agency 25 Van Ness Avenue, Suite 400 San Francisco, CA 94102
San Francisco Public Library Attn: Matthew Davis 100 Larkin Street 5th Floor San Francisco, CA 94102	San Francisco Recreation and Parks Department McLaren Lodge-Golden Gate Park Attn: Karen Mauney-Brodek 501 Stanyan St. San Francisco, CA 94117
San Francisco Unified School District - Rosa Parks Elementary School Attn: Paul Jacobson 1501 O'Farrell St San Francisco, CA 94115	Northwest Information Center Attn: Leigh Jordan 150 Professional Center Drive, Suite E, Rohnert Park, CA 94928
Department of Building Inspection Attn: Tom C. Hui 1660 Mission Street, 6th Floor San Francisco, CA 94103	Office of the City Attorney City Hall, Room 234 1 Dr. Carlton B. Goodlett Pl. San Francisco, CA 94102"
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Central Coast Region California Department of Fish and Wildlife Bay Delta Region Attn: Gregg Erickson 7329 Silverado Trail Napa, CA 94588	San Francisco Mayor's Office of Disability 1155 Market Street, 1st Floor San Francisco, CA 94103
Police Department Planning Division Hall of Justice Attn: Robert Moser 850 Bryant Street, Room 500 San Francisco, CA 94103	San Francisco Department of Public Works Bureau of Street Use and Mapping City Hall, Room 348 1 Dr. Carlton B. Goodlett Place San Francisco, CA 94102
City Hall Preservation Advisory Commission, Office of City Administrator City Hall, Room 008 1 Dr. Carlton B. Goodlett Place San Francisco, CA 94102	San Francisco Mayor's Office of Housing and Community Development Attn: Eugene Flannery 1 South Van Ness, 5th Floor San Francisco, CA 94103

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City and County of San Francisco Planning Department (PIC) Attn: PIC Counter 1660 Mission Street, 1st Floor San Francisco, CA 94103	
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Alamo Square Neighborhood Association P.O. Box 15372 San Francisco, CA 94115	Pedestrian Safety Advisory Committee 1 South Van Ness Avenue San Francisco, CA 94103
Alliance for a Better District 6 P.O. Box 420782 San Francisco, CA 94142	Planning Association for the Richmond (PAR) 5758 Geary Boulevard, #356 San Francisco, CA 94121
Chinatown Community Development Center 1525 Grant Avenue San Francisco, CA 94133	Richmond District Democratic Club 534 25th Avenue, #5 San Francisco, CA 94121
Clement Street Merchants Association 212 Clement Street San Francisco, CA 94118	Richmond District Neighborhood Center 741 30 th Avenue San Francisco, CA 94121
Coalition of San Francisco Neighborhoods P.O. Box 320098 San Francisco, CA 94132	Richmond Senior Center 6221 Geary Boulevard, #3 San Francisco, CA 94121
Franklin Delano Roosevelt Democratic Club P.O. Box 590181 San Francisco CA, 94159	Richmond Village Beacon 600 32 nd Avenue, #T3 San Francisco, CA 94121
Fillmore/Lower Fillmore Neighborhood Association 1290 Fillmore Street, Suite 105 San Francisco, CA 94115	Russian American Community Services 300 Anza Street San Francisco, CA 94118
Friends of the Urban Forest Presidio of San Francisco 1007 General Kennedy Avenue, Suite 1 San Francisco, CA 94129	Save Muni 708 Montgomery Street San Francisco, CA 94111
George Washington High School Parent Teacher Student Association 600 32 nd Avenue San Francisco, CA 94121	Sierra Club of San Francisco 2530 San Pablo Avenue, Suite I Berkeley, CA 94702
Institute on Aging 3575 Geary Boulevard San Francisco, CA 94118	San Francisco Bicycle Coalition 833 Market Street, 10 th Floor San Francisco, CA 94103
Japantown Organizing Committee 1650 Mission Street, Suite 400 San Francisco, CA 94103	Saint Francis Square Cooperative 10 Bertie Minor Lane, #2 San Francisco, CA 94115
Kaiser Permanente 4141 Geary Boulevard San Francisco, CA 94118	SPUR 654 Mission Street San Francisco, CA 94105
Kimochi 1715 Buchanan Street San Francisco, CA 94115	San Francisco Small Business Commission City Hall, Room 110 1 Dr. Carlton B. Goodlett Place San Francisco, CA 94102
LightHouse for the Blind 214 Van Ness Avenue San Francisco, CA 94102	San Francisco Transit Riders Union P.O. Box 193341 San Francisco, CA 94119

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APPENDIX L RESPONSES TO COMMENTS

L.1 List of Persons Commenting

This section presents public comments (and subsequent agency responses) that were received in association with the public review period of the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR).¹ This section also presents comments (and subsequent agency responses) received after the close of the Draft EIS/EIR public review period.² Comments are grouped in tables by category as follows:

- Comments associated with the Draft EIS/EIR Public Review Period
 - Table L.1-1: Public Agencies
 - Table L.1-2: Organizations
 - Table L.1-3: Individuals
- Table L.1-4: Comments Received after the Draft EIS/EIR Public Review Period

L.1.1 Organization

Comments received in association with the Draft EIS/EIR public review period include written comments submitted by letter or email and oral comments presented at the November 5, 2015, public comment meeting. This section lists all persons who commented during the comment period. These commenters are grouped according to whether they represent a public agency or organization, or if they are individuals; the list of commenters also includes the format in which the comment was received (i.e., written or oral). Each comment within each of these categories has been assigned a unique comment code for ease of identification; the codes are also listed in the tables referenced above.

For comments received in association with the Draft EIS/EIR public review period, each unique comment code includes a prefix that indicates if the commenter represents a public agency (A) or organization (O), or if the commenter is an individual (I). The prefixes are followed by a hyphen and a number (e.g., A-1, A-2, etc.) to track and organize comments received with their respective responses. The complete set of written and oral comments

¹ The Draft EIS/EIR was published on October 2, 2015 and the comment period was eventually extended to November 30, 2015. As a courtesy to the public, any comments received by the San Francisco County Transportation Authority (SFCTA) by December 9, 2015 were considered to have been made within the comment period and were responded to within the Final EIR as well as this Final EIS.

² Comments received on or after December 10, 2015 through July 11, 2017 are considered here.

received on the Draft EIS/EIR, with their respective responses, is provided below in Section L.3, Responses to Comments.

Table L.1-4 summarizes all comments received after the Draft EIS/EIR public review period. Section L.3.4 includes these comments. In many cases, these comment records also include agency correspondence back to the commenter.

L.1.2 List of Agencies, Organizations, and Individuals Commenting on the Draft EIS/EIR

Table L.1-1, Table L.1-2, and Table L.1-3 list all of the comment letters (by comment number and associated agency, organization, or individual commenter) that were submitted to SFCTA in association with the Draft EIS/EIR public review period. Some who submitted comments on the Draft EIS/EIR in writing also provided comments in person at the public hearing; they are thus listed more than once in the tables below. See Section L.1.1 above for a detailed description of the coding for each comment received.

Table L.1-1 Index of Public Agencies

COMMENT NUMBER	PUBLIC AGENCIES
A-1	United States Environmental Protection Agency (EPA)
A-2	California Department of Transportation (Caltrans)
A-3	Bay Area Rapid Transit District (BART)
A-4	Golden Gate Bridge Highway and Transportation District
A-5	San Francisco Unified School District - Rosa Parks Elementary School
A-6	San Francisco Department of the Environment

Table L.1-2 Index of Organizations

COMMENT NUMBER	ORGANIZATION
O-1	Rosa Parks Elementary SF PTA
O-2	Community Council of the Japanese Bilingual Bicultural Program, Jacobson, Paul (principal at Rosa Parks Elementary School)
O-3	San Francisco Housing Action Coalition (Tim Colen, Executive Director)
O-4	Japantown Task Force
O-5	Friends of the Urban Forest
O-6	Nihonmachi Little Friends Preschool (including a petition with >700 signatures)
O-7	Tree Talk
O-8	San Francisco Transit Riders
O-9	Sierra Club
O-10	Urban Forestry Council
O-11	National Japanese American Historical Society
O-12	Walk SF
O-13	San Francisco Tomorrow

Table L.1-3 Index of Individuals

COMMENT NUMBER	INDIVIDUAL COMMENTER
I-1	Abercrombie, David
I-2	Adams, Catherine
I-3	Amul, Kalia
I-4	Anderson, Alissa
I-5	Anonymous
I-6	Arebalo, Minerva
I-7	Bachmanov, Eugene
I-8	Bagattin, Cheryl
I-9	Bailey-Knobler, Amie
I-10	Barber, Troy
I-11.1	Barish Jean
I-11.2	Barish Jean
I-11.3	Barish Jean
I-11.4	Barish Jean
I-12	Bazeley, Roger (verbal comment)
I-13	Beetle, Melvin (verbal comment)
I-14	Bekefi, Ted
I-15	Bigelow, Justin
I-16	Blerkman, Joseph
I-17	Blood, Scott
I-18	Bolander, Christopher
I-19.1	Bonilla, Nelson
I-19.2	Bonilla, Nelson
I-20	Branscomb, Andy
I-21	Burg, Larry
I-22	Butnik, Asher
I-23	Camp, Daniel
I-24	Carlson, Eric
I-25	Cassidy, Sean
I-26	Castro, Christina
I-27	Cauthen, Jerry
I-28	Champagne, Gary (verbal comment)
I-29	Chan, Jeremy
I-30	Chan, Sam
I-31	Chan, Siu Lam
I-32	Cheatham, Kathie
I-33	Chien, Chau Chun
I-34.1	Choden, Bernard
I-34.2	Choden, Bernard (verbal comment)
I-34.3	Choden, Bernard
I-35	Chudnovskaya, Raisa
I-36	Chung, Eric
I-37	Chung, Yvonne
I-38	Clatterback, Andrea
I-39	Cline, William
I-40	Cochran, Sean
I-41.1	Corriea, Richard (verbal comment)
I-41.2	Correa, Richard
I-42	Dairner, Jack
I-43	Darling, David
I-44	Davies, Gregory

COMMENT NUMBER	INDIVIDUAL COMMENTER
I-45.1	De Alva, Maria (verbal comment)
I-45.2	De Alva, Maria
I-46	Dechi, Danny
I-47	Denevei, Chris
I-48.1	Dippel, David
I-48.2	Dippel, David
I-48.3	Dippel, David
I-49	Dittler, Robert
I-50	Dixon, Myles (verbal comment)
I-51	Dole, Kevin (verbal comment)
I-52	Dombeck, Steve
I-53	Dowd, Steve (verbal comment)
I-54	Eaton, Madelaine
I-55.1	Elfego, Felix
I-55.2	Elfego, Felix (verbal comment)
I-56	Ferrerro, Virginia
I-57	Filippo, Rose
I-58	Flick, Chris
I-59	Fong, Jon and Linda
I-60	Fong, John (verbal comment)
I-61	Fong, L
I-62	Fraser, Jean
I-63	Fregosi, Ian
I-64	Freitag, David
I-65.1	Geiler, Pete
I-65.2	Geiler, Pete
I-66	Gendreau, Edouard
I-67	Glikshtern, Anastasia
I-68	Goldin, Evan
I-69.1	Gonzalez, Luis
I-69.2	Gonzalez, Luis (verbal comment)
I-70	Goodman, Aaron
I-71	Goodson, Janet
I-72	Goodson, William
I-73	Gordon, Bob
I-74	Greenfield, Adam
I-75	Grimm, Maria
I-76	Groth, Kelly
I-77	Gwynn
I-78	Gyotoku, Sarah
I-79	Haddad, Tom
I-80	Hamaguchi, Bob (verbal comment)
I-81	Hashimoto, Richard (verbal comment)
I-82	Hayes, John
I-83	Herd, Jim
I-84	Hermansen, John
I-85	Hickey, Tim
I-86.1	Hillson, Rose
I-86.2	Hillson, Rose
I-87	Hom, Samuel
I-88	Horne, Benjamin
I-89	Hrones, Christopher (verbal comment)
I-90	Huntington, Juliet
I-91	Ichikawa, Aileen
I-92	Iwamasa, Tai

COMMENT NUMBER	INDIVIDUAL COMMENTER
I-93	Jane
I-94	Jesson, David
I-95	Jones, Mary
I-96	Jones, Otto
I-97	Joyce, Michelle
I-98	Jungreis, Jason
I-99	Kaufman, Holly
I-100.1	Kawahatsu, Alice
I-100.2	Kawahatsu, Alice (verbal comment)
I-101	Keane, Nancy
I-102	Kelly, DF
I-103	Kelly, Hene
I-104	Kelly, Joshua
I-105	Kennedy, Brian
I-106	E., L.
I-107	Klawans, Becky
I-108	Komp, Rick
I-109	Konopaski, Ronald (verbal comment)
I-110	Kwong, Eva
I-111	Lal, Ravi
I-112	Langland, Laureen
I-113	Larkin, Brian
I-114	Leahey, Sam
I-115	Lee, David
I-116	Lee, Joan
I-117	Lee, Marissa
I-118	Lee, May
I-119	Leong, Faithy
I-120	Lieu, Hoa
I-121	Loeffler, Joan
I-122.1	Locke, Michael
I-122.2	Locke, Michael (verbal comment)
I-123	Lorimer, Dylan
I-124	Lou, Jeannie
I-125	Machtay, Henry
I-126	Maigatter, Mark
I-127	Marstellar, Charles
I-128	Masry, Omar
I-129	Matt
I-130	Mawhinney, Alex
I-131	McElmell, Jackson
I-132	McNeill, Brien
I-133	Mello, Austin Liu
I-134	Miller, Mary Anne
I-135	Mitchell, Blake
I-136	Moldvay, Andrew
I-137	Moldvay, Therese
I-138	Molinelli, Amy
I-139	Monroe, John
I-140	Morganson, Chuck
I-141	Morimoto, Lauren
I-142	Morris, Michael
I-143	Morse, Victor
I-144	Mueller, Mike
I-145	Munnich, Ed

GEARY CORRIDOR BUS RAPID TRANSIT PROJECT FINAL EIS

COMMENT NUMBER	INDIVIDUAL COMMENTER
I-146	Nakahara, Glynis
I-147	Nakanishi, Kyle
I-148	Natoli, Jane
I-149	Ng, Allen
I-150	Ng, Gina
I-151	Nunes, Dan
I-152.1	O'Connell, Frank
I-152.2	O'Connell, Frank
I-153	Osaki, John
I-154	Osaki, Lee
I-155	Osterweil, Bruce
I-156	Payor, Doug
I-157	Pearson, Melissa
I-158	Petro, Kaytea
I-159	Petty, Lorraine
I-160	Phillips, Augie (verbal comment)
I-161	Phillips, Marvin
I-162	Phojanakong, Paul
I-163	Pinnick, Genovefa
I-164.1	Post, Alexander (verbal comment)
I-164.2	Post, Alexander
I-165.1	Rainville, Paul
I-165.2	Rainville, Paul (verbal comment)
I-166	Randall, Annette
I-167	Reynolds, Marlon
I-168	Robertson, David
I-169.1	Robertson, Donald
I-169.2	Robertson, Donald
I-170	Rodriguez, Omar
I-171	Rolleri, Terry
I-172	Rothman, Richard
I-173	Rudolph, Colin
I-174	Ruiz, Dyan
I-175	Rusky, Robert
I-176	Salber, Andrew
I-177	Savchuk, Svetlana
I-178	Schechter, Joel
I-179	Schwartz, Elliot
I-180	Scott, Diana
I-181	Scott, Lois
I-182	Seiden, Jay
I-183.1	Selby, Thea (verbal comment)
I-183.2	Selby, Thea (verbal comment)
I-184	Seto, Winnie
I-185	Sheldon, Jamie
I-186	Shepard, William
I-187	Sherwood, Govinda
I-188	Sherwood, Linda
I-189.1	Shiozaki-Woo, Adrienne (verbal comment)
I-189.2	Shiozaki-Woo, Adrienne
I-190	Sides, Dennis
I-191	Simmonds, Shannon
I-192	Slade, Paul
I-193	Small, Joyce
I-194	Smith, Eden

COMMENT NUMBER	INDIVIDUAL COMMENTER
I-195	Sojourner, Anna
I-196	Solaegui, John
I-197	Song, Dennis
I-198.1	Sottile, James
I-198.2	Sottile, James
I-199	St John, Scott
I-200	Stadtner, Larry
I-201	Starzel, Robert
I-202	Stoltzfus, Alana
I-203	Stoltzfus, Andrew
I-204	Strassner, Howard
I-205	Sunspot@comcast.net
I-206	Sweet, Cassandra
I-207	Taber, Stephen
I-208	Tamura, Erika
I-209	Terplan, Sprague
I-210	Theaker, William
I-211	Tjerandsen, Craig
I-212	Tobey, Gregory
I-213	Tonisson, Alex
I-214	Traughber, Patrick
I-215	Uhov, Paul
I-216.1	Urban, Corey
I-216.2	Urban, Corey
I-216.3	Urban, Corey
I-216.4	Urban, Corey
I-216.5	Urban, Corey
I-216.6	Urban, Corey
I-216.7	Urban, Corey (verbal comment)
I-217.1	Urban, Glenn
I-217.2	Urban, Glenn
I-217.3	Urban, Glenn
I-217.4	Urban, Glenn
I-217.5	Urban, Glenn (verbal comment)
I-218	Valloillo, Frank
I-219	Van den Ende, Yuki
I-220	Vargo, Jade
I-221	Vlach, Claire
I-222	Vodnik, Sasha
I-223	Von Liphart, George
I-224	Wang, Annie
I-225	Wang, Maelin
I-226	Ward, Johanna (verbal comment)
I-227	Wermer, Paul
I-228.1	Wilson, Uncheedah (verbal comment)
I-228.2	Wilson, Uncheedah
I-229	Winzler, Laurel
I-230	Wong, Anna
I-231	Wong, G
I-232	Wong, Howard
I-233	Woolman, Alan
I-234	Worster, Janie
I-235.1	Yamada, Michiko

COMMENT NUMBER	INDIVIDUAL COMMENTER
I-235.2	Yamada, Michiko
I-235.3	Yamada, Michiko
I-236	Yamamoto, Peter
I-237	Yaskin, Jeffrey
I-238	Yee, Alfred
I-239	Yee, Jenny
I-240	Yee, Lucy
I-241	Yup, Eric
I-242	Zebker, David
I-243	Zerzan, Peter
I-244	Zimmerman, Sam

Table L.1-4 lists comments received after the close of the Draft EIS/EIR public review period; specifically, comments received between December 10, 2015 and July 11, 2017.

The table summarizes the project-related issue or issues raised by each of the commenters and indicates where comments are addressed in the Final EIS and/or Record of Decision (ROD).

All letters referenced in Table L.1-4 are provided in their entirety at the end of this appendix (Section L.3.4).

The sidebars alongside Table L.1-4 identify the titles of Master Responses referenced in the table.

Table L.1-4 Comments Received after the Draft EIS/EIR Public Review Period (December 10, 2015-July 11, 2017)

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
L-1	Amos, Sandy	In favor of Bus Rapid Transit (BRT) stop at Laguna.	The Hybrid Alternative/ Locally Preferred Alternative (LPA) would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated BRT stops at Laguna Street.
L-2	Aragon, Wendy	Support for the project.	Support for the project is noted.
L-3	Auerbach, Dr. Judith D.	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated BRT stops at Laguna Street.
L-4	Baker, Judith	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated BRT stops at Laguna Street.
L-5	Barish, Jean	Request to postpone Final EIR vote.	Comment noted. The Final EIR, including written responses to agency, organization, and individual comments, was published and made available for review well in excess of the 10 days required by CEQA for written responses to agency comments and consistent with Section 31.15(a) of the San Francisco Administrative Code. See Master Response 5c regarding Final EIR certification.
L-6	Bernier, Sydney	1. Opposed to the project for cited reasons: cost, traffic, impacts to business.	1. Opposition to the project is noted. See Master Response 2a for a discussion of potential traffic effects resulting from the Geary BRT project. Section 4.2.4 of the Final EIS and Master Response 3a conclude that BRT would not adversely affect businesses. See also Master Response 6a for a discussion regarding project cost.

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<p>1b: Changes to the Hybrid Alternative/LPA since the Draft EIS/EIR</p> <ul style="list-style-type: none"> Retention of the Webster Street Pedestrian Bridge Spruce-Cook Block: No BRT Stops Additional Pedestrian Improvements Laguna Street: Addition of BRT Stops Collins Street: Retention of Existing Local and Express Bus Stops 27th Avenue Side-to-Center-Running Bus Lane Transition
<p>2a: Traffic/Auto Travel on Geary and Diversion to Surrounding Roadways</p> <ul style="list-style-type: none"> Transit First Policy Adopted Growth Plans Travel Lanes Traffic Diversion Left Turn Movements Traffic Effects Automobile Travel Times Vehicle Miles Traveled Mitigation and Improvement Measures
<p>2b: Construction-Period Effects</p> <ul style="list-style-type: none"> Construction Methods Transportation Management Plan Construction Effects

<p>INDEX OF MASTER RESPONSES CONTINUED</p>
<p>2c: Parking and Loading Supply</p> <ul style="list-style-type: none"> • Transit First Policy • Parking Supply/Demand and Loss • Masonic Study Area • Japantown/Fillmore Study Area • Parking Spaces for People with Disabilities • Loading Spaces
<p>2d: Pedestrian Safety/Access</p> <ul style="list-style-type: none"> • Center Boarding Islands • Pedestrian Safety • Left and Right Turns Across Crosswalks • Pedestrian Crossing Bulbs • Median Nose Cones • Walking Distances to Bus Stops • Webster and Steiner Pedestrian Overcrossings
<p>2e: Bicycle Safety/Access</p>
<p>2f: Opposition to Red Bus-Only Lanes</p>
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<p>4a: Tree Removal</p>
<p>5a: Length of Comment Period</p>
<p>5b: Nature of Outreach Conducted</p>
<p>5c: Final EIR Certification</p>
<p>6a: Project Cost</p>

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
		<p>2. Via an attached article, questions the efficacy of the proposed BRT project, particularly in the western part of the City (Masonic Avenue to 27th Avenue). Expresses concern that consolidating rapid and local service will make rapid (i.e., BRT) service take longer than today and require longer walks to access local stops.</p>	<p>2. As noted in the discussion of "Bus Operations" in Final EIS Section 2.2.7.4, the Hybrid Alternative/LPA incorporates center-running bus-only lanes between Palm and 27th/28th Avenues without bus passing lanes, as every stop would serve both local and BRT buses. Therefore, in this portion of the corridor, local buses would not be slower than BRT buses since all would be making the same stops.</p> <p>In portions of the corridor where side-running bus-only lanes are proposed (including between 27th/28th and 34th Avenues), BRT buses would have the ability to pass local buses at local stops. See Section 3.3.3 for the travel time analysis methodology which follows standard industry best practices. Figures 3.3-11 and 3.3-12 show that transit travel time savings for the build alternatives relative to the No Build Alternative are estimated to be about 10 minutes each way from one end of the corridor to the other (between 48th Avenue and the Transbay Transit Center). See Master Response 2d regarding walking distances to bus stops.</p>
		<p>3. Via an attached article, implication that ride-hailing services are capturing transit riders; this phenomenon plus the advent of driverless cars thus calls into question the merits of substantial investment in transit infrastructure.</p>	<p>3. In Chapter 1, the purpose and need for the project identify many challenges to transit ridership in the Geary corridor, acknowledging that existing transit service is unreliable, slow, and crowded. A key purpose for the project is to enhance the passenger experience to support anticipated increases in ridership by 2035 and to make transit a more viable mode of transport. The addition of bus-only lanes in the build alternatives to separate buses from mixed-flow traffic would ensure that transit remains a competitive travel mode as private vehicle technology and use continue to evolve. Moreover, the San Francisco Municipal Transportation Agency (SFMTA) collects and publishes ridership data; data for FY 2016 - August 2017 do not indicate any clear and substantial change in ridership systemwide.³</p>

³ SFMTA, Muni average weekday boardings. <https://www.sfmta.com/reports/muni-average-weekday-boardings>. Accessed November 17, 2017.

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
		<p>4. Via an attached article, states that investing \$300 million in public money for bus infrastructure is a bad idea.</p> <p>5. Via an attached article, states that San Franciscans for Sensible Transit supports more buses, better schedules, holding green lights for buses, street paving, and other improvements at a cost of \$50 million.</p>	<p>4. Comment noted. See Master Response 6a for information regarding project cost.</p> <p>5. See Master Response 1a regarding suggested reductions in the scale of the project. As of 2017, transit signal priority (TSP) has already been implemented throughout the corridor and would be part of the build alternatives as well. TSP technology allows buses to send signals to a traffic light to either extend the green light to allow approaching buses to pass through or trigger a change from red to green as traffic conditions permit. Similarly, the project also includes pavement rehabilitation.</p>
		<p>6. Via an attached article, states that it takes 21 minutes to get from 20th Avenue to Union Square and questions accuracy of statement in a <i>San Francisco Examiner</i> article that the project would have the potential to save “20 minutes per round trip.”</p> <p>7. Via an attached article, states that citizens have not adequate opportunities to participate in project planning and that they will be negatively affected by construction and traffic flow changes.</p>	<p>6. Figures 3.3-11 and 3.3-12 within the Final EIS show that transit travel time savings for the build alternatives relative to the No Build Alternative are estimated to be about 10 minutes each way from one end of the corridor to the other (between 48th Avenue and the Transbay Transit Center). In the No Build Alternative, travel times are forecast to increase relative to today as a result of increasing traffic congestion. The Hybrid Alternative/LPA would reduce travel times relative to the No Build Alternative by 10-20 percent for the entire Geary corridor in 2020 and by 15-25 percent in 2035. Accordingly, the Final EIS demonstrates that average travel times would improve; see Section 3.3.3 for details on methodology.</p> <p>7. Community involvement in the development of the Geary BRT Project has a long history. Section 8.3 of the Final EIS discusses public involvement at length. See Master Response 5b regarding the nature of outreach conducted. As described in Section 4.2.5.1, the project would include a minimization measure (M-CI-C1) to reduce construction-related impacts to local businesses and residents through a transportation management plan (TMP). The TMP would include traffic rerouting, a detour plan, and public information procedures to minimize confusion, inconvenience, and traffic congestion.</p>

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COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
		8. Via an attached article, states that no studies of economic health were done. States that project planners have dismissed concerns about quality of life. States that the potential loss of many small businesses and jobs is not addressed.	8. In 2014, to examine the potential for the project to affect businesses and thus the corridor's economic health, SFTCA commissioned a study ⁴ by a Bay Area economist to consider what, if any, impact the presence or absence of on-street parking and bus stops have on businesses in the Geary corridor. See Master Response 3a for a discussion of how potential impacts to local businesses were analyzed. Section 4.2 of the Final EIS also details the potential for community impacts and includes a measure to minimize disruption to businesses and others on the corridor during construction.
		9. Via an attached article, states that if many retail shops fail due to the interruption to businesses, it would create a chaotic environment that would deter other businesses from establishing on Geary and could generate blight.	9. Comment noted. The Final EIS includes analysis in Section 4.2.4 concluding that BRT would not adversely affect businesses; see Master Response 3a regarding local business impacts.
		10. Via an attached article, expresses concerns about reduction of mixed-flow travel lanes on Geary, double parking, left-turn reductions, and elimination of parking spaces. Concerned that this may reduce patronage of Geary businesses.	10. As described in Appendix D-1 (see Section D1.5, subsection "Adjustments and Other Analytical Tools"), modeling adjustments and analysis tools included incorporation of delays due to double-parked vehicles, parking maneuvers, and right-turning vehicles. Accounting for the above factors and the proposed number of travel lanes, the project would reduce traffic congestion relative to the No Build Alternative; see Section 3.4.4.2. See Master Response 2c for a discussion of changes to parking and loading supply. See also Section 4.2.4 of the Final EIS which concludes that BRT would not adversely affect businesses; see Master Response 3a , regarding local business impacts.

⁴ Economic & Planning Systems, Inc. Memorandum: Evaluation of Significance of On-Street Parking on Economic Performance of Geary Boulevard Businesses. January 3, 2014.

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
L-7.1	Billings, Jim	Request to postpone Final EIR vote.	Comment noted. The Final EIR, including written responses to agency, organization, and individual comments, was published and made available for review well in excess of the 10 days required by CEQA for written responses to agency comments and consistent with Section 31.15(a) of the San Francisco Administrative Code. See Master Response 5c regarding Final EIR certification.
L-7.2	Billings, Jim	Request to postpone Final EIR vote.	See Response to Comment L-7.1 above.
L-8	Binunskaya, Diana	Appears to be in favor of BRT stop at Laguna Street; request for creation of a “green wave” on Geary.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated BRT stops at Laguna Street. All alternatives would also re-time traffic signals for optimal progression. See also Master Response 1a for a discussion of signal timing (transit signal priority or TSP) improvements proposed as part of the project.
L-9	Boler, Deetje	<p>1. Opposed to any removal of any existing Muni bus stops.</p> <p>2. Cites the most essential considerations for transit-riders as pedestrian safety, walking time from bus stops, and overcrowding on buses.</p> <p>3. Requests addition of extra express buses to the fleet.</p>	<p>1. Comment noted. Bus stop consolidation is an integral component of BRT systems and, for reasons cited in Chapter 1 of the Final EIS, decreasing bus travel time on the Geary corridor is a critical need.</p> <p>2. The build alternatives include numerous pedestrian safety improvements, described in Section 2.2.3.2 of the Final EIS. Walking distance to bus stops is a trade-off with reduced bus travel times. See Master Response 2d for a discussion of how bus stop consolidation would increase average walking distances to bus stops throughout the corridor. See Master Response 2a, which states that the build alternatives would either be comparable to or improve crowding conditions compared with the No Build Alternative.</p> <p>3. All project alternatives include increases to transit service frequency including new buses; see Section 2.2.2.1 of the Final EIS.</p>

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<p>1b: Changes to the Hybrid Alternative/LPA since the Draft EIS/EIR</p> <ul style="list-style-type: none"> Retention of the Webster Street Pedestrian Bridge Spruce-Cook Block: No BRT Stops Additional Pedestrian Improvements Laguna Street: Addition of BRT Stops Collins Street: Retention of Existing Local and Express Bus Stops 27th Avenue Side-to Center-Running Bus Lane Transition
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COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
		4. States that "low-slung" buses are subject to excessive vibration during travel.	4. Low-floor buses improve accessibility for all riders and reduce boarding and alighting times, as described in Final EIS Section 2.2.3.
L-10	Briones, Mito	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated BRT stops at Laguna Street.
L-11	Brown, Martha	Requests that tree replacement emphasize native trees.	The request to use native tree species or species that provide similar habitat features as locally native species is noted. Street tree species selection would include consultation with specialists and use a consistent palette of species throughout the Geary corridor to enhance visual intactness and unity. See Master Response 4a , which summarizes the current composition of trees, native or otherwise, that are located throughout the corridor.
L-12	Buick, Nick	[Note: This multi-part comment letter from May 2016 includes a July 2016 detailed response from SFCTA/SFMTA.] 1. BRT will adversely affect businesses between 25th and 33rd Avenue due to parking loss. 2. The EIS/EIR failed to consider cumulative effects of parking loss.	1. See Final EIS Section 4.2.4 and Master Response 3a , which demonstrates that no adverse operational period effect on businesses would occur; construction period effects could be successfully minimized with adherence to a minimization measure (M-C1-C1). 2. Section 5.5.3 of the Final EIS includes analysis of cumulative parking loss, and found that cumulative potential parking loss would have little impact on the corridor's overall parking supply.
		3. The BRT bus-only lane transition from the center to side of the street will reduce pedestrian safety for disabled, elderly, and children using the loading zone in front of the Holy Virgin Cathedral.	3. The transition between side- and center-running bus lanes would be designed for safety, with special traffic-signal hardware that would give buses a safe, dedicated signal phase to cross over and not conflict with other vehicles or pedestrians. The Hybrid Alternative/LPA has been modified to relocate the westbound bus lane transition between 27th and 28th avenues. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
		<p>4. BRT violates San Francisco General Plan Policy 33.2: "Protect residential neighborhoods from the parking impacts of nearby traffic generators."</p> <p>5. BRT will significantly increase air pollution in the Outer Richmond.</p> <p>6. The EIS/EIR fails to adequately consider project alternatives.</p> <p>7. Requests four measures to address concerns: (1) provide an additional 40 off-street parking spaces within one block of Geary between 25th and 33rd Avenues, (2) allow public parking at Presidio Middle School during non-school hours, (3) suspend the Better Streets Program between 25th and 33rd Avenues, and (4) west of 25th Avenue, eliminate the proposed bus-only lanes.</p>	<p>4. The Hybrid Alternative/ LPA would result in a loss of about 4 percent of areawide parking supply across the entire Geary corridor - a level that is not considered adverse and would be unlikely to result in substantial change beyond the corridor and thus not inconsistent with the cited policy. See Master Response 2c.</p> <p>5. Project operation would reduce vehicle miles traveled (VMT), thus decreasing air pollution. See Tables 4.10-6 and 4.10-7 within the Final EIS, for Criteria Pollutant and GHG Emissions as well as regional VMT and traffic data for each alternative considered.</p> <p>6. Chapter 2 of the Final EIS describes the four build alternatives and No Build Alternative that were considered in the Draft EIS/EIR. Moreover, Chapter 10 of the Final EIS describes the history of planning for the project, including numerous alternatives that were considered but not carried forward for further analysis.</p> <p>7. The July 2016 response letter includes detailed responses to each requested measure. Appendix M of the Final EIS includes avoidance, minimization, and mitigation measures that are intended to address adverse effects of the Hybrid Alternative/LPA. The measures suggested by the commenter are either not relevant to or not feasible in addressing adverse project effects of the Hybrid Alternative/LPA.</p>

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L-13	Cal	Request to reconsider implementing pedestrian crossing bulbs due to concerns that they will encourage pedestrians to run out into traffic to beat traffic signals.	SFMTA has found that pedestrian crossing bulbs improve safety by reducing roadway crossing distances, providing refuge areas, and improving visibility of pedestrians to vehicle traffic, reducing their exposure to traffic. The <i>San Francisco Pedestrian Strategy</i> ⁵ specifically cites narrowing intersections with pedestrian crossing bulbs as a means for improving pedestrian safety at intersections. See Master Response 2d for a summary of pedestrian improvements proposed by the Hybrid Alternative/LPA.
L-14	Carle, Ryan	Requests that tree replacement emphasize native trees.	The request to use native tree species or species that provide similar habitat features as locally native species is noted. Street tree species selection would include consultation with specialists and use a consistent palette of species throughout the Geary corridor to enhance visual intactness and unity. See Master Response 4a , which summarizes the current composition of trees, native or otherwise, that are located throughout the corridor.

⁵ Mayor’s Pedestrian Safety Task Force. *San Francisco Pedestrian Strategy*. April 2013. <https://www.sfmta.com/sites/default/files/projects/San%20Francisco%20Pedestrian%20Strategy.pdf>. Accessed November 15, 2017.

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
L-15	Catchings, Lynn	Opposed to the project; does not believe the project will improve transit or pedestrian safety; expresses concerns about traffic congestion on Geary and side streets and impacts to businesses; expresses desire for subway on Geary.	As described in Section 3.5.4.4 of the Final EIS, the project includes the addition of pedestrian crossing bulbs throughout the Geary corridor, which reduce roadway crossing distances and provide refuge and improve visibility of pedestrians to vehicle traffic. The <i>San Francisco Pedestrian Strategy</i> ⁶ also specifically cites narrowing intersections with pedestrian crossing bulbs as a means for improving pedestrian safety at intersections. As shown in Tables 3.3-6 and 3.3-9 within the Final EIS, the build alternatives would all have shorter Geary corridor bus travel times compared with the No Build Alternative. The project would reduce traffic congestion relative to the No Build Alternative; see Section 3.4.4.2 and Master Response 2a regarding traffic on Geary and the potential for diversion to surrounding roadways. See also Section 4.2.4 of the Final EIS and Master Response 3a which conclude that BRT would not adversely affect businesses. Finally, as described in Master Response 1a , rail-based alternatives were considered in the alternatives screening process but were rejected from further consideration due to cost. However, none of the project alternatives would preclude future conversion to below- or above-ground rail.
L-16.1	Cauthen, Gerald	States that Geary BRT will work only if transit vehicles have priority along the entire route; states that transit travel on Geary is currently problematic due to excessive interior noise, excessive vibration, and SFMTA's tolerance of bad behavior of transit riders; states that transportation funds must be allocated carefully.	The build alternatives feature different combinations/configurations of bus-only lanes extending from Gough Street to 34th Avenue to give transit vehicles priority. As described in Section 2.2.3.2 of the Final EIS, the project includes pavement rehabilitation; this will help alleviate noise/vibration issues. Riders' behavior issues are noted, but they are beyond the scope of the Geary BRT project. See Sections 9.1.3 and 9.1.4 of the Final EIS for a discussion of project funding.

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⁶ Mayor's Pedestrian Safety Task Force. *San Francisco Pedestrian Strategy*. April 2013. <https://www.sfmta.com/sites/default/files/projects/San%20Francisco%20Pedestrian%20Strategy.pdf>. Accessed November 15, 2017.

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L-16.2	Cauthen, Gerald	Request to postpone Final EIR vote.	Comment noted. The Final EIR, including written responses to agency, organization, and individual comments, was published and made available for review well in excess of the 10 days required by CEQA for written responses to agency comments and consistent with Section 31.15(a) of the San Francisco Administrative Code. See Master Response 5c regarding Final EIR certification.
L-17	Cheatham, Kathie	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated BRT stops at Laguna Street.
L-18	Chen, Debbie	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated BRT stops at Laguna Street.
L-19	Chin, Phil	Support for the project with BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated BRT stops at Laguna Street.
L-20	Chiu, Sheron	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated BRT stops at Laguna Street.
L-21	Choden, Bernard	<ol style="list-style-type: none"> 1. Concerns regarding the City/County capitalized future General Plan. 2. Concerns about the lack of analysis of the project's affordable housing plan. 3. Concerns regarding "feeder lines." 	<ol style="list-style-type: none"> 1. Comment noted. Comment unclear regarding any concerns with environmental impacts of the project. 2. Provision of affordable housing is beyond the scope of this transportation project. 3. Comment noted. Comment unclear regarding any concerns with environmental impacts of the project.

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		<p>4. Concerns about project cost.</p> <p>5. Concerns about project alternatives.</p> <p>6. Concerns about access to BRT service in Japantown for people with disabilities, filling of underpasses, and pedestrian impacts.</p>	<p>4. See Master Response 6a regarding project cost. See also Sections 9.1.3 and 9.1.4 of the Final EIS for a description of funding sources for the project.</p> <p>5. The agencies have considered numerous configurations for BRT since 2008. See Chapter 10 of the Final EIS for a detailed history of how the alternatives were selected and what design concepts were evaluated but rejected. See also Chapter 2 of the Final EIS for a discussion of alternatives that were carried forward for analysis in the EIS/EIR.</p> <p>6. The Hybrid Alternative/LPA would continue to have both Local and BRT stops in both directions at Laguna Street and Fillmore Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. The LPA would not fill Geary underpasses. See also Master Response 2d and Section 2.2.7.6.3 of the Final EIS for a summary of pedestrian safety infrastructure improvements proposed by the project.</p>
L-22	Clark, Don	Request to postpone Final EIR vote.	Comment noted. The Final EIR, including written responses to agency, organization, and individual comments, was published and made available for review well in excess of the 10 days required by CEQA for written responses to agency comments and consistent with Section 31.15(a) of the San Francisco Administrative Code. See Master Response 5c regarding Final EIR certification.
L-23	Cleese, Rose Marie	Opposed to the project; cites concerns about auto congestion and business impacts; expresses preference for subway.	<p>Opposition to the project is noted. See Master Response 2a for a discussion regarding traffic/auto travel on Geary, including VMT and automobile travel times. See also Section 4.2.4 of the Final EIS and Master Response 3a, which conclude that BRT would not adversely affect businesses.</p> <p>As described in Master Response 1a, rail-based alternatives were considered in the alternatives screening process but were rejected from further consideration due to cost. However, none of the project alternatives would preclude future conversion to below- or above-ground rail.</p>

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L-24	Connell, James	Opposed to the project due to transit benefits versus project cost, removal of pedestrian bridges, traffic congestion concerns, and questions commute time savings.	The project would reduce travel times and improve transit reliability. See Master Response 6a for a discussion regarding project cost. Retaining the Steiner Street bridge would generate more bus delay because there would not be room for a westbound bus-only lane with the bridge columns in place. Surface-level improvements will make the crossing safer and the Webster Street bridge will be retained to continue to provide an option for pedestrians to cross above traffic. See Master Response 2d and Response to Comment L-21.1 for a discussion of why the pedestrian bridge at Steiner Street would be removed under the Hybrid Alternative/LPA. As discussed in Section 3.4.4.2 of the Final EIS, the project would reduce traffic congestion relative to the No Build Alternative.
L-25	Corrirea, Richard	Requests meeting of the Geary Citizen's Advisory Committee (CAC) in the Richmond District.	This comment does not relate to an environmental impact but is noted for the record.
L-26	Costello, Larry	1. Opposed to the Hybrid Alternative/LPA due to costs versus benefits, and disruption to neighborhoods and businesses. 2. Requests more buses, better schedules, traffic light synchronization, and street paving. 3. Requests greater community outreach efforts west of Masonic, states that organizations including the Jordan Park Improvement Association (JPIA) were not invited to participate in the planning process.	1. Opposition to the Hybrid Alternative/LPA is noted. See Section 4.2.4 of the Final EIS and Master Response 3a , which conclude that BRT would not adversely affect businesses. See also Master Response 6a for a discussion regarding project cost. 2. See Master Response 1a for a discussion of how the alternatives were selected and what design concepts were evaluated but rejected. 3. The project team publicized community meetings throughout the corridor, including west of Masonic Avenue. The project team engaged in outreach with neighborhoods and businesses west of Masonic, including offering to meet with JPIA representatives, meeting with stakeholders on the Spruce-Cook block of Geary, and meeting with representatives from the Holy Virgin Cathedral. Multiple modifications to the Hybrid Alternative/LPA west of Masonic were made in response to community input. See Section 8.3 of the Final EIS for further details on community involvement during and subsequent to the Draft EIR/EIS circulation period. See also Master Response 5b for a discussion regarding the nature of outreach conducted.

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
		4. Request to postpone Final EIR vote.	4. See Master Response 5c regarding Final EIR certification.
L-27	Crickard, Lewis	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated BRT stops at Laguna Street.
L-28	de Forest, John	Opposed to the project, cites the reasons noted on a website (stopmunitb.org).	Opposition to the project is noted. The cited website appears to include a number of news articles and opinion pieces from neighborhood newspapers and other sources. These articles cite concerns about project cost and public process, which are addressed in numerous places in the Final EIS, including Chapter 8 and Chapter 9.
L-29.1	DeLuca, Cathy	Support for the project and the Hybrid Alternative as the LPA.	Support for the project and the Hybrid Alternative as the LPA is noted.
L-29.2	DeLuca, Cathy	In favor of outbound bus-only lane transition between center and side lanes to occur between 27th and 28th avenues.	The Hybrid Alternative/LPA would transition between center- and side-running bus lanes between 27th and 28th avenues. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA relocates the transition from the center- to side-running westbound bus lane to occur between 27th and 28th avenues.
L-30	Dippel, David	Requests meeting of the Geary CAC in the Richmond District.	This comment does not relate to an environmental impact but is noted for the record.
L-31	Eliza, Mari	Request to postpone Final EIR vote; concerns about project cost which commenter states is \$360 million.	Comment noted. The Final EIR, including written responses to agency, organization, and individual comments, was published and made available for review well in excess of the 10 days required by CEQA for written responses to agency comments and consistent with Section 31.15(a) of the San Francisco Administrative Code. See Master Response 5c regarding Final EIR certification. See Master Response 6a regarding project cost. The estimated project cost (as reported in both the Draft EIS/EIR and the Final EIS) is \$300 million.
L-32	Eshaghpour, Tina	Support for the project.	Support for the project is noted.

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L-33	Ferreira, Debra	Concerns regarding construction impacts; pass-through traffic at Anza Street and 16th Avenue; concerns about personal safety at proposed transit islands.	See Section 4.15 and Master Response 2b for a description of construction methods, a summary of construction impacts, and related avoidance and minimization measures. As shown in Master Response 2a, any traffic diversions from Geary Boulevard would be anticipated to access nearby higher capacity streets, such as California Street and Fulton Street. Smaller side streets, such as Anza, would not be expected to see substantial additional traffic. Transit boarding islands would be highly visible between center-running transit lanes; they would likely be similar to those already in existence along streetcar lines, such as the N-Judah in the Sunset or along Market Street, where in-street transit boarding is surrounded by traffic lanes. The San Francisco Police Department (SFPD) and the San Francisco County Sheriff would continue to provide police protection services in the project area.
L-34	Flach, Shoshannah	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated BRT stops at Laguna Street.
L-35	Flick, Chris	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated BRT stops at Laguna Street.
L-36	Fong, Joanna	Support for the project.	Support for the project is noted.
L-37	Fox, Carol	Opposed to the project due to concerns that it will slow down car travel time on Geary.	Opposition to the project is noted. See Section 3.4.4.9 of the Final EIS for details on estimated automobile travel time on the Geary corridor with and without the project.
L-38	Francis, Robert	1. Request to postpone Final EIR vote. 2. Cites concerns with cost of the project.	1. See Master Response 5c regarding Final EIR certification. 2. See Master Response 6a for a discussion regarding project cost.

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		<p>3. Cites concerns with tree removal, construction impacts from excavation, and business impacts.</p> <p>4. Cites concerns with safety of transitions from side- to center-running bus lanes.</p> <p>5. Cites concerns with bicyclist safety in bike lanes crossing traffic.</p>	<p>3. See Master Response 4a for a discussion of proposed tree removals and for a breakdown of the existing composition of trees along the corridor. See also Master Response 2b regarding construction-period effects. See Final EIS Section 4.2.4 and Master Response 3a which concludes that BRT would not adversely affect businesses.</p> <p>4. The Hybrid Alternative/LPA would transition between side- and center-running bus lanes at two specific intersections on Geary equipped with special traffic-signal hardware that would give buses a safe, dedicated signal phase to cross over and not conflict with other vehicles or pedestrians.</p> <p>5. See Master Response 2e, which states that bicycle safety would be improved with implementation of any of the build alternatives.</p>
L-39	Garg, Ritu	Support for the project and the Hybrid Alternative as the LPA.	Support for the project and the Hybrid Alternative as the LPA is noted.
L-40	Gassert, Mary	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated BRT stops at Laguna Street.
L-41	Goodson, William	<p>1. Inquiry about Geary CAC membership; concerns about public participation and outreach.</p> <p>2. Concerns with parking impacts.</p>	<p>1. See Sections 8.3.2 and 8.3.3 of the Final EIS for information on public outreach during and after the Draft EIS/EIR circulation period, respectively. CAC meetings - regardless of membership - have been and will remain open to the public. Information about future CAC meetings and the project is available online or by contacting SFMTA.</p> <p>2. The project would retain about 95 percent of the parking supply within 1-2 blocks of Geary. See Master Response 2c for a discussion regarding parking and loading supply impacts throughout the corridor.</p>

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L-42	Hall, Harriet	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated BRT stops at Laguna Street.
L-43	Hamilton, Celia	Expresses concern about speeding and red-light running at Geary/Divisadero; requests enforcement of speed limit and no-right-turn-on-red restrictions.	The project includes several pedestrian safety improvements which are described in Section 2.2.7.6.3 of the Final EIS. SFPD received a grant to conduct increased traffic enforcement on corridors with high numbers of pedestrian and bike collisions, including along the Geary corridor. That enforcement will focus on the most dangerous infractions, including speeding and running red lights.
L-44	Harden, Mary	Notes it is unclear whether or not existing trees/plants will be maintained.	The Hybrid Alternative/LPA would require removal of about 13 percent of trees in the Geary corridor; all removed trees would be replaced. Minimization measure MIN-BO-C1, described in Section 4.13.5 of the Final EIS, requires a replacement tree to be planted for each tree that is removed. See Master Response 4a for details on tree removal and replacement. Existing center medians and associated landscaping lost to the center BRT lanes would be replaced by new landscape planting in the new center-running medians, resulting in a net increase in the amount of landscaping in the Geary corridor.

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
L-45	Hillson, Rose	<p>1. Request to postpone Final EIR vote until Final EIS is also published. Requests a 30 day "wait period."</p> <p>2. States that the Draft EIS/EIR was filed with the State Clearinghouse in October 2015 and the only state-level agency commenter in the Draft EIS/EIR was Caltrans, and asserts that neither document was included in the Final EIR.</p> <p>3. States that recent changes from community feedback have not been re-submitted to the State Clearinghouse.</p>	<p>1. Comment is noted. The commenter is correct that the Final EIS was not completed at the time of the Final EIR. The local approval and federal approval are the separate responsibilities of each lead agency (in this case, SFCTA and the Federal Transit Administration [FTA]). No federal, state, or local requirement precludes a local agency such as SFCTA from taking action on a Final EIR until an associated Final EIS is published. In addition, Section 1319(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21; P.L. 112-141) requires, to the maximum extent practicable, that the U.S. Department of Transportation develop a single document that combines the Final EIS and ROD in certain circumstances without any "wait period," which differs from previous practices, in which a wait period had preceded issuance of a Record of Decision.</p> <p>2. The reference to "neither" document is unclear. The Caltrans letter is comment A-2 in the Final EIR and is also comment A-2 in this Final EIS.</p> <p>3. The Final EIR, including written responses to agency, organization, and individual comments, was published and made available for review well in excess of the 10 days required by CEQA for written responses to agency comments and consistent with Section 31.15(a) of the San Francisco Administrative Code. See Master Response 5c regarding Final EIR certification.</p>

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		4. States that it is unclear if other federal agencies besides FTA need to be consulted for Geary BRT.	4. Under Code of Federal Regulations, Title 40, Part 1503.2, an EIS must be sent out for review to federal agencies with "jurisdiction by law or special expertise with respect to any environmental impact involved." The lead agency, in consultation with the local agencies, developed a list of other federal agencies that, based on the nature of the project, would meet the criteria at Code of Federal Regulations, Title 40, Part 1503.2. These include EPA, the Federal Emergency Management Agency, and the National Park Service.
		5. States that the Final EIR cannot be approved until the Final EIS has been completed because the project relies on federal and state funding.	5. See Response to Comment L-45.1 above.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
		<p>6. States that it would be judicious to revise the Final EIR and recirculate the changed portions to the public. States that it has been 5 years and may need to be updated.</p> <p>7. States that the only federal agency that commented on the Draft EIS/EIR was EPA. Asks if EPA reviewed the latest changes to the project and still considers the Final EIR "Lack of Objections."</p>	<p>6. The Draft EIS/EIR was published in October 2015; the Final EIR was published in December 2016. In preparing both the Final EIR and this Final EIS, the lead agencies reviewed existing conditions to confirm that the description of those conditions remained valid and to determine whether the conclusions regarding impacts remained the same. See Section S.7 of the Final EIS which summarizes key content areas that were revalidated and/or updated in this Final EIS including:</p> <ul style="list-style-type: none"> • Traffic volumes on the Geary corridor (see Section 3.1.2 and 3.4.3) • The number of on-street parking spaces on the Geary corridor (existing and proposed; see Section 3.6) • Major planned and reasonably foreseeable projects (see Section 2.8) • City and County of San Francisco zoning maps (see Section 4.1) • Left turn existing conditions throughout the Geary corridor (see Section 3.2) • Bay Area regional population and employment projections (see Appendix D2-2) • Historic Resources Inventory and Evaluation Report (HRIER; on file with SFCTA) • Finding of Effect (FOE; on file with SFCTA) • Archaeological Sensitivity Assessment (addendum on file with SFCTA) <p>None of the validation reviews identified any conditions that would have changed any of the impact conclusions of the Draft EIS/EIR.</p> <p>7. EPA was included in the Final EIR distribution, as required by CEQA. The agency did not submit another comment letter regarding the document or the Geary BRT project.</p>

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		<p>8. Expresses concerns about sea-level rise and project cost; expresses concerns about traffic congestion, states that VMT will increase because vehicles will circle looking for parking and that the document does not disclose increased VMT because of vehicles circling looking for parking spaces. States that, in the "Masonic Area," parking would be reduced by 73 to 93 spaces. States that those who rely on vehicles will suffer. States that traffic from the 45,000 new rideshares reported in the newspapers has not been incorporated into the document.</p>	<p>8. See Master Response 6a for a discussion regarding project cost. As described in Section 4.9.2.2 of the Final EIS, the Geary corridor is not located in an area projected to be affected by the rise in sea levels anticipated by 2100.</p> <p>Section 3.4.4.8 of the Final EIS discusses future VMT forecasts. As explained in Master Response 2c, the parking reductions proposed along the corridor would represent a small percentage of total corridor parking and thus would not be expected to generate such secondary effects as noted by the commenter. No adverse effect on parking would result at either the project or cumulative levels. Accordingly, no secondary effects related to parking, such as traffic effects associated with circling for a parking space or increased air pollutant effects, would occur.</p> <p>As described in Section 3.6.4.4.1 and Table 3.6-5 within the Final EIS, the number of parking spaces eliminated in the Masonic area would be substantially fewer than the number of spaces currently unoccupied at peak times.</p> <p>As described in Section 3.4.2.2 of the Final EIS, SFCTA and SFMTA consulted the most recent available data (from 2016) to revalidate traffic counts in the Final EIS. The 2016 data show that traffic volumes in the Geary corridor are similar to or lower than the counts used in the Draft EIS/EIR—despite the growth in transportation network company (TNC) services. See Section 3.4.4.2 of the Final EIS, which states that the project would reduce traffic congestion (including mixed-flow traffic, which includes TNC vehicles) relative to the No Build Alternative.</p>
		<p>9. States that the time savings reported in the document is not guaranteed. Says that the travel time savings analysis does not consider factors such as variable dwell time and blocked bus zones and there is no mitigation measure for the significant impact of things slowing the bus down.</p>	<p>9. See Section 3.3.3 of the Final EIS, for the travel time analysis methodology which follows standard industry best practices and does consider factors cited by commenter.</p>

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
		<p>10. Asserts that the idea that VMT will decrease is not factual.</p> <p>11. Asserts that Draft EIS/EIR and Final EIR report inconsistent travel times savings and construction information.</p> <p>12. States that Geary BRT is not a good use of money because public opinion has shifted to considering a subway versus BRT and talk is now of continuing with BRT and implementing a subway later.</p>	<p>10. See Section 3.4.4.2 of the Final EIS, which demonstrates the anticipated reduction in VMT associated with the project. SFCTA uses the San Francisco Chained Activity Modeling Process (SF-CHAMP) to estimate VMT by private automobiles and taxis for different land use types. Travel behavior in SF-CHAMP is calibrated based on observed behavior from the California Household Travel Survey (CHTS) 2010-2012, Census data regarding automobile ownership rates and county-to-county worker flows, and observed vehicle counts and transit boardings. (The CHTS is conducted every 10 years by Caltrans, therefore, these data remain the most recent available data input into SF-CHAMP.)</p> <p>11. The commenter’s assertion that the Draft EIS/EIR and Final EIR present inconsistent travel time savings is not clear, as the Final EIR and this Final EIS did not change the estimates provided in the Draft EIS/EIR; see Figures 3.3-11 and 3.3-12 and Tables 3.3-6 and 3.3-9. The capital cost estimates for the build alternatives have not changed since the Draft EIS/EIR; see Table 9-1. See also response to 45.25 below.</p> <p>12. As described in Master Response 1a, rail-based alternatives were considered in the alternatives screening process but were rejected from further consideration due to cost. However, none of the project alternatives would preclude future conversion to below- or above-ground rail.</p>

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		<p>13. Asserts that the Final EIR omits discussion of outside influences that use bus stops such as ride shares, private vehicles, commuter buses and shuttles, etc.</p>	<p>13. See Response to Comment I-70.3, which states that both private shuttle services and taxis would continue to operate in mixed-flow traffic lanes and would not travel within the dedicated BRT lanes or use BRT stations. SFPD would continue to enforce unauthorized use of bus stops. The City has a program that provides permits to eligible commuter shuttle operators to use a designated network of stops in San Francisco. Private shuttles are prohibited from using transit lanes or non-permitted stops. The City has several criteria, designed to minimize disruptions to transit operations and traffic circulation, for permitting private shuttle operators to use transit stops, including yielding and giving priority to Muni buses, and pulling all the way parallel to the curb so as not to block travel or bicycle lanes, among others.</p>
		<p>14. Asserts that double-parking and other traffic violation infractions are not included so the study is flawed.</p>	<p>14. The commenter’s assertion that double-parking and other traffic violations are not included in the study is not true. As described in Appendix D-1 (see Section D1.5, subsection “Adjustments and Other Analytical Tools”), modeling adjustments and analysis tools included incorporation of delays due to double-parked vehicles, parking maneuvers, and right-turning vehicles.</p>
		<p>15. Asserts that the lead agency’s statements that riders would take Geary BRT are not factual.</p>	<p>15. See Section 3.3.3.1 of the Final EIS for details on the methodology used for projections of future transit ridership, which was based on industry standard best practices and best-available information.</p>
		<p>16. States that VMT for the Hybrid Alternative/LPA and other alternatives will increase to equal or exceed VMT under the No Build Alternative once circling of vehicles in the neighborhoods is factored in.</p>	<p>16. The commenter has not provided evidence that substantiates the claim that vehicles circling in search of parking spaces would amount to 100,000 to 300,000 daily VMT or more, enough to negate the projected VMT decrease with the project.</p>
		<p>17. Asserts that the document does not include an analysis based on VMT.</p>	<p>17. Section 3.4.4.8 of the Final EIS analyzes future VMT under all project alternatives and finds that all build alternatives would reduce VMT relative to the No Build Alternative.</p>

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		<p>18. Asks where the data is from SF-CHAMP that SFCTA uses to estimate VMT. States that travel modes have changed since 2010-2012 and the vehicle counts have increased with new projections of car share vehicles alone reported in the newspaper at 45,000.</p> <p>19. Says that, with regard to the Draft EIS/EIR conclusion that the build alternatives would not result in adverse energy effects, if LOS F is not “adverse” then the commenter does not know what could be.</p>	<p>18. SFCTA uses SF-CHAMP to estimate VMT by private automobiles and taxis for different land use types. Travel behavior in SF-CHAMP is calibrated based on observed behavior from the CHTS 2010-2012, Census data regarding automobile ownership rates and county-to-county worker flows, and observed vehicle counts and transit boardings. (The CHTS is conducted every 10 years by Caltrans, therefore, these data remain the most recent available data input into SF-CHAMP.) See Appendix D for information on traffic modeling methodology. As described in Section 3.4.2.2 of the Final EIS, SFCTA and SFMTA consulted the most recent available data (from 2016) to revalidate traffic counts in the Final EIS. The 2016 data show that traffic volumes in the Geary corridor are similar to or lower than the counts used in the Draft EIS/EIR—despite the growth in TNC services. Moreover, in Chapter 1 of the Final EIS, the purpose and need for the project identify many challenges to transit ridership in the Geary corridor, acknowledging that existing transit service is unreliable, slow, and crowded. A key purpose for the project is to enhance the passenger experience to support anticipated increases in ridership by 2035 and to make transit a more viable mode of transport. Moreover, SFMTA collects and publishes ridership data; data for FY 2016 - August 2017 do not indicate any clear and systemic reduction in ridership systemwide.⁷</p> <p>19. Energy consumption impacts are not measured using LOS. Energy use impacts are based on project-related changes in VMT and associated changes in consumption of fossil fuels. See Section 4.12.3 of the Final EIS for details on methodology.</p>

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⁷ SFMTA, Muni average weekday boardings. <https://www.sfmta.com/reports/muni-average-weekday-boardings>. Accessed November 17, 2017.

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		20. States that the document contains a typographical error in "Coalition of San Francisco Neighborhoods," which should be "Coalition <i>for</i> San Francisco Neighborhoods."	20. The typographical error has been corrected in Chapter 8 of this Final EIS.
		21. Inquired about Geary BRT funding sources.	21. See Chapter 9 of the Final EIS for a detailed description of planned and potential funding sources for the project.
		22. States that funding could change project design and those changes would have to be re-analyzed in a supplemental EIR and recirculated.	22. If project design were to change substantially from what is shown in the Final EIS and approved in the ROD, the project may be subject to further environmental review.
		23. Commenter references her comment on the Draft EIS/EIR about sewer work, and says that funds for Geary BRT should not be used for sewer work.	23. Coordinated sewer replacement work would be the responsibility of other City agencies. This coordination would minimize public disruption and maximize efficiency and benefits. To the extent the Hybrid Alternative/LPA requires relocation of sewers, such costs would be part of the Geary BRT project. See Chapter 9.
		24. States that funding costs also assume a 100-percent -center-running alternative.	24. The comment is not correct. Capital costs were estimated for each build alternative and funding sources do not assume that BRT would be center-running for the entire corridor.
		25. Asks why cost went from \$250 million in Draft to \$300 million in Final EIR. Says that Geary BRT would likely cost more than \$300 million in actuality. Expresses concerns about cost of the project continuing to increase.	25. The capital cost estimates for the build alternatives have not changed since the Draft EIS/EIR; see Table 9-1. Since the Draft EIS/EIR, FTA has increased the maximum grant amount from \$75 million to \$100 million, and the maximum project capital cost from \$250 million to \$300 million. SFMTA intends to apply for the maximum grant amount, \$100 million. See Chapter 9 of the Final EIS for further details on planned and potential project funding sources.

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		<p>26. States that the cost of fog safety lighting at boarding islands has not been factored into the project cost.</p> <p>27. Because Charter Amendment/General Sales Tax Funds did not pass the ballot measure, says project is infeasible because it lacks funding availability. Says that the financial analysis should be redone. Says the funding sources should be analyzed again since the Final EIR was published after it was known that ballot measure didn't pass.</p> <p>28. Says that, like Van Ness BRT, the Geary BRT project's goal is to stimulate development for the transit corridor and says the environment on Geary is different from Van Ness and needs re-thinking.</p>	<p>26. Muni operates buses and streetcar lines in all areas of San Francisco, including areas on the west side of the city, where fog can be more prevalent. No special provisions for "fog safety lighting" therefore appear warranted. The Hybrid Alternative/LPA would install pedestrian-scale lighting at all new center boarding islands. Passengers would access transit islands via existing crosswalks; access and safety would be improved through the pedestrian improvements included as part of the Hybrid Alternative/LPA.</p> <p>27. The funding sources described in Chapter 9 of the Final EIS are only prospective. The local agencies will explore multiple sources to fund project construction. See Chapter 9 for details on planned and potential funding sources.</p> <p>28. As described in Section 1.3.1 of this Final EIS, the project's purpose is to enhance the performance, viability, and comfort level of transit and pedestrian travel along the Geary corridor by improving transit performance and promoting high transit use, improving pedestrian conditions and access to transit, and enhancing transit access and the overall passenger experience while maintaining general vehicular access circulation.</p>

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		29. States that assumptions lead to conclusory findings in the EIR, specifically assumptions that people would walk a similar distance to reach their destination from a bus stop or parking spot. States that young people would rather use private means of transportation (e.g., TNC vehicles) that provide door-to-door service.	29. Reasonable assumptions are a fundamental component of any study involving projections of future conditions or behavior. To develop any projection, assumptions must be made based on research, facts, and expert opinions. The Final EIS documents assumptions and provides references consulted in developing background information and analysis. As described in Section 3.4.2.2 of the Final EIS, SFCTA and SFMTA consulted the most recent available data (from 2016) to revalidate traffic counts in the Final EIS. The 2016 data show that traffic volumes in the Geary corridor are similar to or lower than the counts used in the Draft EIS/EIR—despite the growth in TNC services. Also see response above to part 18 of this comment letter (L-46) regarding ridership projections and the project purpose/need.
L-46	Hirsch, Ronald	Support for the project.	Support for the project is noted.
L-47	Ho, Jennifer	Request to postpone Final EIR vote.	Comment noted. The Final EIR, including written responses to agency, organization, and individual comments, was published and made available for review well in excess of the 10 days required by CEQA for written responses to agency comments and consistent with Section 31.15(a) of the San Francisco Administrative Code. See Master Response 5c regarding Final EIR certification.
L-48.1	Holmes, Fei Li	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated BRT stops at Laguna Street.

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
L-48.2	Holmes, Fei Li	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated BRT stops at Laguna Street.
L-49	Homan, Ann	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated BRT stops at Laguna Street.
L-50	Hoogasian, Harold	Opposed to the project due to concerns about bus stop removal negatively affecting seniors and people with disabilities, parking loss, business impacts, and project cost relative to benefits of investment. States that the project's future transit travel time benefits have already been achieved under existing conditions. Notes that pedestrian collisions are higher on Geary because it carries more vehicles and has more lanes than a neighborhood street.	Opposition to the project and comments are noted. The project's future transit travel time benefits are compared relative to a future No Build scenario, not existing conditions. Section 3.3.4 of the Final EIS shows that the project would reduce travel times relative to a future No Build scenario, which accounts for projected growth in population and trip-making compared to existing conditions. While the completed installation of Transit Signal Priority has been helpful, substantial bus reliability and time savings are associated with the proposed dedicated bus lanes (which facilitate running more buses). See Master Response 2d , which states that the project is expected to have an overall neutral to positive effect on access for seniors and people with disabilities. The project would retain about 95 percent of the parking supply within 1-2 blocks of Geary. See Master Response 2c for a discussion regarding parking and loading supply impacts. Section 4.2.4 of the Final EIS and Master Response 3a conclude that BRT would not adversely affect businesses. Lastly, see Master Response 6a for a discussion regarding project cost.
L-51	Horne, Benjamin	Support for the project.	Support for the project is noted.

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L-52	Hurbert, Charles	Opposed to the project, expressing a preference for underground rail, stating that lack of enforcement of TNC vehicles in red lanes will negate benefits of red bus lanes, costs/benefits of the project, and traffic congestion.	Opposition to the project is noted. None of the project alternatives would preclude future conversion to below- or above-ground rail. As described in Master Response 1a , rail-based alternatives were considered in the alternatives screening process but were rejected from further consideration due to cost. See Section 3.4.4.2 of the Final EIS, which states that the project would reduce traffic congestion (including mixed-flow traffic, which includes TNC vehicles) relative to the No Build Alternative.
L-53.1	Hyry, David	Concerns regarding the hospital at Van Ness/Geary (California Pacific Medical Center [CPMC]) impacts and increased usage, who will provide funding/whose service will be cut.	Section 2.8.1.2 of the Final EIS identifies the new CPMC campus as a local planning project; the cumulative analysis also takes CPMC into account. CPMC contributed \$1.5 million to the City for BRT improvements, recognizing that their expansion would generate additional transit ridership as part of their project approvals. CPMC also provided additional funding not tied to Geary BRT improvements to SFMTA.
L-53.2	Hyry, David	Concerns regarding the hospital at Van Ness/Geary (CPMC) impacts and increased usage, and questions regarding funding priorities.	See Comment L-53.1 and response above.
L-54	Imbault, Claude	Support for the project and the Hybrid Alternative as the LPA.	Support for the project and the Hybrid Alternative as the LPA is noted.
L-55	Inamasu, Cathy	Opposed to demolishing Steiner Street bridge due to concerns with the safety of groups of children crossing at the surface.	Opposition to Steiner Street bridge removal is noted. Retaining the Steiner Street bridge would generate more bus delay because there would not be room for a westbound bus-only lane with the bridge columns in place. Surface-level improvements on the west side of the Steiner Street intersections will make the crossing safer. Moreover, the Webster Street bridge will be retained to continue to provide an option for pedestrians wishing to cross above traffic. See Master Response 2d and Response to Comment I-21.1, which state why the pedestrian bridge at Steiner Street must be removed under the Hybrid Alternative/LPA.

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
L-56	Jamin, Adam	In favor of 28th Avenue stop retention.	The stop at 28th Avenue would be removed as part of the Hybrid Alternative/LPA. Combined BRT/Local/ Express stops would be available within 1-2 blocks, at 29th Avenue (outbound) and 30th Avenue (inbound). With the Hybrid Alternative/LPA, Local, BRT, and Express buses would serve all of the same stops in the center-running portion of the corridor west of Arguello Boulevard and the existing Local/Express stop at 28th Avenue would be eliminated to maintain consistent stop spacing and a legible system for riders. See Master Response 2d , which states that the project is expected to have an overall neutral to positive effect on access for seniors and people with disabilities.
L-57	Kamilowicz, Henry	Request to postpone Final EIR vote.	Comment noted. The Final EIR, including written responses to agency, organization, and individual comments, was published and made available for review well in excess of the 10 days required by CEQA for written responses to agency comments and consistent with Section 31.15(a) of the San Francisco Administrative Code. See Master Response 5c regarding Final EIR certification.
L-58.1	Katz, Paula	Request to postpone Final EIR vote.	Comment noted. The Final EIR, including written responses to agency, organization, and individual comments, was published and made available for review well in excess of the 10 days required by CEQA for written responses to agency comments and consistent with Section 31.15(a) of the San Francisco Administrative Code. See Master Response 5c regarding Final EIR certification.
L-58.2	Katz, Paula	Request to postpone Final EIR vote.	Comment noted. The Final EIR, including written responses to agency, organization, and individual comments, was published and made available for review well in excess of the 10 days required by CEQA for written responses to agency comments and consistent with Section 31.15(a) of the San Francisco Administrative Code. See Master Response 5c regarding Final EIR certification.

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L-59.1	Kawahatsu, Alice and Robert Hamaguchi	In favor of BRT stop at Laguna Street; inquiry about whether cost savings from not demolishing the Webster Street Bridge could be used to repair/rehabilitate the Webster Street Bridge or make streetscape improvements.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. Making improvements to the Webster Street Bridge is beyond the scope of the Geary BRT project, but could be part of a separate project.
L-59.2	Kawahatsu, Alice and Robert Hamaguchi	Appreciation for changes to the Hybrid Alternative/LPA adding BRT stops at Laguna Street; states that they look forward to continuing being involved in the project.	Comment noted.
L-60	Kuhn, Brooke	Support for the project and the Hybrid Alternative as the LPA.	Support for the project and the Hybrid Alternative as the LPA is noted.
L-61	Lal, Ravi	Opposed to BRT stop at Spruce-Cook and associated loss of parking spaces.	A BRT stop is no longer proposed at Spruce-Cook Cook; thus, no change to parking in that area. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated preservation of existing Local and Express stops between Spruce and Cook Streets.
L-62	Lazarus, Jim	Request to postpone Final EIR vote.	Comment noted. The Final EIR, including written responses to agency, organization, and individual comments, was published and made available for review well in excess of the 10 days required by CEQA for written responses to agency comments and consistent with Section 31.15(a) of the San Francisco Administrative Code. See Master Response 5c regarding Final EIR certification.
L-63	Leahy, Sam	Support for the project.	Support for the project is noted.
L-64	Leahy, Nancy	Opposed to the project due to traffic and pedestrian safety concerns.	The build alternatives include numerous pedestrian safety improvements, described in Section 2.2.3.2 of the Final EIS. See Section 3.4.4.2 of the Final EIS, which states that the project would reduce traffic congestion relative to the No Build Alternative.
L-65	Lerman, Debbi	Support for the project.	Support for the project is noted.

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L-66	Lewin, Linda	Opposed to the project due to concerns regarding impacts to Richmond businesses, access to/safety of transit islands for seniors and people with disabilities, and cost relative to other non-transit-related issues that the commenter would rather see money spent on.	Opposition to the project is noted. Section 4.2.4 of the Final EIS concludes that BRT would not adversely affect businesses; see Master Response 3a . See also Master Response 2d regarding pedestrian safety and access, and Master Response 6a regarding project cost. The project cost would be \$300 million.
L-67	Lissak, Ron	Request to postpone Final EIR vote.	Comment noted. See Master Response 5c regarding Final EIR certification.
L-68	Loane, Joseph	Request to postpone Final EIR vote.	Comment noted. The Final EIR, including written responses to agency, organization, and individual comments, was published and made available for review well in excess of the 10 days required by CEQA for written responses to agency comments and consistent with Section 31.15(a) of the San Francisco Administrative Code. See Master Response 5c regarding Final EIR certification.
L-69	Lum, John	Opposed to the project; states that repaving and enforcing traffic would suffice for Geary.	Opposition to the project is noted. See Master Response 1a for a discussion of how the alternative were selected and what design concepts were evaluated but rejected.
L-70	Lupberger, Sarah	Requests that tree replacement emphasize native trees.	The request to use native tree species or species that provide similar habitat features as locally native species is noted. Street tree species selection would include consultation with specialists and use a consistent palette of species throughout the Geary corridor to enhance visual intactness and unity. See Master Response 4a for a discussion of proposed tree removals and breakdown of the existing composition of trees along the corridor.
L-71	Lurie, Lawrence	Implies that project cost would be better spent on rail. Request to postpone Final EIR vote.	None of the project alternatives would preclude future conversion to below- or above-ground rail. As described in Master Response 1a , rail-based alternatives were considered in the alternatives screening process but were rejected from further consideration due to cost. See Master Response 5c regarding Final EIR certification.
L-72	Luyen, Vincent	Support for the project.	Support for the project is noted.

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L-73	M., Mari	Request to postpone Final EIR vote.	Comment noted. The Final EIR, including written responses to agency, organization, and individual comments, was published and made available for review well in excess of the 10 days required by CEQA for written responses to agency comments and consistent with Section 31.15(a) of the San Francisco Administrative Code. See Master Response 5c regarding Final EIR certification.
L-74	Mar, Cheryl and others	Requesting change to location of eastbound transition at 27th Avenue to occur between 32nd and 30th Avenues; concerned about safety of transitions.	Comment noted. SFCTA and SFMTA are continuing to discuss this transition with neighbors. Following receipt of the letter, the Geary BRT project team conducted a site visit with organization stakeholders. During the site visit, the project team explained the way the bus was expected to operate after which the organization stakeholders indicated preference for the bus lane transition to remain between 27th and 26th avenues, as originally proposed. However, following the meeting, organization stakeholders have since indicated that not all organization tenants have the same perspective. The Geary BRT team has offered to continue to meet to help reach resolution of any concerns that may still remain with the current design. The organization stakeholders have indicated interest in meeting but requested deferring the meeting until a later date. Until there is consensus among organization stakeholders at the Richmond Senior Center, SFCTA/SFMTA determined that it would be appropriate to leave the project design in this area as currently proposed. The Hybrid Alternative/LPA would transition between side- and center-running bus lanes at two specific intersections on Geary equipped with special traffic-signal hardware that would give buses a safe, dedicated signal phase to cross over and not conflict with other vehicles or pedestrians.
L-75	Martin, Solange	Support for the project and the Hybrid Alternative as the LPA.	Support for the project and the Hybrid Alternative as the LPA is noted.
L-76	Marutani, Greg	Provides letter from Japantown Task Force (Comment Number L-59.1).	See Response to Comment L-59.1.

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
L-77	McCutcheon, Mary	Upset about adoption of Final EIR before new supervisors began their terms.	Comment noted. See Master Response 5c regarding Final EIR certification.
L-78	McDonald, Cameron	Support for the project and the Hybrid Alternative as the LPA.	Support for the project and the Hybrid Alternative as the LPA is noted.
L-79	McMurtry, Jonathan	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporates the addition of BRT stops at Laguna Street.
L-80	Mercier, Keith	Support for the project.	Support for the project is noted.
L-81	Miller, Nancy	Concerns regarding bus stop removal and accessibility for seniors and passengers with disabilities.	See Master Response 2d , which states that the project is expected to have an overall neutral to positive effect on access for seniors and people with disabilities. See also Response to Comment I-11.4.1.
L-82.1	Miller, Paige	In favor of outbound bus-only lane transition between center and side lanes to occur between 27th and 28th avenues.	The Hybrid Alternative/LPA would transition between center- and side-running bus lanes between 27th and 28th avenues. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated the relocation of the transition from the center- to side-running westbound bus lane to occur between 27th and 28th avenues.
L-82.2	Miller, Paige	In favor of outbound bus-only lane transition between center and side lanes to occur between 27th and 28th avenues.	The Hybrid Alternative/LPA would transition between center- and side-running bus lanes between 27th and 28th avenues. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated the relocation of the transition from the center- to side-running westbound bus lane to occur between 27th and 28th avenues.
L-83	Mitra, Alex	Provides letter from Chamber of Commerce (Comment Number L-62).	See Response to Comment L-62.

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L-84	Miyake, Kirk	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated the addition of BRT stops at Laguna Street.
L-85.1	Moldvay, Andrew	Concerns about parking loss.	The project would retain about 95 percent of the parking supply within 1-2 blocks of Geary. See Master Response 2c for a discussion regarding parking and loading supply impacts throughout the corridor.
L-85.2	Moldvay, Andrew	<p>1. Expresses opposition to removal of parking and loading areas and to the red bus-only lanes.</p> <p>2. Concerns about parking loss and impacts to businesses.</p> <p>3. Opposed to Spruce-Cook BRT stop.</p> <p>4. Concerns about tree removal.</p> <p>5. Unhappy with outreach efforts.</p> <p>6. Says that problems the project aims to address are Muni schedules, which are not problematic.</p>	<p>1. See Master Response 2f for a discussion of red bus-only lanes.</p> <p>2. The project would retain about 95 percent of the parking supply within 1-2 blocks of Geary. See Master Response 2c for a discussion regarding parking and loading supply impacts throughout the corridor. See also Section 4.2.4 of the Final EIS and Master Response 3a which conclude that BRT would not adversely affect businesses.</p> <p>3. A BRT stop is no longer proposed at Spruce-Cook and the existing parking on that block would remain. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated the preservation of existing Local and Express bus stops between Spruce and Cook Streets.</p> <p>4. See Master Response 4a for a discussion of proposed tree removals and for a breakdown of the existing composition of trees along the corridor.</p> <p>5. See Master Response 5b regarding the nature of outreach conducted.</p> <p>6. See Chapter 1 of the Final EIS for a detailed description of the purpose and need for the project.</p>

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
		<p>7. States that business owners want to be heard and not talked to.</p> <p>8. States that they want the plan amended.</p>	<p>7. The agencies listened carefully to community concerns, including those of business owners, and incorporated six modifications to the Hybrid Alternative/LPA in response to community input (including business owners). See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. See also Chapter 10 which documents changes made in response to public comments received.</p> <p>8. Comment noted.</p>
		<p>9. Concerns about cumulative parking loss.</p> <p>10. States that they want “Bus Transit Station” and transit lanes removed from the plan.</p>	<p>9. See Chapter 5 for a discussion of cumulative impacts. The project would retain about 95 percent of the parking supply within 1-2 blocks of Geary. See Master Response 2c for a discussion regarding parking and loading supply.</p> <p>10. Comment noted. See Master Response 1a regarding the type and range of alternatives considered. No alternative considered includes a “Bus Transit Station.” As noted above, a BRT stop is no longer proposed at Spruce-Cook.</p>
L-85.3	Moldvay, Andrew	Expresses appreciation for Spruce-Cook bus stop change; cites an unidentified student body at USF and says that moving the bus stop will still have effects on the Spruce-Cook block of Geary.	Comment noted. The remainder of the comment is unclear.
L-85.4	Moldvay, Andrew	1. Opposed to BRT stop at Spruce-Cook and red-painted lanes.	<p>1. BRT stops are no longer proposed at Spruce-Cook; therefore, no change to parking on that block would occur. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated preservation of the existing Local and Express bus stops between Spruce and Cook Streets. See Master Response 2f for a discussion of red bus-only lanes.</p>

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		<p>2. States that the project is solely focused on public transportation needs and ignores the needs of private cars and pedestrians.</p> <p>3. States that parking loss will adversely affect businesses. States that people with disabilities will be unable to access businesses or medical offices with project implementation.</p>	<p>2. As described in Section 1.3.1 of the Final EIS, the core purpose of the project is to enhance the performance, viability, and comfort level of transit and pedestrian travel along the Geary corridor. Therefore, many project components focus on meeting this stated purpose. However, certain elements of the project, such as traffic signal upgrades and retiming, and pavement rehabilitation, would improve conditions for auto travel. Moreover, the project would reduce traffic congestion relative to the No Build Alternative; see Section 3.4.4.2 of the Final EIS.</p> <p>3. See Master Responses 2c and 3a regarding parking and loading supply and local business impacts, respectively. Also see Final EIS Section 4.2.4 which concludes that BRT would not adversely affect businesses. In the Spruce-Cook area, the project would result in no change to on-street parking from current conditions.</p>
L-85.5	Moldvay, Andrew	Expresses appreciation for Spruce-Cook bus stop change.	Appreciation for this modification to the Hybrid Alternative/LPA is noted.
L-86	Moldvay, Therese	Opposed to BRT stop at Spruce-Cook and associated loss of parking spaces.	A BRT stop is no longer proposed at Spruce-Cook and the existing parking on that block would remain. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated preservation of the existing Local and Express bus stops between Spruce and Cook Streets.
L-87.1	Morgan, Marlayne	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated BRT stops at Laguna Street.

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
L-87.2	Morgan, Marlayne	<p>1. Support for Alternative 2 with retention of pedestrian bridges and BRT stop at Laguna Street.</p> <p>2. Expresses preference for subway.</p> <p>3. Expresses concerns about project cost and funding.</p> <p>4. Expresses concern about construction.</p>	<p>1. Support for Alternative 2 is noted. The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/ LPA since the Draft EIS/EIR. As summarized in Master Response 1b, the Webster Street bridge is no longer proposed for removal. Retaining the Steiner Street bridge would generate more bus delay because there would not be room for a westbound bus-only lane with the bridge columns in place. Surface-level improvements will make the crossing safer and the Webster Street bridge will be retained to continue to provide an option for pedestrians to cross above traffic. See Master Response 2d and Response to Comment I-21.1.</p> <p>2. As described in Master Response 1a, rail-based alternatives were considered in the alternatives screening process but were rejected from further consideration due to cost. However, none of the project alternatives would preclude future conversion to below- or above-ground rail.</p> <p>3. See Master Response 6a regarding project cost. Sections 9.1.3 and 9.1.4 of the Final EIS describe funding sources for the project.</p> <p>4. See Section 4.15 and Master Response 2b for a description of construction methods, a summary of construction impacts, and related avoidance and minimization measures.</p>
L-88	Mori, Sandy	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporates the addition of BRT stops at Laguna Street.
L-89	Morris, Jenna	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporates the addition of BRT stops at Laguna Street.

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L-90	Nakajo, Steve	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporates the addition of BRT stops at Laguna Street.
L-91	Nasatir, Peter	Opposed to the project due to concerns about traffic congestion caused by bus lane side-to-center transition points, noise, air quality and pollution impacts to sensitive receptors from bus operation, and impacts to businesses. Expresses preference for rail.	<p>The Hybrid Alternative/LPA would transition between side- and center-running bus lanes at two specific intersections on Geary equipped with special traffic-signal hardware that would give buses a safe, dedicated signal phase to cross over and not conflict with other vehicles.</p> <p>The build alternatives would not result in adverse effects regarding construction-period air pollutant emissions (see Section 4.10.4.5.1 of the Final EIS) and would emit fewer criteria pollutants and greenhouse gas emissions relative to the No Build Alternative (see Section 4.10.4.7.1 of the Final EIS). The Geary corridor already has frequent bus service; the project would provide more efficient bus movement and likely reduce idling buses and horn honking.</p> <p>Section 2.2.7.6.3 of the Final EIS lists and discusses several pedestrian safety measures proposed the Hybrid Alternative/LPA.</p> <p>See Section 4.2.4 and Master Response 3a which conclude that BRT would not adversely affect businesses.</p> <p>None of the project alternatives would preclude future conversion to below- or above-ground rail. As described in Master Response 1a, rail-based alternatives were considered in the alternatives screening process but were rejected from further consideration due to cost.</p>
L-92	Ostendorf, Henry	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated BRT stops at Laguna Street.

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L-93	Parkes, Chris	Request to postpone Final EIR vote for 90 days; wants Geary BRT to wait and see what happens with Van Ness BRT; requests that signs are posted on Geary trees 60 days in advance of any decision on the EIR; requests that the EIR require the City to document Geary BRT project performance in terms of transit commute time, auto commute time, traffic-related injuries and accidents; transit ridership of people with disabilities and the elderly; and multimodal traffic flow. Question about Vision Zero.	Comment noted. The Final EIR, including written responses to agency, organization, and individual comments, was published and made available for review well in excess of the 10 days required by CEQA for written responses to agency comments and consistent with Section 31.15(a) of the San Francisco Administrative Code. See Master Response 5c regarding Final EIR certification. Other comments regarding monitoring are noted and would be part of SFMTA's ongoing efforts to improve and manage service in the corridor. Vision Zero is discussed in Section 2.8.1.1 of the Final EIS.
L-94	Parsons, Winston	Support for the project and the Hybrid Alternative as the LPA.	Support for the project and the Hybrid Alternative as the LPA is noted.
L-95	Pendergast, Patricia	Request to postpone Final EIR vote.	Comment noted. The Final EIR, including written responses to agency, organization, and individual comments, was published and made available for review well in excess of the 10 days required by CEQA for written responses to agency comments and consistent with Section 31.15(a) of the San Francisco Administrative Code. See Master Response 5c regarding Final EIR certification.
L-96.1	Petty, Lorraine	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated the addition of BRT stops at Laguna Street.
L-96.2	Petty, Lorraine	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated BRT stops at Laguna Street.

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L-96.3	Petty, Lorraine	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated BRT stops at Laguna Street.
L-96.4	Petty, Lorraine	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated BRT stops at Laguna Street.
L-96.5	Petty, Lorraine	In favor of BRT stop at Laguna Street; concerns about outreach meeting notifications.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated BRT stops at Laguna Street. See Master Response 5b regarding the nature of outreach conducted, including multi-media, multi-lingual notification methods for meetings.
L-97	Post International	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated BRT stops at Laguna Street.
L-98	Sandoval, R. Christoph	In favor of BRT stop at Gough Street. Concerns regarding mobility for people with disabilities and the elderly.	The Hybrid Alternative/LPA would have Local stops at Gough Street and BRT/Local stops at Laguna Street nearby. These stops are expected to enhance service to people with disabilities and the elderly in this area, as will new buses with low floors.

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L-99	Scott, Diana	<p>1. Request to postpone Final EIR vote. Other comments unrelated to Geary BRT project.</p> <p>2. The EIR was not available at all public libraries.</p>	<p>1. Comment noted. See Master Response 5c regarding Final EIR certification.</p> <p>2. Paper copies of the EIR were made available at public library branches that serve the communities along and immediately surrounding the Geary corridor. These include the Anza Branch Library (550 37th Ave.), the Richmond /Senator Milton Marks Branch Library (351 9th Ave.), and Western Addition Branch Library (1550 Scott St.), and the Main Library (100 Larkin St.). Additional paper copies were available at the San Francisco Planning Information Center (1660 Mission St.), and at SFCTA's and SFMTA's offices. The EIR was also available on SFCTA's website. See Section 8.4 of the Final EIS regarding Final EIR outreach efforts.</p>
L-100	Sedakova, Natalia	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated the addition of BRT stops at Laguna Street.
L-101.1	Seeley, Marsha	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated BRT stops at Laguna Street.
L-101.2	Seeley, Marsha	In favor of BRT stop at Laguna Street; request to postpone Final EIR vote.	<p>The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated BRT stops at Laguna Street.</p> <p>The Final EIR, including written responses to agency, organization, and individual comments, was published and made available for review well in excess of the 10 days required by CEQA for written responses to agency comments and consistent with Section 31.15(a) of the San Francisco Administrative Code. See Master Response 5c regarding Final EIR certification.</p>

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L-102	Selby, Thea	Support for the project, states that Phase 1 is a good short-term strategy, but Phase 2 is not a good long-term strategy. Expresses desire for prompt certification of the EIR prior to the EIS to get Phase 1 improvements underway. Proposes some design changes for Phase 2. Supports development of a plan for future light rail.	Support for the project is noted. SFCTA certified the Final EIR on January 5, 2017. The project team analyzed several alternatives for the project, described in Chapter 10 of the Final EIS, and ultimately selected the Hybrid Alternative as the LPA, as it balanced community concerns with meeting goals for transit and pedestrian safety on Geary. None of the project alternatives would preclude future conversion to below- or above-ground rail. As described in Master Response 1a , rail-based alternatives were considered in the alternatives screening process but were rejected from further consideration due to cost.
L-103	Shah, Rajat	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated the addition of BRT stops at Laguna Street.
L-104	Sheehan-Meyer, Dani	Request to postpone Final EIR vote.	Comment noted. The Final EIR, including written responses to agency, organization, and individual comments, was published and made available for review well in excess of the 10 days required by CEQA for written responses to agency comments and consistent with Section 31.15(a) of the San Francisco Administrative Code. See Master Response 5c regarding Final EIR certification.
L-105	Smith, Suzanne	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated BRT stops at Laguna Street.

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L-106	Spangler, Will	Requests that tree replacement emphasize native trees.	The request to use native tree species or species that provide similar habitat features as locally native species is noted. Street tree species selection would include consultation with specialists and use a consistent palette of species throughout the Geary corridor to enhance visual intactness and unity. See Master Response 4a for a discussion of proposed tree removals and for a breakdown of the existing composition of trees along the corridor.
L-107	Starzel, Robert	Request to postpone Final EIR vote.	Comment noted. See Master Response 5c regarding Final EIR certification.
L-108	Storey, Jill and Richard Fisher	Request to postpone Final EIR vote.	Comment noted. See Master Response 5c regarding Final EIR certification.
L-109	Stuart, Sheila	Request to postpone Final EIR vote.	Comment noted. The Final EIR, including written responses to agency, organization, and individual comments, was published and made available for review well in excess of the 10 days required by CEQA for written responses to agency comments and consistent with Section 31.15(a) of the San Francisco Administrative Code. See Master Response 5c regarding Final EIR certification.
L-110	Su, Eihway	Support for the project and the Hybrid Alternative as the LPA.	Support for the project and the Hybrid Alternative as the LPA is noted.
L-111	Sullivan, Denise	Request to postpone Final EIR vote.	Comment noted. See Master Response 5c regarding Final EIR certification.
L-112.1	Sylvester, Anna	Supports several features of the project near St. Mary's Cathedral. Expresses safety concerns regarding pedestrian crossings at Franklin and Geary, Franklin and O'Farrell.	Comment noted. See Master Response 2d and Section 2.2.7 of the Final EIS for more information on pedestrian safety infrastructure improvements proposed by the project as part of the Hybrid Alternative/LPA.
L-112.2	Sylvester, Anna	Appreciation for approval of the Hybrid Alternative as the LPA.	Comment noted.
L-113	Taber, Stephen	Supports rail planning in the corridor in coordination with BRT development. Advocates deferring a decision on BRT west of Arguello Boulevard until the design can incorporate rail planning.	As described in Master Response 1a , rail-based alternatives were considered in the alternatives screening process but were rejected from further consideration due to cost. None of the project alternatives would preclude future conversion to below- or above-ground rail.
L-114	Terplan, Sprague	Support for the project.	Support for the project is noted.

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L-115	Thornton, Robert	Opposes the process SFMTA followed to participate in piloting new transit-only lane treatments that have been implemented in parts of the Geary corridor and other parts of San Francisco.	See Master Response 2f for a discussion of red bus-only lanes.
L-116	Tolson, Greg	Opposed to the project.	Opposition to the project is noted.
L-117.1	Troyan, Vit and Mira	In favor of outbound bus-only lane transition between center and side lanes to occur between 27th and 28th avenues.	The Hybrid Alternative/LPA would transition between center- and side-running bus lanes between 27th and 28th avenues. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated the transition from the center- to side-running westbound bus lane to occur between 27th and 28th avenues.
L-117.2	Troyan, Vit and Mira	Inquiry about parking creation on 29th Avenue.	Comment noted. As noted in the SFMTA's responses back to the commenter, detailed design regarding parking in this area would not take place immediately and thus no change in the physical parking configuration is proposed for implementation at this time. Parking changes on side streets beyond the Geary BRT project limits could be part of a separate project.
L-117.3	Troyan, Vit and Mira	Appreciation for the inclusion of the change in the bus transition between 27th and 28th avenues. Notes that an unrelated sewer replacement project could affect parking in the vicinity of Holy Virgin Cathedral and asks for immediate consideration of possible changes to parking configuration (from parallel to angled) to minimize potential parking loss.	Comment noted. See Response to Comment L-117.2 above.

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
L-117.4	Troyan, Vit and Mira	Notes that an unrelated sewer replacement project could affect parking in the vicinity of Holy Virgin Cathedral and asks for immediate consideration of possible changes to parking configuration (from parallel to angled) to minimize potential parking loss.	Comment noted. See Response to Comment L-117.2 above.
L-117.5	Troyan, Vit and Mira	Appreciation for the inclusion of the change in the bus transition between 27th and 28th avenues. Noted that an unrelated sewer replacement project could affect parking in the vicinity of Holy Virgin Cathedral and asks for immediate consideration of possible changes to parking configuration (from parallel to angled) to minimize potential parking loss.	Comment noted. See Response to Comment L-117.2 above.
L-118	Tsuji, Paul	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated BRT stops at Laguna Street.
L-119.1	Urban, Corey	The commenter states that current bus schedules show faster travel times than projected year 2020 No Build travel times shown in Draft EIS/EIR.	The Draft EIS/EIR depicted projected year 2020 "No Build" travel times, which are to be distinguished from today's conditions. Geary buses are expected to get slower in the No Build Alternative due to increasing traffic congestion.
L-119.2	Urban, Corey	States that red-colored bus-only lanes will restrict traffic, restrict access and remove parking, reduce traffic on Geary, and adversely affect businesses; states that all drivers, including buses, exceed the speed limit on Geary and the project will not improve transit travel times.	See Master Response 2f for a discussion of the background and operations of red bus-only lanes. See Master Response 2a regarding potential project-related effects on traffic, and Master Response 2d regarding elements of the project that would enhance pedestrian safety and access. See also Section 4.2.4 of the Final EIS and Master Response 3a , which document that BRT would not adversely affect businesses.

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L-119.3	Urban, Corey	Request to postpone Final EIR vote.	Comment noted. The Final EIR, including written responses to agency, organization, and individual comments, was published and made available for review well in excess of the 10 days required by CEQA for written responses to agency comments and consistent with Section 31.15(a) of the San Francisco Administrative Code. See Master Response 5c regarding Final EIR certification.
L-119.4	Urban, Corey	1. Requests data on dashed red bus-only lanes in front of gas stations and asked what accommodations the project would make for the commenter's gas station business. 2. Opposed to red-colored bus-only lanes.	1. SFMTA responded to the information request directly to the commenter in correspondence from December 2016 and January 2017. See Response to Comment I-217.3.1. See Master Response 2f for a discussion of red bus-only lanes. 2. See Master Response 2f for a discussion of red bus-only lanes.
L-119.5	Urban, Corey	1. Requested data on dashed red bus-only lanes in front of gas stations and asked what accommodations the project would make for the commenter's gas station business. 2. Concern over how red lanes affect gas station sales and profitability. States that Caltrans requires 100-200 feet of dashed red lane leading up to commercial businesses.	1. SFMTA responded to the information request directly to the commenter in correspondence from December 2016 and January 2017. See Response to Comment I-217.3.1. See Master Response 2f for a discussion of red bus-only lanes. 2. Commenter has provided no evidence that red lanes affect gas station sales and profitability. The California Manual on Uniform Traffic Control Devices does not specify a distance that transit-only lanes should be dashed approaching locations where turns are permitted. However, it does provide guidance for bike lane markings, specifying that they be dashed 50-200 feet in advance of intersections where turns are permitted. In 2012, following discussion with the California Traffic Control Device Committee, the SFMTA used this information to develop design guidelines for dashing red transit-only lanes 100 feet in advance of intersections or major driveways where turns are permitted.

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L-119.6	Urban, Corey	<p>1. States that 100-200 feet of dashed red bus-only lanes are required leading up to major commercial entrances.</p> <p>2. Federal Highway Administration (FHWA) approval not obtained for red lanes.</p>	<p>1. The California Manual on Uniform Traffic Control Devices does not specify a distance that transit-only lanes should be dashed approaching locations where turns are permitted. However, it does provide guidance for bike lane markings, specifying that they be dashed 50-200 feet in advance of intersections where turns are permitted. In 2012, following discussion with the California Traffic Control Device Committee, the SFMTA used this information to develop design guidelines for dashing red transit-only lanes 100 feet in advance of intersections or major driveways where turns are permitted.</p> <p>2. SFMTA has been piloting red colorized transit-only lanes in cooperation with FHWA. Based on positive outcomes of the pilot, SFMTA sent a request to FHWA to expand the pilot locations including throughout the Geary BRT project limits, was approved by FHWA in June 2017.</p>
L-119.7	Urban, Corey	The comment received does not relate to the adequacy of the Final EIS.	This comment does not relate to the adequacy of the Final EIS but is noted for the record.
L-119.8	Urban, Corey	States that California Vehicle Code requires a minimum of 100 feet of a turn signal being used before a movement can legally be made and that red bus-only lanes are unsafe. Additional comments concern red bus-only lanes in other locations.	See Master Response 2f for a discussion of red bus-only lanes.
L-120.1	Urban, Glenn	The comment received does not relate to the adequacy of the Final EIS.	This comment does not relate to the adequacy of the Final EIS but is noted for the record.
L-120.2	Urban, Glenn	Disagrees with data cited in SFMTA blog post about effects of red transit-only lanes; disagrees with using the National Association of City Transportation Officials design guidelines for transit-only lanes.	See Master Response 2f for a discussion of red bus-only lanes.

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L-120.3	Urban, Glenn	General discussion of the methodology and results of the SFMTA's Red Transit Lanes Final Evaluation	Comment noted.
L-120.4	Urban, Glenn	Opposed to red-colored bus-only lanes between Masonic and Palm; wants lanes to be peak-time transit lanes only.	See Master Response 1a regarding the type and range of alternatives considered. See Section 10.2.4 of the Final EIS for details on the past consideration of peak-period/direction lanes.
L-120.5	Urban, Glenn	Comments on an SFMTA blog post about recent studies of other red bus-only lanes in San Francisco.	See Master Response 2f for a discussion of red bus-only lanes.
L-121	Varnum, David	States that preserving parking spaces should not be a priority of Geary BRT.	Key purposes of the project are to improve transit and pedestrian conditions in the corridor. See Section 1.3 of the Final EIS.
L-122.1	Vondran, Gary	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporates the addition of BRT stops at Laguna Street.
L-122.2	Vondran, Gary	In favor of BRT stop at Laguna Street. The comment also includes other questions which were answered directly via email; see the comment letter (L-122.2) within Section L.3.4.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporates the addition of BRT stops at Laguna Street.
L-122.3	Vondran, Gary	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporates the addition of BRT stops at Laguna Street.
L-123.1	Walsh, Linda	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporates the addition of BRT stops at Laguna Street.

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L-123.2	Walsh, Linda	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporates the addition of BRT stops at Laguna Street.
L-124	Wang, Anne	Request to postpone Final EIR vote.	Comment noted. The Final EIR, including written responses to agency, organization, and individual comments, was published and made available for review well in excess of the 10 days required by CEQA for written responses to agency comments and consistent with Section 31.15(a) of the San Francisco Administrative Code. See Master Response 5c regarding Final EIR certification.
L-125	Wang, Eric	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporates the addition of BRT stops at Laguna Street.
L-126	Watsky, Clare	Support for the project and the Hybrid Alternative as the LPA.	Support for the project and the Hybrid Alternative as the LPA is noted.
L-127	Wesley	Opposed to the project due to concerns about project effects on parking in the Richmond District (during and post-construction), businesses, suggests diamond/right-turn lanes only as an alternative to BRT.	Opposition to the project is noted. As shown in Final EIS Table 3.6-3, the Hybrid Alternative/LPA would reduce the number of on-street parking spaces in the area between Palm Avenue and 34th Avenue (a rough approximation of the project's extent within the Richmond District) by about 60 out of an existing 600 on-street spaces. See Master Response 2c for a discussion of changes to parking and loading supply. See also Section 4.2.4 of the Final EIS which concludes that BRT would not adversely affect businesses; see Master Response 3a . See Master Response 1a for a discussion regarding the type and range of alternatives considered. Suggested alternative to BRT is unclear.

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L-128	White, Patrick	Support for the project.	Support for the project is noted.
L-129	Wiener, Daniel	Support for the project.	Support for the project is noted.
L-130	Wuerfel, Nancy	Request to postpone Final EIR vote.	Comment noted. See Master Response 5c regarding Final EIR certification.
L-131	Yezi, Michael	In favor of BRT stop at Laguna Street.	The Hybrid Alternative/LPA would have both Local and BRT stops in both directions at Laguna Street. See Master Response 1b for a summary of changes to the Hybrid Alternative/LPA since the Draft EIS/EIR. One of the six modifications to the Hybrid Alternative/LPA incorporated BRT stops at Laguna Street.
L-132	Zeinapur, Timur	Support for the project.	Support for the project is noted.
L-133	Zuckman, Arnold	Request to postpone Final EIR vote.	Comment noted. The Final EIR, including written responses to agency, organization, and individual comments, was published and made available for review well in excess of the 10 days required by CEQA for written responses to agency comments and consistent with Section 31.15(a) of the San Francisco Administrative Code. See Master Response 5c regarding Final EIR certification.
L-134	San Franciscans for Sensible Transit	1. Opposed to the project.	1. Opposition to the project is noted.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
		<p>2. States that construction will take three to four years and expresses concern about construction-period effects on travel lanes/traffic congestion and parking spaces. Asks if the "single lane downtown" will be given to buses.</p> <p>3. Asks why there is not yet a published detour map for construction effects on traffic, and expresses concern about traffic diversions to parallel streets.</p> <p>4. Expresses concern about carryover of construction-period traffic effects to operational-period effects on traffic patterns/driver behavior, given perceived issues with traffic designs on Mission.</p>	<p>2. Section 4.15.2 of the Final EIS describes the construction schedule and phasing. The overall construction duration estimate includes active and inactive periods. Moreover, project construction would use the Staggered Multiple Block Segment Approach described in Section 4.15.3 of the Final EIS to minimize the overall construction duration at any given location (one to 12 months maximum). Construction phasing would also limit when and where localized construction-period effects would occur within the Geary corridor. As described Section 4.2.5.1 of the Final EIS, the project would include a minimization measure (M-CI-C1) to reduce construction-related impacts to local businesses and residents through a TMP. The TMP would include traffic rerouting, a detour plan, and public information procedures to minimize confusion, inconvenience, and traffic congestion.</p> <p>See Master Response 2a regarding traffic/auto travel on Geary, including travel lanes and automobile travel times. See Master Response 2c regarding parking supply.</p> <p>Comment regarding a "single lane downtown" is not clear because there are at least two travel lanes throughout the entire project corridor.</p> <p>3. See Master Response 2a regarding traffic diversions to surrounding roadways. As described in the Final EIS (see Section 4.15.7.2), the project would include a minimization measure (M-CI-C1) to reduce construction-related impacts through a TMP. The TMP would include traffic rerouting and a detour plan. No such plan has yet been published as development of the TMP would occur when construction plans and timing are more detailed.</p> <p>4. The comment regarding traffic designs on Mission is unclear. See Section 3.4.4.4 of the Final EIS for details on operational-period vehicle diversions and changes in circulation patterns within and outside of the study area.</p>

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COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
		5. States that the Final EIR failed to disclose the project's traffic diversion effects of commuter traffic on local residential streets. 6. States that the No Build Alternative with signal synchronization and fewer bus stops was not compared with the Hybrid Alternative.	5. The project's traffic diversion effects in are presented in Section 3.4.4.4 of the Draft EIS/EIR and of this Final EIS. 6. All build alternatives and the No Build Alternative include TSP; see Section 2.2.2 of this Final EIS. The comparison of the No Build Alternative, which does not propose bus stop removal, with the build alternatives, which would consolidate some bus stops, is appropriate and required by CEQA and NEPA. CEQA and NEPA require that an EIR or EIS evaluate the environmental effects of a "No Project" or "No Action" alternative, which serves as the baseline scenario if none of the proposed build alternatives were implemented. The 2007 Feasibility Study analyzed an alternative which proposed TSP, possible bus stop removals, bus management strategies, and enhancements to on-street line management, longer bus stops where needed, and bus bulbs at the busiest stops. This Basic Plus Transit Priority alternative was screened out as it would not effectively meet the project goals, receiving a score of "low" for all goals except one.
		7. Expresses concern about project cost.	7. See Master Response 6a regarding project cost.
		8. Expresses a preference for underground Muni Metro.	8. None of the project alternatives would preclude future conversion to below- or above-ground rail. As described in Master Response 1a , rail-based alternatives were considered in the alternatives screening process but were rejected from further consideration due to cost.

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
		<p>9. Expresses preference for No Build Alternative with more buses, better traffic light synchronization and control, improved bus stops, tighter schedules, and repaving and notes that this alternative would provide equal or greater transit schedule benefits. States that the existing 38 Rapid provides equal or better transit travel times as would BRT, and that Muni could reduce the number of 38R stops right away without requiring construction on Geary. States that the 38 Local needs more buses. States that the project does not include center-running bus-only lanes east of Masonic, and it does not need to include center-running bus-only lanes west of Masonic.</p>	<p>9. See response to comment No. 6 above for information about the No Build Alternative. Also please note that the Draft EIS/EIR depicted projected year 2020 “No Build” travel times, which are to be distinguished from today’s conditions. Geary buses are expected to get slower in the No Build Alternative due to increasing traffic congestion. Without infrastructure in place to ensure competitive transit travel time and reliability, over time, the addition of more buses on an increasingly congested corridor would face increasingly longer run times. Adding more buses without infrastructure improvements would not effectively address the travel time and reliability concerns but would instead increase operating costs with diminishing returns in service improvement. See Section 2.7.1 of this Final EIS for additional discussion of the No Build Alternative with the additional improvements that the commenter is requesting. Also see Section 2.3.8 in which performance characteristics of the different alternatives are evaluated.</p>
L-135	San Francisco Recreation & Parks (RPD)	<p>Provides factual summary of proposed project design adjacent to RPD facilities. Expresses support for the removal of the Steiner Street bridge; lists benefits from removing the bridge and challenges with preserving the bridge.</p>	<p>Support for the removal of the Steiner Street bridge is noted.</p>

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COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
L-136	Richmond stakeholders' group (Note: these comments were provided by hand to SFCTA at a 1/21/16 meeting; SFCTA provided written responses back to the commenter on 4/12/16. Letter L-136 includes both the comments and agency responses. The SFCTA responses to the commenter on 4/12/16 also included additional supporting data and documentation, which is on file and available with advance notice at SFCTA offices).	<p>1. States that support for the Geary BRT project is not based on public need.</p> <p>2. States that the Geary BRT was developed without public input or collaboration with merchants that would be affected</p> <p>3. States that public meetings have given short shrift to the merits of alternative plans and have instead focused on SFCTA's preferred plan.</p>	<p>1. Chapter 1 of the Final EIS, purpose and need, identifies challenges within Geary corridor that the project is designed to address.</p> <p>2. Chapter 8 of the Final EIS discusses public involvement since project inception in 2004. Section 8.3.1.4 summarizes all groups, including merchant groups, that the project team convened meetings or briefings with. Section 8.3.1.5 notes that a door-to-door survey of local merchants with responses from over 200 businesses was completed in 2013. Section 8.3.3 notes that merchant stakeholders were also included in outreach following the Draft EIS/EIR circulation period. See also Master Response 5b.</p> <p>3. Final EIS Chapter 8 summarizes the public outreach process which included scoping and screening to consider a range of alternatives, as well as outreach discussing all project alternatives. As discussed in Chapter 2 and Chapter 10 of the Final EIS, many designs and alternatives were considered and evaluated and used to inform the selection of the LPA by the SFCTA and SFMTA.</p> <p>See Master Responses 1a, 1b, 2f, 5a, and 5b regarding public involvement and modifications made in response to public comments on the Geary BRT project.</p>

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
		<p>4. States that public meetings on the project were not held with informed, directly affected Richmond residents and businesses, and instead were held at locations far from the residences and business of community members most likely to be affected.</p> <p>5. States that the SFCTA and SFMTA refused to consider the public's requests to evaluate the economic impact of the Geary BRT on Geary merchants.</p> <p>6. States that there is not a need for the project.</p> <p>7. States that the possibility of obtaining federal funds takes the No Build Alternative off the table, despite the fact that the public would be satisfied by incremental improvements.</p> <p>8. The comment does not relate to the adequacy of the Final EIS.</p> <p>9. States that consultants delivered a Draft EIS/EIR which could not be fully understood by the public. Further states that there was not opportunity for public debate.</p> <p>10. States that the public was excluded from the planning process. Also states that the November 5, 2015 public meeting provided no opportunities for questions or answers.</p> <p>11. The comment does not relate to the adequacy of the Final EIS.</p>	<p>4. The format of public meetings, including meetings held in the Richmond District, is discussed in Section 8.3.1.3. See Master Response 5b regarding the nature of public involvement conducted.</p> <p>5. Section 4.2 of the Final EIS analyzes the project's potential impacts on the economic environment. See Section 4.2.4 of the Final EIS and Master Response 3a, which conclude that BRT would not adversely affect businesses.</p> <p>6. Chapter 1 of the Final EIS, (Project Purpose and Need), identifies the challenges within the Geary corridor that the project is designed to address.</p> <p>7. Section 2.3.8 of the Final EIS analyzes the No Build Alternative in addition to the build alternatives, and documents the selection of the Hybrid Alternative/LPA as the Preferred Alternative. See Master Response 1a for a discussion of how the alternatives were selected and what design concepts were evaluated but rejected.</p> <p>8. This comment does not relate to the adequacy of the Final EIS but is noted for the record.</p> <p>9. As discussed within the Executive Summary of the Final EIS, state and federal law require an in-depth analysis of all potential environmental impacts of transportation and land use projects. Public outreach, including community engagement opportunities, are discussed in Chapter 8 of the Final EIS.</p> <p>10. The format of public meetings and public involvement on the project is discussed in Chapter 8 of the Final EIS. Master Response 5a discusses opportunities at the November 5, 2015 public comment meeting to ask questions of project staff and provide public comments.</p> <p>11. This comment does not relate to the adequacy of the Final EIS but is noted for the record.</p>

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		<p>12. States that the Draft EIS/EIR did not reveal the extent to which the SFMTA, SFCTA, and their consultants coordinated with other agencies and departments. Further states that SFCTA and SFMTA failed to consult with subject matter experts in planning, police, fire, environment, small businesses, and bicycles.</p> <p>13. States that the project team did not coordinate with the Planning Department regarding the Affordable Housing Bonus Program to understand the interrelationships between the projects and their consequences.</p> <p>14. States that the Geary BRT project does not incorporate Vision Zero and related safety concepts into project plans.</p>	<p>12. The planning and coordination of the Geary BRT project has been a citywide effort led by the SFCTA in partnership with the SFMTA and in consultation with other City and appropriate regional agencies. Section 8.2.2 and 2.2.3 of the Final EIS discuss external local agency and Federal Transit Administration coordination. See the List of Preparers and Acknowledgements in Appendix K of the Draft EIS/EIR for a list of agencies and staff that prepared or consulted on the document. Appendix J of the Draft EIS/EIR contains the full distribution list of agencies and organizations provided with copies of the document.</p> <p>13. As discussed in Final EIS Section 4.1, 4.2 and Master Response 1a, the Geary BRT project takes into account existing and planned land use regulations. See Response to Comment I-70 regarding specifically how the Affordable Housing Density Program is accounted for in the growth and land use analysis assumptions. The project team has worked closely with relevant city departments, including the Planning Department, to account for current and potential future zoning along the corridor.</p> <p>14. As discussed in Chapter 1 of the Final EIS, a core project purpose is to improve pedestrian conditions in the corridor, including safety. As referenced in Chapter 2 and Section 3.5 of the Final EIS, the project team has incorporated safety treatments throughout the project consistent with Vision Zero concepts. In addition, as discussed in Section 2.2.7.6.3 of the Final EIS, one of the six minor modifications was to add more pedestrian crossing and safety improvements including 26 additional pedestrian crossing bulbs to address areas where pedestrian injury rates are high. See Section 2.2.7 of the Final EIS for further details. See also Master Responses 1b and 2d for additional discussion of safety treatments.</p>

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
		<p>15. States that the project team did not coordinate work with the requirements of Transit First in the City Charter and plans for increased density and affordable housing along the corridor.</p> <p>16. States that the project team has not accounted MUNI's history of staffing and equipment problems in its projections of expected BRT performance improvements.</p> <p>17. States that the No Build Alternative's performance improvements have been understated. Cites Table 10-2, which shows a No Build transit travel time of 54 minutes, while Muni has already reduced the time to 44 or 45 minutes according to recent schedules.</p> <p>18. States that the travel time benefits promised by the Geary BRT have already been achieved, and that the same table 10-2 shows the projected Hybrid Alternative travel time to be approximately the same as the current travel times.</p>	<p>15. Section 3.3 of the Final EIS discusses the Transit First policy in relation to the Geary Corridor. By making transit a more attractive and accessible option through faster, safer, and more reliable service along the Geary corridor, the Geary BRT project is consistent with the City's Transit First policy initiative. See Master Response 2a regarding traffic/auto travel on Geary. See also Master Response 2c for a discussion regarding parking and loading supply. Final EIS Section 4.1 and 4.3 address planned growth in the Geary corridor, noting that the vast majority of such growth is anticipated to occur in eastern portions of the City. See also the response to part 13 of this comment above.</p> <p>16. The models used to evaluate the projected performance and impacts of the Geary BRT project were validated using SFMTA's APC data to account for actual transit performance. Appendix D of this Final EIS includes a description of the modeling methodology and validation.</p> <p>17. Section 3.3.4 of the Final EIS presents modeling of No Build and build alternatives in the years 2020 and 2035. The results indicate that all build alternatives would improve transit times substantially relative No Build Alternative. The No Build Alternative travel time forecast is presented in horizon analysis years of 2020 and 2035, which are forecast to be slower than current Muni schedules because of the impacts of a forecast increase in overall trip making and in traffic congestion.</p> <p>18. Section 3.3.4 of the Final EIS presents modeling of No Build and build alternatives in the years 2020 and 2035. The results indicate that all build alternatives would improve transit times substantially relative to the No Build Alternative. The No Build Alternative travel time forecast is presented in horizon analysis years of 2020 and 2035, which are forecast to be slower than current Muni schedules because of the impacts of a forecast increase in overall trip making and in traffic congestion.</p>

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		19. States that the Geary BRT program uses outdated and unreliable data and assumptions.	19. See Section 3.3.3 of the Final EIS for the travel time analysis methodology which follows standard industry best practices. The commenter was provided with an analysis of recent 2015 APC data demonstrating that it remains consistent with the travel time analysis in the Final EIS.
		20. Questions whether the \$300 million cost is worth the projected travel time gains.	20. The project is expected to generate many transportation and environmental benefits in addition to transit travel time. As discussed in Chapter 3 and 4 of the Final EIS, these include improved reliability, reduced vehicle miles travelled, improved pedestrian safety, reduced long-term emissions of greenhouse gases and other air pollutants, and reduced energy usage. See Master Response 6a regarding project cost.
		21. States that the Geary BRT benefits will be limited since relatively few riders are commuters and/or travel the entire length of the line.	21. Sections 1.5.1 and 1.5.2 of the Final EIS, describe the purposes and needs of the project which include to improve transit performance and enhance transit access for all riders, as well as to improve pedestrian conditions. See Chapter 3.3 of the Final EIS regarding travel time and reliability improvements that would benefit all transit riders.
		22. States that since the primary segment for riders in the Richmond will be found between 25th Avenue and Fillmore Street, the benefits of the Geary BRT would be inconsequential.	22. As discussed in Section 2.2.7 and depicted in Figure 2-18 within the Final EIS, the most substantial proposed transit improvements are between Gough Street and 34th Avenue, where new bus-only lanes are proposed, and encompass the cited segment between 25th Avenue and Fillmore Street. These improvements would benefit Richmond District riders as well as others in the corridor.
		23. States that the Draft EIS/EIR did not contain a segment-by-segment analysis of the corridor in order to permit a thorough understanding of where the largest number of riders would benefit.	23. Segmented corridor data for many project effects, such as parking and transit reliability, are included in the Final EIS (see sections 3.3 and 3.6 for details). Additional segmented data, e.g. travel times, was provided to the commenters.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
		<p>24. States that there will never be more local buses or better utilization since there will be more traffic over time vying for space on a more constricted corridor.</p> <p>25. States that there are safety risks associated with center-loading bus platforms, including transit riders needing to cross lanes of traffic to get to and from bus stops and the potential for passenger congestion due to "all door boarding."</p> <p>26. Expresses concern that the Hybrid Alternative/LPA would increase the risk of car doors hitting bicyclists by replacing angled on-street parking with parallel parking.</p> <p>27. States that the project proposals do not reflect an understanding of the current traffic and parking issues in the neighborhoods on and around Geary Boulevard.</p>	<p>24. Section 2.2 of the Final EIS describes the proposed service frequencies with each project alternative. As discussed in Section 3.3.4.5 and 3.3.4.10 of the Final EIS, in the build alternatives, local buses would have improved travel times and reliability because they would use the same bus-only lanes as BRT buses.</p> <p>25. Sections 2.3.4 and 3.5.4.4 of the Final EIS discuss and compare pedestrian safety features of the No Build Alternative relative to all build alternatives. Among all the project alternatives, the Hybrid Alternative/LPA would implement the greatest number of pedestrian safety improvements and the No Build Alternative would implement the least (See Section 3.5.7.4 of the Final EIS). See Master Response 2d for additional information regarding pedestrian safety conditions at center boarding islands. Section 3.3.4.9.1 of the Final EIS evaluates platform crowding, finding that sufficient space would be available at the most crowded stations for the expected number of riders waiting to board.</p> <p>26. As discussed in Section 3.6.2 of the Final EIS, parallel parking already exists on the majority of the corridor. Parking on some blocks west of Park Presidio would change from angled to parallel parking with the build alternatives. As noted in Section 3.5.2.2 of the Final EIS, Geary Boulevard west of Park Presidio is not a bicycle route, and the recommended bicycle route parallel to the corridor is on Anza Street.</p> <p>27. The Final EIS analyses rely on quantitative and qualitative data, including field observations, as well as input from community meetings. Sections 3.3 and 3.6 of the Final EIS present existing traffic and parking conditions along the corridor. Each section also presents the methodology applied to estimate project-related impacts.</p>

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<p>1a: Type and Range of Alternatives</p> <ul style="list-style-type: none"> Suggested Reductions in the Scale of the Project Suggested Modifications to the Project Alternatives Suggestions for Additional Ancillary Improvements Suggestions for Variations on Bus Rapid Transit <p>1b: Changes to the Hybrid Alternative/LPA since the Draft EIS/EIR</p> <ul style="list-style-type: none"> Retention of the Webster Street Pedestrian Bridge Spruce-Cook Block: No BRT Stops Additional Pedestrian Improvements Laguna Street: Addition of BRT Stops Collins Street: Retention of Existing Local and Express Bus Stops 27th Avenue Side-to-Center-Running Bus Lane Transition <p>2a: Traffic/Auto Travel on Geary and Diversion to Surrounding Roadways</p> <ul style="list-style-type: none"> Transit First Policy Adopted Growth Plans Travel Lanes Traffic Diversion Left Turn Movements Traffic Effects Automobile Travel Times Vehicle Miles Traveled Mitigation and Improvement Measures <p>2b: Construction-Period Effects</p> <ul style="list-style-type: none"> Construction Methods Transportation Management Plan Construction Effects

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COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
		28. States that Geary BRT construction and operation would cause such a significant change to traffic patterns and driver behavior that both safety and the quality of neighborhood life would be diminished.	28. See Master Response 2b , as well as Final EIS Section 4.15 which discusses construction period impacts throughout of the corridor. The analysis found that with the build alternatives, environmental consequences on traffic and transportation may occur but could be avoided or mitigated with adherence to a Transportation Management Plan. Section 3.4.4 and 3.4.5 of the Final EIS discuss operational traffic impacts, finding that with the Hybrid Alternative/LPA, there would be adverse effects at four study intersections in 2020 and eight study intersections in 2035, but that there would be more intersections with adverse effects under the No Build Alternative (ten study intersections in 2020 and 21 in 2035). In other words, the Hybrid Alternative/LPA would result in on- and off-corridor traffic improvements relative to taking no action (the No Build Alternative). Section 4.2.4 of the Final EIS and Master Response 3a include analysis that conclude that BRT would not have an adverse impact to businesses. As noted in Section 3.5 of the Final EIS, any of the build alternatives would provide more substantial beneficial pedestrian safety improvements than the No Build Alternative.
		29. States that the Draft EIS/EIR has not fully evaluated or qualified the potential effects of Geary BRT construction and operations on pedestrian and traffic safety.	29. The Final EIS fully evaluates potential construction impacts of the build alternatives in Section 4.15, including discussions of safety considerations. See also Master Response 2b regarding construction-period effects. Section 3.5 of the Final EIS fully evaluates traffic operations. As noted in Chapter 2 and Section 3.5 of the Final EIS, the build alternatives include many more safety improvements than the No Build Alternative.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
		<p>30. Expresses concern that the Hybrid Alternative/LPA does not allow buses to pass one another in center lanes and that this will have negative consequences for safety and efficiency.</p> <p>31. States that one double-parked truck, a small collision, or a vehicle backing into a parallel parking space would disrupt the entire transit corridor. Adds that resulting road rage and speeding on alternative east/west streets would create significant risk for the public.</p> <p>32. States that merchants along Geary Boulevard have not been heard on the advisability of the Hybrid Alternative, nor are there any disclosures in the EIS/EIR regarding impacts to business on the corridor.</p>	<p>30. As discussed in Section 2.2.7.4 of the Final EIS, the Hybrid Alternative/LPA would consolidate local and Rapid service into new BRT service so there would not be a need for bus passing lanes in segments with center-running bus-only lanes. See Section 3.5 of the Final EIS, for a comparative analysis of safety improvements proposed among the project alternatives. Section 3.5.4.7 of the Final EIS states that the Hybrid Alternative/LPA would implement the greatest number of pedestrian safety improvements, and the No Build Alternative would implement the fewest. Section 3.3.4 of the Final EIS discusses the project’s beneficial effects upon transit operations along the corridor.</p> <p>31. With any of the BRT build alternatives, two travel lanes would remain in each direction so there would still be one lane available to pass disruptions like those cited. and Buses would be separated from mixed traffic and would therefore be less likely to be disrupted by double-parking or a collision. As explained in Master Response 1a and Chapter 3.4 of the Final EIS, the reduction in auto traffic along the Geary corridor with the build alternatives would result in fewer intersections with traffic impacts and reduced auto travel times compared to the No Build Alternative. See also Sections 2.3.4 and 3.5, which demonstrate the benefits of the safety improvements associated with the build alternatives, including the addition of protected left-turns, pedestrian crossing improvements, and similar measures.</p> <p>32. As discussed in Master Response 3a and in Chapter 8 of the Final EIS, the project team has conducted outreach and engaged with local business stakeholders. See Final EIS Section 4.2.4 and Master Response 3a which concludes that BRT would not adversely affect businesses. Also see Master Responses 1a and 2b regarding alternatives and construction information.</p>

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5c: Final EIR Certification

6a: Project Cost

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
		33. States that reduced parking supply and traffic flow would inhibit customers from driving to corridor businesses, resulting in business failures.	33. Effects of parking loss on businesses located along the corridor are discussed in Section 3.6.4.3 and 4.2.4.4 of the Final EIS. The Hybrid Alternative/LPA would result in a loss of about 4 percent of on-street parking supply across the entire Geary corridor; a level that would not result in an adverse impact. See Master Response 2b regarding traffic, and 2c regarding parking supply, See Final EIS Section 4.2.4 and Master Response 3a which concludes that BRT would not adversely affect businesses.
		34. The comment does not relate to the adequacy of the Final EIS.	34. This comment does not relate to the adequacy of the Final EIS but is noted for the record.
		35. Expresses concern regarding the loss of 196 mature trees along Geary Boulevard with the Hybrid Alternative.	35. As summarized in Master Response 4a , the Hybrid Alternative/LPA would replace each tree removed (a total of 182, which reflects project changes since publication of the Draft EIS/EIR). Also see Sections 4.13.4.2 and 4.13.5 as well as Appendix I of the Final EIS for additional information regarding trees proposed for removal and applicable mitigation measures.
		36. States that the assertion in the Draft EIS/EIR that the replacement trees could restore the streetscape within 5 to 10 years (see page 4-4-22) is false, and that the mature trees being removed have taken 30 to 50 years to reach maturity.	36. Tree removal is discussed in Sections 4.4 and 4.13 of the Final EIS. See also Section 4.13.5 of the Final EIS for applicable mitigation measures. Larger-scale tree species would be planted to more quickly soften the visual appearance of the street. Also see Master Response 4a and Final EIS Appendix I.
		37. States that San Francisco has a poor maintenance record for vegetation in median areas and the loss of trees would be long term or permanent.	37. With the passage of San Francisco's Proposition E in 2016, San Francisco Public Works has a dedicated funding source to pay maintenance of San Francisco's existing trees and replacements planted in the median as a part of the Geary BRT project. Section 4.4 of the Final EIS concluded that lost visual intactness would begin to be restored within 3 to 5 years. See Response to Comment L-136.36 above. Also see Master Response 4a regarding tree removal and replacement.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
		<p>38. States that “visual intactness” does not relate to what people want to see and appreciate when they look at the existing mature trees along Geary Boulevard.</p> <p>39. States that the amount of oxygen produced by the trees slated to be removed and the impact of oxygen loss has not been considered.</p> <p>40. The comment does not relate to the adequacy of the Final EIS.</p> <p>41. States that the Draft EIS/EIR does not contain a benefit-cost analysis for the project.</p>	<p>38. Comment noted. “Visual intactness” is a term used in the visual impact methodology used for the Draft EIS/EIR and Final EIS. Since the lead agency does not have its own adopted visual impact methodology, the lead agency opted to use the methodology of another USDOT agency that is commonly used in corridor wide visual impact analysis in order to provide an objective assessment of a project’s change in visual character. See above responses regarding tree removal and replacement.</p> <p>Section 4.4 of the Final EIS includes visual simulations showing what the project would look like at multiple locations along the corridor</p> <p>39. The issue cited by the commenter was not considered in the Draft EIS/EIR or the Final EIS because there is no established methodology in pertinent federal, state, and local regulations considered in preparing the environmental documents. The environmental documents acknowledge the tree loss in terms of biological resource value and visual value, consistent with pertinent regulations. For more information related to the existing tree canopy and environmental impacts see Master Response 4a and Appendix I to the Final EIS, Geary Tree Assessment. Section 4.10 of the Final EIS also demonstrates that the build alternatives would reduce vehicle miles traveled, thereby reducing air pollutant/ greenhouse gas emissions substantially over the No Build alternative.</p> <p>40. This comment does not relate to the adequacy of the Final EIS but is noted for the record.</p> <p>41. As summarized in Section S.5 of the Final EIS Executive Summary, all of the build alternatives would provide benefits such as reduced VMT, improved transit-time reliability, reduced crowding, and otherwise improve the passenger experience along the Geary corridor relative to the No Build Alternative. See response to Comment I-201.3 regarding calculation of a cost-benefit ratio. See also Master Response 6a regarding project cost.</p>

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COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
		42. States that the comments and criticisms offered in writing to the SFCTA on the Draft EIS/EIR will not be carefully analyzed and considered.	42. The Final EIR and this Final EIS include objective and detailed responses to all comments included in Appendix L. This Final EIS includes comments not only on the Draft EIS/EIR but also comments received after the close of the Draft EIS/EIR comment period (through July 11, 2017).
		43. The comment does not relate to the adequacy of the Final EIS.	43. This comment does not relate to the adequacy of the Final EIS but is noted for the record.
		44. States that there is no analysis in the Draft EIS/EIR to demonstrate that there will be sufficient local service capacity along the Geary corridor under the Hybrid Alternative/LPA to meet the increased transit needs from population growth arising from higher density development.	44. The transit and traffic models described in Sections 3.3 and 3.4 of the Final EIS and further detailed in Appendix D account for projected local and regional growth. Planned growth is further described in Section 4.3 of the Final EIS. Planned increases in transit service are detailed in Section 2.2. As discussed in Section 3.3.4.10.2 of the Final EIS, Passenger waiting and boarding experience would notably improve for all build alternatives relative to the No Build Alternative.
		45. The comment does not relate to the adequacy of the Final EIS.	45. This comment does not relate to the adequacy of the Final EIS but is noted for the record.
		46. The comment does not relate to the adequacy of the Final EIS.	46. This comment does not relate to the adequacy of the Final EIS but is noted for the record.
		47. The comment does not relate to the adequacy of the Final EIS.	47. This comment does not relate to the adequacy of the Final EIS but is noted for the record.
		48. States the Draft EIS/EIR does not explore or analyze the potential for further incremental improvements similar to those in the No Build Alternative.	48. Section 2.7 of the Final EIS summarizes the alternatives development and screening process and Section 2.7.1 of the Final EIS further describes why an incremental approach including the No Build Alternative and additional buses would not sufficiently improve reliability, pedestrian conditions, or the transit passenger experience, and therefore would not meet many of the project purposes, and thus was not considered further. See also Master Response 1a for a discussion of how the alternatives were selected and what design concepts were evaluated but rejected.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
		<p>49. States that incremental improvements would be less disruptive and provide more flexibility for whatever housing density or changes in transportation modes occur along the corridor in the future.</p> <p>50. States that the implementation of red “transit only” lanes in San Francisco has increased transit times on the 38 Local, 30-Stockton, and 45-Union.</p> <p>51. States that a great deal of money has been spent on the Geary BRT project. Commenter expresses concern that government officials have not effectively explained where money has been spent.</p> <p>52. States that there is a significant Geary BRT budget shortfall and there isn’t enough money to build the project.</p> <p>53. States that the impact of removing parking spaces has not been fully and properly evaluated, and that the impact of converting angled to parallel parking has not been analyzed beyond a count of spaces.</p> <p>54. States that the proliferation of the use of handicap parking placards between 19th and 22nd Avenues has not been considered by the SFCTA/SFMTA.</p>	<p>49. See Response to Comment I-136.48 above regarding consideration of incremental improvements, which would not meet many of the project purposes, and thus was not considered further.</p> <p>50. See Section 8.3.4.1.7 of the Final EIS and Master Response 5f for a discussion of red bus-only lanes. The commenter was provided before and after data for red transit-only lanes.</p> <p>51. Chapter 9 of the Final EIS discusses project funding and financial analysis conducted. Full budget details for funds spent to date on planning, environmental analysis, and design are publicly available in each request made for Proposition K sales tax funds. See also Master Response 6a for a discussion regarding project cost.</p> <p>52. Chapter 9 of the Final EIS discusses estimated costs of the project, as well as committed, planned, and potential funding sources. See also Master Response 6a for a discussion regarding project cost.</p> <p>53. See Responses to Comments I-136.26 and I-136.34 above regarding analysis of parking changes and impacts.</p> <p>54. The issue of placard abuse cited by the commenter (illicit use of a placard to park in metered on-street spaces without charge) is beyond the scope of this environmental review. Moreover, the Hybrid Alternative/LPA would not remove any on-street parking spaces in the geography described. Notably, as discussed in Section 3.6.4.5 of the Final EIS, no blue spaces for people with disabilities in the Richmond district would be removed as part of the Geary BRT project.</p>

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COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
		<p>55. States that Bauer buses, and similar private commuting modes, will tend to congregate at the limited number of curb bus stops along Geary Boulevard, and create traffic congestion.</p> <p>56. States that SFCTA has not considered the many impacts of Bauer and other more recently implemented modes of transportation, including, ride-sharing, rental scooters and on-street rental vehicles.</p>	<p>55. See Response to Comment I-70.3. SFPD would continue to enforce unauthorized use of bus stops. SFMTA's Commuter Shuttle Program provides permits to eligible commuter shuttle operators to use a designated network of stops in San Francisco. Private shuttles are prohibited from using transit lanes or non-permitted stops. SFMTA has several criteria, designed to minimize disruptions to transit operations and traffic circulation, for permitting private shuttle operators to use transit stops, including yielding and giving priority to Muni buses, and pulling all the way parallel to the curb so as not to block travel or bicycle lanes, among others. Regarding traffic congestion, shuttle buses and other private shared commute modes (e.g. ride-hail vehicles) are captured as part of traffic counts conducted in the corridor and used to validate traffic models for the analysis in the Final EIS. See Section 3.4.2.2 of the Final EIS for more information on traffic counts.</p> <p>56. See Response to Comment I-136.55 above regarding commuter shuttles. As described in Section 3.4.2.2 of the Final EIS, SFCTA and SFMTA consulted the most recent available data (from 2016) to revalidate traffic counts in the Final EIS. The 2016 data show that traffic volumes in the Geary corridor are similar to or lower than the counts used in the Draft EIS/EIR—despite the growth in transportation network company (TNC) services. The project would reduce traffic congestion (including mixed-flow traffic, which includes TNC vehicles) relative to the No Build Alternative; see Section 3.4.4.2 of the Final EIS. In addition, SFMTA collects and publishes ridership data; data for FY 2016 - August 2017 do not indicate any clear and substantial change in ridership systemwide.</p>

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	WHERE ADDRESSED IN FINAL EIS OR ROD
		57. States that signal prioritization has decreased travel times on the 38 Geary and that those newer efficiencies have not been incorporated into the baseline so as to compare the No Build Alternative and build alternative travel times.	57. As noted in the discussion of previously planned and programmed transit improvements in Final EIS Sections 2.2.2.1 and 2.2.3.1, all build alternatives and the No Build Alternative include TSP. TSP currently exists and is active on the full length of the Geary corridor. See also Master Response 1a regarding TSP improvements proposed as part of the project and Section 2.7.1 for a discussion of the limitations of TSP.

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L.2 Master Comments and Responses

Many of the comments received were on the same topic or expressed similar concerns. Rather than repeat the same response to each of those comments, the local agencies (SFCTA and SFMTA; hereinafter, “the agencies” or “the local agencies”) prepared the following “Master Responses,” each of which addresses broad issue areas or topics (see Table L.2-1). If a Master Response was used to respond to an individual’s comment, the commenter is directed to that Master Response in the response section corresponding to their comment letter.

Table L.2-1 Index of Master Responses

NUMBER	TOPIC
1	Project Alternatives
a.	Type and range of alternatives
b.	Changes to the Hybrid Alternative/LPA since the Draft EIS/EIR
2	Traffic and Transportation
a.	Traffic/auto travel on Geary and diversion to surrounding roadways
b.	Construction-period effects
c.	Parking and loading supply
d.	Pedestrian safety/access (not related to Webster Street bridge; instead, concerns regarding safety of boarding in center platforms, etc.)
e.	Bicycle safety/access
f.	Opposition to red bus-only lanes
3	Community Impacts
a.	Local business impacts
4	Biological Resources
a.	Tree removal
5	Public Participation
a.	Length of comment period
b.	Nature of outreach conducted
c.	Final EIR certification
6	Financial
a.	Project cost

L.2.2 Master Responses

L.2.2.1 Master Response 1a: Type and Range of Alternatives

Many comments involved the alternatives considered in the Draft EIS/EIR. Many comments were received regarding the number of alternatives considered, the quality of the alternatives considered, and on alternatives that were not considered in the Draft EIS/EIR.

Both NEPA and CEQA require an agency to analyze alternatives to a project. NEPA assumes that any proposed action can be achieved through a variety of different means. To this end, NEPA requires that an EIS evaluate a “reasonable range” of project alternatives. NEPA requires that one alternative is a “No Action” alternative – here referred to as the “No Build

Alternative.” The No Build Alternative is used to understand both potentially adverse and beneficial effects of taking no action (retaining existing conditions). For CEQA, an EIR must describe and briefly analyze a range of reasonable alternatives that are potentially feasible and would attain major project objectives, and how such alternatives would avoid or lessen impacts associated with the proposed project.

Previous rounds of design and analysis have occurred since 2008 to develop project alternatives. Prior to the initiation of the NEPA and CEQA processes, alternatives such as light rail or subway options as well as improvements to other corridors, were considered but ultimately not carried forward.

Alternatives refinement efforts since initiation of the NEPA and CEQA process produced multiple design options for various segments and locations along the corridor, ultimately recommending some for elimination and others to advance for further consideration. Those alternatives not carried forward for further analysis were eliminated for various reasons, primarily because they did not meet the project purpose and need of enhancing transit service and improving pedestrian conditions in the Geary corridor. Chapter 10 of the Draft EIS/EIR described the efforts undertaken by the agencies to generate, develop, refine, evaluate, eliminate project alternatives and identify which to carry forward into detailed environmental analysis. Accordingly, the Draft EIS/EIR ultimately considered five project alternatives to satisfy NEPA and CEQA requirements: four build alternatives and the No Build Alternative. Chapter 2 of the Draft EIS/EIR described the alternatives that were considered; in the Final EIS/EIR, further alternative evaluation is presented in Sections 2.3.8 and 2.7.1.

Each analytical section of the Draft EIS/EIR and Final EIS considers potential impacts of each of the project alternatives. Chapter 2 of the Final EIS describes changes to the Hybrid Alternative/LPA subsequent to publication of the Draft EIS/EIR. These changes were made in response to community concerns as expressed through comments on the Draft EIS/EIR.

Suggested Reductions in the Scale of the Project

Several comments proposed more stringent management of existing bus-only lanes before creating new ones. (Side-running bus-only lanes were installed on Geary and O’Farrell streets east of Van Ness in 2013). Separate from the Geary project, SFMTA is working to improve enforcement of bus-only lanes in this area and throughout the City. Current State law allows on-bus automated camera enforcement only for parked vehicles. Legislation has been introduced to extend automated enforcement to include moving violations, and SFMTA has been tracking this legislation closely.

Several comments proposed consideration of an alternative wherein bus service would be increased, with few or no corridor improvements. The No Build Alternative carried forward into the environmental review process does not feature substantially increased bus service/frequency because the No Build Alternative would not include the infrastructure necessary to

support higher service frequencies and extended service hours. Without dedicated bus-only lanes in place to ensure competitive transit travel time and reliability, over time, simply adding more buses to an increasingly congested corridor would face increasingly longer run times, which would not support the project purpose of improving transit performance and reliability. In other words, adding more buses without infrastructure improvements (dedicated bus-only lanes) would not effectively address the travel time and reliability concerns, but would instead result in increased operating costs (more labor and fuel costs needed to operate more buses) with diminishing returns in service improvement. Moreover, this concept would not substantially address another key aspect of the project purpose – improving pedestrian conditions and pedestrian access to transit in the Geary corridor. As this “more buses” concept would not improve reliability, pedestrian conditions, or the transit passenger experience, it would not meet many of the project purposes and thus was not considered further.

Additional buses would add capacity and potentially help address crowding issues in the corridor; accordingly, additional service frequency is proposed as part of the No Build Alternative as well as all build alternatives to accommodate expected ridership demand. However, given that existing service frequencies are already very high, additional buses would have a limited effect on passenger wait times. Additional service frequency alone would also have minimal or no positive effect on bus travel times and reliability. Without other project improvements such as bus-only lanes and bus stop consolidation, adding buses would not improve overall bus operations; buses would continue to bunch together as they do today. Without such infrastructure (as described above) in place to ensure competitive transit travel time and reliability, over time, additional buses on an increasingly congested corridor would face increasingly longer run times. Adding more buses without infrastructure improvements would not effectively address the travel time and reliability concerns but would instead increase operating costs with diminishing returns in service improvement. Thus, this option would not address the purpose and need of the project. In addition, implementing BRT would also allow service frequencies to be improved at a lower operating cost.^{8,9}

Some comments expressed a desire to focus on downtown-only express bus service rather than BRT along the entirety of the Geary corridor. The local agencies see express, downtown-only bus service as a helpful service to continue. To this end, the Hybrid Alternative/LPA would include an Express line that, like today’s 38 Geary A Express (38AX) and 38 Geary B

⁸ SFCTA. June 18, 2007. Geary Corridor BRT Study. Available at http://www.sfcta.org/sites/default/files/content/Planning/GearyCorridorBusRapidTransit/Geary_FS_low-res.pdf.

⁹ SFCTA. May 19, 2009. Geary BRT EIR/EIS Alternatives Screening Report. Available at: http://www.sfcta.org/sites/default/files/content/Planning/GearyCorridorBusRapidTransit/GearyAltsScreeningReport_Final.pdf.

Express (38BX), would serve selected stops in the western portion of the Geary corridor and then travel directly downtown with no other stops during commute hours. These Express lines would serve a few thousand riders daily, but they cannot take the place of the 38 Geary Local (38) and 38 Geary Rapid (38R) services, which currently serve and are projected to continue to serve tens of thousands of riders daily. Thus, this option would not address the purpose and need of the project. See Final EIS Section 3.3.4.2 for more information regarding projected ridership.

Prior to publication of the Draft EIS/EIR, the agencies also considered mixed-flow traffic lanes that convert to bus-only lanes during peak times.^{10,11} The 2009 Alternatives Screening Report considered both peak-period as well as all-day bus-only lanes as potential options for the Geary corridor, but that report dismissed both options for having fatal flaws. Depending on its configuration, a “peak-time only” bus lane would have impacts similar to the build alternatives, as impacts to those alternatives were considered in the AM and PM peak hours. Moreover, such options would do nothing to remedy pedestrian conditions in the Geary corridor and would have little or no ability to improve passenger conditions.

For additional information regarding the background and operating characteristics of bus-only lanes, please see Master Response 2f.

Suggested Modifications to the Project Alternatives

Several comments objected to the consolidation of bus stops in the Laguna Street area such that the Laguna Street stops would receive local service but not BRT service. As further described below in Master Response 1b, the project team modified the Hybrid Alternative/LPA to include BRT stops at Laguna Street in response to these comments.

Several commenters expressed a preference for center-running lanes throughout the corridor, citing fewer disruptions to transit in center-running lanes and a more rail-ready design. The agencies did explore a longer center-running segment. The Draft EIS/EIR included this alternative as Alternatives 3 and 3-Consolidated, which would maximize travel time savings, but also require filling the Fillmore underpass at substantially higher cost and require re-locating the high-ridership Masonic stop to the difficult-to-access and unattractive Masonic underpass area. Section 2.3, Evaluation of Alternatives, further summarizes the differences between alternatives that led to the selection of the Hybrid Alternative as the LPA. The commenters’ preference is noted.

¹⁰ SFCTA. June 18, 2007. Geary Corridor BRT Study. Available at http://www.sfcta.org/sites/default/files/content/Planning/GearyCorridorBusRapidTransit/Geary_FS_low-res.pdf.

¹¹ SFCTA. May 19, 2009. Geary BRT EIR/EIS Alternatives Screening Report. Available at:

http://www.sfcta.org/sites/default/files/content/Planning/GearyCorridorBusRapidTransit/GearyAltsScreeningReport_Final.pdf

For Alternative 3, involving center-running bus lanes and bus passing lanes, one commenter suggested strategically located passing lanes instead of passing lanes at every stop. This design would retain a greater number of on-street parking spaces than if bus passing lanes were provided for the length of the center-running portion. However, it would require drivers of Local buses to constantly monitor whether a BRT bus is behind them and, if so, find a strategically located bus passing lane to pull into to allow the BRT bus to pass. SFMTA considers this more complex bus operation to be impracticable because it would raise both performance and safety issues.

The agencies considered prohibiting private vehicles from turning right from the Geary corridor. Such restrictions would improve bus operations where bus only lanes are side-running (in Alternative 2 and west of Stanyan in the Hybrid Alternative/LPA), but would limit necessary access to and from the corridor. The Hybrid Alternative/LPA would eliminate some left turns, but retain selected left turns to provide access to key side streets. The agencies also explored improving traffic signal timing for the buses as a way to improve bus performance. Each signal cycle must balance the need to serve high traffic demand with pedestrian safety. Allocating additional time for east-west traffic flows, including buses, must be balanced against north-south pedestrian crossing (and, hence, pedestrian safety). In any event, as bus operations and east-west traffic conditions are expected to worsen in the coming years without BRT, signal-timing changes alone would not be sufficient to meet project goals of improved transit service.

Several commenters suggested BRT treatments on parallel corridors. Prior to the initiation of the NEPA and CEQA process for the project, the agencies considered other alternative parallel roadways for BRT treatments but ultimately instead chose the Geary corridor because it is the most heavily utilized east-west transit route in the area. Other lines, such as the 1-California, may well benefit from the separate future addition of transit priority treatments but, regardless, because of the higher ridership on Geary bus lines, the agencies have identified improving bus service on the Geary corridor as a core project purpose.

In addition to modifications of the project itself, some commenters indicated a preference for an incremental approach to project implementation. SFMTA has implemented some previously planned and programmed transit improvements, such as transit signal priority TSP, described in Section 2.2.2.1 of the Final EIS, as part of the Agency's Muni Forward/Transit Effectiveness Project efforts to increase transit efficiency citywide.¹²

¹² See the Transit Effectiveness Project EIR at <http://sf-planning.org/muni-forwardtransit-effectiveness-project-tep-environmental-review-process> for more information on approved citywide transit improvements.

Suggestions for Additional Ancillary Improvements

Some commenters suggested improving pedestrian and bicycle conditions through various means, including traffic calming on adjacent streets. While helpful in improving non-motorized travel on those streets, traffic calming would not help meet the objective of Geary BRT to improve bus performance and pedestrian conditions on the Geary corridor itself. Such improvements would fall outside the established purpose for the project, but could be considered by decision-makers in the future as part of a separate project.

The agencies explored potential east-west bicycle network connections in the study area, including on the Geary corridor and nearby parallel streets. Because Geary Boulevard/Street is wide and serves high traffic volumes, the agencies found parallel corridors, including Anza Boulevard in the western portion of the City and Post Street in the eastern portion, optimal to provide the east-west bike route, instead of on Geary. These are narrower streets with fewer traffic lanes and lower vehicle volumes, making them more desirable bike routes than Geary. Therefore, the Geary BRT project does not include a separated bicycle lane or other bicycle specific improvements, such as sharrows (i.e., shared-lane street markings), on Geary Boulevard.

Suggestions for Variations on Bus Rapid Transit

A group of comments proposed the consideration of different treatments/variations to the proposed BRT.

One such suggestion was to close the Geary corridor to all but SFMTA buses. While doing so would improve bus operations on the Geary corridor, it would also create problems of access to land uses along Geary for the high volume of vehicle traffic that currently travels the corridor, including businesses that require vehicle access for deliveries, and businesses and residential buildings that require passenger loading access for people with disabilities or low mobility.

As previously noted, several comments proposed light rail or subway instead of BRT in the Geary corridor. While such options were considered following the 2003 adoption of Proposition K, the agencies deemed such options to be financially infeasible and did not carry such alternatives forward for further consideration once the formal NEPA and CEQA processes were initiated. Specifically, the 2009 Alternatives Screening Report expressly considered surface and below-surface rail options for the Geary corridor, but rejected them from further consideration due to cost. Notwithstanding, the Hybrid Alternative/LPA would not preclude the prospective future implementation of light rail or subway in the Geary corridor, should planning and funding efforts for such a project proceed.

The agencies are, in fact, considering a more ambitious long-range project for the Geary corridor under the SFMTA's effort to plan for the future of San Francisco's subway system as a whole. This effort is called the Subway Vision and is a part of a citywide effort called ConnectSF to build an effective equitable and sustainable transportation system by defining a 50-year vision of San Francisco's future. Connect SF remains in process as of

January 2018. The Draft EIS/EIR did not discuss the Subway Vision. While the cost of a light rail or subway project for Geary is within range of the total transportation funding that San Francisco has available in a long-range time horizon (e.g., 20 years), competing transportation needs of the City and the greater Bay Area make such a project unlikely. Other rail or subway projects would be able to rely on funding contributions from sources such as new land development, making them more competitive for other transportation funding sources than Geary might be, given that no development-based funding sources specifically for Geary are currently available.

Summary

As discussed in Chapter 10 (Initial Development and Screening of Alternative) of the Final EIS, the agencies selected the Hybrid Alternative as the Staff-Recommended Alternative (SRA) after careful consideration and extensive public outreach because it meets the purpose and need while limiting impacts in key areas of community concern. The SFCTA Board later adopted the Hybrid Alternative as the LPA. The Hybrid Alternative/LPA includes dedicated, red-colored, bus-only lanes, which would be located on the side of the street next to the parking lane from 34th Avenue to 27th Avenue (inbound)/28th Avenue (outbound) and Palm Avenue to the Transbay Transit Center and the center of the street with right-side boarding islands from 27th Avenue (inbound)/28th Avenue (outbound) to Palm Avenue.

The agencies balanced the potential bus service improvements with other community considerations in developing the Hybrid Alternative/LPA, given previous community concern regarding potential impacts. For instance, in the center-running segment between Palm and 27th/28th avenues, the Hybrid Alternative/LPA would increase bus stop spacing over existing conditions. This is because the Hybrid Alternative/LPA does not include bus passing lanes which would have required occupying more street width, including space in the public right-of-way used for street parking. The Hybrid Alternative/LPA was thus designed to minimize on-street parking space loss, a principal concern for merchants along the corridor. The trade-off inherent in the Hybrid Alternative/LPA is a longer walking distance to access local bus stops and less travel time savings for BRT service, but also reduced local bus travel times and minimized parking loss.

In response to these and similar requests to consider other alternatives than those either fully analyzed or considered but rejected, the agencies note that reports prior to the Draft EIS/EIR (notably the 2009 and 2014 screening reports) gave due consideration to a wide range of potential corridor-wide and area-specific options, evaluating them against the purpose and need of the project and feasibility considerations. The agencies therefore believe that the Draft EIS/EIR presented and analyzed a reasonable range of alternatives, consistent with CEQ Guidance and 40 CFR 1505.1(e).

L.2.2.2 Master Response 1b: Modifications to the Hybrid Alternative/LPA since Publication of the Draft EIS/EIR

The Draft EIS/EIR identified a Hybrid Alternative that included side-running, bus-only lanes between the Transbay Transit Center and Palm Avenue, transitioning at Palm Avenue to center-running bus lanes that would extend to 27th Avenue (inbound) and 28th Avenue (outbound). The Hybrid Alternative (as well as all the other build alternatives) included removal of the Webster Street pedestrian bridge.

Many of the comments on the Draft EIS/EIR, one of which included a petition containing more than 700 signatures (Comment O-6.3), expressed opposition to the proposed removal of the Webster Street bridge. Comments about the bridge were twofold: the majority of comments expressed concerns about pedestrian safety if the bridge were to be removed. Several other comments stated that the bridge is an important neighborhood landmark.

Several commenters on the Draft EIS/EIR expressed opposition to the proposed BRT stops on the north and south sides of the block of Geary Boulevard between Spruce and Cook Streets, many citing loss of on-street parking spaces on this particular block. The Hybrid Alternative in the Draft EIS/EIR called for block-long BRT stops on each side of Geary Boulevard, which would have required removal of all on-street parking in this block. Numerous commenters cited such parking loss as detrimental to businesses. Commenters also stated that BRT stops would generate excessive commotion on this block.

Several other comments on the Draft EIS/EIR expressed concern about pedestrian safety in the corridor (while some comments also noted the proposed pedestrian enhancements associated with the build alternatives). Additional comments following the Draft EIS/EIR public review period raised concerns about bus access and access to a religious and community facility along Geary Boulevard.

In response to these comments, SFCTA coordinated with community stakeholders to consider and ultimately modify the Hybrid Alternative/LPA.

The six modifications to the Hybrid Alternative/LPA are:

1. Retention of the Webster Street pedestrian bridge;
2. Removal of proposed BRT stops between Spruce and Cook streets (existing stops would remain and provide local and express services);
3. Addition of more pedestrian crossing and safety improvements;
4. Addition of BRT stops at Laguna Street;
5. Retention of existing Local and Express stops at Collins Street; and
6. Relocation of the westbound center- to side-running bus lane transition.

Each of these modifications is discussed below. Please also see Final EIS Section 2.2.7.6 for complete descriptions of each.

As demonstrated in the technical chapters of the Final EIS, the modifications to the Hybrid Alternative introduce no new or worsened effects and do not result in the need for new or modified avoidance, minimization, or mitigation measures (as set forth in the Mitigation Monitoring and Reporting Program (MMRP), Appendix M of the Final EIS).

Retention of the Webster Street Pedestrian Bridge

Acknowledging that the community has local appreciation for the Webster Street bridge for both cultural and safety reasons, the agencies listened carefully to community concerns and worked with the Japantown Task Force and other stakeholders to reach a solution.

The agencies held a series of meetings with neighborhood schools and the Japantown Task Force to understand their concerns, develop potential design solutions, and share analysis results. The agencies also consulted the San Francisco Department of Recreation and Parks, which operates recreation facilities at Steiner Street (the Hamilton Recreation Center and the Raymond Kimbell Playground).¹³¹⁴

Through this coordination, the agencies revised the Hybrid Alternative/LPA to retain the Webster Street bridge. (The Hybrid Alternative/LPA still includes removal of the Steiner Street bridge.) In addition, revisions to the Hybrid Alternative/LPA would include pedestrian surface crossings on both sides of the intersection, as well as other pedestrian safety improvements along the corridor. These revisions to the Hybrid Alternative/LPA address commenter concerns about the Webster Street bridge's role in pedestrian safety and its symbolic importance to the community.

Removal of Proposed BRT Stops between Spruce and Cook Streets

The agencies worked with stakeholders to modify the configuration of the Hybrid Alternative/LPA on the Spruce-Cook block of Geary Boulevard, whereby the revised Hybrid Alternative/LPA would not include BRT stops. Rather, existing local and express stops would be retained. This change was made in response to overwhelming comment from business owners along this block who expressed concern about the loss of on-street parking and loading spaces that would have been converted into BRT stops.

¹³ Regarding the Steiner Street pedestrian bridge: the Department of Recreation and Parks supports the proposed removal of the Steiner Street bridge (associated with all build alternatives, including the Hybrid Alternative/LPA). The agencies considered the implications of retaining each bridge (including transit travel time, reliability, traffic circulation, ADA access, and pedestrian safety) and documented the results of a bus travel time analysis in a technical memorandum.

¹⁴ *Geary Boulevard Bus Rapid Transit: Japantown Bus Delay Analysis* from Daniel Mackowski to Wahid Amiri dated March 29, 2016.

Addition of More Pedestrian Crossing and Safety Improvements

A combination of an agency initiative focused on improving pedestrian safety (Vision Zero) along with responses to comments on the Draft EIS/EIR about pedestrian safety, led the agencies to add the following several enhancements to the Hybrid Alternative: 26 additional pedestrian crossing bulbs (for a total of 91), a painted safety zone at Taylor and O’Farrell streets, and implementation of “daylighting” at strategic intersection locations along the Geary corridor.¹⁵ The additional pedestrian crossing bulbs were added for safer travel to transit stops and to address areas where pedestrian injury rates are high.

Addition of BRT Stops at Laguna Street

The Hybrid Alternative in the Draft EIS/EIR proposed to designate the existing curbside bus stops at Laguna Street as being served only by local buses at a newly created transit bulb, as shown in Figure L.2-1.

Figure L.2-1 Local-Only Bus Stop Design at Laguna Street



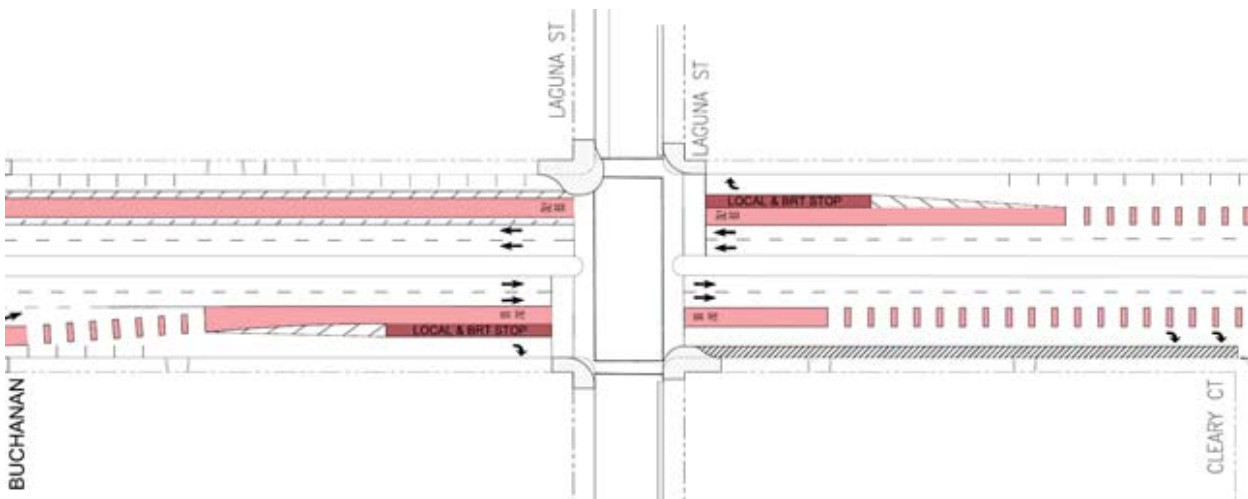
Members of the Japantown Task Force and residents at the Sequoias senior living facility who live near Geary Boulevard/Laguna Street expressed concerns regarding the Hybrid Alternative’s initial proposal to have the Laguna Street bus stops be served in the future by Local buses only, as compared to serving both Local and Rapid buses today, and submitted several hundred petition signatures against this change after the close of the public comment period on the Draft EIS/EIR. This concern was raised and the petition was submitted after the comment period, during discussions with the Japantown Task Force regarding the Webster and Steiner overcrossings. After meeting with area stakeholders, the project team analyzed the implications of maintaining a BRT stop for key project

¹⁵ “Daylighting” is achieved by removing parking spaces adjacent to curbs around an intersection, increasing visibility for pedestrians and drivers and minimizing conflicts.

performance metrics (transit travel time, reliability, and pedestrian safety). In response to public input, SFCTA ultimately approved an LPA with Local/BRT stops in each direction at Laguna Street (see Chapter 2 for further details).

The change at this location would designate Laguna Street as a stop on the BRT line in the form of combined Local/BRT stops in each direction located on new transit islands, as shown in Figure L.2-2.¹⁶ In the combined Local/BRT stop design, passengers would board from a transit island that would separate right-turning vehicles from the bus lane to minimize transit delay and improve traffic safety.

Figure L.2-2 Combined Local/BRT Bus Stop Design at Laguna Street



Retention of Existing Local and Express Bus Stops at Collins Street

The Hybrid Alternative in the Draft EIS/EIR proposed to remove the existing Local and Express bus stops at Collins Street. The change at this location would retain the existing Local and Express bus stops in their existing curbside configurations (i.e., maintain existing conditions).

Representatives of Russian-American Community Services (RACS), located on Collins Street at Anza Street, raised concerns about the removal of the existing Local and Express bus stops at Collins Street proposed for the Hybrid Alternative in the Draft EIS/EIR. In particular, RACS representatives were concerned that seniors who rely on RACS services and use the stop at Collins Street would have reduced access to RACS services if the stops were to be removed.

¹⁶ San Francisco Municipal Transportation Agency and San Francisco County Transportation Authority. *Analysis of Geary Corridor Stop Options at Laguna Street*. September 14, 2016. This memorandum is available for review at the San Francisco County Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103.

Given these stakeholder concerns, the project team analyzed the implications of maintaining the existing Local and Express bus stops at Collins Street for key project performance metrics. In response to stakeholder concerns, SFCTA ultimately approved an LPA which retained the existing Local and Express bus stops at Collins Street (see Chapter 2 for further details).

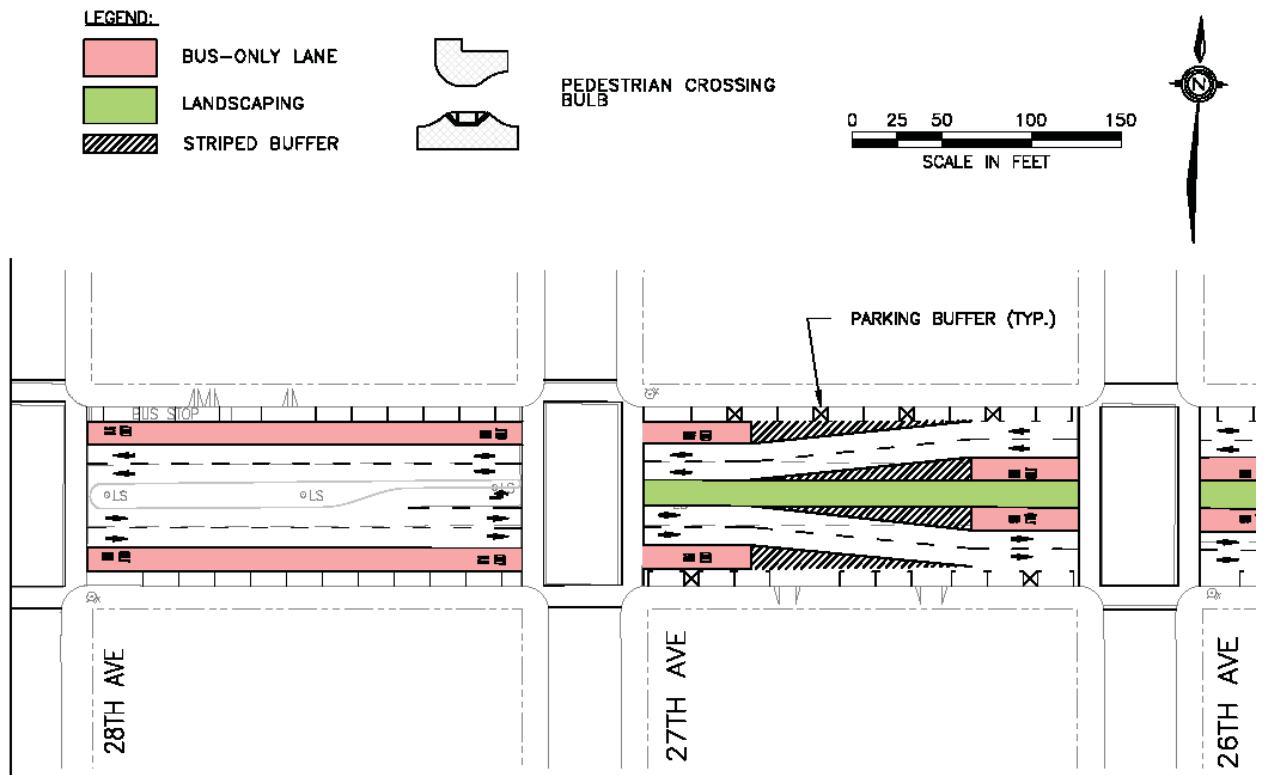
Relocation of the Westbound Center- to Side-Running Bus Lane Transition

After publication of the Final EIR, SFCTA and SFMTA proposed a sixth minor change to the Hybrid Alternative/LPA regarding the transition from center- to side-running bus lanes in the western portion of the Geary corridor in the Outer Richmond neighborhood.

Figure L.2-3 depicts the Hybrid Alternative/LPA analyzed in the Draft EIS/EIR and Final EIR. As shown in Figure L.2-3, the transition from center- to side-running bus lanes was placed between 26th and 27th Avenues for both the eastbound and westbound bus lanes.

This transition area is on the block including the Holy Virgin Cathedral (6210 Geary Boulevard), a religious and community facility.

Figure L.2-3 Hybrid Alternative/LPA Bus Lane Configuration between 26th and 28th Avenues Proposed in the Draft EIS/EIR and Final EIR

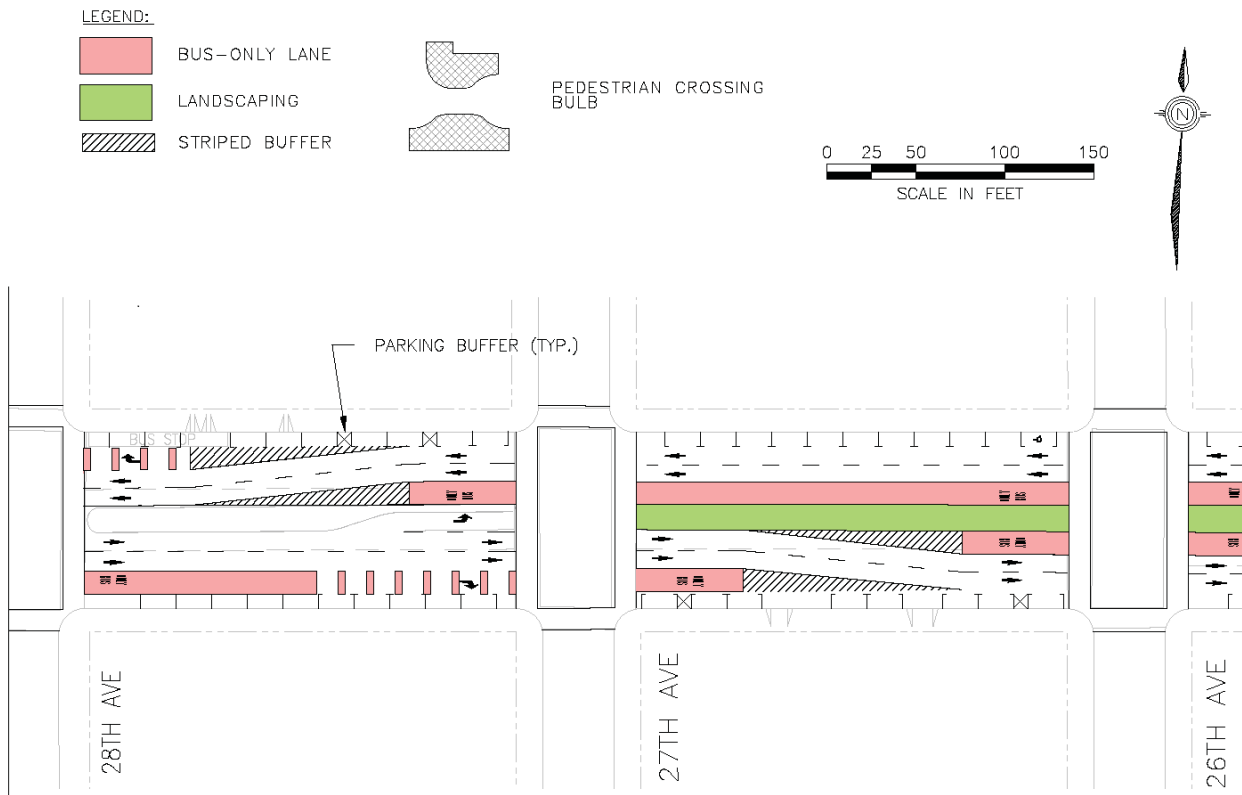


In response to concerns from representatives of Holy Virgin Cathedral that the transition area would result in compromised access along the westbound lanes of Geary Boulevard, including on-street parking and loading areas, SFCTA and SFMTA proposed to modify the transition.

To notify the community of the change, a multi-lingual flyer was mailed to all the addresses between 26th and 28th avenues, and members of the project team went door-to-door to businesses on those blocks. During door-to-door outreach, the project team shared the flyer, answered questions, and collected feedback. All of the businesses and other stakeholders the project team connected with were either neutral or supportive of the change.

In the change intended to address the above access concerns, the westbound transition would shift one block to the west, to the block between 27th and 28th avenues. The eastbound transition would remain between 26th and 27th avenues on the south side of Geary Boulevard, opposite Holy Virgin Cathedral. Figure L.2-4 depicts this change.

Figure L.2-4 Hybrid Alternative/LPA Bus Lane Configuration Change between 26th and 28th Avenues Proposed in the Final EIS



L.2.2.3 Master Response 2a: Traffic/Auto Travel on Geary and Traffic Diversion to Surrounding Roadways

The following responds to several comments regarding potential traffic effects resulting from the Geary BRT project. SFCTA received comments and questions regarding the project's consistency with San Francisco's Transit First Policy, adopted growth plans, travel lanes and left-turn movements in the Geary corridor, the alternatives' potential effects on traffic along Geary Boulevard, the potential for traffic diversion to parallel roadways, and overall VMT.

Section 4.3 of the Draft EIS/EIR established that population and employment growth generally were expected to result in increasing traffic levels on San Francisco streets, including the Geary corridor as well as many other parallel and intersecting roadways.

Section 3.3 of the Draft EIS/EIR concluded that all of the project alternatives would increase transit ridership. While crowding would continue to occur, the build alternatives would either improve or be comparable in terms of crowding conditions in comparison with the No Build Alternative. With regard to automobile conditions, the build alternatives are projected to result in less traffic relative to the No Build Alternative owing to increased transit service and reduced vehicle capacity on Geary Boulevard.

Transit First Policy

Some commenters asked for clarification on San Francisco's Transit First Policy. The Transit First Policy identifies the Geary corridor as a "Transit Preferential Street." The Transit Preferential Street program includes measures to improve public transit vehicle speeds and to minimize the effects of traffic on transit operations. Policy 1.3 in the San Francisco General Plan's Transportation Element states, "Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs."

According to the Transit First Policy, decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights-of-way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.

In addition, transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.

In summary, policy of the City of San Francisco is to give priority to public transit and other alternatives to the private automobile in the City, and particularly along a Transit Preferential Street like the Geary corridor.

Adopted Growth Plans

Some commenters questioned the land use assumptions in Section 4.3 of the Draft EIS/EIR. The transportation analysis performed as part of the Draft EIS/EIR was based on adopted growth plans. The analysis accounted for future city and regional growth by using the Association of Bay Area Governments' (ABAG) most recent land use assumptions when the Geary BRT transportation analysis commenced (Projections 2009/p2009). The forecasts account for land use development, Muni and other transit improvements, and roadway improvements within the City and throughout the greater Bay Area region. The p2009 forecast was also compared with more recent ABAG forecasts (Projections 2011/p2011, published in spring 2013). In addition, following publication of the Final EIR, the land use inputs to the model were reviewed by the San Francisco Planning Department. In a memo from May 2017 included as Appendix D2-2, the Planning Department documented that the economic slowdown of the late 2000s resulted in a delay of the pace of growth being realized but that p2009's estimated upper limits of the amount of growth remained reasonable. The memo takes a close look at how regional forecasts were allocated across the Geary study area and confirmed the validity of use of the p2009 forecast data.

These forecasts and their subsequent reviews ensure that anticipated land uses in the Geary corridor remain consistent with those used in the Draft EIS/EIR analysis.

Travel Lanes

A number of comments related to the conversion of existing travel lanes to bus-only lanes, including where such conversion would occur and in some cases expressing preferences for or against such conversion.

As discussed in Chapter 2 (Descriptions of Project Alternatives) of the Draft EIS/EIR, all of the build alternatives would convert one mixed-flow travel lane in each direction between Gough Street and 14th Avenue and between 28th and 34th avenues into a bus-only lane in each direction of travel on the Geary corridor.

Between Gough Street and Scott Street (the ends of the Fillmore underpass/service road area), each of the build alternatives would remove one additional travel lane in each direction to allow space for pedestrian safety enhancements.

Between 14th and 28th avenues, each direction of Geary Boulevard currently features two travel lanes and diagonal parking. Adding a bus-only lane between 14th and 28th avenues would not require removing any travel lanes. Existing outside travel lanes offer limited car-carrying capacity due to their mixed use (e.g., buses weaving in and out of them to and from bus stops, and making frequent stops).

The conversion of existing mixed-flow travel lanes to bus-only lanes would improve transit operating conditions on Geary Boulevard, but would decrease private vehicle traffic capacity along the Geary corridor. However,

dedicated bus lanes would somewhat offset this reduction by eliminating most buses from the remaining mixed-flow lanes. Some of the current demand for private vehicle travel on Geary Boulevard would shift modes to transit under the build alternatives; however, there would also be some diversion of traffic from Geary Boulevard to alternate travel routes.

Traffic Diversion

A number of comments related to the potential for the project to result in diversion of traffic from Geary to nearby intersecting and parallel streets. Of these comments, many expressed concern about the potential for neighboring streets to be impacted; several requested additional information on the subject. As noted in Section 3.4.2.3 of the Final EIS, average daily traffic volumes along Geary Boulevard were reviewed for five- to 10-block segments of each street parallel to Geary Boulevard between 25th Avenue and Webster Street: California Street, Clement Street, Anza Street, Balboa Street/Turk Street, and Golden Gate Avenue. Each of these streets has ample capacity to serve the current traffic demands.

As discussed in Section 3.4.4.4 of the Final EIS, depending on the location along the Geary corridor, 12 percent to 39 percent of private vehicle trips that would use the Geary corridor under the 2020 No Build Alternative would shift to other options under the build alternatives. The build alternatives would result in a 17-percent to 53-percent (depending on the alternative) reduction in private vehicle trips on the Geary corridor relative to the No Build Alternative. Travelers making these trips would change their behavior in one of the following ways:

- Switch to transit, biking, or walking.
- Switch route by continuing to travel in the study area but on a parallel street instead.
- Switch route by shifting to travel outside of the study area but on a parallel street instead.
- Change trip destination.
- Change time of day of their trip and potentially choose to make trips outside of the peak travel hours.
- Not make a trip.

Most of the private vehicle trips diverted from the Geary corridor would either change modes or shift to an alternate route within the study area.

As discussed in the Final EIS Section 3.4.4.3 (Table 3.4-7), under the Hybrid Alternative/LPA, 2035 PM peak hour traffic diversions from Geary Boulevard to parallel streets within the Geary corridor are expected to range from about 100 to 700 vehicles per direction depending on the street and the location along the corridor. Overall, peak hour traffic diversions from the Geary corridor would be higher in the eastern end of the study area and lower in the western portion. Traffic diversions from Geary Boulevard would not be concentrated on any particular street. Instead, they would disperse across all of the parallel streets within the Geary corridor. Higher capacity streets with the ability to carry more vehicles, such as California and

Fulton Streets, would carry relatively greater shares of the diverted traffic. Smaller side streets would carry relatively smaller amounts of diverted traffic. Overall, diverted traffic would increase on other streets by about 10 percent, generally not more than three to four cars per minute during peak hours. The Final EIS, accounted for this diversion in its determination of potential traffic effects, inclusive of the modifications following the Draft EIS/EIR.

Left-Turn Movements

Some commenters asked about potential effects on left-turn lanes, and in some cases, expressed opposition to the reduced number of left-turn opportunities. As shown in Final EIS Section 3.4.4.3, between 25th Avenue and Gough Street, there are a total of 40 left-turn locations (with both permissive and protected left-turn signal phasing) on Geary Boulevard. Protected left-turn signal phasing grants the right-of-way to vehicular traffic (i.e., with the use of left-turn signal arrows); permissive phasing does not (i.e., green circular light requiring yielding to conflicting traffic and pedestrian movements).

As shown and described in Chapter 2 of the Final EIS, some existing left turns for mixed-flow traffic would be eliminated to improve safe and efficient operations by reducing conflicts with left-turning vehicles. The number of eliminated left turns would vary by alternative.

Where new left-turn lanes are created, traffic signals would be programmed so that these turns would have protected signal phases (i.e., left-turn arrows) to improve safety for motorists as well as pedestrians crossing side streets. All left turns in any segments of the corridor with center-running bus-only lanes would be converted to protected left-turn arrows. Conversion from permissive left turns to protected left turns would eliminate the conflict with opposing vehicles and pedestrians. By reducing conflicts with pedestrian movement and vehicular traffic, protected left turns have a higher vehicle capacity than permissive left turns,¹⁷ which would allow for a reduced number of left-turn opportunities to accommodate the left-turn demand.

Traffic Effects

Some commenters asked about potential effects on intersection performance and, in some cases, expressed concerns regarding worsening traffic conditions along the Geary Corridor and side streets. As noted in Section 3.4.2.5 of the Final EIS, the vast majority of Geary corridor intersections currently operate at level of service (LOS) C or better during the PM peak hour. However, the unsignalized intersection of Presidio Avenue and Geary Boulevard currently operates at LOS E. Most study

¹⁷ Federal Highway Administration. Signalized Intersections: Informational Guide. Chapter 4—Traffic Design and Illumination. Section 4.2.2, “Protected-Only” Left-Turn Phasing. Accessed 11/22/16 at <https://www.fhwa.dot.gov/publications/research/safety/04091/04.cfm#chp422>.

intersections outside of the section of Geary Boulevard between Van Ness Avenue and 25th Avenue operate at LOS C or better during the PM peak hour. Five intersections operate at LOS D: Anza Street and Park Presidio Boulevard, Fulton Street and Park Presidio Boulevard, Pine Street and Franklin Street, Geary Boulevard and Polk Street, and O'Farrell Street and Hyde Street. The intersection of Fulton Street and Stanyan Street currently operates at LOS E during the PM peak hour.

Traffic volumes in the corridor are expected to increase by 2035 due to anticipated growth in San Francisco and the region. As discussed in Section 3.4.4.11 of the Final EIS, with this projected traffic volume increase, the No Build Alternative would have adverse effects under CEQA at 21 study intersections (17 on-corridor and four off-corridor). In comparison, the Hybrid Alternative/LPA (inclusive of modifications following the Draft EIS/EIR) would result in adverse effects at eight study intersections (four on-corridor and four off-corridor). As the Hybrid Alternative/LPA would improve LOS conditions at several intersections by 2035 relative to the No Build Alternative, it would accommodate future growth in the City more effectively than the No Build Alternative. Although the Hybrid Alternative/LPA would result in adverse impacts at eight intersections with future increases in traffic volume, the Hybrid Alternative/LPA would still provide overall net traffic improvements throughout the Geary corridor compared with the No Build Alternative.

Section 3.4.4.1 of this Final EIS provides further detail on how changes to the Hybrid Alternative/LPA subsequent to Draft EIS/EIR publication do not substantially change any of the traffic impact conclusions provided in the Draft EIS/EIR.

Automobile Travel Times

Some commenters questioned why automobile travel times would generally decrease along the Geary corridor for some alternatives and expressed preference for automobile travel times to stay the same or improve. Because each of the build alternatives would include some form of dedicated bus lanes, and buses would therefore not obstruct vehicle traffic as they do currently, each build alternative would decrease future projected automobile travel times along the corridor relative to the No Build Alternative. In addition, traffic diversion away from Geary as a result of the project, discussed above, would also serve to reduce automobile travel times. As discussed in Section 3.4.4.9.2 of the Final EIS, by 2035, compared with the No Build Alternative, average automobile travel times under the Hybrid Alternative/LPA would decrease by about six minutes in the eastbound direction and about one minute in the westbound direction. This equates to a 20 percent decrease in travel times in the eastbound direction and 4 percent decrease in the westbound direction. See Final EIS Table 3.4-13 for more details.

Vehicle Miles Traveled

Some commenters requested information about prospective effects on VMT. VMT is a performance measure used to quantify the amount of vehicle travel. Level of service (LOS), a measure of traffic congestion, has long been the standard for evaluating transportation impacts under CEQA. In conducting NEPA reviews, FTA will typically adopt the transportation impact methodology of the sponsoring local agency.

As such, the Draft EIS/EIR included an analysis of automobile delay (i.e., LOS) impacts in Sections 3.4.4.9 and 3.4.4.10. However, the Draft EIS/EIR also analyzed the impacts of the project alternatives on VMT and vehicle hours traveled (VHT) in Section 3.4.4.7. Subsequent to publication of the Draft EIS/EIR, the City and County of San Francisco formally adopted VMT as a preferred metric for transportation analysis instead of LOS. Section 3.4 of the Final EIS reflects the inclusion of VMT-based significance criteria along with LOS-based criteria. It should be noted that the Draft EIS/EIR used LOS, as does this Final EIS, as the sole basis for determining significance under CEQA or whether an adverse effect under NEPA has occurred.

Consideration of a project's impacts on automobile delay is often at odds with other goals, including reducing greenhouse gas emissions, developing multimodal transportation, and promoting diverse land uses and infill development. To address this issue, SB 743, passed and signed into law in September 2013, requires the Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating a project's transportation impacts. OPR recommends VMT as the most appropriate performance metric by which to measure transportation impacts. VMT quantifies the amount of vehicle travel that a project would generate by measuring the aggregate number of miles that vehicles travel over the roadway network and is highly correlated to transportation-related greenhouse gas emissions. It is calculated based on the projected number of vehicles multiplied by the distance traveled by each vehicle. Once the CEQA Guidelines are amended, automobile delay will no longer be considered a significant impact under CEQA.

In January 2016, OPR released a revised proposal for changes to the CEQA Guidelines for transportation impact analysis.¹⁸ In early 2018, following public review of the above proposal, OPR transmitted its proposed updates to the CEQA Guidelines to the California Natural Resource Agency, with formal codification in the CEQA Guidelines expected to follow.

¹⁸ Governor's Office of Planning and Research. January 20, 2016. "Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA – Implementing Senate Bill 743 (Steinberg, 2013)." Available at https://www.opr.ca.gov/docs/Revised_VMT_CEQA_Guidelines_Proposal_January_20_2016.pdf.

While the revised CEQA Guidelines were still under review, the Planning Commission in March 2016 (after the publication of the Draft EIS/EIR), adopted Resolution 19579 to move forward with removing automobile delay as a significant impact on the environment and replacing it with a VMT threshold for all CEQA determinations. If the City's new VMT rule had been in place at the time the Draft EIS/EIR was published, the VMT analysis would have shown a beneficial transportation effect of the build alternatives and LOS intersection impacts would not have been considered as significant project impacts. Moreover, under OPR's proposed CEQA Guidelines, transportation projects that reduce or have no impact on VMT may be presumed to cause a less-than-significant transportation impact. As a transit project, Geary BRT would qualify as a transportation project that would not result in significant effects on VMT.

Consistent with the evaluation of other projects in San Francisco at the time of the Draft EIS/EIR publication, as well as statewide guidance from OPR, the Draft EIS/EIR evaluated VMT in Section 3.4.4.7 in addition to LOS. Because the project would enhance transit, pedestrian, and bicycle conditions, the Hybrid Alternative/LPA would decrease VMT by approximately 0.4 percent relative to the No Build Alternative in 2035. See Section 3.4 of this document for information on revisions to the Draft EIS/EIR analysis approach in response to SB 743 and Planning Commission Resolution 19579.

Mitigation and Improvement Measures

Several commenters requested information on avoidance, minimization, and/or mitigation measures. The Hybrid Alternative/LPA (inclusive of modifications after the Draft EIS/EIR) would result in adverse LOS effects at eight study intersections in 2035. Four of these intersections are on the Geary corridor, and four are on nearby corridors. Generally, automobile delay impacts can be mitigated through both physical and technical means that allow more vehicles to proceed through an intersection. Physical means to increase vehicular capacity include adding travel lanes by widening intersections and roadways, removing parking lanes, or slimming sidewalks. Technical means include changing signal timing at intersections to optimize traffic throughput. Slimming sidewalks to add travel lanes to increase vehicular capacity would worsen pedestrian conditions, contrary to project goals for pedestrian comfort and safety.

As discussed in Section 3.4 of the Final EIS, providing additional travel lanes or otherwise increasing vehicular capacity at these intersections is not feasible because it would require narrowing sidewalks to deficient widths and/or acquisition and demolition of adjacent buildings to allow for sufficient sidewalk widths. Signal timing adjustments may improve intersection operations, but major timing changes are infeasible due to traffic, transit, or pedestrian signal timing requirements.

Therefore, because no feasible measures were identified to completely reduce project impacts at the above-identified locations, traffic effects at these intersections would remain adverse, albeit to a lesser degree with adherence to mitigation incorporated as part of the project. Please see

Chapter 7 of the Draft EIS/EIR and Appendix M (Mitigation Monitoring and Reporting Program) of this Final EIS for details on all such mitigation commitments.

L.2.2.4 Master Response 2b: Construction-Period Effects

Draft EIS/EIR Section 4.15 (Construction Methods and Impacts) provided an overview of anticipated construction activities, including construction stages and their estimated duration. Overall, construction methods and equipment for the Geary BRT project would be similar across all build alternatives, but the intensity of the work would vary by alternative and would further depend upon the specific project elements proposed for any given location.

The Draft EIS/EIR determined that some adverse construction effects to area residents, businesses, and visitors could occur on a temporary basis along the street segments under construction. Construction of each of the build alternatives would result in impacts to traffic, circulation, parking, transit service, and the pedestrian and bicycle environment in the Geary corridor. These impacts could affect communities' ability to access local businesses and community facilities during active construction. Mitigation measures discussed below would be implemented to reduce these impacts during project construction.

The following responds to questions and comments relating to the Geary BRT project's proposed construction methods, the elements of a Transportation Management Plan, the expected construction effects, and proposed mitigation/improvement measures.

Construction Methods

Some comments indicated concern that construction of center-running bus segments would cause excessive disruption to the Geary corridor. As discussed in Section 4.15.3 of the Final EIS, construction would most likely follow the Staggered Multiple Block Segment Approach to minimize the length of disruption to the corridor as a whole. Corridor disruption in the center-running segment would be limited to the duration of construction, which the agencies estimate to be one to five months long for a given group of blocks.

Center-running bus lanes would be constructed in the space that is currently occupied by existing medians and existing pavement sections (i.e., center-most mixed-flow travel lanes). Bus stop platforms and landscaped medians flanking center-running bus lanes would be constructed in spaces currently occupied by existing pavement sections.

Side-running bus lanes would be constructed on the existing pavement section adjacent to parking lanes (where present) or adjacent to sidewalks. It is anticipated that the existing pavement would be resurfaced for the width of the bus lanes.

Four construction approaches were evaluated. The Staggered Multiple Block Construction Approach is the most likely approach for construction of all of the build alternatives, which would introduce multiple active work zones up to five blocks each. The separation between the work zones would generally be up to five blocks long. This approach is the second shortest approach among four approaches considered, and was found to provide the best opportunity to achieve the balance between construction productivity and reduction of localized construction-period effects.

The Draft EIS/EIR estimated total active construction duration under the Staggered Multiple Block Construction Approach for the Hybrid Alternative/LPA at 100 weeks, not counting inactive periods during project phasing. Section 4.15 was updated in the Final EIS to reflect changes between the Draft EIS/EIR and Final EIS.

Transportation Management Plan

To avoid or minimize adverse impacts during construction of the build alternatives, a TMP, discussed in Section 4.15.5 of the Final EIS, would be developed and implemented as part of the Geary BRT project. The TMP would include measures to manage traffic congestion and minimize transit service disruptions such as traffic rerouting, a detour plan, and public information procedures. The TMP would be developed during the design phase with participation from local agencies, other major project proponents in the area, local communities, business associations, and affected drivers. Early and well-publicized announcements and other public information measures would be implemented prior to and during construction to minimize confusion, inconvenience, and traffic congestion.

Geary corridor activities to be maintained through construction include:

- Through-travel: East of Gough Street, at least one mixed-flow travel lane in each direction would generally be maintained. Re-grading of the street for construction of physical improvements may require temporary lane closures.
- West of Gough Street, where the right-of-way is wider, two mixed-flow travel lanes in each direction would generally be maintained with further lane reductions possible during certain construction activities (including, but not limited to, utility relocation).
- Off-peak travel periods and/or during heavy construction activities: one mixed-flow travel lane would be maintained in each direction, with each lane a minimum of 10 feet in width.
- Sidewalks, with widths temporarily reduced to maintain no less than six feet clear in commercial areas where possible; where this is not possible, an absolute minimum width of four feet; sidewalks would comply with Americans with Disabilities Act (ADA) requirements.
- Ongoing operations for Muni bus routes 38 Geary (Local), 38 Rapid, and 38 Express (AX and BX), as well as for the 1 California, 43 Masonic, 22 Fillmore, electric trolley bus access to the Presidio Division, and Powell Street Cable Cars.

- Ongoing operations for Golden Gate Transit buses.
- Accessibility at intersections and sidewalk detours.
- Parking within the right-of-way along the Geary corridor and adjacent side streets would be subject to restrictions.
- Loading zones, with possible relocations.
- Paratransit and hospital shuttle boarding and alighting, with possible relocations.

To reduce construction-related impacts to adjacent land uses and to the community (such as access disruptions), the unique characteristics of each area would be taken into consideration in construction planning and scheduling, and access would be maintained to the extent feasible. Construction planning would minimize nighttime construction in residential areas and minimize daytime construction in retail and commercial areas. Construction activity would be restricted to specified (daytime) hours with some exceptions allowable by permit. While daytime works is generally preferable, in certain circumstances conducting work at night would be less disruptive.

In addition to day-to-day restrictions on work hours, there may be seasonal restrictions, such as the City's Holiday Moratorium (Thanksgiving to January 1). The moratorium applies to any City block where at least 50 percent of the frontage is devoted to business, or to businesses located between Taylor and Market streets (contractors may apply for a waiver to the moratorium).

Construction Effects

Several comments expressed concern about the potential for project construction to be disruptive to people, businesses, and mobility.

Conditions to expect during construction include:

- Traffic would be maintained to the minimum number of lanes allowed by the City of San Francisco but may be interrupted periodically
- Bus access would be preserved but some stops may be temporarily relocated and the number of stops temporarily reduced
- Pedestrian access throughout the corridor would be preserved, but some crosswalks may need to be detoured
- Bicycle access may be temporarily detoured in some locations
- Parking within the right-of-way along the Geary corridor and adjacent side streets would be subject to restrictions
- Driveway access to parking or loading located outside the street right-of-way would be subject to restrictions

Environmental consequences on traffic and transportation during construction may include increased traffic congestion on the Geary corridor as well as on the streets running parallel to the Geary corridor. Increased congestion would be due to slower operating speeds of both traffic and transit resulting from fewer and/or narrower mixed flow travel lanes near active construction zones and safety protocols employed on travel lanes

running adjacent to the active construction zones. During certain construction operations, detours could further increase congestion on side streets and parallel streets adjacent to the Geary corridor.

Residents, businesses, and visitors along the Geary corridor would also be subject to noise, dust, vibration, and emissions from construction equipment during project construction. These impacts could discourage or restrict pedestrian activity along the blocks under construction and reduce foot traffic, which could impact local businesses. Potential air quality and noise and vibration impacts during construction and associated mitigation and improvement measures are discussed in Final EIS Sections 4.15.10 and 4.15.11, respectively, inclusive of modifications to the Hybrid Alternative/LPA after the Draft EIS/EIR. Light and glare impacts to residential properties that could result from nighttime construction are addressed in the Final EIS Subsection 4.15.8.

With adherence to the San Francisco Noise Ordinance, which includes limiting the noise levels from individual pieces of construction equipment to 80 dBA at a distance of 100 feet, equipping impact tools with both intake and exhaust mufflers, and obtaining a noise permit for night work from SFPW, temporary construction noise effects would not be adverse. In addition, the proposed project construction plan would include a program for accepting and addressing noise and construction-related complaints. Contact information for the project manager, resident engineer, and contractor would be posted on site, with direction to call if there are any concerns. Complaints would be logged and tracked to ensure they are addressed.

All build alternatives may result in noise levels in excess of 80 dBA at 100 feet due to removal of pedestrian bridges at Webster and/or Steiner Streets (as discussed in Master Response 1b, SFCTA has modified the Hybrid Alternative/LPA to retain the Webster Street bridge). However, with adherence to the aforementioned provisions of the San Francisco Noise Ordinance, these temporary construction noise effects would not be adverse.

Vibration effects from equipment used during installation of right-of-way improvements as well as associated utility relocation/demolition activities could potentially cause physical damage or alteration to historic properties, affect existing underground infrastructure, or cause annoyance among nearby sensitive receptors.

Potential annoyance related to vibration would be addressed through a minimization measure incorporated into the project – the Draft EIS/EIR calls for preparation of a Vibration Reduction and Minimization Plan to be developed to avoid construction vibration damage using all reasonable and feasible means available. MIN-NOISE-C1 identifies required elements of a Vibration Minimization and Reduction Plan. Project construction would implement best practices in equipment noise control, including using newer equipment with improved noise muffling, as set forth in MIN-NOISE-C2.

L.2.2.5 Master Response 2c: Parking and Loading Supply

Section 3.6 of the Draft EIS/EIR determined that each of the build alternatives would decrease overall on-street parking supply within one to two blocks of the Geary corridor, but that substantial numbers of on- and off-street parking would remain, particularly in high-demand areas. A detailed parking analysis was undertaken for two such areas that would experience the highest levels of parking loss – the Masonic and Fillmore study areas.

The Draft EIS/EIR noted that the build alternatives would each entail the relocation or removal of some commercial and passenger loading zones in the Geary corridor. Parking changes associated with the modifications to the Hybrid Alternative/LPA are reflected in Final EIS Section 3.6.

The net loss of parking in the Geary corridor under the build alternatives would not inhibit multimodal access in the corridor because a sufficient parking supply would remain to accommodate automobile access while improvements to pedestrian, bicycle, and transit travel would enhance access by alternative modes. Therefore, no adverse effect related to parking would occur.

The following responds to questions relating to the Geary BRT project’s potential impacts on vehicle parking, including an overview of the Geary corridor’s parking supply and demand, the estimated number of public spaces lost with the project, and recommended mitigation and improvement measures.

Transit First Policy

The City’s Transit First Policy identifies the Geary corridor as a Transit Preferential Street. The Transit Preferential Street program includes measures to improve public transit vehicle speeds and to minimize the effects of traffic on transit operations. Policy 1.3 of the Transportation Element of the San Francisco’s General Plan states, “Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco’s transportation needs.”

According to the Transit First Policy (San Francisco Charter § 8A.115 and San Francisco General Plan Transportation Element at Policy 11.1 -11.4), decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights-of-way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.

In addition, transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.

In summary, the policy of the City of San Francisco is to give priority to public transit and other alternatives to the private automobile in the city, and

particularly along a Transit Preferential Street like the Geary corridor. On-street parking is related to private automobile use, which the Transit First Policy assigns a lower priority than transit, and lack of parking, in and of itself, is not considered an environmental impact under CEQA. Notwithstanding, impacts from loss of parking were considered in the Draft EIS/EIR, as well as this Final EIS, in order to help inform such NEPA required topics as Community Impacts and Environmental Justice effects. As stated in Final EIS Section 3.6.4.6, the net loss of parking in the Geary corridor under the build alternatives would not inhibit multimodal access in the corridor because a sufficient parking supply would remain to accommodate automobile access while improvements to pedestrian, bicycle, and transit travel would enhance access by alternative modes. No adverse effect on parking would result at either the project or cumulative levels. Accordingly, no secondary effects related to parking, such as traffic effects associated with circling for a parking space or increased air pollutant effects would occur.

Parking Supply/Demand and Loss

Several commenters expressed concerns regarding on-street parking loss. Many commenters are people who regularly park in the corridor; others are business owners concerned that parking loss would affect their businesses. As part of the Draft EIS/EIR, SFCTA conducted counts of spaces along the streets comprising the Geary corridor from 34th Avenue to Market Street. In addition, areawide parking supply estimates included on-street parking on side streets and publicly accessible off-street parking. To quantify the total parking supply available, all parking and loading spaces are considered together, including unrestricted parking spaces, metered spaces, short-term spaces, and residential parking permit zone spaces, because many users could use one or more types of spaces. Much of the loading zone supply consists of spaces that are designated for loading at certain hours of the day but become general parking spaces in the evening and overnight.

The parking analysis assumed that transit-riders and private-vehicle-drivers would walk a similar distance to reach a destination from a bus stop or parking spot, respectively. Because transit-riders often need to walk at least a block or two from a bus stop in order to reach a destination, drivers can be expected to walk a similar distance from a parking spot to a destination. Thus, the areawide parking supply includes an area encompassing about 700 feet north and south of Geary Boulevard, or one block in the western portion of the corridor and two blocks in the eastern portion of the corridor where blocks are smaller.

Section 3.6 (Parking and Loading Conditions) of the Draft EIS/EIR discusses parking and loading conditions along the Geary corridor under the project alternatives. As shown in the Draft EIS/EIR, the build alternatives would be expected to reduce parking demand in the Geary corridor because the proposed transit improvements would encourage a shift from some auto trips in the Geary corridor to transit trips.

However, the build alternatives would result in some on-street parking space loss to accommodate construction of new station platforms, pedestrian

crossing bulbs, travel lane striping for bus-only lanes, or exclusive right- and left-turn pockets. While the project would result in an overall decrease in the number of on-street parking spaces, parking gains in certain corridor segments could result from bus stop consolidation, relocation of curb bus stop locations, restriping of existing curb lanes for parking, or addition of parking spaces through restriping of existing parking.

Tables 3.6-2 and 3.6-3 of the Final EIS list areawide public parking spaces and on-street parking spaces in the Geary corridor, respectively, by project alternative. Parking space loss on the Geary corridor under the build alternatives would range from 210 to 460 spaces. The Hybrid Alternative/LPA would result in a 3 percent decrease in the Geary corridor's areawide parking supply (a loss of 410 on-corridor parking spaces – the second-fewest of the build alternatives).

Under the Hybrid Alternative/LPA,¹⁹ on-street parking space loss for individual study segments would be as shown below (numbers are rounded to nearest ten).

- 34th Avenue to 25th Avenue – 40 spaces lost
- 25th Avenue to Park Presidio Boulevard – 20 spaces lost
- Park Presidio Boulevard to Palm Avenue – 0 spaces lost
- Palm Avenue to Broderick Street – 100 spaces lost
- Broderick Street to Laguna Street – 130 spaces lost
- Laguna Street to Van Ness Avenue – 70 spaces lost
- Van Ness Avenue to Market Street – 40 spaces lost
- Total – Approximately 410 spaces lost

SFCTA conducted a more detailed parking analysis for the two areas that would have the highest levels of parking supply loss under certain build alternatives: the Masonic and Fillmore study areas. Parking occupancy data was collected for these areas in order to determine whether a reduced areawide parking supply could still accommodate the demand for parking along Geary Boulevard. The results of this effort are described in Section 3.6.4.3 of the Final EIS and below.

Masonic Study Area

As shown in Table 3.6-5 of the Draft EIS/EIR, in the Masonic study area, the Hybrid Alternative/LPA would result in a 7-percent loss in the study area's public parking supply.

¹⁹ See Chapter 2 and Master Response 1b for details on changes to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See also Chapter 3.6 regarding analysis of parking and loading spaces in light of the changes to the Hybrid Alternative/LPA.

During the data collection period, a maximum of 73 percent of parking spaces in the Masonic study area were occupied. There was a higher parking occupancy rate for parking off of Geary Boulevard than parking on Geary Boulevard, potentially because many side streets are not metered.

Although the build alternatives would result in the loss of seven to nine percent of the study area parking supply, the number of spaces eliminated would be substantially fewer than the number of spaces currently unoccupied at peak times, indicating that sufficient parking capacity would remain to accommodate demand.

Japantown/Fillmore Study Area

As noted in Section 3.6 of the Final EIS, within the Japantown/Fillmore study area, the Hybrid Alternative/LPA would result in a 4-percent loss in the area's public parking supply.

A maximum of 80 percent of area parking spaces were occupied during the data collection period. Although spaces on Geary Boulevard were 89 percent occupied during the peak period, off-street spaces had lower occupancy rates.

The number of spaces eliminated would be substantially fewer than the number of spaces currently unoccupied at peak times, indicating that sufficient parking capacity would remain to accommodate demand.

Parking Spaces for People with Disabilities, Loading Spaces

The Hybrid Alternative/LPA would not change the number of parking spaces for people with disabilities, although some spaces would be relocated within the same block face within a distance of 250 feet. Under all build alternatives, where removal of curb spaces is necessary, the project would prioritize retention and replacement of parking spaces for people with disabilities above all other types of parking spaces. The parking analysis identifies potential locations to replace all parking spaces reserved for people with disabilities that would be affected by the build alternatives.

As shown in Table 3.6-9, the Hybrid Alternative/LPA would result in the loss of five commercial loading spaces and the relocation of 10 to 15 such spaces. All build alternatives would result in one to three passenger loading spaces lost and seven to 12 spaces relocated. The loading analysis identifies potential locations to replace nearly all commercial and passenger loading spaces that would be affected by the project, with several exceptions. All other spaces could be replaced within the accepted threshold distance of 250 feet.

Summary

The agencies have worked to minimize parking loss through implementation of specific project design principles, wherever feasible. These design principles entail the replacement of current bus stops with stops that will be consolidated, redesigned, or moved to the center of the street with on-street parking. Additionally, new on-street parking would include the conversion of parallel parking to back-in angled parking, where possible as a result of

travel lane restriping, which can accommodate more spaces on a given block (See Improvement Measure I-PRK-2). Finally, any additional infill spaces would be provided as feasible.

L.2.2.6 Master Response 2d: Pedestrian Safety/Access

Growth in pedestrian activity is anticipated throughout the Geary corridor under both short- and long-term future scenarios. Section 3.5 (Pedestrian and Bicycle Transportation) of the Draft EIS/EIR determined that pedestrian safety would be improved with implementation of any of the build alternatives as each of the build alternatives include improved crossings and median refuges. Additionally, implementation of any of the build alternatives would increase the number of protected left turns for vehicles and reduce the number of permissive left turns (i.e., vehicles may turn left with a green signal, provided there are no conflicting oncoming traffic and/or pedestrian crossing). These improvements are further outlined below.

The following responds to questions relating to the Geary BRT project's potential impacts on pedestrian safety and access, including measures proposed to reduce the potential for pedestrian-related collisions and injuries, walking distances to bus stops, and options regarding the Webster Street and Steiner Street pedestrian overcrossings. One of the project's objectives is to improve pedestrian safety and access throughout the Geary corridor.

Center Boarding Islands

Some commenters expressed concerns with how the project would provide safe pedestrian access to center boarding islands. The build alternatives include pedestrian crossing enhancements at each crossing to center boarding platforms in order to improve the safety of center island transit access, including enhanced crosswalk striping, lighting, and pedestrian crossings. Furthermore, center boarding platforms in the middle of Geary Boulevard would require the same amount of street crossings as curbside stops. In a curbside stop configuration, transit passengers would board the bus on one side of the street at the beginning of their initial trip, and arrive on the opposite side of the street at the end of their return trip. Hence, most passengers would have to cross the street once, if assuming a round trip. Center boarding platforms require crossing half the street on one end of the trip and half the street on the other, or one street crossing for each passenger if assuming a round trip. For these reasons, center boarding islands would not have adverse pedestrian safety impacts compared to curbside stops.

Pedestrian Safety

Some commenters raised concerns regarding existing pedestrian conditions along the Geary corridor. Published in October 2011, the Mayor's Pedestrian Strategy and WalkFirst Study, an initiative to improve pedestrian safety in San Francisco, identified the Geary corridor as a high-pedestrian-

injury corridor, especially for collision types involving a left-turning vehicle, high speeds, and pedestrians crossing without a crosswalk. The WalkFirst study also listed Geary as a high-priority location in the City for pedestrian improvements.

Therefore, through a combination of agency initiative focused on improving pedestrian safety, along with responses to comments on the Draft EIS/EIR about pedestrian safety, SFCTA and SFMTA incorporated additional pedestrian crossing bulbs, daylighting, and other pedestrian safety improvements to the Hybrid Alternative/LPA; these are detailed in Master Response 1b and Chapter 2 of this Final EIS.

SFCTA conducted the Geary Corridor Pedestrian Safety Analysis for the project (Appendix D-8 of the Draft EIS/EIR), which confirms that segments east of Divisadero Street experienced the highest number of severity-weighted pedestrian injuries per mile along the Geary corridor, followed by the segment from Cook Street to 22nd Avenue. The latter segment also experienced a higher percentage of collisions involving left-turning vehicles (about 40 percent versus 25 percent citywide) and involving seniors (about 30 percent compared with 14 percent citywide).

Left Turns and Right Turns Across Crosswalks

Some commenters asked about the rationale for reducing left turns, and how the project would make these maneuvers safer. Left turns on the Geary corridor currently have permissive signal phasing, which allows vehicles to turn when there is no oncoming through traffic and when pedestrians are not crossing. In this situation, pedestrians may not be fully visible to turning vehicles because drivers may be distracted by other factors on the roadway, such as oncoming traffic and queuing vehicles behind them. As a result, drivers may be less aware of pedestrians in the crosswalk while executing a left turn.

Reducing the number of permissive left turns would contribute to improved pedestrian safety on the Geary corridor. The Hybrid Alternative/LPA would reduce the number of permissive left turns from 37 to 10, and increase the number of protected left turns from three to 18. This would have a beneficial impact on pedestrian safety because pedestrians and vehicles would have separated signals.

Under all of the build alternatives, several locations with heavy expected right-turn volumes would be designed to include right-turn lanes for automobiles. Due to comparatively increased visibility of pedestrians to drivers, right turns generally result in fewer pedestrian collisions than left-turns.^{20,21}

²⁰ Zeeger, C.V., K.S. Opiela, and M.J. Cynecki. 1984. Effect of Pedestrian Signals and Signal Timing on Pedestrian Accidents. In *Transportation Research Record* 959,

Pedestrian Crossing Bulbs and Median Nose Cones

Commenters expressed concern with existing safety conditions along Geary Corridor, as well as concerns regarding safety of proposed pedestrian crossings. Sections 3.5.3 and 3.5.4 of the Draft EIS/EIR described pedestrian safety issues at length. Pedestrian crossing bulbs and median nose cones improve safety by reducing roadway crossing distances, providing refuge areas, and improving visibility of pedestrians to vehicle traffic, therefore reducing their exposure to traffic. Shorter crossing distances enabled by new pedestrian crossing bulbs and longer crossing “walk” times at signals particularly benefit slower-moving pedestrians. Additionally, pedestrian crossing bulbs can improve visibility for seniors and people with disabilities, and they provide additional curb space for wheelchair maneuvering.

The City had previously approved plans to add 14 pedestrian crossing corner bulbs at various locations along the Geary corridor. As outlined in the Draft EIS/EIR, each of the build alternatives included the provision of 51 additional pedestrian crossing bulbs to improve transit access and pedestrian safety at high-priority locations (for a total of 65). The Hybrid Alternative/LPA, as noted in Chapter 2 of this Final EIS would add 26 additional bulbs for a total of 91 throughout the Geary corridor.

Under all build alternatives, some segments would have reduced crossing distances due to reductions in the number of lanes, which would result in increased sidewalk widths, reduced pedestrian exposure to vehicle traffic, and opportunities for pedestrian crossing bulbs.

Walking Distances to Bus Stops

Some commenters were concerned with potential increased walking distances to and from some bus stops. Bus stop consolidation is a component of all build alternatives to improve transit travel times. As a result, average walking distance between bus stops would increase from existing conditions. The Hybrid Alternative/LPA would increase the average walking distance to the closest bus stop, with the longest increase of about 280 feet between 12th Avenue and 17th Avenue due to the relocation of the Park Presidio stop.

Transportation Research Board, National Research Council, Washington, D.C. pp. 1-7. Available at <http://onlinepubs.trb.org/Onlinepubs/trr/1982/847/847-012.pdf>.

²¹ Lord, D., A. Smiley, and A. Haroun. 1998. Pedestrian Accidents with Left-Turning Traffic at Signalized Intersections: Characteristics, Human Factors, and Unconsidered Issues. Presented at the 77th Annual Meeting of the Transportation Research Board, Washington, D.C. Available at http://safety.fhwa.dot.gov/ped_bike/docs/00674.pdf.

Proposed stop locations for the build alternatives were evaluated relative to the locations of senior centers along the Geary corridor. Most senior living facilities would be located closer to or about the same distance away from a stop with the build alternatives. The project team has also conducted outreach to senior centers along the Geary corridor to identify any access issues and refine stop locations as needed.

Although access to some stops would be more challenging for some seniors and people with disabilities, the project would include significant improvements to pedestrian conditions and safety. As a result, the project is expected to have an overall neutral to positive effect on access for seniors and people with disabilities. Moreover, the project would use Universal Design Principles to inform detailed engineering design of pedestrian and station facilities to enhance access for people with disabilities.

The project would also include state-of-the-practice bicycle safety and design treatments for the Masonic-to-Presidio bicycle connection (see Master Response 2e for more details on bicycle safety and access) and monitor pedestrian safety on parallel streets to assess if and how changes in traffic volumes affect pedestrian safety, and identify improvements to address safety issues if necessary.

Webster Street and Steiner Street Pedestrian Overcrossings

Many of the comments received focused on the proposed removal of the Webster Street pedestrian bridge, voicing concern about pedestrian safety for children and seniors who would then be using the new surface crosswalks proposed by the project. A much smaller number of comments expressed similar concerns in response to the proposed removal of the Steiner Street pedestrian bridge.

Although removal of the bridge would not have resulted in any adverse pedestrian safety or historic/cultural impacts, the agencies listened carefully to the comments, met with concerned stakeholders, gathered additional data, and considered additional options for bus lanes and street crossings at these locations. After this consideration, the Hybrid Alternative/LPA has been revised to retain the Webster Street pedestrian bridge. At Steiner Street, the agencies concluded that removing the bridge remained the best solution.

Boarding Efficiency

Several comments spoke to the boarding efficiency of the Geary BRT Project. All project alternatives are assumed to operate low-floor buses. This would reduce dwell time and improve accessibility to buses, especially for people with disabilities and other mobility-impaired passengers.

Conditions at Bus Stops

Comments expressed concern regarding passenger congestion at various bus platforms. In some cases, comments and concerns were focused on platform conditions prior to, during, and following bus loading and unloading. As per Section 3.3.4.9.2 of the Draft EIS/EIR, the passenger

waiting and boarding experience would notably improve for all build alternatives compared to No Build conditions. At stations with the heaviest forecasted use, passengers would be accommodated with more than 5 square feet per anticipated passenger.

L.2.2.7 Master Response 2e: Bicycle Safety/Access

Bicycle volumes on Geary are expected to increase from existing conditions in all future scenarios. Section 3.5 (Pedestrian and Bicycle Transportation) of the Final EIS determined that bicycle safety would be improved with implementation of any of the build alternatives. In all build alternatives, an enhanced bicycle facility would be added on Geary Boulevard on one block between Presidio Avenue and Masonic Avenue. This location would close an east-west bicycle facility gap where the route transitions from Class II bike lanes (aka designated bike lanes) south of Geary Boulevard, west of Masonic Avenue, to Class II bike lanes north of Geary, east of Presidio Avenue.

Some commenters asked how the project could improve bicyclist accessibility and safety. As discussed in Section 3.5.2.2.2 of the Draft EIS/EIR, the Geary corridor does not have a dedicated bicycle facility, and few bicyclists currently travel along the corridor - Geary carries the fewest bicyclists of all nearby parallel east-west streets, with fewer than five bicyclists per hour in the morning and afternoon peak periods. However, many cyclists cross Geary Boulevard at various locations.

During a five-year period (2006-2010) there were 69 reported bicycle-automobile collisions in the Geary corridor, or approximately 14 per year. Bicycle-automobile collisions are more common east of Van Ness Avenue and on streets parallel to or crossing Geary rather than along Geary itself.

Most planned additions to the bicycle network in the Geary corridor from the most recent Bicycle Plan (2009) have been completed. SFCTA conducted the Geary Boulevard Bicycle Demand Study (2008) to identify a bicycle route alignment parallel to the Geary corridor. The preferred alignment that emerged from that study included the addition of a Class II (designated bike lanes) bicycle facility on Anza Street from 23rd Avenue to Masonic Avenue that crossed Geary Boulevard and connected to existing bicycle lanes on Post Street. SFMTA is evaluating an east-west bicycle facility in the Richmond District through the long term Bicycle Strategy planning effort, potentially on Anza Boulevard, to better serve this connection. Such lanes would be implemented independently from the Geary BRT project.

Existing bicycle lanes on Post Street extend east to Steiner Street. The connection between Anza Street and Post Street would be comprised of Class II accommodations on Masonic Avenue from Anza Street to Geary

Boulevard as part of the Masonic Avenue Streetscape Project,²² on Geary Boulevard from Masonic Avenue to Presidio Avenue as part of the Geary BRT Project, and on Presidio Avenue from Geary Boulevard to Post Street as part of another unrelated bicycle improvement project.

All build alternatives would include enhanced bicycle accommodations on Geary Boulevard on the block between Presidio Avenue and Masonic Avenue. This includes designated bicycle lanes in both directions as well as enhanced treatments to promote cyclist visibility, including green-colored bicycle lanes.

L.2.2.8 Master Response 2f: Opposition to Red Bus-Only Lanes

Two commenters – co-owners of the Shell Gas Station on the south side of Geary Boulevard at Cook Street – commented extensively during the public comment period on the Draft EIS/EIR as well as afterward in opposition to the proposal to implement and operate red-colored, full-time, bus-only lanes west of Masonic Avenue, expressing particular concern about the potential for such lanes to harm their business. Some of the correspondence from these commenters also indicated opposition to the use of colorized bus-only lanes on multiple transit corridors across San Francisco.

The commenters' request to eliminate the bus-only lane treatment west of Masonic could not be incorporated into the project refinements as dedicated bus-only lanes are a key component of BRT and of the project being able to meet the established purpose and need. Both prior to and after publication of the Draft EIS/EIR, the local agencies met with the commenters in an effort to achieve a mutually workable solution. As a result of these meetings, the local agencies agreed, prior to publication of the Final EIR on December 9, 2016, that the final design drawings of the Hybrid Alternative/LPA in this area will include a dashed, red, bus-only lane on the portion of Geary between Cook Street and Blake Street at the driveway to the commenter's business to convey to motorists that they could still access the gas station driveway. Such a change would introduce no change in bus operations or any environmental effect.

In meetings with the agencies, the commenters stated that this refinement would represent an improvement relative to a continuous red lane, but stated continued opposition to the red bus-only lanes west of Masonic and in other parts of San Francisco. The commenters stated that the dashed line treatment would still not be sufficiently legible to drivers needing to enter the lane to access the gas station driveway and that there is not adequate length of hashing to allow for cars wishing to access the gas station to merge into the bus-only lane.

²² More information on the Masonic Avenue Streetscape Project is available at <https://www.sfmta.com/projects-planning/projects/masonic-avenue-streetscape-project>.

Many of the commenters' remarks relate more generally to the process by which SFMTA has participated in experimentation with new design treatments as a part of the processes facilitated by the California Traffic Control Device Committee (CTCDC) and the FHWA. This is a part of a nationwide experiment with other participating cities, including Washington D.C., Chicago, and New York City. Since 2013, SFMTA has been piloting red colorized bus-only lane design treatments in cooperation with CTCDC (CTCDC Experiment 12-18) and FHWA (9(03)-18(E)). SFMTA completed an evaluation documented in the "Red Transit Lanes Final Evaluation Report" in February 2017. At the CTCDC's May 18, 2017 meeting, CTCDC adopted SFMTA's final evaluation report, closed the experiment and deferred further action to FHWA. Based on positive outcomes of the pilot, SFMTA sent a request to FHWA to expand the pilot locations including throughout the Geary BRT project limits, which was approved by FHWA in June 2017. At the time of final design and implementation of red lanes on Geary, SFMTA will consult with the CTCDC and FHWA regarding design guidelines for the use of red lanes.

L.2.2.9 Master Response 3a: Local Business Impacts

Some commenters expressed concerns that the project may negatively affect local businesses, including as a result of construction disruption, loss of parking spaces, and/or bus stop consolidation. The Draft EIS/EIR (including sections 4.2, 4.3, and 4.15) determined that none of the build alternatives would require any temporary or permanent displacement of any residence, community facility, park, or business. Construction would likely follow the Staggered Multiple Block Segment Approach, which is intended to minimize the length of disruption to the corridor as a whole. Although pedestrian access would be preserved during construction, detours and temporary closures of portions of the sidewalk would nonetheless occur during construction, adversely affecting patrons and employees of businesses along the Geary corridor. However, such effects would be temporary and would be lessened through a minimization measure (M-C1-C1). Similarly, construction of the build alternatives would result in short-term emissions of air pollutants and increases in noise and vibration directly associated with construction activity. However, such effects would not be adverse. Adherence to City regulations for work conducted within public rights-of-way would also help avoid any adverse effect. The Draft EIS/EIR determined that implementation of any of the build alternatives, once in operation, would result in decreased levels of air pollutant emissions, improved transit amenities, and improved transit travel times and thus enhanced connectivity that would translate to benefits to businesses and economic activity within the study area.

A reduction in the number of on-street parking spaces is a chief concern for business owners, who commented that current parking options are already limited in the Geary corridor, complicating access for customers as well as loading. Other factors that commenters cited in hindering customer access to businesses along the Geary corridor include a reduction in the number of bus stops and the potential for side-running bus-only lanes to restrict ingress

and egress of businesses for motorists. Commenters also expressed concern about noise impacts to businesses during project construction and operation.

Research has found that bus stop consolidation does not adversely impact ridership²³ and may increase ridership by increasing speed and reliability of bus service.²⁴ These findings do not support assertions that bus stop consolidation would hinder customer access to businesses. For businesses with automobile points of entry from the Geary corridor (including but not limited to gas stations and auto service businesses, restaurants, banks, and others), motorists would still be able to cross side-running bus lanes to turn into and out of these businesses; motorists would by necessity need to monitor the bus lane and yield to any on-coming buses before turning across it.

As described in Section 4.15 (Construction Methods and Impacts of the Final EIS), businesses along the Geary corridor would experience temporary impacts during construction related to increased noise, dust, vibration, and air pollutant emissions from construction equipment. Construction would result in short-term impacts to automobile traffic, parking, transit service, and pedestrian and bicycle movement. These impacts could affect the community's ability to access local businesses during active construction. See Section 4.15.5 of the Final EIS for a detailed description of the TMP, which would be implemented to avoid, minimize, and/or mitigate for impacts related to accessing the Geary corridor during construction. Project construction would likely be phased to reduce the period of disruption at any particular location to the shortest practical length of time. Neither project construction nor operation would displace any businesses. Project-related operational noise would not exceed criteria established by the lead agency. Accordingly, no adverse effect would occur. Despite temporary impacts during construction, project operation would result in decreased levels of air pollutant emissions, improved transit amenities, and improved transit travel times, thereby enhancing connectivity that would benefit businesses and economic activity in the Geary corridor over the long term.

In response to concerns regarding potential negative effects of the proposed changes associated with the provision of BRT along the Geary corridor on local businesses, SFTCA commissioned a study²⁵ by a Bay Area economist (Economic and Planning Systems) to consider what, if any, impact the presence or absence of on-street parking and bus stops have on businesses

²³ El-Geneidy, A. M., J. G. Strathman, T. J. Kimpel, and D. T. Crout. 2006. Effects of bus stop consolidation on passenger activity and transit operations. *Transportation Research Record: Journal of the Transportation Research Board*. No 1971, pp. 32-41.

²⁴ Kehoe, O. Effects of bus stop consolidation on transit speed and reliability: a test case. 2004. Thesis submitted in partial fulfillment of the requirements for the degree of Master of Science in Civil Engineering, University of Washington.

²⁵ Economic & Planning Systems, Inc. Memorandum: Evaluation of Significance of On-Street Parking on Economic Performance of Geary Boulevard Businesses. January 3, 2014.

in the Geary corridor. This study focused on retail businesses between 25th Avenue and Masonic Avenue. The study found that businesses with bus stops directly in front (and, hence, no on-street parking) and those with bus stops on the same block did not have statistically significant differences in sales per square foot than businesses without bus stops either directly in front or on the same block.

The project team has conducted outreach and engaged with local business stakeholders along the corridor and would continue to do so in advanced design and construction phases in order to better ensure that final designs are as responsive as possible to the needs of specific businesses. The Draft EIS/EIR included a TMP in Sections 4.2.5 and 4.15.7.2 to help avoid and/or minimize disruption to businesses during construction. The TMP would include measures to facilitate access for motorists, transit-riders, bicyclists, and pedestrians.

L.2.2.10 Master Response 4a: Tree Removal

The Draft EIS/EIR determined that each of the build alternatives would require tree removal to varying levels of effect as outlined in Table L.2-2. As a result, the Draft EIS/EIR determined that there is potential to directly affect migratory birds or their eggs and nests during project construction. Each build alternative would include planting of new trees to be similar to that currently existing within the Geary corridor.

Commenters state that the proposed removal of street trees would diminish ecosystem services currently provided by trees (including carbon sequestration, oxygen generation, filtration of air pollutants, and stormwater runoff control). Commenters also state that tree removal would have adverse social, visual, and other community effects (e.g., impacts on aesthetics, traffic calming, noise attenuation, and property values). Several commenters express a preference for a larger tree replacement ratio due to anticipated prospective survival rates of replacement trees, as well as to compensate for the short-term reduction in benefits provided by replacement saplings relative to mature trees.

The Geary corridor contains 1,437 ornamental landscape trees, representing 53 species, most of which are not native to California. Two species in particular dominate the Geary corridor, comprising more than half of the trees: New Zealand Christmas tree (424 total, 29.5 percent) and London plane tree (360 total, 25.1 percent).

Each of the build alternatives would preserve at least 80 percent of Geary corridor trees. The build alternatives would require the removal of about 11 percent to 19 percent of corridor trees. Table L.2-2 provides a breakdown of trees that each build alternative would preserve and remove.

Table L.2-2 Trees preserved and removed, and attributes of removed trees, by build alternative

BUILD ALTERNATIVE	TOTAL TREES IN CORRIDOR	TOTAL TREES PRESERVED	TOTAL TREES REMOVED	REMOVED TREES		
				SIGNIFICANT ¹	GOOD CONDITION	MATURE ²
2	1,437	1,281 (89.1%)	156 (10.9%)	86 (55.1%)	84 (53.8%)	12 (7.69%)
3	1,437	1,184 (82.4%)	253 (17.6%)	154 (60.9%)	130 (51.4%)	51 (20.2%)
3-Consolidated	1,437	1,169 (81.4%)	268 (18.6%)	168 (62.7%)	134 (50.0%)	51 (19.0%)
Hybrid/LPA	1,437	1,242 (86.4%)	182 (12.6%)	118 (60.5%)	98 (50.3%)	26 (13.3%)

¹ A tree qualifies as "significant" if it is located within 10 feet of the property edge of the sidewalk, is above 20 feet in height, has a canopy greater than 15 feet in diameter, or has a trunk diameter greater than 12 inches at breast height.

² A "mature" tree is defined as having a diameter at breast height from 19 to 32 inches.

Source: HortScience, 2014

Commenters expressed concern about the project's potential to remove large numbers of mature, healthy trees. While approximately half of the trees proposed for removal under each build alternative are in good condition (having a health and structural condition rating of at least 4 out of 5), the majority (about 80 percent to 90 percent) of trees that each build alternative would remove are not mature (see Table L.2-2).

Each build alternative would preserve and incorporate existing mature trees into the project landscape plan as much as possible and plant an equivalent number of new, healthy, drought-resistant trees for each tree removed. The agencies propose replacement plantings focused on quality, so as to provide conditions that allow trees to thrive and mature, ultimately enhancing community benefits.²⁶ Street tree species selection would include consultation with specialists and use a consistent palette of species throughout the Geary corridor to enhance visual intactness and unity. Irrigation plans and design measures to promote tree health and protect surrounding infrastructure would accompany replacement plantings. Larger, taller tree species that are more in scale with the width of the Geary corridor would replace removed trees, ultimately increasing canopy cover along the corridor.

While the Draft EIS/EIR acknowledges that aesthetic quality would temporarily decline in areas where trees are removed (for a period of three to five years until replacement trees begin to mature), within five to 10 years, plantings would further mature and improve the visual setting. Because the project would retain the majority of trees along the Geary corridor, any tree removals that occur under the project would have negligible impacts on ecological, social, and community benefits and replacement plantings would ultimately enhance these benefits in the long term. According to the

²⁶ Marritz, Leda. October 10, 2012. "Urban Trees: Let's Grow Old Together." *Next City*. Accessed February 15, 2016 at <https://nextcity.org/daily/entry/urban-trees-lets-grow-old-together>.

FHWA's *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, roadside street trees and other vegetation do not provide noise abatement.

Trees along the Geary corridor may serve as nesting locations for migratory birds; as such, tree removal as part of the build alternatives could directly affect migratory birds and their eggs and nests. Replacement plantings would initially have reduced capacity relative to existing trees to host migratory birds due to their smaller size. However, this would be temporary and capacity to host birds would increase as trees mature.

For detailed information on individual trees within the Geary corridor, including species, size, age class, health and structural condition, suitability for preservation, and relocation potential, see Appendix I of the Draft EIS/EIR, which contains a tree survey conducted by HortScience, Inc. in 2013 and 2014.

L.2.2.11 Master Response 5a: Length of Comment Period

Several comments were focused on the length of the public participation and the public comment period, requested an extension to the comment period, and expressed discontent with the format of the public comment meeting held on November 5, 2015.

The Draft EIS/EIR was released for public review on October 2, 2015 and the public comment period was scheduled to extend 45 days, per NEPA/CEQA regulations/requirements (CEQ NEPA Regulations - 40 CFR Sec. 1506.10c; 14 CCR § 15087(d)). The lead NEPA and CEQA agencies, FTA and SFCTA respectively, provided multiple opportunities and methods for the public to comment on the Draft EIS/EIR, including via mail, email, and in person during the public meeting held at St. Mary's Cathedral on November 5, 2015. The purpose of the public comment period was to provide an opportunity for the public to provide input on the adequacy of the Draft EIS/EIR. Several commenters also commented on the alternatives under consideration. All testimony is included in this response to comments document for public review.

The public comment meeting was presented in an open-house format. The public had an opportunity to discuss project features with subject experts including engineers and planners on the project development team. There was a 30-minute PowerPoint presentation given during the public meeting, and over two hours were devoted to an open-house question-and-answer session with the development team to provide open dialogue between the public and staff. The public had the opportunity to provide formal comments using comment cards or the court reporters on site.

At the public comment meeting, the public was provided with opportunities to submit comments either through a comment card or orally with a court reporter. During the formal presentation at the meeting, some previously submitted written comments and sign-in sheets were stolen from the sign-in table. As soon as staff were made aware of the incident, a staff member publicly announced the theft to all community members in attendance and

encouraged those who had previously submitted comments to resubmit and sign in again. As a result of the incident and subsequent public comments requesting an extension of the public comment period, SFCTA extended the public comment period an additional 14 days, to November 30, 2015. Several (or perhaps all) of the comments that were stolen from the meeting were later returned by mail anonymously to SFCTA. Those returned are contained within Chapter 8 (Public Participation), of this Final EIS.

The following methods were used to publicize the extended public comment period:

- SFCTA sent an e-blast to over 750 people who signed up to receive project-related emails on November 12, 2015.
- Newspaper ads announcing the extension of the public comment period were placed in the following papers: San Francisco Examiner, Western Edition, Kstati, and Nichi Bei Weekly.
- Social media channels such as Facebook, Twitter, and Nextdoor were used to notice the extension (Facebook and Twitter posts on 11/13/16; Twitter and Nextdoor posts on 11/16/16).
- SFMTA published a follow-up blog post on November 23, 2015 to announce the extension of the comment period and provide additional details on the SRA.

L.2.2.12 Master Response 5b: Nature of Outreach Conducted

Several comments were related to the nature of public outreach. Some expressed dissatisfaction with the locations and format of community meetings, and questioned the nature of public involvement and consideration of public input in project design. Others took issue with the notices announcing the public meetings and the public comment period. This master response is designed to address all comments pertaining to the nature of public outreach, by providing information as to the extent of all outreach efforts made by SFCTA, FTA, and SFMTA to date. Also see Chapter 8 of this Final EIS, which also describes public outreach efforts subsequent to publication of the Draft EIS/EIR.

Over the course of the project and in response to community input to date, the Geary BRT project has evolved over time. Community involvement in the very earliest stages of project formulation has long history, beginning with public outreach activities around the 2003 Proposition K Expenditure Plan and reauthorization and adoption of the 2004 Countywide Transportation Plan. These efforts preceded public outreach efforts in the context of the NEPA/CEQA processes, initiated in 2008. During the preparation of the Geary Corridor BRT Study (the Feasibility Study), adopted by the SFCTA Board in 2007, SFCTA conducted extensive outreach including public workshops, met with dozens of community groups and organizations, conducted multi-lingual outreach in Spanish, Chinese, Japanese, Russian, Vietnamese, and Korean. SFCTA staff also met with and gave presentations to several citywide organizations and

commissions, along with key stakeholders on request. The Feasibility Study includes conceptual design and evaluation of several BRT alternatives.

Through technical analysis and community input, the Feasibility Study developed and evaluated a set of BRT alternatives for Geary Boulevard. The Feasibility Study is available for review at SFCTA. SFCTA has conducted multiple rounds of outreach and considered previous community input as the project design has undergone refinement. Community outreach efforts will continue throughout the development and implementation of the Hybrid Alternative/LPA as described in Chapter 8 of this Final EIS. Since 2007, the project team has convened over 200 meetings and/or briefings with local community, neighborhood, business, advocacy, and interest groups over the course of project development process since the Feasibility Study launched in 2007. These meetings have taken place in various locations throughout the Geary corridor to garner the most attendance from interested individuals and community groups and to address specific community concerns. The meetings to date have varied in character, including both small-group discussions and large-group presentations. Input received at these meetings has continually shaped project development.

The agencies recognize the importance of reaching out to project stakeholders and the broader community throughout the development process. During the public comment period the agencies received input on the adequacy of the analyses in the Draft EIS/EIR and project alternatives analyzed in the Draft EIS/EIR. The agencies have carefully considered all input received during the public comment period in designing the project and has responded to all comments received in this Final EIS.

Notification of the availability of the Draft EIS/EIR and the associated public comment meeting was provided in a variety of mediums, formats, and languages, including the following:

- A multi-lingual (English, Spanish, Filipino and Chinese) mailer was mailed to over 20,000 residents and owners along the length of the corridor, stakeholder groups and past meeting attendees.
- The project website was updated the week prior to release of the Draft EIS/EIR announcing the upcoming public comment period. Information was provided in English, Spanish, Chinese, Filipino, Russian, Japanese, Vietnamese, and Korean.
- Multi-lingual bus shelter ads were posted along the Geary corridor in English, Spanish, Chinese, and Filipino, announcing the availability of the Draft EIS/EIR for public review and comment. The same ad was also posted inside buses in the space behind the driver seat.
- A multi-lingual email was sent on October 5, 2015, in English, Spanish, Chinese and Filipino to over 1,000 people by SFCTA and SFMTA. Additional emails were sent on the following dates: October 30, 2015, and November 12, 2015, via social media accounts on SFCTA's and SFMTA's Twitter and Facebook pages announcing the public comment meeting and the extension of the public comment period.

- The Notice of Availability/Notice of Completion of the Draft EIS/EIR was published in the following publications: *San Francisco Examiner*, *Richmond Review*, *The New Fillmore*, *Western Edition*, *Central City Extra*, *Kstati*, *Nichi Bei Weekly*.
- Facebook ads were posted to announce the public comment meeting targeting people using the application near the Geary corridor.
- A Project Fact Sheet was housed on the Project website (gearybrt.org) available for the public to download. It was also provided at all community meetings and briefings, and available at the public comment meeting held on November 5, 2015. Fact sheet inserts describing the public comment period and meeting were available in Spanish, Chinese, Filipino, Russian, Japanese, Vietnamese, and Korean.
- An SFMTA Blog post was published on October 20, 2015, that described the environmental process, including the purpose of the public comment period and public comment meeting.
- The agencies contacted over 80 local stakeholder organizations and met with those groups that requested a meeting with the project team prior to or during the public comment period for the Draft EIS/EIR. These meetings occurred in October and November 2015 and provided project updates, including information about the Draft EIS/EIR and the public comment meeting.
- Information about the release of the Draft EIS/EIR and public comment meeting were provided to the project's Citizen's Advisory Committee (CAC) at the October 7, 2015, meeting.
- A press release announcing the availability of the Draft EIS/EIR was distributed to local media outlets on Thursday October 1, 2015.

SFCTA has developed its own noticing approach based on established local, state and federal requirements. The SFCTA provided notice consistent with noticing procedures for a Draft EIR stated in Chapter 31 of the San Francisco Municipal Code and CEQA Guidelines section 15087(d) and 15105(a). Under these CEQA requirements and NEPA Regulations (40 CFR Sec. 1506.10(c)), a Draft EIR or EIS is to be circulated for a period of 45 days.

The Draft EIS/EIR document was initially circulated for 45 days, but the comment period was extended an additional 14 days for a total of 59 days.

An electronic version of the Draft EIS/EIR was posted to the project website at www.gearybrt.org; paper copies were made available at SFCTA (1455 Market St.), the SFMTA (1 S. Van Ness Ave.), the SF Planning Information Center (1660 Mission St.), the SF Main Library (100 Larkin St.), the Anza Branch Library (550 37th Ave.), the Richmond/Senator Milton Marks Branch Library (351 9th Ave.), and the Western Addition Branch Library (1550 Scott St.) throughout the duration of the public comment period. A radius mailer was also sent to over 20,000 residences and businesses adjacent to the project corridor with information about public meetings and how to access the document. Newspaper ads were placed

Citywide in English, Spanish, and Chinese newspapers as well as local neighborhood newspapers. These ads contained the legal Notice of Availability/Notice of Completion information. Finally, advertisements announcing the availability of the document were placed on transit vehicles and in transit shelters along the corridor as well as on key Muni transfer lines. CD copies of the Draft EIS/EIR were made available upon request through the SFCTA at no cost to the public and paper copies could be purchased at the cost of printing.

Numerous outreach activities continued following the end of the Draft EIS/EIR comment period. As summarized in Section 8.3.3 of the Final EIS, the project team continued outreach to many neighborhood groups, advocacy organizations, residents, and merchants who had submitted comments. In all the project team convened a total of more than 60 meetings with over 30 different groups. Section 8.3.4 of the Final EIS identifies these groups. Further, throughout 2016 and early 2017, the project team attended community events to hear input and answer questions about the project. Four CAC meetings were also held after release of the Draft EIS/EIR. Input from these outreach efforts helped inform some of the minor modifications to the project introduced in this Final EIS. In addition, there was outreach and a public review period leading up to certification of the Final EIR in January 2017. The project team provided notice of the Final EIR release and related hearing dates in multiple languages and explained how to provide public feedback to the project decision-makers, the SFCTA Board and SFMTA Board. Advertisements included newspaper ads, postcards at bus stops, information cards in bus shelters and on buses, and ads in local newspapers in accordance with Federal, state and local law. Finally, as shown in Table L-4 above, the project team received extensive correspondence following the close of the Draft EIS/EIR comment period; Table L-4 summarizes these comments and provides brief responses.

L.2.2.13 Master Response 5c: Final EIR Certification

Many comments, particularly comments received after the close of the Draft EIS/EIR public comment period, included questions or statements regarding the certification of the Final EIR, including some comments stating that there had been inadequate time to review the Final EIR prior to certification and/or requesting that certification be delayed.

SFCTA published the Final EIR on December 9, 2016. Publication of the Final EIR was accompanied by information regarding the anticipated public hearing on the Final EIR and project approval set for January 5, 2017.

CEQA does not require a public comment period prior to certification of a Final EIR. Rather, CEQA Guidelines Section 15088(b) requires that written responses to comments by public agencies be made available at least 10 days prior to any action to certify a Final EIR. San Francisco Administrative Code Section 31.15(a) (which is not binding on SFCTA) requires that a Final EIR be made available for public review not less than 10 days prior to the hearing to consider its certification. The Final EIR, including written responses to agency, organization, and individual comments, was published

and made available for review well in excess of the 10 days required by CEQA for written responses to agency comments and consistent with Section 31.15(a) of the San Francisco Administrative Code.

At its January 5, 2017, hearing, the SFCTA Board heard public comment and then certified the Final EIR and approved the project. Each supervisor present was serving his or her elected term.

This Final EIS reflects consideration of all written comments submitted prior to the January 2017 hearing as well as comments submitted to the local sponsors for several months after the January 2017 hearing (see Table L-1.4).

L.2.2.14 Master Response 6a: Project Cost

Although not an environmental consideration, SFCTA received multiple comments on the Draft EIS/EIR expressing that the build alternatives for the Geary BRT project are too expensive for the benefits they would provide. A large portion of these comments indicated a preference for a more expensive project that would be expected to bring more benefits, with light rail and subway as suggested alternatives. A smaller portion of these comments indicated a preference for either side-running bus lanes as a cheaper alternative that could still provide some benefits, or the No Build Alternative that would rely on other, less expensive efforts to improve transit and walking along Geary. Finally, some commenters felt that \$300 million is simply too much to spend on a bus and street improvement project.

The agencies considered a fully side-running alternative (Alternative 2) whose capital costs were estimated to be substantially lower than the preferred alternative. However, as discussed in the considerations of the preferred alternative (Section 2.3.8.2), Alternative 2 would not be expected to generate substantially improved ridership, a key part of the project purpose. For this as well as other reasons documented in Chapter 2, Alternative 2 was not selected as the preferred alternative.

The agencies believe that the appropriate response is to generate as accurate a cost estimate as possible, as early as possible, to provide clarity for the public and decision-makers approaching the decision of whether to move forward. The \$300 million total cost covers a large set of improvements, including bus-only lanes, new stations, additional vehicles to increase service frequency, new traffic signals and streetlights, pedestrian safety upgrades, new medians and landscaping, and utility and paving work. During the project design and construction phases, the agencies will work to identify potential cost savings. When building major infrastructure projects, the agencies use rigorous protocols and policies to control costs, including those for procuring services and materials. For more information about the project cost and funding sources, see Chapter 9 of this Final EIS.

The agencies considered project cost as a critical factor during the process of refining and evaluating the project alternatives and selecting an LPA.

In the earlier screening process (the 2009 Alternatives Screening Report), other lower-cost alternatives, such as peak-period or striping-only bus lanes, were considered but ultimately rejected as fatally flawed due to their inability to meet the purpose and need of the project. For example, peak-period bus-only lanes were found to offer little or no benefit to transit travel time improvement and pedestrian conditions, which are key elements of the project purpose and need. For more information on other alternatives considered but rejected, please refer to Final EIS Chapter 2 and Master Response 1a and Chapter 10 of the Draft EIS/EIR.

L.3 Individual Responses to Comments on the Draft EIS/EIR

As described above, during circulation of the Draft EIS/EIR for public review, the agencies received comments on the Draft EIS/EIR in multiple formats, including letters, emails, comment cards submitted by public hearing attendees, and verbal comments transcribed by a court reporter. This section provides copies of the comment letters, emails, cards, and transcripts of verbal comments, as well as responses to each of these comments. Where appropriate, responses to individual comments provide references to relevant Master Responses in Section L.2.

L.3.1 Agencies

Letter A-1



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105

November 12, 2015

Mr. Alexander Smith
Federal Transit Administration, Region IX
201 Mission Street, Suite 1650
San Francisco, CA 94105

Subject: Draft Environmental Impact Statement for the Geary Corridor Bus Rapid Transit Project,
San Francisco, California (CEQ #20150279)

Dear Mr. Smith:

The Environmental Protection Agency (EPA) has reviewed the above-referenced document pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act.

We commend the Federal Transit Administration and the San Francisco County Transportation Authority for seeking to improve transit service and the pedestrian environment in the Geary Corridor. We appreciate that the document is accessible to the public, with plain language and helpful graphics to encourage understanding of sometimes complex technical information.

A-1.1 We have rated this Draft Environmental Impact Statement (DEIS) as LO, *Lack of Objections*. Please see the enclosed *Summary of EPA Rating Definitions* for a description of our rating system.

A-1.2 EPA appreciates the thorough analysis of air quality and associated health risk that is included in the DEIS, showing that no adverse effects would result from the project. Near roadway health is an increasing area of research and interest for EPA and we appreciate FTA and SFCTA advancing the practice of including this information in a NEPA document.

A-1.3 EPA understands that with adherence to the San Francisco Noise Ordinance, there would be no adverse effects to receptors, but we note that Table 4.11-4 indicates that some of the construction equipment could exceed 80 dBA at 100 feet, while the text states that it would not. This information should be edited or clarified in the Final Environmental Impact Statement/Record of Decision.

We appreciate the opportunity to review the DEIS. When the Final EIS is released for public review, please send one CD copy to the address above (mail code: ENF-4-2). If you have any questions, please contact Carolyn Mulvihill, the lead reviewer for this project, at 415-947-3554 or mulvihill.carolyn@epa.gov.

Sincerely,

Carolyn Mulishill for

Connell Dunning, Transportation Team Supervisor
Environmental Review Section

Enclosure:
Summary of EPA Rating Definitions

cc: Chester Fung, San Francisco County Transportation Authority

SUMMARY OF EPA RATING DEFINITIONS*

This rating system was developed as a means to summarize the U.S. Environmental Protection Agency's (EPA) level of concern with a proposed action. The ratings are a combination of alphabetical categories for evaluation of the environmental impacts of the proposal and numerical categories for evaluation of the adequacy of the Environmental Impact Statement (EIS).

ENVIRONMENTAL IMPACT OF THE ACTION

"LO" (Lack of Objections)

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

"EC" (Environmental Concerns)

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

"EO" (Environmental Objections)

The EPA review has identified significant environmental impacts that should be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

"EU" (Environmentally Unsatisfactory)

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the Council on Environmental Quality (CEQ).

ADEQUACY OF THE IMPACT STATEMENT

"Category 1" (Adequate)

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

"Category 2" (Insufficient Information)

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analysed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

"Category 3" (Inadequate)

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analysed in the draft EIS, which should be analysed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640, Policy and Procedures for the Review of Federal Actions Impacting the Environment

Responses to Comment A-1: Environmental Protection Agency (EPA)

- A-1.1 The rating of the Draft EIS/EIR as “LO,” Lack of Objections, is noted and part of the project administrative record.
- A-1.2 EPA indicated that they appreciate the analysis of air quality and associated health risk included in the Draft EIS/EIR. The comment does not question the adequacy of the environmental document or the characterization of any specific potential effect.
- A-1.3 Text corresponding to Table 4.11-4 on page 4.11-12 of the Draft EIS/EIR has been revised to say that some of the construction equipment used could exceed 80 dBA at 100 feet on occasion.

DEPARTMENT OF TRANSPORTATION

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November 16, 2015

SFVAR013
SCH# 2008112095

Mr. Chester Fung
Planning Division
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Geary Corridor Bus Rapid Transit Project – Draft Environmental Impact Statement /Environmental Impact Report

Dear Mr. Fung:

Thank you for continuing to include the California Department of Transportation (Caltrans) in the early environmental review process for the project referenced above. Our comments seek to promote the State's smart mobility goals that support a vibrant economy and build active communities rather than sprawl. We have reviewed the Draft Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) and have the following comments to offer. Please also refer to Caltrans' comment letter dated August 14, 2014, on the Administrative Draft EIS/EIR. Additional comments may be forthcoming.

Project Understanding

The Proposed Project would create bus rapid transit (BRT) along Geary Boulevard from 48th Avenue through Market Street, a major east-west transit route. Each of the four build alternatives would create two dedicated transit lanes (one eastbound and one westbound) from Gough Street to 34th Avenue. The build alternatives would also include the following features: colored bus-only lanes, high frequency bus service, transit signal priority, BRT/rapid network-branded vehicles, high-amenity BRT stations, mixed-flow travel lanes, bus bulbs and pedestrian crossing bulbs, protected left turns, new signalized pedestrian crossings, and a bicycle lane between Masonic and Presidio Avenues. State Route 1 (Park Presidio) is owned and maintained by Caltrans and intersects with Geary Boulevard. Van Ness Avenue and South Van Ness Avenue are part of U.S. Highway 101 (US 101) and also intersect the eastern border of the Central Geary Boulevard corridor.

Mitigation Responsibility

A-2.1 | As the lead agency, the San Francisco County Transportation Authority (SFCTA) is responsible for identifying and ensuring the coordinated implementation of all project mitigations. The

project's fair share contribution, financing, scheduling, implementation responsibilities associated with planned improvements on Caltrans right-of-way (ROW) should be listed, in addition to identifying viable funding sources per General Plan Guidelines.

A-2.1
cont.

This information should also be presented in the Mitigation Monitoring and Reporting Plan. Since an encroachment permit is required for work in the State ROW, and Caltrans will not issue a permit until our concerns are adequately addressed, we strongly recommend that the SFCTA work with both the applicant and Caltrans to ensure that our concerns are resolved during the environmental process, and in any case prior to submittal of an encroachment permit application. Further comments will be provided during the encroachment permit process; see end of this letter for more information.

Impacts to State Highway System

A-2.2

Based on the City's significance thresholds, the report indicates that the project is expected to adversely impact five intersections on State Route (SR) 1 and two intersections on US 101. It appears that the adverse impacts would be the result of changes in circulation patterns, in which some traffic would be diverted to streets that parallel Geary Boulevard. In order to better understand how traffic would be distributed to the State highway legs of those intersections, Caltrans requests further detailed information from the intersection analysis that would indicate the intersection delay/level of service for each approach, which will assist in the review of expected impacts to the State highway legs.

Construction Impacts to State Highway System

Please further describe the sewer modification, replacement, and pavement rehabilitation included with the construction of the BRT lanes as stated in the construction activities listed in Tables 4.15-1 and 4.15-2 (DEIS/EIR, pgs. 4.15-5,6). The descriptions of Project Alternatives does not discuss sewer and pavement work, nor are they described in the project's Need and Purpose statement. Please indicate if the sewer and pavement work will have a separate environmental clearance.

A-2.3

Table 4.15-2 indicates that the sewer work would have excavations 16 feet deep (pg.4-15-5). Please clarify if any sewer excavations will encroach into SR 1 or US 101 right-of-way, or otherwise impact the operation of those highways. Section 4.15.2 refers to temporary lane closures for re-grading of the street, but complete roadway closures are not mentioned. Given the scope of work described for the build alternatives, it would seem likely that a complete roadway closure may be needed at some point to accomplish the work. However, there is no information regarding the magnitude of potential construction-related traffic impacts. It is recommended a rough estimate of the range of expected traffic delays be provided for the various alternatives.

Mr. Chester Fung, San Francisco County Transportation Authority
November 16, 2015
Page 3

A-2.4

Maximizing BRT Potential

The Staff Recommendation of The Hybrid Alternative (Alternative 3.2C) with a greater number of stops may increase travel time along this lengthy corridor and therefore reduce service to passengers. Based on examples such as Caltrain's instituted Baby Bullet Service that resulted in an increase of ridership, people are likely to walk slightly further to a transit stop if it is understood the service will be quicker and more reliable. Service for BRT riders will improve with the reduction of left-turn movements for cars. The alternative with the fewest left-turn possibilities for cars will increase speed along the BRT corridor as well as improve safety. In order to increase travel times and promote higher ridership, Caltrans encourages the SFCTA to pursue an alternative that provides the most dedicated space along the Geary Corridor.

A-2.5

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. See the website linked below for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits>.

Should you have any questions regarding this letter or seek additional information, please contact Sherie George at (510) 286-5535 or sherie.george@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

Responses to Comment A-2: California Department of Transportation

A-2.1 SFCTA as the lead agency will ensure appropriate implementation of mitigation and improvement measures identified for the project. In certifying the Final EIR, SFCTA adopted a Mitigation Monitoring and Reporting Plan (see Appendix M of this Final EIS), which carries forward all of the Hybrid Alternative/LPA mitigation measures presented in the Draft EIS/EIR. SFCTA welcomes input from Caltrans during the environmental process and throughout the encroachment permit application process.

A-2.2 At the commenter’s request, the following tables provide detailed information from the intersection analysis regarding level of service and delays for each approach for each study intersection along SR 1 and US 101.

Table L.3-3 2020 PM Peak Hour LOS for Intersections with Park Presidio (State Route 1)

CROSS STREET	MINOR LEG				PARK PRESIDIO (SR 1)				INTERSECTION	
	EASTBOUND		WESTBOUND		NORTHBOUND		SOUTHBOUND			
	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS
Existing Conditions										
California	27.4	C	44.9	D	16.3	B	15.6	B	21.3	C
Clement	37.2	D	39.4	D	23.3	C	6.6	A	18.7	B
Anza	26.1	C	92.5	F	35	D	20.8	C	36.2	D
Fulton	42.4	D	39.1	D	33.3	C	45.7	D	40	D
2020 No Build										
Geary	21.5	C	15.3	B	34.1	C	69	E	41.4	D
California	30	C	44.7	D	16.5	B	19.4	B	23.1	C
Clement	61.5	E	45.4	D	25.7	C	6.4	A	22.4	C
Anza	25.3	C	74.4	E	33.9	C	24.1	C	34.5	C
Fulton	147	F	45.6	D	31.5	C	62.6	E	64.1	E
2020 Alternative 2										
Geary	9.5	A	6.5	A	27.6	C	33.4	C	24	C
California	28.4	C	41.4	D	19.6	B	20.4	C	23.7	C
Clement	75.2	E	49.8	D	30.9	C	7.3	A	26.9	C
Anza	27.4	C	97	F	39.1	D	26	C	40.1	D
Fulton	124.1	F	50.3	D	32.2	C	54.2	D	57.6	E
2020 Alternative 3										
Geary	13.5	B	10.6	B	45.9	D	78.9	E	48.9	D
California	30.4	C	67	E	17.4	B	18.6	B	27.1	C

CROSS STREET	MINOR LEG				PARK PRESIDIO (SR 1)				INTERSECTION	
	EASTBOUND		WESTBOUND		NORTHBOUND		SOUTHBOUND			
	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS
Clement	205.3	F	80.5	F	38.5	D	6.3	A	48.7	D
Anza	28	C	95	F	43.3	D	24.3	C	41.4	D
Fulton	144.2	F	57.7	E	31.3	C	52.7	D	61.7	E

2020 Alternative 3C

Geary	12	B	14.5	B	27.5	C	32.6	C	26.6	C
California	31.3	C	50.9	D	15.9	B	24.5	C	26.1	C
Clement	166.7	F	155.5	F	26.7	C	9.9	A	45.7	D
Anza	28.5	C	85.6	F	29.5	C	35.6	D	38.1	D
Fulton	142.5	F	52.3	D	30.8	C	66.6	E	65.4	E

2020 (Hybrid Alternative/LPA)

Geary	9.1	A	7.9	A	24.6	C	29.1	C	22.2	C
California	30.6	C	48	D	16.6	B	20.9	C	24.3	C
Clement	173	F	108.1	F	27.4	C	6.6	A	40.9	D
Anza	25.7	C	104.6	F	35.4	D	26.4	C	39.9	D
Fulton	137.6	F	63.9	E	34.2	C	63.5	E	65.9	E

Source: Parisi, 2016

Table L.3-4 2035 PM Peak Hour LOS for Intersections with Park Presidio (State Route 1)

CROSS STREET	MINOR LEG				PARK PRESIDIO (SR 1)				INTERSECTION	
	EASTBOUND		WESTBOUND		NORTHBOUND		SOUTHBOUND			
	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS

2035 No Build

Geary	33.6	C	13.2	B	40.8	D	114.4	F	60.3	E
California	28.2	C	39	D	17.7	B	40	D	30.7	C
Clement	75.3	E	42.5	D	27.3	C	33.5	C	35.3	D
Anza	26.2	C	99.8	F	46.1	D	66.4	E	60.3	E
Fulton	121.5	F	41.7	D	44.5	D	128.8	F	88	F

2035 Alternative 2

Geary	9.5	A	6.4	A	27.6	C	83.6	F	41.8	D
California	29.7	C	48.7	D	18.2	D	27	C	27	C
Clement	90.4	F	67.7	E	40.6	D	11.2	B	34.9	C
Anza	25.6	C	103.9	F	55.5	E	44.8	D	55.7	E
Fulton	142.7	F	55.3	E	49	D	112.7	F	88.4	F

CROSS STREET	MINOR LEG				PARK PRESIDIO (SR 1)				INTERSECTION	
	EASTBOUND		WESTBOUND		NORTHBOUND		SOUTHBOUND			
	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS
2035 Alternative 3										
Geary	13	B	12.6	B	38.5	D	116.9	F	61.2	E
California	31	C	48.1	D	18.3	B	25.9	C	26.7	C
Clement	198	F	153.3	F	34.9	C	7.4	A	51.2	D
Anza	27.3	C	100.7	F	49.2	D	34.9	C	48	D
Fulton	147.7	F	58.6	E	50.5	D	98.1	F	84.5	F
2035 Alternative 3C										
Geary	13	B	14.6	B	26.3	C	48.2	D	33.2	C
California	31.6	C	61.1	E	16.4	B	33.9	C	31.4	C
Clement	229.1	F	155	F	34.7	C	12.3	B	56.8	E
Anza	29.2	C	131.8	F	49.4	D	47.5	D	56.9	E
Fulton	143.5	F	55.5	E	50.3	D	118.5	F	91.2	F
2035 (Hybrid Alternative/LPA)										
Geary	10.8	B	9.1	A	24.1	C	70.8	E	39.5	D
California	30.3	C	59.9	E	19	B	44.6	D	36.1	D
Clement	175.7	F	75.2	E	45.2	D	30.1	C	53.9	D
Anza	30.4	C	116.8	F	59.4	E	63.5	E	66.5	E
Fulton	135.7	F	54	D	50.5	D	117.3	F	89.2	F

Source: Parisi, 2016

Table L.3-5 2020 PM Peak Hour LOS for Intersections with Van Ness (US 101)

CROSS STREET	MINOR LEG				PARK PRESIDIO (SR 1)				INTERSECTION	
	EASTBOUND		WESTBOUND		NORTHBOUND		SOUTHBOUND			
	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS
2020 No Build										
Geary	—	—	25.3	C	15	B	139.9	F	55.7	E
O'Farrell	58.4	E	—	—	137	F	15	B	71.7	E
2020 Alternative 2										
Geary	—	—	70.6	E	13.9	B	141.5	F	74.4	E
O'Farrell	51.5	D	—	—	147.8	F	19	B	73.2	E
2020 Alternative 3										
Geary	—	—	42.5	D	11.8	B	128.1	F	61.8	E
O'Farrell	47.6	D	—	—	142.4	F	19.4	B	69.1	E

CROSS STREET	MINOR LEG				PARK PRESIDIO (SR 1)				INTERSECTION	
	EASTBOUND		WESTBOUND		NORTHBOUND		SOUTHBOUND			
	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS
2020 Alternative 3C										
Geary	—	—	52	D	20.4	C	164.5	F	79.2	E
O'Farrell	30.3	C	—	—	184	F	24.9	C	77.7	E
2020 (Hybrid Alternative/LPA)										
Geary	—	—	70.8	E	11.1	B	115.8	F	65.6	E
O'Farrell	58.7	E	—	—	127.9	F	15.7	B	67.9	E

Source: Parisi, 2016

Table L.3-6 2035 PM Peak Hour LOS for Intersections with Van Ness (US 101)

CROSS STREET	MINOR LEG				PARK PRESIDIO (SR 1)				INTERSECTION	
	EASTBOUND		WESTBOUND		NORTHBOUND		SOUTHBOUND			
	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS
2035 No Build										
Geary	—	—	66.1	E	19.5	B	226.9	F	82.6	F
O'Farrell	32.5	C	—	—	131.9	F	10.5	B	72.3	E
2035 Alternative 2										
Geary	—	—	54	D	13.6	B	148.2	F	70.8	E
O'Farrell	47.8	D	—	—	156	F	20.6	C	73.9	E
2035 Alternative 3										
Geary	—	—	87.5	F	10.6	B	164.1	F	78.9	E
O'Farrell	40.4	D	—	—	146.4	F	17.4	B	68.3	E
2035 Alternative 3C										
Geary	—	—	47.8	D	20.4	C	163.1	F	76.7	E
O'Farrell	42.8	D	—	—	185.3	F	22.9	C	79.8	E
2035 (Hybrid Alternative/LPA)										
Geary	—	—	69.5	E	10.2	B	125.6	F	67.1	E
O'Farrell	53	D	—	—	129.5	F	13.7	B	67.2	E

Source: Parisi, 2016

A-2.3 The sewer replacement would occur between Franklin and Stanyan Streets and would not extend beyond the Franklin Street intersection toward Van Ness Avenue. The San Francisco Public Utilities Commission (SFPUC) has no intention to shift sewer pipeline locations at this time. There is potential sewer work at Park Presidio adjacent to the BRT station area; the scope of work

will be better defined once SFMTA initiates the conceptual engineering phase in early 2017.

- A-2.4 Wider stop spacing would result in better transit performance. Stop location was carefully studied to match with intersecting transit lines, schools, hospitals, senior services, and other common trip destinations.

There are a total of 40 left-turn locations (with both permitted and protected left-turn signal phasing) on Geary Boulevard from 25th Avenue to Gough Street. The Hybrid Alternative/LPA would reduce the number of permissive left turns from 37 to 10, and increase the number of protected left turns from three to 18. All left turns in the portion of the corridor with center-running bus-only lanes would be converted to protected left-turn arrows.

The project aims to provide a continuous, dedicated lane for transit vehicles. There are several constraints identified along the corridor. Widening the roadway is not feasible given the built-out nature of the corridor. Parking demand is a concern for fronting businesses. Grade separated crossings at Fillmore and Masonic result in narrow side segments. The design was developed to balance desire for a continuous, dedicated BRT lane against these constraints.

Please refer to Final EIS Chapter 2 and Master Response 1a for a discussion of the alternatives development process and attributes of the Hybrid Alternative/LPA that are being carried forward.

- A-2.5 SFCTA will incorporate traffic-related mitigation and improvement measures into construction plans and will follow the process outlined in the comment in submitting the encroachment permit application, when necessary. See Appendix M of this Final EIS, Mitigation, Monitoring, and Reporting Program, which carries forward all mitigation commitments for the Hybrid Alternative/LPA (as were also recorded in Draft EIS/EIR Chapter 7).



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

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2015

Thomas M. Blalock, P.E.
PRESIDENT

Tom Radulovich
VICE PRESIDENT

Grace Crunican
GENERAL MANAGER

November 16, 2015

San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Attn: Geary BRT EIS/EIR

DIRECTORS

Gail Murray
1ST DISTRICT

Joel Keller
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Thomas M. Blalock, P.E.
6TH DISTRICT

Zakhary Mallett, MCP
7TH DISTRICT

Nicholas Josefowitz
8TH DISTRICT

Tom Radulovich
9TH DISTRICT

Re: BART District Comments on the Geary BRT Draft EIS/EIR

SFCTA Colleagues:

The San Francisco Bay Area Rapid Transit District (BART) would like to offer comments on SFCTA’s Draft EIS/EIR for the Geary BRT project. We congratulate you on producing this impressive document that we know reflects considerable hard work, both technically in partnership with SFMTA, and with the community. We understand that all projects of this magnitude will necessarily incorporate some compromises, but we believe this project is a vital next step for San Francisco. We are submitting the following comments for your consideration in proceeding with finalizing the document.

Overall Comments

- The Geary Corridor is one of the primary transit corridors in San Francisco, and one of the corridors with the heaviest transit demand. It has been deserving of major improvements in speed and capacity for some time. As you know, there have been several studies over the last few decades that have looked at potential rail improvements for the corridor. While the BRT service proposed here is an improvement over the current level of service, it is possible, at some point in the future, that rail transit improvements will make sense for the corridor. A future rail project is likely several decades away, at a minimum, and would likely have wider station spacing than the BRT project. Providing improvements to the riding public for the intervening period is the right thing to do to serve the people using transit in the corridor.
- We do note that in the analysis of the future ridership and vehicle loadings for the project, that the onboard loads remain very high – often over Muni’s standards. This may point to the conclusion that this corridor requires a higher level-of-investment, either as a more heavily-designed BRT system, or as a rail corridor.

A-3.1

Specific Comments

	Page	Comment
A-3.2	S-2	Exec Summary - Project History section does not mention any history prior to the BRT studies. Should note briefly SFCTA 4-Corridor Study, and prior Muni and BART studies of rail in the corridor.
A-3.3	S-3/4	Purpose and Need is very oriented to the pedestrian environment, rather than being more focused on the lack of transit infrastructure. There is no mention of the current almost complete lack of transit priority measures west of Van Ness Avenue.
A-3.4	S-11	No-Build plus all Build alternatives exceed Muni's loading standards in future years.
A-3.5	S-14	Choosing the hybrid alternative as the Staff-Recommended Alternative (SRA) means that no modifications would be made to the grade-separated intersections at Fillmore and Masonic. This undoubtedly saves cost and neighborhood disruption, but means that the opportunity is lost to drastically improve the transit infrastructure and pedestrian environment.
A-3.6	1-4	In Planning Context, prior rail studies are mentioned (see S-2 above). Suggest summarizing this information on S-2.
A-3.7	1-6 to 1-13	Purpose and Need – same comment as above for S-3/4. Given the future loads projected for the project, the Purpose and Need should really be more focused on serving the existing number of riders on overcrowded buses with faster more reliable service, providing additional service to handle the anticipated number of additional riders in the future, and then determining the infrastructure needed to support that level of service. It appears that the project may be undersized for the future demand.
A-3.8	2-18	There does not appear to be a description of the bus stop configuration for the stops on Market Street that would be the primary transfer points to BART. Please confirm that the location and design of the Market Street stops will occur as part of the Better Market Street project.
A-3.9	2-33 and 2-37	Service is more frequent in the 3-Consolidated than in the Hybrid. In 3-Consolidated, average peak headway is about 2 minutes. In the hybrid, it is closer to 3 minutes. Please explain the differences.
A-3.10	3.3-5	Table 3.3-2 - Update average weekday ridership at Montgomery Station from 39,000 in 2013 to 44,333 in FY2015. Montgomery is undoubtedly the primary BART station used for transfers to the Geary Corridor, but Embarcadero and Powell are also used by transferring riders. FY2015 average weekday ridership at these stations is 45,460 for Embarcadero and 29,429 for Powell.
A-3.11	Chapter 3 - Overall	The Hybrid Alternative, while it is preferable to the No-Build alternative, does not perform as well in terms of transit ridership and performance as several of the other alternatives, such as the 3-Consolidated. This is understandable in some cases because the Hybrid appears to have lower levels of infrastructure in some portions of the corridor, but this comes at the cost of more effective transit services. The concern is that if the Hybrid Alternative is implemented, the net result could be a similar situation to today, in which major improvements are still needed in the corridor, due to continued ridership growth, as the Hybrid may not provide enough of an improvement over the current level of service.

BART Comments on the Geary BRT Draft EIS/EIR
November 16, 2015

Thank you for the opportunity to comment on this Draft EIS/EIR. Please call me at (510) 287-4794 if you have any questions.

Sincerely,



Val Menotti
Chief, BART Planning, Development and Construction

Cc: Robert Powers
Ellen Smith
Tim Chan
Susan Poliwka
Duncan Watry

Responses to Comment A-3: BART

- A-3.1 Suggestions for future transit improvements are noted. Please refer to Final EIS Chapter 2 and Master Response 1a for a discussion of alternatives to the project, including rail and subway options that are not feasible at this time.
- A-3.2 Suggestion for the inclusion of pre-BRT studies in the Project History section of the Executive Summary is noted. See Section S.10 of the Final EIS, which mentions previous studies and describes in more detail the Geary Corridor BRT Feasibility Study, which was completed in 2007. Pre-BRT studies are discussed in Section 1.2, Planning Context. The comment does not question the adequacy of the environmental document or the characterization of any specific potential effect, thus no change to the Draft EIS/EIR has been made.
- A-3.3 Comments related to the purpose and need of the project are noted. The first Project Need in Section S.11.2 of the Final EIS is related to transit service in the Geary corridor. The third Project Need is related to the streetscape as well as the existing bus stop infrastructure and amenities. The Project Purpose (Section S.11.1) aims to not only improve pedestrian conditions, but to improve transit performance and enhance passenger experience.
- A-3.4 The comment is correct—the No Build and build alternatives do not meet the 85-percent load factor;²⁷ however, Tables 3.3-14 and 3.3-15 in the Draft EIS/EIR illustrate the alternatives and represent better prospective conditions than the No Build. The agencies recognizes the importance and need for improved transit service on the Geary corridor and will continue to identify opportunities for greater enhancements.
- A-3.5 Please see Final EIS Chapter 2 and Master Response 1a for a detailed discussion of project alternatives.
- A-3.6 The suggestion to summarize information is noted.
- A-3.7 See response to comment A-3.3 above. The purpose and need is primarily focused on providing faster, more reliable transit service to reduce overcrowding with a secondary, ancillary purpose of improving pedestrian facilities on Geary (which in turn help facilitate transit ridership). As shown in Section 3.3.4.8.2 of the Draft EIS/EIR, Year 2020 and 2035 outbound load factors are lower than No Build conditions for all build alternatives.
- Furthermore, as discussed in Draft EIS/EIR Section 3.3.4.9.2, passenger waiting and boarding experience would notably

²⁷ “Load Factor” is a term applied to bus crowding, and is measured by the number of passengers on board a bus relative to the vehicle’s carrying capacity.

improve for all build alternatives compared to No Build conditions. At stations with the heaviest forecasted use, passengers would be accommodated with more than five square feet per anticipated passenger. In addition, all build alternatives would be designed to be rail-ready consistent with requirements of Proposition K (refer to Section 1.2 for more detail on Proposition K). Also see Master Response 1a regarding rail-readiness.

- A-3.8 Draft EIS/EIR Tables 2-3 and 2-4 (pp. 2-16 and 2-17) identify Market Street stops associated with each of the alternatives, for both eastbound and westbound direction. The No Build and build alternatives would have stops at the same locations but with varying degrees of service. Section 2.7.1.2 of the Draft EIS/EIR acknowledged the Better Market Street project as one of many projects constituting the regional context.
- A-3.9 The project's proposed consolidated service would combine the Rapid and Local service into a single BRT service. Because all buses would stop at the consolidated stops, the average headway experienced at any given stop (Local or BRT) would decrease as well.
- A-3.10 Table 3.3-2 in the Draft EIS/EIR was revised to provide the 2015 weekday ridership value for BART's Montgomery Street station.
- A-3.11 The comment is noted. Please refer to Final EIS Chapter 2 and Master Response 1a for a detailed discussion of the development of alternatives.



November 20, 2015

Attn: Geary Bus Rapid Transit EIS/EIR
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Re: **Geary Corridor Bus Rapid Transit Project Draft Environmental Impact Statement/Report**

To Whom It May Concern:

Golden Gate Bridge, Highway and Transportation District (GGBHTD) has reviewed the above-referenced document and offers the following comments pertaining to Golden Gate Transit (GGT) transit operations and facilities in the project Study Area.

General Comments

A-4.1

GGBHTD notes that all 17 stops served by GGT Route 92 on Geary Boulevard between Park Presidio Boulevard and Webster Street are shared with Muni. GGBHTD understands that no existing GGT stops will be eliminated under any alternative. GGBHTD requests all future facilities are able to accommodate over the road MCI coaches and Orion V coaches. Center running platform heights must accommodate GGT MCI coaches which utilize luggage bay under-coach bike racks. GGT requests proposed curb height specifications at center-running platforms to determine if MCI bus bike rack deployment will be impeded. GGBHTD requests bypass lanes if necessary and feasible.

A-4.2

GGBHTD requests signage sharing opportunity in line with present agreement at stops in the corridor served by GGT. This includes space for GGT decals, metal blade flag signage, and kiosks if necessary. GGBHTD requests inclusion of Route 92 and any potential future Geary corridor serving routes in real time arrival signage. In particular the customer information needs of those waiting for pickup in the westbound/outbound direction is of greatest importance.

A-4.3

Project Need & Purpose

GGBHTD requests clarification on whether or not the 95,000 daily corridor rider estimate includes GGT Route 92 patrons.

A-4.4

Description of Alternatives - No Build Alternative (2.2.2.1)

GGBHTD recognizes that under the no build alternative GGT would continue to operate in mixed-flow travel lanes and serve curbside bus stations. If any transit signal priority (TSP) technology is implemented GGT would request permission to utilize in order to speed up operations. Additionally, GGBHTD requests coordination with SFCTA and SFMTA on the development and acquisition of TSP equipment.

A-4.5

Transit Improvements and Operations Common to Build Alternatives (2.2.3.1)

Under the build alternatives GGBHTD understands that it would utilize the BRT stops on Geary Boulevard between Park Presidio Boulevard and Webster Street. GGT requests that an access

A-4.5 cont. | and egress option be made available at Park Presidio Boulevard and Webster Street in both directions in order to enter and exit the facility, in particular the center-running lanes at Park Presidio Boulevard. GGBHTD requests left turn on Park Presidio Boulevard southbound to Geary Boulevard eastbound be preserved. Under all alternatives GGT requests that no stops currently served by Route 92 be eliminated.

A-4.6 | **Bus Station Types and Amenity Levels (Table 2-2)**
GGBHTD requests the inclusion of Route 92 on any new System Map. GGT requests shelter signage space to accommodate GGT metal flag hardware specifications. GGT requests Muni stop and shelter signage allow for GGT decal sticker.

A-4.7 | **Detailed Discussion of Features for Alternative 2: Side-Lane BRT – Transit Improvements and Operations (2.2.4.1)**
It is noted that side-running, bus-only lanes would be utilized by GGT in Alternative 2. Additionally GGT recognizes that BRT and non-BRT bus lines will utilize these lanes. GGBHTD assumes bus loading zones will be lengthened to accommodate any anticipated increase over the status quo in occurrences of multiple coaches serving a single stop at once.

A-4.8 | **Proposed Eastbound Stop Locations (Table 2-3)**
GGBHTD requests the inclusion of Route 92 in this table, if possible, at all eastbound stop locations: 12th Avenue, 6th Avenue, Arguello Boulevard, Spruce Street, Masonic Avenue, Presidio Avenue, Baker Street, Divisadero Street, and Fillmore Street.

A-4.9 | GGBHTD requests confirmation that under the Hybrid Alternative no GGT stops will be eliminated eastbound direction.

A-4.10 | **Proposed Westbound Stop Locations (Table 2-4)**
GGBHTD requests the inclusion of Route 92 in this table, if possible, at all westbound stop locations: Fillmore Street, Divisadero Street, Baker Street, Presidio Avenue, Spruce Street, Arguello Boulevard, 6th Avenue, and 12th Avenue.

A-4.11 | GGBHTD requests confirmation that under the Hybrid Alternative no GGT stops will be eliminated in the westbound direction.

Detailed Discussion of Features for the Hybrid Alternative – Transit Improvements and Operations (2.2.7.1)

It is noted that under the Hybrid Alternative from Gough Street to Palm Avenue, colorized bus-only lanes in the rightmost travel lane in each direction of Geary Boulevard would be utilized. Access to and from Webster Street is necessary for GGT Route 92 operations.

A-4.12 | The GGT stops affected would be Fillmore Street, Divisadero Street, Baker Street, Presidio Avenue, Masonic Avenue, and Spruce Street.

It is noted that from Palm Avenue to 27th Avenue the Hybrid Alternative would utilize new center-running bus-only lanes with no bus passing lanes. GGT stops affected would be Arguello Boulevard, 6th Avenue, and 12th Avenue. An access and egress design to accommodate the turn to and from Park Presidio Boulevard is requested.

Regional Roadways – Highway 1/Park Presidio (3.2.1.3.1)

GGT Route 92 travels on Park Presidio Boulevard making stops on Park Presidio Boulevard at California Street in both the northbound and southbound directions.

Regional Roadways – Van Ness Avenue and South Van Ness Avenue (3.2.1.3.1)

GGT Routes 10, 70, 101, 101X, 54, and 93 operate on Van Ness Avenue south of Lombard Street stopping at 11 locations. GGT Routes 2, 4, 8, 18, 24, 27, 38, 44, 54, 56, 58, 72, 72X, 74, and 76 make stops on Van Ness Avenue north of Lombard Street in both directions at the Van Ness Avenue and Chestnut Street intersection.

A-4.12
cont.

Major Streets – Gough Street (3.2.1.3.2)

GGT Route 10 is mentioned as an intersecting bus route with Gough Street. This statement should be struck through and replaced with GGT Route 92 which crosses Gough Street eastbound on Golden Gate Avenue and westbound on McAllister Street. GGT Route 10 currently operates on Van Ness Avenue and Lombard Street to access points north of the Golden Gate Bridge.

Major Streets – Franklin Street (3.2.1.3.2)

GGT Route 92 is not mentioned in section 3.2.1.3.2. GGT Route 92 crosses Franklin Street eastbound on Golden Gate Avenue and westbound on McAllister Street.

Transit Routes Crossing Geary Boulevard (3.3.2.1.2)

A-4.13 GGT Routes are not mentioned. Routes 10, 70, 101, 101X, 54, and 93 cross via Van Ness Avenue

Bus Operations at Transitions (3.3.3.2.1)

A-4.14 Please clarify whether GGT will be able to take advantage of the queue jump.

Golden Gate Transit Services (3.3.2.2)

A-4.15 Two corrections are noted: (1) GGT operates 20 bus routes and 2 ferry routes in and out of San Francisco and (2) GGT Route 92 makes 8 eastbound and 8 westbound stops.

No Build Alternative – Operational Effects (4.4.4.2.1)

A-4.16 GGBHTD requests that any corridor upgrades to the existing facility include sufficient space for GGT customer information at shared stops. GGT requests that TSP implementation include GGT as a potential user of the system, including participating in selection and purchase of on-board TSP equipment.

Construction Methods and Impacts (4.15)

A-4.17 GGBHTD prefers GGT have a suitable alternative stopping location, particularly in the pickup, i.e. westbound direction, if a stop will be closed due to construction.

Selected Construction Approach (4.15.2)

A-4.18 GGBHTD recognizes that the Project construction may reduce available lanes on Geary Boulevard west of Gough to two lanes or one lane during off-peak travel periods. GGT requests that it receive adequate notification during construction period when facilities will be temporarily

A-4.18 cont. | relocated or temporarily placed out of service. GGT requests that temporary facilities accommodate MCI and Nova V coach specifications.

Environmental Areas with Beneficial or No Adverse Cumulative Effects – Transit (5.5.1)

A-4.19 | It should be noted that GGBHTD operates bus service from San Francisco via Geary Boulevard to not only Marin County but also Sonoma County and Contra Costa County with the utilization of a transfer within the GGT system.

Interagency Consultation – External Local Agency (8.2.2)

A-4.20 | GGBHTD acknowledges it participated in the TAC group in the planning stages of the project and wishes to note that it will continue to work with SFCTA towards resolving any coordination barriers which may arise as more refined technicalities of the facility are made public.

Options for Fillmore Underpass Area (10.2.5)

A-4.21 | GGBHTD acknowledges that the Draft EIS/EIR Locally Preferred Hybrid Alternative has eliminated center-running lanes from consideration at this location; however, it wishes to note for the record that eventual stop selection must accommodate both Nova and MCI vehicles used on GGT. No scenarios utilizing left side door loading and unloading would work with GGT operations. GGT prefers existing street level stops over use of the underpass. A filled in underpass would not present a problem as long as GGT can access and egress future center running lanes to and from Webster Street.

Options for Masonic-Area Underpass (10.2.6)

A-4.22 | GGBHTD acknowledges that the Draft EIS/EIR Locally Preferred Hybrid Alternative has eliminated center-running lanes from consideration at this location however it wishes to note for the record that eventual stop selection must accommodate both Nova and MCI vehicles used on GGT. No scenarios utilizing left side door loading and unloading would work with GGT operations. Currently this stop does not accommodate the deployment of the luggage bay bike rack on MCI coaches. Future stop improvements would ideally allow for such utilization through a sidewalk reconfiguration.

Summary Conclusion: Alternative 3.2C (Hybrid Alternative) as Staff Recommendation (10.3.7)

A-4.23 | GGBHTD acknowledges that the Hybrid Alternative is the locally preferred alternative. GGBHTD is aware that entering and exiting Geary Boulevard at Webster Street will occur in the section of Geary Boulevard utilizing side-running lanes. Entering and exiting Geary Boulevard from Park Presidio Boulevard will occur in the section utilizing center-running lanes, and require a transition to the 12th Avenue center-running stop.

Alternatives and Combinations Performance Summary (Table 10-2)

A-4.24 | Travel time savings for local service utilizing the corridor drops from 1:02:30 in the No Build scenario to 55:55 in the Alternative 3.2C Hybrid scenario. Ridership increases from 69,500 in the No Build Scenario to 77,600 in the Alternative 3.2C Hybrid scenario. GGBHTD acknowledges that these travel time and patronage increase benefits may be noticed on Route 92 due to its utilization of the corridor. GGBHTD acknowledges that the Alternative 3.2C Hybrid scenario is estimated to take 100 weeks of construction time.

Thank you for providing the GGBHTD with the opportunity to submit comments on the Geary Geary Bus Rapid Transit EIS/EIR. You may contact me at (415) 257-4583 or Principal Planner Barbara Vincent at (415)-257-4465 if you have any questions regarding these comments.

Sincerely,

A handwritten signature in blue ink that reads "Ron Downing". The signature is fluid and cursive, with the first name "Ron" being more prominent than the last name "Downing".

Ron Downing
Director of Planning

c: Barbara Vincent, GGBHTD
Joshua Widmann, GGBHTD

Responses to Comment A-4: Golden Gate Bridge Highway and Transportation District

- A-4.1 The project will have standard-height curbs that can accommodate standard transit vehicles.
- A-4.2 The request to allow for Golden Gate Transit (GGT) signage at joint BRT/GGT stops is noted. SFMTA is open to discussing how GGT signage and hardware needs can be accommodated, pending specifications with the Clear Channel shelters during detailed design. Including GGT signage at such stops would not have any foreseeable new or different environmental impact over what was disclosed in the Draft EIS/EIR.
- A-4.3 The projections regarding Geary corridor daily ridership do not include GGT route 92 ridership. Route 92 operates eight times per day in each direction. Including route 92 would not have a meaningful impact on overall Geary corridor bus ridership, and thus was not included.
- A-4.4 SFMTA has begun discussions with GGT regarding the project's potential effects to GGT service. SFMTA has confirmed that if GGT has the same TSP technology as SFMTA in their fleet of coaches, they are welcome to use the TSP at intersection(s) with TSP functionality.
- A-4.5 The comment requests that the build alternative preserve a permissive left turn for GGT buses southbound Park Presidio onto eastbound Geary Boulevard. The transit modeling conducted for the Draft EIS/EIR assumed continuation of this permissive left turn. The comment also requests the opportunity for GGT buses to exit center-running bus lanes at or before Webster Street, where current GGT bus routes deviate from Geary Boulevard. Because the Hybrid Alternative/LPA and Alternative 2 would each feature side-running bus lanes on Geary at Webster, GGT buses would have unrestricted movement from Geary to Webster. As noted in Tables 2-3 and 2-4, the build alternatives would modify some stops between Park Presidio and Webster Streets, differing by alternative.
- The Hybrid Alternative/LPA would consolidate the eastbound Masonic Avenue and Presidio Avenue bus stops. This would eliminate the eastbound Presidio Avenue stop, and the existing Masonic Avenue stop would move to the far side of the street. No other changes to GGT bus stops are anticipated. No changes to GGT bus routing are anticipated in any of the build alternatives.
- A-4.6 SFMTA is open to discussing how GGT signage and hardware needs can be accommodated, pending specifications with the Clear Channel shelters during detailed design. SFMTA developed a simplified shelter system map last year as part of a larger branding effort which does not include other bus service provider routes; however, the transit and bicycle printed maps have a schematic representation of regional transit connections

and opportunities to include this here can be discussed. The comment is unrelated to the adequacy of the environmental document and no further response is required.

- A-4.7 The traffic model determined bus loading zone size based on future demand and need of the Geary corridor and included GGT transit loading needs.
- A-4.8 The intent of Table 2.3 in the Draft EIS/EIR was to depict proposed eastbound stop locations for Muni buses only. Eastbound GGT buses would have stops at 12th Avenue, 6th Avenue, Arguello Boulevard, Spruce Street, Masonic Avenue, Presidio Avenue, Baker Street, Divisadero Street, and Fillmore Street. The agencies do not believe it is appropriate to include Route 92 in this table because the purpose is to solely illustrate Muni 38 services.
- A-4.9 The Masonic Avenue and Presidio Avenue bus stops are proposed to be consolidated in the eastbound direction under the Hybrid Alternative/LPA. For GGT's purposes, this would eliminate the eastbound Presidio Avenue stop, and the existing Masonic Avenue stop would move to the far side of the street. No other changes to GGT bus stops are anticipated.
- A-4.10 The intent of Table 2.4 in the Draft EIS/EIR was to depict proposed westbound stop locations for Muni buses only. Westbound GGT buses would have stops at Fillmore Street, Divisadero Street, Baker Street, Presidio Avenue, Spruce Street, Arguello Boulevard, 6th Avenue, and 12th Avenue. The agencies do not believe it is appropriate to include Route 92 to this table because the purpose is to solely illustrate Muni 38 services.
- A-4.11 No GGT bus stops would be eliminated in the westbound direction under the Hybrid Alternative/LPA.
- A-4.12 See response to comment A-4.5 above.
- A-4.13 The agencies appreciate clarification regarding GGT routes crossing Geary Boulevard. These changes are reflected in Section 3.3.2.1.2 of the Final EIS.
- A-4.14 GGT could use the queue jump, however, SFMTA and GGT would need to work together to ensure that the current system can detect GGT's buses. SFMTA also anticipates working with GGT on their TSP technology so that GGT can take advantage of the TSP along the Geary corridor.
- A-4.15 The agencies appreciate the corrections regarding GGT routes in and out of San Francisco, and related to Route 92. These changes have been incorporated in Section 3.3.2.2 of the Final EIS.
- A-4.16 SFMTA boarding islands include multiple information panels and map cases. GGT will be able to use available space for its own information. As long as GGT has the same TSP technology as

SFMTA in their fleet of coaches, they are welcome to use the TSP at intersection(s) with TSP functionality.

- A-4.17 During detailed design and implementation, detailed construction plans will be developed; this will include identifying alternative stop locations for both Muni and GGT buses as well as other service providers affected.
- A-4.18 Requests regarding notification during construction have been noted. The project team will continue to work with District staff on how to minimize disruption to GGT service during construction. For example, most existing stops will be maintained during construction as feasible, or a replacement stop in the immediate vicinity will be created. SFMTA and GGT have similar goals to maintain transit access during construction, and the transportation management plan (described in Section 4.15) will use best practices to minimize traffic and transit delays. Please refer to Master Response 2b for a detailed description of outreach and notification that will occur before and during construction activities for project implementation.
- A-4.19 Thank you for the clarification regarding the extent of Golden Gate Transit regional bus service. The text in Section 5.5.1 of the Final EIS has been revised to document that bus service from Geary Boulevard extends to Sonoma and Contra Costa counties.
- A-4.20 The comment is noted. The project team would also like the opportunity to continue to work with GGT staff as needed to resolve any coordination barriers that may arise during project development and implementation.
- A-4.21 The Hybrid Alternative/LPA would be side-running through the Fillmore area and would utilize buses with doors on one side only (right side). All center-running bus-only lanes would have dual medians, allowing for right-side boarding and alighting, similar to GGT's fleet. The project team will accommodate future GGT coaches along the corridor, as feasible.
- A-4.22 See response above.
- A-4.23 The comment is noted and is part of the record. The Hybrid Alternative is the SRA and became the locally preferred alternative (LPA) upon official SFCTA Board action in January 2017.
- A-4.24 The comment is noted and is part of the record.



SFUSD SAN FRANCISCO
PUBLIC SCHOOLS

Rosa Parks Elementary School
A Restorative Practices School

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Paul Jacobsen, Principal

Geary Bus Rapid Transit Advisory Committee
c/o San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

October 7, 2015

RE: Opposition to Removal of the Japantown Pedestrian Bridge at Geary & Webster

Dear Members of the Citizens Advisory Committee and CTA Board,

On behalf of Rosa Parks Elementary School (PTCC-JBBP), I wish to express the school community's strong concern and objection to the draft EIR's inclusion of the MTA/CTA staff recommendation to remove the pedestrian bridge crossing Geary at Webster Street.

A-5.1 | **The Japantown Bridge is an important resource for Rosa Parks School.** It connects our school and Japantown, which is an important part of our curriculum and serves as a cultural resource and provides a variety of services for our programs and families. As we have repeatedly stressed in our meetings with MTA/CTA staff, increasing the risk to our children and their families by removing the pedestrian bridge to Japantown is unnecessary and unacceptable.

A-5.2 | **The Japantown Bridge is the only fully safe way for children and their families to cross Geary Boulevard. Why would we increase the risk to their safety even 1% for 18-20 seconds of passenger delay at the westbound Webster bus stop?** Rosa Parks Elementary students, and JBBP students especially, consistently use the Japantown Bridge to cross between the school and Japantown, both before and after school, on class field trips involving groups of up to 40-60 students and adults, and during community events and festivals in which they participate. *The Japantown Bridge provides the only 100% safe way to cross Geary Boulevard.* As we have repeatedly stressed to the MTA/CTA staff, we oppose tearing down the Japantown Bridge because it puts our children, families and staff at risk by forcing them to cross Geary at street level.

We also are not convinced by the 4 other reasons MTA/CTA staff have presented to justify removal of the Bridge that we have heard at and/or subsequent to their meetings with our school community:

A-5.3 | 1. The MTA/CTA staff contends that demolition is justified because the Bridge does not meet current ADA standards. Even if the Bridge doesn't meet ADA standards, the MTA/CTA has proposed placing two street level crosswalks at Webster and a crosswalk at Buchanan that would be ADA compliant and have large pedestrian refuges. PTCC-JBBP and others at Rosa Parks told MTA/CTA staff that, providing proper safety measures are included, these crosswalks would be useful. *We do not consider the street level crossings to be a substitute for the Japantown Bridge and staff statements indicating that we believe otherwise are incorrect and misleading.*

A-5.4 | 2. The suggestion that even if ADA compliant crosswalks were installed the Bridge is required to be removed for lack of compliance appears arbitrary. There are numerous buildings in San Francisco, including City Hall and Japan Center, that have been retrofitted with ADA ramps; no one would suggest that their ADA non-compliant stairs need to be removed. The non-compliant rise in elevation on the Japantown Bridge is not so great that it

A-5.4 cont. | creates a barrier to use by a substantial number of children, seniors and adults who use the Japantown Bridge on a regular basis.

A-5.5 | 3. The MTA/CTA staff has argued that demolition is justified because the Bridge attracts homeless people who occupy the area under the ramps. Rosa Parks staff and families, and others in the area, have been working successfully with the SFPD Northern Station homelessness team to address problems when they arise. Earlier this year, the City installed new fencing around the ramp areas which has greatly reduced problems with people occupying the areas under the ramps. Concern over homeless encampments does not justify removal of the Bridge.

A-5.6 | 4. The MTA/CTA staff also asserts that demolition is justified because sculptures or plantings in the areas formerly occupied by the ramps will be installed to beautify the intersection. Safety should be a higher priority than beautification. The money being allocated for demolition, acquisition of sculptures and creating and maintaining plantings could better be applied to improving the Japantown Bridge – notably reviewing and performing seismic reinforcement, painting the railings and possibly adding informational signage highlighting the history of Redevelopment, including Geary Boulevard’s division of the existing community and the role and symbolism of the Japantown Bridge in maintaining our community connections.

Rosa Parks School has a long history serving the Japantown and Fillmore neighborhoods. There are currently 390 students enrolled at Rosa Parks including 245 students enrolled in the Japanese Bilingual Bicultural Program (JBBP). Our school community, and especially JBBP, has many interactions with Japantown. Our teachers take large groups of students across the Bridge on field trips; without the Bridge as a safe means of crossing Geary, we will be forced to curtail such activities. Many of our students attend Nihonmachi Little Friends Afterschool and other programs that require crossing Geary to reach their sites. We ask that these essential connections not require students and their families to take greater risks crossing Geary Boulevard.

A-5.7 | The history and identity of Rosa Parks School embraces the neighborhood north and south of Geary. Rosa Parks School and its families strive to repair the divide created as a result of Redevelopment’s creation of Geary Boulevard as a virtual highway through the neighborhood. The Japantown Bridge, as is evident from its Japanese influenced design and location, was intended to be a tangible symbol of the connection between the areas north and south of Geary. It serves us well as a reminder of our shared heritage and as a practical link to the resources of the Japantown community. Please do not destroy this important link.

On behalf of the Rosa Parks School community, I am asking the MTA and CTA to demonstrate their respect for our community and act to ensure the safety of the children, seniors and all members of our community by withdrawing the recommendation to demolish the Japantown Bridge. We further request that MTA/CTA staff work with the affected communities to explore installation of ground level crosswalks with appropriate safety measures to provide ADA accessible alternatives to the Bridge. In order to support the improvement of the pedestrian crossing at Geary and Webster, we suggest that funds contemplated for demolition of the Japantown Bridge and streetscape improvements for the ramp areas be applied instead to seismic and aesthetic improvements to the Bridge itself. After meeting with MTA and CTA staff and with my school community, I believe that preserving the Japantown Bridge is essential to provide a safe crossing at Geary and that it will have minimal impact on the efficiency of the Geary BRT. No child should be put at risk to save 20 seconds on a bus schedule.

Thank you for your consideration,

Paul Jacobsen, Principal
Rosa Parks Elementary School

Cc: Supervisor London Breed, President, SF Board of Supervisors; CTA Board of Directors
Supervisor Scott Wiener, Chair, CTA Board of Directors
Supervisor Malia Cohen, Vice-Chair, CTA Board of Directors
Supervisors John Avalos, David Campos, Julie Christensen, Mark Farrell, Jane Kim, Eric Mar, Katy Tang and Norman Yee; CTA Board of Directors
Tilly Chang, Executive Director, SF CTA
Richard Hashimoto, Geary BRT CAC
David Wong, Assistant Superintendent, Cohort 2, San Francisco Unified School District

Emily Murase, President, Board of Education, San Francisco Unified School District

Robert Hamaguchi, Executive Director, Japantown Task Force

Cathy Inamasu, Executive Director, Nihonmachi Little Friends

Maria Su, Director, Department of Children, Youth & Families

Response to Comments A-5: San Francisco Unified School District – Rosa Parks Elementary School

- A-5.1 The pedestrian bridge at Webster Street is no longer proposed for removal under the Hybrid Alternative/LPA. Refer to Final EIS Chapter 2 and Master Response 1b for details regarding this and other modifications to the Hybrid Alternative/LPA.
- A-5.2 SFCTA has modified the Hybrid Alternative/LPA since the Draft EIS/EIR and the Webster Street bridge will no longer be demolished. See Final EIS Chapter 2 and Master Response 1b for further details.
- A-5.3 The agencies acknowledge that PTCC-JBBP and others at Rosa Parks Elementary School believe that new street-level crosswalks at Webster and Buchanan Street would be useful if proper safety measures are included. It is noted that PTCC-JBBP does not consider these crosswalks to be a substitute for the Webster Street bridge, and no statements on behalf of PTCC-JBBP reflecting such will be made.
- The pedestrian bridge at Webster Street is no longer proposed for removal under the Hybrid Alternative/LPA. Please refer to Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR.
- A-5.4 The Webster Street bridge is not ADA-compliant; however, the pedestrian bridge at Webster Street is no longer proposed for removal under the Hybrid Alternative/LPA. Please refer to Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR.
- A-5.5 Concerns over homeless encampments near the Webster Street bridge are noted. Demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. Please refer to Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR.
- A-5.6 Demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. Please refer to Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR.
- A-5.7 Demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. Please refer to Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR.

Letter A-6

From: **Singa, Krute (ENV)** <krute.singa@sfgov.org>
 Date: Mon, Nov 16, 2015 at 11:21 AM
 Subject: SFE Geary BRT EIR Comments
 To: "Chester Fung (chester.fung@sfcta.org)" <chester.fung@sfcta.org>
 Cc: "Hayden, Bob (ENV)" <bob.hayden@sfgov.org>, "Singa, Krute (ENV)" <krute.singa@sfgov.org>

Hi Chester,

SF Environment would like to submit the following comments on the Geary BRT Draft EIS/EIR.

Thanks,

Krute

SFE Comments:

The San Francisco Department of the Environment supports the SFCTA staff-recommended Hybrid Alternative (Alternative 3.2C) for the Geary Bus Rapid Transit Project for the following reasons:

A-6.1

- This alternative has center-running dedicated bus lanes in the Richmond District which allow more efficient operations than the curb lane, and is an industry best practice
- This alternative provides the most capacity to accommodate future ridership demand than the other alternatives
- This alternative provides more transit access and pedestrian safety elements than the other alternatives

Krute Singa

Senior Clean Transportation Program Coordinator

San Francisco Department of the Environment

1455 Market Street, 12th Floor, San Francisco, CA 94103

Krute.Singa@sfgov.org

T: (415) 355-3734

SFEnvironment.org/CommuteSmart | [Facebook](#) | [Twitter](#) | [Get Involved](#)

Please consider the environment before printing this email

Responses to Comment A-6: SF Department of the Environment

- A-6.1 Commenters' support for the SRA (Hybrid Alternative) is noted. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR.

L.3.2 Organizations



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Pedestrian Bridge Needed for Pedestrian Safety 1 message

Rosa Parks PTA Leadership Team <rosa.parks.sf.pta@gmail.com>

Mon, Nov 16, 2015 at 11:03 PM

To: gearybrt@sfcta.org

Cc: info@japantowntaskforce.org, london.breed@sfgov.org,
breedstaff@sfgov.org

Dear Decision Makers,

Please Note that the PTA of Rosa Parks Elementary SF is opposed to the removal of the pedestrian bridge at the intersection of Geary Boulevard & Webster Street.

O-1.1

The intersection of Geary & Webster is the intersection of two high-injury corridors (Geary between Laguna and Divisadero & Webster between Clay and Grove) designated as such by numerous deaths and severe injuries of pedestrians attempting to cross these streets at street level during the past decade.

Pedestrian bridges are the only way to guarantee pedestrian safety crossing Geary Boulevard along the high-injury corridor. Our children, teachers/staff and community members rely on the pedestrian bridges for safe passage between the North and South sides of Geary Boulevard. Please take their lives into consideration and keep pedestrian bridges along the high-injury corridors.

Thank You.

Sincerely,
Rosa Parks Elementary SF PTA

***Responses to Comment O-1 Rosa Parks Elementary SF
PTA***

- O-1.1 The Webster Street bridge will no longer be removed under the Hybrid Alternative/LPA. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR.



Geary Bus Rapid Transit Advisory Committee
c/o San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

October 7, 2015

RE: Opposition to Removal of the Japantown Pedestrian Bridge at Geary & Webster

Dear Members of the Citizens Advisory Committee and CTA Board,

The Parent Teacher & Community Council of the Japanese Bilingual Bicultural Program at Rosa Parks Elementary School (PTCC-JBBP), wishes to express our strong objection to the proposal to remove the pedestrian bridge crossing at Webster Street as part of the draft EIR/EIS.

O-2.1

Our school is located south of Geary Boulevard, but our program includes many students who attend programs (after school and other activities) north of Geary Blvd, in and around Japantown. The pedestrian bridge connects our school and the community around Japantown; that connection is an important part of our curriculum, and has historical and cultural significance as part of one of the 3 remaining Japantowns in the United States.

In addition, this bridge is the only fully safe way for groups of children to cross Geary Blvd; without it, some of the elementary school activities would become much more difficult or impractical, and discussion with teachers and staff at Rosa Parks Elementary School has shown strong opposition to removing the bridge.

We ask the MTA and CTA to demonstrate their respect for our community and concern for the safety of the families at Rosa Parks by withdrawing the recommendation to demolish the Japantown Bridge.

Thank you for your consideration,

Joerg Herrmann (PTCC-JBBP Co-Chair), Kent Iwamiya (PTCC-JBBP Co-Chair),
Ed Korthof, Kristen Hata, Laura Schmidt-Nojima, Tony Tam, Erina Kautz, Kiyomi
Noguchi, Erika Onuma, Maire Sogabe, Jon Withrington, Rachel Hinson, Naomi
Nishioka, Taeko Morioka, Raymond Lum

2015-2016 PTCC-JBBP Board Members

Cc: Richard Hashimoto, Geary BRT CAC
Paul Jacobsen, Principal, Rosa Parks Elementary School
Robert Hamaguchi, Executive Director, Japantown Task Force
Cathy Inamasu, Executive Director, Nihonmachi Little Friends
Supervisor London Breed, President, SF Board of Supervisors; CTA Board of Directors
Supervisor Scott Wiener, Chair, CTA Board of Directors
Supervisor Malia Cohen, Vice-Chair, CTA Board of Directors

Responses to Comment O-2: Community Council of the Japanese Bilingual Bicultural Program, Jacobson, Paul (principal at RPE)

- O-2.1 Although it has no historic or cultural value pursuant to the National Historic Preservation Act or California Office of Historic Preservation criteria, the Webster Street bridge will no longer be removed under the Hybrid Alternative/LPA. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR.



Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] SUPPORT the Geary BRT

2 messages

Fri, Oct 30, 2015 at 3:25 PM

Tim Colen <tim@sfhac.org>
To: gearybrt@sfcta.org

Hello:

On behalf of the 300 business, organization and individual members of the SF Housing Action Coalition, I'm writing to express our strong and unqualified support for moving ahead as quickly as possible on this vital infrastructure project.

O-3.1

We are aware that there is organized local opposition because of its construction impacts, but we believe it is absolutely necessary to view the Geary BRT in the larger context as a crucial investment in the City's future.

The SFHAC focuses primarily on supporting the housing we need to help solve our affordability crisis. However, a successful transit system is an essential component for this urban vision to be successful. The importance of the Geary BRT can not be overstated in this regard.

Please do NOT slow down - keep this project moving forward!

Many thanks,
Tim Colen

Tim Colen, Executive Director
San Francisco Housing Action Coalition
95 Brady Street
San Francisco, CA 94103
Office: (415) 541-9001
Cell: (415) 601-1709
www.sfhac.org

Vote November 3rd! Download the [SF Housing Action Coalition voter guide](#).

Responses to Comment O-3: San Francisco Housing Action Coalition (Tim Colen, Executive Director)

O-3.1 Commenter's support for BRT on Geary Boulevard is noted.

November 25, 2015

Executive Director
Robert Hamaguchi

Community Aides
Greg Marutani
Greg Vilorio

Board Members

Alice Kawahatsu, President
Paul Wermer, Vice-President

Mark Moriguchi, Treasurer
Rosalyn Tonai, Secretary
Anthony Brown
Seiko Fujimoto
Judy Hamaguchi
Miki Heitzman
Richard Hashimoto
David Ishida
Richard Matsuno

Glynis Nakahara

Steve Nakajima

Benh Nakajo

Jon Osaki

Neal Taniguchi

Attn: Geary BRT EIS/EIR
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Via e-mail

SUBJECT: Geary Draft EIS/EIR Comments

O-4.1

The Japantown community has been engaged in discussions related to the proposed Geary BRT since 2007, as part of the lengthy planning process that resulted in the Japantown Cultural Heritage and Economic Sustainability Strategy (JCHESS). Based on these discussions, the Japantown Task Force, the planning body responsible for the implementation of JCHESS, has identified several serious omissions/deficiencies in the Draft Environmental Impact Statement/Draft Environmental Impact Review (DEIS/DEIR). These defects principally, but not entirely, relate to the pedestrian bridges crossing Geary at Webster and Steiner Streets, which are targeted for removal in the recommended design.

Webster and Steiner Street Bridges

O-4.2

First, we note that the DEIS/DEIR fails to adequately explain its reasons for proposing that the Webster and Steiner Bridges be demolished, or address alternatives to demolition, thereby hampering an assessment of the significance of even the environmental effects, as well as the socio-economic and cultural context, of the proposed demolition of the bridges.

O-4.3

Second, while the DEIS/DEIR recognizes and discusses the historical/cultural significance of the Japan Center Mall (and its associated light standards on Geary) and the St Francis Square Apartments Cooperative, it fails to consider the historical, cultural or architectural significance of the Webster and Steiner bridges. The Webster Bridge was built as part of the widening of Geary Blvd. in the early 1960s, incorporating a Japanese architectural aesthetic and cultural meaning deliberately consonant with the planned Japan Center construction and the character of the Japantown community. Indeed, pedestrian bridges are commonly used to facilitate crossing high traffic flow streets in Japan, as in Tsukuba, designed and built in the 1960s, which makes extensive use of pedestrian bridges and elevated walkways to separate pedestrians and traffic.

**O-4.3
cont.**

While the bridges are testaments to the failed autocratic urban planning and the adverse impacts of high traffic flow designs such as the Geary Expressway, the bridges also serve as actual and important symbolic connections between the once vibrantly intermixed communities north and south of Geary, particularly the African American and Japanese American communities, before Redevelopment/Urban Renewal nearly destroyed those communities. Today, the bridges continue to facilitate and promote that inter-cultural connection. The Webster Bridge, for instance, allows Rosa Parks Elementary School, which historically served the Japantown/ Western Addition neighborhood, to continue to engage with Japantown, both through the whole school and particularly the Japanese Bilingual Bicultural Program. The Steiner Bridge connects Kimball Playfield with the Hamilton Recreation Center, thereby also serving the community's youth.

Demolishing the bridges would destroy a key structural component of the neighborhood's visual character and cultural community. The Webster Bridge in particular was plainly designed as a gateway to the Japantown community and offers a view of the Western Addition, both eastward and westward, and thus an opportunity for public education about the history of Redevelopment and the neighborhood, available nowhere else. With some care and performance of deferred maintenance, the Webster Bridge could regain its character as dramatic feature of the neighborhood's visual and cultural landscape.

O-4.4

Third, demolishing the bridges will actually decrease, not increase, pedestrian safety in crossing Geary Blvd. Precisely because they separate the pedestrian traffic from the vehicular traffic on Geary, the bridges provide the safest way for pedestrians, whether individually or in groups, to cross Geary Blvd. Conversely, precisely because they place pedestrians in the flow of vehicular traffic, street-level crosswalks will always be less safe than the bridges, regardless of the medians, pedestrian refuges or other safety features installed.

The bridges' superior safety protects all classes of pedestrians, including seniors and persons with disabilities, who choose to use the bridges both for their safety and for the freedom they afford to navigate the Geary thoroughway at their own speed and discretion. But it is especially applicable when the pedestrians are large groups of children, whose youth and exuberance present unique challenges when moving them across any street, let alone a major thoroughfare like Geary. For the many youth-serving agencies in the Japantown-Fillmore community – Rosa Parks Elementary School, Nihonmachi Little Friends, Buchanan YMCA, Japanese Community Youth Council, Hamilton Recreation Center, Kipp/Gateway Middle-High School – the bridges provide complete separation and therefore complete safety from traffic hazards that street-level pedestrian crossings and refuges do not and cannot provide.

By focusing exclusively on providing ADA compatible at-grade crossings, the DEIS/DEIR's analysis of pedestrian safety fails to recognize or comprehend how the bridges afford the safest way for many persons, and particularly groups of children from the neighborhood schools and agencies, to meet the challenges posed by the need to cross Geary safely. Providing pedestrian refuges for the children and more slowly moving seniors and persons with disabilities may sound like a good solution, but they still leave pedestrians in the middle of traffic on a highway-like thoroughway, which many of our seniors find hazardous and unacceptable. The proposed street-level crossings, even with medians, cannot match the exceptional safety provided by the existing

O-4.4
cont.

pedestrian bridges at Webster and Steiner. As anyone who has ever watched the Laguna crossing has seen, many seniors (and others) continue to cross from the center median despite inadequate time to clear the traffic lane, thereby presenting a danger to themselves and everyone else involved in navigating the intersection. Safety is a function both of the engineering and participant behavior; this is not adequately considered in the analyses.

O-4.5

In its consistently negative characterization of the bridges, the DEIS/DEIR ignores the community's positive views of and experiences with using the bridges, ignores the serious safety concerns the community has repeatedly raised even prior to the Draft's issuance, and creates a false dichotomy: the bridges OR the proposed crosswalks at Buchanan and Webster. To the contrary, to provide a safe crossing for all, we need, and can have, BOTH street-level, at grade crosswalks AND the pedestrian bridges. The DEIS/DEIR, however, entirely fails to consider this combination strategy adequately.

In sum, the DEIS/DEIR is seriously deficient in numerous important respects affecting the proposed razing of the Webster and Steiner bridges. Given the community's substantial concerns over the degradation of pedestrian safety and the loss of a significant cultural resource important to the Japanese American and African American communities, the Japantown Task Force opposes the proposal to raze the Webster and Steiner bridges. Regardless of the proposed crosswalk installations at Buchanan and Webster, the bridges should be retained for the public that chooses to use them.

Laguna BRT Stop

O-4.6

The Japantown community has identified one more deficiency in the DEIS/EIR. The area has a significant population of seniors, including low income seniors, in residences both North and South of Geary, close to the Laguna/Geary intersection. Efficient public transport is an essential service to this population, with a significant impact on their quality of life. However, it does not appear that the DEIS/EIR assessed these seniors' needs for closely available public transportation when the location of Rapid vs. Local-only stops was evaluated. The intersection of Laguna and Geary serves both a resident population of seniors in the area, as well as a large number of seniors visiting the Chinese consulate. Unfortunately the DEIR/DEIS, while acknowledging that seniors walk more slowly in assessing crosswalk needs, fails to use this same consideration in determining where Rapid stops should be located, as evidenced by the decision to devalue the existing Rapid Laguna stop to a Local-only stop.

Thank you for your consideration of our views.

Sincerely,



Alice Kawahatsu,
President

Responses to Comment O-4: Japantown Task Force

- O-4.1 The project team has appreciated continued involvement from the Japantown Task Force in the project planning process.
- O-4.2 Although it has no historic or cultural value pursuant to the National Historic Preservation Act and California Office of Historic Preservation criteria, the Webster Street bridge will no longer be removed under the Hybrid Alternative/LPA. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA, including discussion of the Webster Street and Steiner Street bridges, since the publication of the Draft EIS/EIR. For information regarding other alternatives, including the No Build Alternative, please see Master Response 1a. See Master Response 2d regarding pedestrian safety and access.
- O-4.3 Neither the Webster Street bridge nor the Steiner Street bridge has historic or cultural value pursuant to the National Historic Preservation Act and California Office of Historic Preservation criteria. Nevertheless, demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. The Hybrid Alternative/LPA would still remove the Steiner Street bridge, as retaining it would interfere substantially with providing a continuous, bus-only lane.²⁸ See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR.
- O-4.4 Removal of the Steiner Street bridge would not result in any adverse pedestrian safety impacts. An existing ground level crosswalk with pedestrian crossing bulbs would continue to provide safe pedestrian access. Furthermore, the Webster Street bridge is no longer proposed for demolition under the Hybrid Alternative/LPA. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.
- O-4.5 See Master Responses 1a, and 2d. Demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR.

²⁸ JRP Historical Consulting. August 17, 2016. Memorandum Re: Geary Corridor Bus Rapid Transit Project.

O-4.6 Section 3.5.4.4, Access for Seniors and People with Disabilities, in the Draft EIS/EIR acknowledges that changes in bus stop spacing would affect seniors and people with disabilities. The Draft EIS/EIR concluded that Alternative 3-Consolidated would have the maximum projected increase in average walking distance among all build alternatives, that this increase would be less than 1/10 of a mile, and thus would not result in an adverse effect. The maximum estimated increase in average walking distance would be less for the other build alternatives, including the Hybrid Alternative/LPA.

Inherent to local service is its more frequent, closely spaced stops. Seniors who have difficulty walking long distances would more likely use the Local service stop and therefore their access to transit would be maintained. See Master Responses 1a and 2d for further discussion of project alternatives and pedestrian safety, respectively.



Letter O-5

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Comment on Draft EIS/EIR for Geary Corridor Bus Rapid Transit Project

1 message

Dan Flanagan <dan@fuf.net>
 To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>
 Cc: Ben Carlson <ben@fuf.net>

Mon, Nov 30, 2015 at 2:44 PM

San Francisco County Transportation Authority

Attn: Geary BRT

Friends of the Urban Forest, a non-profit organization founded in 1981, respectfully submits for your consideration the following comments regarding the Draft Environmental Impact Statement/Environmental Impact Report for the Geary Corridor Bus Rapid Transit Project.

1. Replacement Rate

O-5.1

Considerable research shows that urban trees provide considerable ecological, social, and monetary benefits, and that large, mature trees provide greater benefits than small ones. We understand that the project entails the removal of a certain number of existing mature (and therefore relatively large) street trees, and the planting of a certain number of new (and therefore relatively small) street trees. The project will therefore result in a near-term decrease in the benefits that San Francisco derives from street trees in the project area. We recommend that for every tree you remove, you plant two. A two-to-one replacement rate will compensate for the near-term reduction in benefits by ensuring a long-term increase in benefits. We believe that this compensation will be vital to gaining community support for the project.

2. Watering Plan

O-5.2

Adequate water is vital to the health and survival of street trees, particularly during the first few years post-planting when the tree is being established. We recommend that you develop a watering plan for all trees planted, and that such a plan include an irrigation system where warranted and feasible.

3. Soil Volume

O-5.3

We urge you to ensure that each planting site will have an adequate volume of soil for the growth and health of the species selected for the site. For example, the narrow planting strips in the draft project plan may not be suitable for large species. We refer you to the soil requirements chart on page 4 of this document:

http://hort.ifas.ufl.edu/woody/documents/ch_6_mw06.pdf.

4. Infrastructural Matters

O-5.4

We recommend you consider incorporating continuous trenching and suspended paving in the project plan to increase and improve the rooting area and to help prevent damage to surrounding infrastructure. For example, once the planting site is excavated to three feet, scarify or roughen the native base soil. Then, install the fill soil in 12" high maximum lifts, roughening each layer prior to

filling the next layer.

5. Community Resources

O-5.5

Friends of the Urban Forest and the Urban Forestry Council can provide valuable input regarding species selection and infrastructural matters. For example, please note that in regions with summer drought, *Corymbia citriodora* trees may be susceptible, depending on their health and stress levels, to a couple of Lerp psyllids, specifically the lemon gum psyllid (*Cryptoneossa triangula*) and the spotted gum psyllid (*Eucalyptolyma maideni*). See <http://www.ipm.ucdavis.edu/PMG/PESTNOTES/pn7423.html>.

Respectfully submitted,

Dan Flanagan

Executive Director, Friends of the Urban Forest

Chair, San Francisco Urban Forestry Council

Dan Flanagan

Executive Director

Friends of the Urban Forest

415-268-0779

Subscribe to our *enews*

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Sign our "*Speak for the Trees*" petition

Responses to Comment O-5: Friends of the Urban Forest

- O-5.1 Please see Master Response 4a regarding tree removal and replanting. As shown in Final EIS Section 2.3.8, the number of trees that would be removed under each project alternative was considered in identifying the LPA and the preferred alternative. Information on trees to be removed under each build alternative, and opportunities for new tree plantings is presented in Section 4.4.4.2.2, Build Alternatives – Operational Effects.
- O-5.2 Please see Master Response 4a. A watering plan will be developed for all new landscaping as part of the design phase of work, and irrigation systems will be provided where necessary.
- O-5.3 Please refer to Master Response 4a. Street tree species selection would include consultation with specialists to ensure adequate conditions are present for the growth and health of the species selected for the site.
- O-5.4 The comment regarding trenching and paving is noted. Refer to Master Response 4a for a description of tree removals and replanting.
- O-5.5 The comment is noted. Refer to Master Response 4a.

NOV 16 2015



Nihonmachi LITTLE FRIENDS™ Japanese Bilingual & Multicultural Childcare

November 11, 2015

San Francisco County Transportation Authority
1455 Market Street, 22nd floor
San Francisco, CA 94103

RE: Geary Bus Rapid Transit Plan

Dear Members of the SFCTA:

I am writing on behalf of Nihonmachi Little Friends' parents, staff and Board members to strongly object to the draft EIR's inclusion of the MTA/CTA staff recommendation to remove the pedestrian bridge crossing Geary on Webster Street. We are also concerned with the future of the pedestrian bridge on Steiner Street as well. Nihonmachi Little Friends (NLF) operates two preschool-age programs on Bush and Sutter Streets between Webster and Buchanan, serving 84 preschoolers, and an After School Program (ASP) on Sutter Street at Laguna Street. All of our programs utilize the two bridges to cross Geary whether on fieldtrips, going to Safeway, visiting Rosa Parks, or returning to the ASP following special afternoon classes. Our ASP serves 80 K-5th graders, with 95% of the students attending Rosa Parks Elementary School.

O-6.1

The Bridges are the safest way to cross Geary, especially for children and youth, but also for the broad mix of people who use it to safely cross. The idea of having young children and other pedestrians stuck on medians in-between fast moving lanes of traffic is unacceptable. Regardless of how wide the medians are, pedestrians are stuck there and are at risk of injury from any unexpected type of vehicular accidents. In late October of 2014, our ASP staff was walking students from Rosa Park's Halloween event, back to our ASP in Japantown, and as they were crossing on the pedestrian bridge, a wild chase occurred below them on Geary Blvd. A car was driving erratically while speeding away from a police car. If our children and staff had been crossing on the street level, they would have definitely been hurt or worse.

O-6.1
cont.

We also feel that accessible crosswalks should be installed to supplement the existing bridges but not replace them. Funding that would have been used for demolishing the Bridges and replacing the ramp ways with landscaping could be better used to improve the Bridges.

We urge you to maintain and improve the pedestrian bridges as the only 100% safe way of crossing Geary at Webster and Steiner Streets. Saving a few seconds for transit time is not worth a person's life.

Thank you for your serious consideration in this matter

Sincerely,



Cathy Inamasu
Executive Director

CC: CTA Board Members
SF Board of Supervisors
Richard Hashimoto, Geary BRT CAC
Robert Hamaguchi, E.D., Japantown Task Force

[GearyBRT] Over 700 signatures to Save the Geary-Webster St. Pedestrian Bridge

3 messages

Mindy Nakashima <mindy.nakashima@gmail.com>

Mon, Nov 30, 2015 at 12:40 PM

To: London.Breed@sfgov.org, gearybrt@sfcta.org, Scott.Wiener@sfgov.org
Cc: Cathy Inamasu <nlfchildcare@gmail.com>, info@japantowntaskforce.org, Adrienne Shiozaki-Woo <adrienne.shiozaki.woo@gmail.com>

Dear Supervisor Breed, Supervisor Wiener and the SFCTA:

On behalf of Nihonmachi Little Friends Preschool/After School Program, the Japan town community and as a concerned parent, I would like to submit the results of our online petition of 700+ signatures and comments in support of the preservation of the Geary-Webster St. bridge which is at risk of being demolished due to the Geary Rapid Transit plans.

O-6.2

We humbly request your consideration of the safety of the preschool and elementary school children that use the bridge each and everyday for school outings and getting to and from after school care. The Bridge offers the safest way to cross the busy traffic on Geary and is a symbolic bridge connecting Japantown and Western Addition. It is not only children that use the bridge daily but many families and elderly that live in the Japan town and Western Addition community.

Here is a link to the online petition and attached are the signatures and comments within the excel sheet.

<https://www.change.org/p/london-breed-save-the-geary-webster-st-bridge-keep-our-children-elderly-and-families-safe>

Thank you for your consideration,

Mindy
Board
Nihonmachi Little Friends



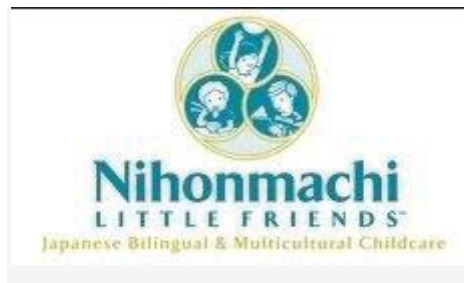
Iwanaka
Member

save the geary street bridge_11302015.xlsx
65K

<https://www.change.org/p/london-breed-save-the-geary-webster-st-bridge-keep-our-children-elderly-and-families-safe>

Save the Geary - Webster St. Bridge - Keep our children, elderly and families safe

[Nihonmachi Little Friends](#)



Help save the Geary-Webster Bridge connecting Rosa Parks Elementary School to Japantown from being demolished!

We need to retain this Bridge for our children, students, families, teachers, seniors and everyone in the Japantown community that uses the bridge as the only 100% safe way to cross Geary.

What is happening, and why?

As part of its Geary corridor transit plan, the San Francisco County Transportation Authority (CTA) and Municipal Transit Agency (MTA) have decided to demolish the bridge to make room for reconfigured traffic lanes for the westbound 38 Geary buses, which they claim will “save” an average 18-20 seconds per bus. They propose to replace the bridge with street-level crosswalks – two at Webster and a larger one where Buchanan Street once was, connecting the Japantown Peace Plaza and South of Geary community. They claim these street-level crossings will be safe, even for large groups of children on field trips.

Please add your name to this petition to tell the CTA/MTA that no street-level crosswalk can ever be made as safe as the bridge in crossing Geary, and that saving a few seconds of bus time at the Webster stop is not worth putting our children, our families, our seniors and others at risk when crossing Geary. Please make your

voice and objection heard by November 30, 2015. (comment period was extended from Nov. 16)

Community agencies – including the Japantown Task Force (JTF), Nihonmachi Little Friends (NLF), and the Rosa Parks JBBP PTCC – have already sent letters opposing demolition of the bridge, precisely because they want to avoid a tragedy from crossing Geary at street level. No one opposes the crosswalks, so long as they are made as safe as possible, but **we oppose destroying the bridge as an option for those who want or need the safety it affords.**

Why we need to keep the Geary-Webster Street Bridge:

Pedestrian Safety – School & Community Use of the Bridge

- The Bridge is the safest way to cross Geary; pedestrians are not exposed to risks from the high speed traffic on the roadway.
- Schools, afterschool and youth programs use the Bridge as a crossing for field trips and other activities because it is the safest way to cross Geary with large groups of children.
- Pedestrians using the Bridge, including seniors and caregivers with small children, can cross Geary at their own pace without having to stop at a median in traffic.

Community Unity & the History of Redevelopment in Japantown

- Geary Boulevard was hugely expanded during Redevelopment, dividing the Japanese American community and isolating the African American community south of Geary.
- The Bridge is an important symbol of the division forced upon communities of color by Redevelopment and the persistence and survival of our ethnically based neighborhoods and larger unified community.

The Bridge is a Gateway that Identifies Japantown

- The Bridge was part of the Japan Center phase of Redevelopment. Its distinctively Japanese styling is a significant adjunct to the Japan Center buildings designed by noted architect Minoru Yamasaki.
- The Bridge is a visual gateway marking Japantown for motorists and transit riders on Geary.

Please add your name to tell the CTA and MTA to preserve the history and culture of Japantown and most importantly to keep our children, seniors and community safe from the high speed traffic on Geary.

LETTER TO

District 5, Board of Supervisors London Breed

Save the Geary - Webster St. Bridge - Keep our children, elderly and families safe

Nihonmachi Little Friends started this petition with a single signature, and now has 731 supporters. Start a petition today to change something you care about.

Updates

1. 4 weeks ago

500 supporters

2. 4 weeks ago

Petition update

Comment period extended to November 30

Thank you for your support! Please note the CTA has extended the deadline to submit comments/objections to November 30 so please continue to share and encourage others to sign until then! Thank you again!

Name	City	State	Postal Code	Country	Signed On
Mindy Iwanaka	San Francisco	California	94121	United States	11/6/2015
Augie Phillips	San Francisco	California	94122	United States	11/9/2015
Mayuko Lee	San Francisco	California	94115	United States	11/9/2015
Yuji Uchida	San Francisco	California	94115	United States	11/9/2015
Lance Iwanaka	San Francisco	California	94121	United States	11/9/2015
Elise Phillips	San Francisco	California	94115	United States	11/9/2015
Greg Yu	San Francisco	California	94104	United States	11/9/2015
Michelle Nimo	San Francisco	California	94111	United States	11/9/2015
Evers Izumi	サンフランシスコ	California	94116	United States	11/9/2015
Cindy Chen	San Francisco	California	94111	United States	11/9/2015
Jennifer Tam	San Francisco	California	94112	United States	11/9/2015
Jennifer Ishii	San Rafael	California	94903	United States	11/9/2015
kacey nakashima	San Francisco	California	94121	United States	11/9/2015
Emily Chen	San Francisco	California	94111	United States	11/9/2015
Kevin Chan	San Francisco	California	94118	United States	11/10/2015
Roberta Rothman	San Francisco	California	94109	United States	11/10/2015
Janet Low	San Francisco	California	94122	United States	11/10/2015
anna choi	San Francisco	California	94110	United States	11/10/2015
Sheryl Serafino	San Francisco	California	94121	United States	11/10/2015
Angela Little	San Francisco	California	94109	United States	11/10/2015
Yuko Terasawa	San Francisco	California	94127	United States	11/10/2015
Diane Rigda	San Francisco	California	94109	United States	11/10/2015
Michiyo Ando-Mertz	San Francisco	California	94118	United States	11/10/2015
Me Sogabe	San Francisco	California	94109	United States	11/10/2015
Ed Castellanos	Brentwood	California	94513	United States	11/10/2015
Rae Tokushige	San Francisco	California	94121	United States	11/10/2015
Shanya Becha-Desai	San Francisco	California	94118	United States	11/10/2015
Thaomy Beltran	San Francisco	California	94115	United States	11/10/2015
Karen Chinn	Fresno	California	93704	United States	11/10/2015
Mie Yaginuma	San Francisco	California	94124	United States	11/10/2015
Deanna Iwamiya	San Francisco	California	94118	United States	11/10/2015
Paolo Beltran	San Francisco	California	94115	United States	11/10/2015
Naomi Lam	San Francisco	California	94102	United States	11/10/2015
Joelle Matsuura	San Francisco	California	94118	United States	11/10/2015
Jonathan Sifuentes-Winter	San Francisco	California	94129	United States	11/10/2015
Karen Kai	San Francisco	California	94114	United States	11/10/2015
carolyn ma	San Gabriel	California	91776	United States	11/10/2015
jashlyn girard	San Francisco	California	94115	United States	11/10/2015
Kimberly Cahoon	Richmond	California	94804	United States	11/10/2015
Ashley Colagross	San Francisco	California	94117	United States	11/10/2015
Lawrence Bottome	San Francisco	California	94108-355	United States	11/10/2015
Meredith Kurahara	San Francisco	California	94115	United States	11/10/2015
Miok Kil	San Francisco	California	94109	United States	11/10/2015
Corinna Low	Alameda	California	94502	United States	11/10/2015
Laurie Lee	Castro valley	California	94552	United States	11/10/2015
Susan Kobayashi	San Francisco	California	94117	United States	11/10/2015

Melissa Igushi	Burlingame	California	94010	United States	11/10/2015
Susan Williard	San Francis	California	94122-101	United States	11/10/2015
Hanako Pai	San Francis	California	94121	United States	11/10/2015
Julie Hata	San Francis	California	94118	United States	11/10/2015
Shuji Igushi	Burlingame	California	94010	United States	11/10/2015
Cindy Mar	San Francis	California	94122	United States	11/10/2015
roger oyama	san Francis	California	94121	United States	11/10/2015
Peter Tobias	San Francis	California	94129	United States	11/10/2015
Mutsuko adachi	San Francis	California	94127	United States	11/10/2015
rachael hinson	San Francis	California	94117	United States	11/10/2015
Lynn Muscat	San Francis	California	94121	United States	11/10/2015
Banks Lam	Daly City	California	94015	United States	11/10/2015
Eilean Drummond	San Francis	California	94133	United States	11/10/2015
Jocelyn Herndon	San Francis	California	94117	United States	11/10/2015
Yukari Noguchi	サンフラン	California	94121	United States	11/10/2015
Steven Hom	Castro Vall	California	94552	United States	11/10/2015
rio dluzak	sf	California	94107	United States	11/10/2015
Rani Spudich	San Francis	California	94116	United States	11/10/2015
Christina Pon	Rancho Pal	California	90275	United States	11/10/2015
Angela Luscombe	San Francis	California	94115	United States	11/10/2015
Kiyomi Noguchi	San Francis	California	94118	United States	11/10/2015
Brian Rodriguez	San Francis	California	94121	United States	11/10/2015
Emily Geiges	San Francis	California	94131	United States	11/10/2015
Stephen Yee	Brisbane	California	94005	United States	11/10/2015
Derrick Mar	San Francis	California	94118	United States	11/10/2015
Robert Wong	San Francis	California	94121	United States	11/10/2015
Linda Sugaya	San Francis	California	94109	United States	11/10/2015
Kristiana Tom	Oakland	California	94611	United States	11/10/2015
Trina Chinn-Milo	South San I	California	94080	United States	11/10/2015
Ryan Matsuura	San Francis	California	94118	United States	11/10/2015
Rachel Reves	Pacifica	California	94044	United States	11/10/2015
Mabel Rodriguez	San Francis	California	94121	United States	11/10/2015
Yuki Morris	San Francis	California	94117	United States	11/10/2015
Kaoru Mesa	San Francis	California	94115	United States	11/10/2015
東海林 基文			231-0021	Japan	11/10/2015
Hitomi Silver	San Francis	California	94116	United States	11/10/2015
Jamie Kronenberger	San Francis	California	94117	United States	11/10/2015
Celia Magtoto	San Francis	California	94131	United States	11/10/2015
Derrek Tomine	Mountain V	California	94043	United States	11/10/2015
Patricia Ravarra	Oakland	California	94608	United States	11/10/2015
Jennie Tanaka	San Francis	California	94121	United States	11/10/2015
Mitzi Nakashima	Sacrament	California	95822	United States	11/10/2015
Grace Horikiri	San Francis	California	94115	United States	11/10/2015
Deborah Lamascus Hamilt	San Francis	California	94122	United States	11/10/2015
Melinda Leiser	Oakland	California	94611	United States	11/10/2015
Suta Lin	San Francis	California	94115	United States	11/10/2015
Ashleigh He	San Francis	California	94112	United States	11/10/2015

Sophie Miranda	Sacramento	California	95821-244	United States	11/10/2015
Quillan Rusky	San Francis	California	94114	United States	11/10/2015
Mine Ipek	San Francis	California	94131	United States	11/10/2015
Salome El	Atlanta	Georgia	30311	United States	11/10/2015
Hiroko Schreiber	San Francis	California	94122	United States	11/10/2015
Linda Shigio	San Francis	California	94121	United States	11/10/2015
Wayne Yamaguchi	San Mateo	California	94404	United States	11/10/2015
Akemi Hata	San Francis	California	94118	United States	11/10/2015
Lael DasGupta	San Francis	California	94121	United States	11/10/2015
Rolando Bucago	San Francis	California	94118	United States	11/10/2015
Rong Wang	San Francis	California	94116	United States	11/10/2015
Heather Lunan	San Francis	California	94109	United States	11/10/2015
Regan Young	Alameda	California	94502	United States	11/10/2015
Concerned Citizen	New City	New York	10956-240	United States	11/10/2015
David Blacker	San Francis	California	94116	United States	11/10/2015
Michelle Windell	Pacifica	California	94044	United States	11/10/2015
Jami Kapla	San Francis	California	94116	United States	11/10/2015
Kealani Kitaura	Davis	California	95616	United States	11/10/2015
Tiffanie Muraoka	San Mateo	California	94402	United States	11/10/2015
margaret schulze	San Francis	California	94121	United States	11/10/2015
Isabel Das Gupta	Livonia	Michigan	48152	United States	11/10/2015
Andrea Dublin	San Francis	California	94115	United States	11/10/2015
Naoki Kaneko	Ladera Ran	California	92694	United States	11/10/2015
Susanne Kagami	San Francis	California	94127	United States	11/10/2015
Shira Rutman	San Francis	California	94118	United States	11/10/2015
Dav Yaginuma	San Francis	California	94107	United States	11/10/2015
Sara Verches	San Leandr	California	94577	United States	11/10/2015
Mary Jo Denney	San Francis	California	94117	United States	11/10/2015
Sandra Gutierrez	Danville	California	94506	United States	11/10/2015
Rachael Wu	Cupertino	California	95014	United States	11/10/2015
Gary Sumi	Friendship	Maine	4547	United States	11/10/2015
Richard Woo	San Francis	California	94123	United States	11/10/2015
Sharon Johnson	San Francis	California	94116	United States	11/10/2015
William Lee	San Francis	California	94114	United States	11/10/2015
Linda jew	San Francis	California	94127	United States	11/10/2015
Jess Beltran	Glendora	California	91741	United States	11/10/2015
Gayle Kojimoot	San Francis	California	94122	United States	11/10/2015
Mioi Hanaoka	San Francis	California	94110	United States	11/10/2015
Steve Dowd	San Francis	California	94109	United States	11/10/2015
Midori Tong	San Francis	California	94131	United States	11/10/2015
Angela Pang	San Francis	California	94122	United States	11/10/2015
Severine Tymon	San Francis	California	94117	United States	11/10/2015
Cynthia McDermott	San Francis	California	94117	United States	11/10/2015
Judi Yabumoto	San Francis	California	94122	United States	11/10/2015
Gary Hume	San Francis	California	94122	United States	11/10/2015
Darryl Honda	San Francis	California	94116	United States	11/10/2015
Sachiyo Shelton	San Francis	California	94103	United States	11/10/2015

Kiyomi Takeda	San Francis	California	94115	United States	11/10/2015
Hyunsook Kang	Fremont	California	94539	United States	11/10/2015
Jayne Tanabe	San Francis	California	94115	United States	11/10/2015
Peggy Baslow	San Francis	California	94102	United States	11/10/2015
Masahiro Kumashima	サンフラン	California	94121	United States	11/10/2015
Anthony Morris	San Francis	California	94117	United States	11/10/2015
Jasmin Matsuura	Fair Oaks	California	95628	United States	11/10/2015
Tiffany Cruncleton	San Francis	California	94121	United States	11/10/2015
Michael Mikawa	Los Angele	California	90007	United States	11/10/2015
Daneen Akers	San Francis	California	94121	United States	11/10/2015
Gayle quan	San Francis	California	94122	United States	11/10/2015
Tadashi Kagami	South San I	California	94080	United States	11/10/2015
Brandon Quan	San Francis	California	94127	United States	11/10/2015
Tamari Hedani	San Francis	California	94132	United States	11/10/2015
Victoria Lai	San Francis	California	94109	United States	11/10/2015
Francis Serrano	San Francis	California	94115	United States	11/10/2015
Susan Rogin	Novato	California	94947	United States	11/10/2015
Dulguun Bayardorj	San Francis	California	94115	United States	11/10/2015
Katie stoyka	San Francis	California	94117	United States	11/10/2015
Darlene Ruiz	San Francis	California	94117	United States	11/10/2015
CB Smith-Dahl	Oakland	California	94612	United States	11/10/2015
Erina Kautz	San Francis	California	94131	United States	11/10/2015
Tobee Chung-Vanderwall	San Francis	California	94118	United States	11/10/2015
Greg Viloría	San Francis	California	94115	United States	11/10/2015
Doug Yamamoto	Albany	California	94706	United States	11/10/2015
Greg Cheong	San Francis	California	94122	United States	11/10/2015
Pat Yamamura	San Francis	California	94117	United States	11/10/2015
Jacqueline Arai	San Francis	California	94116	United States	11/10/2015
Julia Hansen	San Francis	California	94115	United States	11/10/2015
Teiko Sannomiya	サンフラン	California	94102	United States	11/10/2015
Erik Satow	San Francis	California	94116	United States	11/10/2015
Matthew Gladwin	San Francis	California	94121	United States	11/10/2015
Marla Kadlecek	San Francis	California	94117	United States	11/10/2015
Hilda Mendez	San Francis	California	94117	United States	11/10/2015
Joyce Hata	San Francis	California	94118	United States	11/10/2015
Ron Rubia	San Francis	California	94115	United States	11/10/2015
Crystal Choi	Newark	California	94560	United States	11/10/2015
Leslee Kurihara	San Francis	California	94114	United States	11/10/2015
masaki hirayama	Moraga	California	94556	United States	11/10/2015
Claire Thrift	San Francis	California	94103	United States	11/10/2015
Camille Seiberling	San Francis	California	94117	United States	11/10/2015
Terry Akiyama	San Francis	California	94109	United States	11/10/2015
Reiko Ando	San Francis	California	94116	United States	11/10/2015
Christopher Sofis	San Francis	California	94110	United States	11/10/2015
Satoko Boris	Tiburon	California	94920	United States	11/10/2015
Candace Bowen	Stow	Ohio	44224	United States	11/10/2015
Yuko Oda	San Francis	California	94131	United States	11/10/2015

Sandy Fong-Navalta	San Francis	California	94115	United States	11/10/2015
Yoko Okamoto	San Francis	California	94110	United States	11/10/2015
Paul Vega	San Francis	California	94103	United States	11/10/2015
Kathy Chinn	San Francis	California	94112	United States	11/10/2015
Lorraine Wong	San Francis	California	94121	United States	11/10/2015
Koji Iwata	San Francis	California	94122	United States	11/10/2015
Catherine Saul	San Francis	California	94121	United States	11/10/2015
gerelmaa Ochirdanzan	San Francis	California	94115	United States	11/10/2015
Ikuko Korthof	サンフラン	California	94114	United States	11/10/2015
Lexie Marsh	San Francis	California	94121	United States	11/10/2015
Catherine Chen	San Francis	California	94143	United States	11/10/2015
Scott Haile	San Francis	California	94131	United States	11/10/2015
Yasuhiro Noguchi	.	California	.	United States	11/10/2015
Jack Lin	Houston	Texas	77077	United States	11/10/2015
Susan Essenmacher	Redondo B	California	90278	United States	11/10/2015
Makiko Kambayashi	Fremont	California	94555	United States	11/10/2015
Kate Shimamoto	San Francis	California	94109	United States	11/10/2015
Giselle Murase	San Francis	California	94117	United States	11/10/2015
Derek Poon	San Francis	California	94121	United States	11/10/2015
Molly Siemers	San Francis	California	94117	United States	11/10/2015
Denise Miura	San Francis	California	94109	United States	11/10/2015
Rezvan Perera	San Francis	California	94123	United States	11/10/2015
Esther Lew	Sunnyvale	California	94087	United States	11/10/2015
Margaret Takeda	San Francis	California	94134	United States	11/10/2015
Satomi Hamblen	Pacifica	California	94044	United States	11/10/2015
Jodie louie	San Francis	California	94131	United States	11/10/2015
Helen Smolinski	San Francis	California	94118	United States	11/10/2015
Louis Camacho	San Francis	California	94110	United States	11/10/2015
Lilian Perez	Hercules	California	94547	United States	11/10/2015
Catherine Withrington	San Francis	California	94109	United States	11/10/2015
Erika Tamura	San Francis	California	94118	United States	11/10/2015
Bird Levy	San Francis	California	94131	United States	11/10/2015
Yuri Hardin	San Francis	California	94110	United States	11/11/2015
Aspet Archouniani	San Francis	California	94122	United States	11/11/2015
Arlene Kato	San Francis	California	94107	United States	11/11/2015
Leah Dang	San Francis	California	94115	United States	11/11/2015
Glenn Galang	San Francis	California	94124	United States	11/11/2015
Malia Okamura	San Francis	California	94127	United States	11/11/2015
Victoria Weilhammer	Oakland	California	94618	United States	11/11/2015
Tyla Brown	Oakland	California	94605	United States	11/11/2015
Jessie Hom	San Francis	California	94122	United States	11/11/2015
cesar tapia	San Francis	California	94109-651	United States	11/11/2015
Sandra Perkins	Henderson	North Carolina	28739	United States	11/11/2015
Emalyn Lopus	San Bruno	California	94066	United States	11/11/2015
Chris Lee	San Francis	California	94115	United States	11/11/2015
Clare Blackwell	San Francis	California	94112	United States	11/11/2015
Esther Honda	San Francis	California	94114	United States	11/11/2015

daniel seiberling	San Francis	California	94114	United States	11/11/2015
Mitoki Inagaki	San Francis	California	94108	United States	11/11/2015
Kristy Topham	San Francis	California	94118	United States	11/11/2015
Daniel Nguyen	Daly City	California	94014	United States	11/11/2015
Kelly Holland	San Francis	California	94118	United States	11/11/2015
Kris Chow	irvine	California	92612	United States	11/11/2015
Donna Kimura	san francis	California	94131	United States	11/11/2015
Jade Nelson	San Francis	California	94110	United States	11/11/2015
Lynne Adams	Pacifica	California	94044	United States	11/11/2015
Stephanie Yu	San Francis	California	94112	United States	11/11/2015
Satoe Haile	San Francis	California	94131	United States	11/11/2015
Anna Yamaguchi	San Mateo	California	94404	United States	11/11/2015
Dan Hardin	San Francis	California	94110	United States	11/11/2015
Judy Hamaguchi	San Francis	California	94118	United States	11/11/2015
Marisa Abril	San Francis	California	94132	United States	11/11/2015
Kristin Tatum	San Francis	California	94109	United States	11/11/2015
Tiffany Wang	San Francis	California	94122	United States	11/11/2015
Kelly Duong	San Francis	California	94112	United States	11/11/2015
David Toshiyuki	San Francis	California	94118	United States	11/11/2015
Katharine Merkley	Antioch	California	94509	United States	11/11/2015
Terri Yee	Brentwood	California	94513	United States	11/11/2015
Cyrus Kon	Hayward	California	94544	United States	11/11/2015
ClarizeYale Revadavia	San Francis	California	94102	United States	11/11/2015
Wendy Wong	San Francis	California	94121	United States	11/11/2015
Brandon Ngo	San Francis	California	94127	United States	11/11/2015
elizabeth rubenstein	pacifica	California	94044	United States	11/11/2015
Jaclyn Kuwada	San Francis	California	94110	United States	11/11/2015
Rudy Leung	Central District			Hong Kong	11/11/2015
Linda Sawamoto	San Francis	California	94132	United States	11/11/2015
Vicki kong	San Francis	California	94134	United States	11/11/2015
Michiko Toki	San Francis	California	94115	United States	11/11/2015
Karen Field	San mateo	California	94402	United States	11/11/2015
Kayo Garcia-Maquis	San Francis	California	9 4 1 1 0	United States	11/11/2015
Jennifer Yoshida	Daly City	California	94015	United States	11/11/2015
Kentaro Takeda	San Francis	California	94115	United States	11/11/2015
Jennifer White	San Francis	California	94122	United States	11/11/2015
Amanda Wong	Hercules	California	94547	United States	11/11/2015
Diane Cho	San Francis	California	94109	United States	11/11/2015
jennifer chan	San Francis	California	94117	United States	11/11/2015
Joshua Lucas	San Francis	California	94115	United States	11/11/2015
Hiroi Arisa	San Francis	California	94116	United States	11/11/2015
Karen Iovino	San Francis	California	94122	United States	11/11/2015
Matty Taga-Allen	Redwood C	California	94063	United States	11/11/2015
Ben Halili	San Leandr	California	94577	United States	11/11/2015
Arnold Low	San Francis	California	94118	United States	11/11/2015
Karen Thomas	San Francis	California	94121	United States	11/11/2015
Sally Osborn	San Francis	California	94107	United States	11/11/2015

Dorie Apollonio	San Francis	California	94122	United States	11/11/2015
Chris Navalta	San Francis	California	94115	United States	11/11/2015
Akiko Giometti	San Francis	California	94127	United States	11/11/2015
Kevin Kagehiro	South San I	California	94080	United States	11/11/2015
John Haile	Sacrament	California	95817	United States	11/11/2015
Kent Iwamiya	San Francis	California	94118	United States	11/11/2015
Jonathan Withrington	San Francis	California	94109	United States	11/11/2015
Joy Querida	San Francis	California	94132	United States	11/11/2015
Anna Maria Phan	Sunnyvale	California	94089	United States	11/11/2015
Katherine Furukawa	San Francis	California	94131	United States	11/11/2015
Miho Obiraki	San Francis	California	94121	United States	11/11/2015
Ellee Koss	San Francis	California	94117	United States	11/11/2015
Chelsea Mullen	Daly City	California	94015	United States	11/11/2015
Carisa Nakano	Sunnyvale	California	94088	United States	11/11/2015
Jeani Kim-Slesicki	Sacrament	California	95831	United States	11/11/2015
Christen Alqueza	Los Angeles	California	91324	United States	11/11/2015
Lisa Sera	South San I	California	94080	United States	11/11/2015
Charles Wong	San Francis	California	94115	United States	11/11/2015
Rowena Lee	Daly City	California	94015	United States	11/11/2015
Rick Ng	San Francis	California	94116	United States	11/11/2015
Regina Leeds	Toluca Lake	California	91602	United States	11/11/2015
Alison Markstone	Concord	California	94519	United States	11/11/2015
Kristen Goodfellow	San Francis	California	94122	United States	11/11/2015
Sathya Seigel	San Francis	California	94127	United States	11/11/2015
Jason Beresini	Daly City	California	94015	United States	11/11/2015
Steven Leung	Milpitas	California	95035	United States	11/11/2015
Atsushi Miyamoto	San Francis	California	94103	United States	11/11/2015
Anita Kanitz	Stuttgart		70378	Germany	11/11/2015
Keith Parker	San Francis	California	94131	United States	11/11/2015
Kazumi Sumi	Hercules	California	94547	United States	11/11/2015
Elizabeth Traver Kukka	San Francis	California	94114	United States	11/11/2015
Harumi Quinones	Berkeley	California	94704	United States	11/11/2015
Genie Gee	San Francis	California	94121	United States	11/11/2015
Karen Chu	San Francis	California	94122	United States	11/11/2015
Mary Phuong	San Francis	California	94116	United States	11/11/2015
jenny tam	Daly City	California	94015	United States	11/11/2015
phillip oyoung	San Francis	California	94118	United States	11/11/2015
Donna Fujita	San Francis	California	94116	United States	11/11/2015
Susan Kuo	Burlingame	California	94010	United States	11/11/2015
Steph Burton	Louisville	Kentucky	40206	United States	11/11/2015
Timothy Caraher	San Francis	California	94115	United States	11/11/2015
change uall	san jose	California	95128	United States	11/11/2015
Tim Miller	San Francis	California	94114	United States	11/11/2015
Yuko Inatsuki	San Francis	California	94107	United States	11/11/2015
Ruth Leach	San Francis	California	94417	United States	11/11/2015
Fanny Szeto	San Francis	California	94122	United States	11/11/2015
Vita Rodriguez	San Francis	California	94109-145	United States	11/11/2015

Dave Luscombe	Camperdown		NE12 5XR	United Kingdom	11/11/2015
Kelly Quon	South San	California	94080	United States	11/11/2015
David Woo	Daly City	California	94015	United States	11/11/2015
Lauren Morimoto	San Francis	California	94115	United States	11/11/2015
Gail Lieuwon			3232	Netherlands	11/11/2015
Evan Calip	San Francis	California	94112	United States	11/11/2015
Misty Matsuba-Lee	San Francis	California	94107	United States	11/11/2015
Ami Boyer	San Francis	California	94118	United States	11/11/2015
Sabrina Mah	San Francis	California	94115	United States	11/11/2015
Tina Pasquinzo	San Francis	California	94118	United States	11/11/2015
Waki Gojo	Berkeley	California	94704	United States	11/11/2015
Jan Mallett Strong	Arlington	Tennessee	38002	United States	11/11/2015
Monica Edwards	Lynnwood	Washington	98087	United States	11/11/2015
Cathy Inamasu	San Francis	California	94121	United States	11/11/2015
Tracy Jue	san francis	California	94118	United States	11/11/2015
Chan Tami	Fremont	California	94536	United States	11/11/2015
Alice kawahatsu	San Francis	California	94115	United States	11/11/2015
Yuki Thompson	Fremont	California	94538	United States	11/11/2015
Yoshiko Kume	San Francis	California	94116	United States	11/11/2015
Jeddie Kawahatsu	San Francis	California	94115	United States	11/11/2015
Nadeen Hanhan	San Francis	California	94116	United States	11/11/2015
Martin Chan	San Jose	California	95117	United States	11/11/2015
Paul Engler	Portland	Oregon	97211	United States	11/11/2015
Aaron Adams	Pacifica	California	94044	United States	11/11/2015
Kimiko Naito	San Francis	California	94122	United States	11/11/2015
Tomohisa Watanabe	san francis	California	94112	United States	11/11/2015
vivian au	San Francis	California	94132	United States	11/11/2015
Carol Rosanelli	San Francis	California	94123	United States	11/11/2015
Kristen Nadaraja	Corte Mad	California	94925	United States	11/11/2015
Neal Taniguchi	San Francis	California	94132	United States	11/12/2015
Masa Jow	San Francis	California	94115	United States	11/12/2015
Richard Hata	San Bruno	California	94066	United States	11/12/2015
Maria Florencia Cudos	San Francis	California	94115	United States	11/12/2015
Mia Macaspac	San Francis	California	94121	United States	11/12/2015
Stephanie Chan	San Francis	California	94122	United States	11/12/2015
Erica Kunisaki	San Francis	California	94116	United States	11/12/2015
Kaori Kuroda	Berkeley	California	94720	United States	11/12/2015
Elena Cawthon	San Francis	California	94121	United States	11/12/2015
Brian Inami	San Francis	California	94115	United States	11/12/2015
Yoshida Miho	サンフラン	California	94131	United States	11/12/2015
Felicia Hoshino	San Francis	California	94122	United States	11/12/2015
Kristenne Abalos	Hayward	California	94545	United States	11/12/2015
Alan Martinez	San Francis	California	94116	United States	11/12/2015
Sherilyn Thach	South San I	California	94080	United States	11/12/2015
Zafiro Joseph	San Francis	California	94115	United States	11/12/2015
Katrina Abalos	Hayward	California	94545	United States	11/12/2015
DAVID Boyer	San Francis	California	94118	United States	11/12/2015

Annie Won	San Francis	California	94122	United States	11/12/2015
Samuel Schreiber	San Francis	California	94122	United States	11/12/2015
Diane Duque	San Francis	California	94122	United States	11/12/2015
Lisa Hirai Tsuchitani	Berkeley	California	94720	United States	11/12/2015
Ana Gabriela Clark	Los Gatos	California	95030	United States	11/12/2015
Kim Nakasu	San Bruno	California	94066	United States	11/12/2015
Taniguchi Troy			890-0064	Japan	11/12/2015
Emerald Lee	San Francis	California	94118	United States	11/12/2015
Chris Ochoa	San Francis	California	94110	United States	11/12/2015
Wilson Louie	San Francis	California	94115	United States	11/12/2015
David Mertz	San Francis	California	94118	United States	11/12/2015
Shaun Dublin	San Francis	California	94115	United States	11/12/2015
Anthony Brown	Berkeley	California	94702	United States	11/12/2015
Derrick Kwan	San Francis	California	94109	United States	11/12/2015
Matthew Dahlman	San Francis	California	94115	United States	11/12/2015
Renea Leathers	Sausalito	California	94965	United States	11/12/2015
Robert Rusky	San Francis	California	94114	United States	11/12/2015
Emily Thayer	Oakland	California	94609	United States	11/12/2015
Luisa Sicairos	San Francis	California	94103	United States	11/12/2015
Debbie Irawan	San Francis	California	94115	United States	11/12/2015
Alyssa Rowatt	San Francis	California	94103	United States	11/12/2015
Tony Choi	San Francis	California	94116	United States	11/12/2015
Beth Sachnoff	San Francis	California	94115	United States	11/12/2015
Julie Matsueda	San Francis	California	94115	United States	11/12/2015
Eun Sun Park	San Francis	California	94112	United States	11/12/2015
Michelle Guan	San Francis	California	94114	United States	11/12/2015
Catherine Ho	San Francis	California	94115	United States	11/12/2015
Andrea Nguyen	San Francis	California	94110	United States	11/12/2015
Lorraine Gates	New York	New York	11211	United States	11/13/2015
Munson Tom	San Francis	California	94110	United States	11/13/2015
Tyler Woo	San Francis	California	94131	United States	11/13/2015
Hina Shah	San Francis	California	94105	United States	11/13/2015
Gretchen Doran	San Francis	California	94115	United States	11/13/2015
Laura Schmidt-Nojima	San Francis	California	94121	United States	11/13/2015
Jennifer Hamamoto	San Francis	California	94118	United States	11/13/2015
Erika Shimizu	San Francis	California	94115	United States	11/13/2015
Naomi Funahashi	San Francis	California	94115	United States	11/13/2015
Christopher lee	Emeryville	California	94608	United States	11/13/2015
Corrine Nagata	San Francis	California	94115	United States	11/13/2015
Kelly Liu	Monterey	California	91754	United States	11/13/2015
choy yuka	サンフランシスコ	California	94134	United States	11/13/2015
Inoue Yuka	サンフランシスコ	California	94122	United States	11/13/2015
Gina Chow	San Francis	California	94122	United States	11/13/2015
Aileen Ichikawa	San Francis	California	94110	United States	11/13/2015
Randi Day	El Cerrito	California	94530	United States	11/13/2015
John Nagano	San Francis	California	94115	United States	11/13/2015
Hiroko Suzuki	San Francis	California	94116	United States	11/13/2015

Kate Hoisington	San Francis	California	94115	United States	11/13/2015
Etsuko Yumoto	San Francis	California	94121	United States	11/13/2015
David Nakai	San Jose	California	95128	United States	11/13/2015
Catherine Goulet	San Francis	California	94117	United States	11/13/2015
Kimi Nishikawa	San Francis	California	94107	United States	11/13/2015
Sandi Matoba	San Francis	California	94122	United States	11/13/2015
Donald Drummond, PhD	Richmond	California	94804	United States	11/13/2015
Donna Drummond	Richmond	California	94804	United States	11/13/2015
Vimatey Lim	San Francis	California	94109	United States	11/13/2015
Courtney Yeung	San Francis	California	94121	United States	11/13/2015
Stanley Yeung	San Francis	California	94108	United States	11/13/2015
Doralina Leanillo	San Francis	California	94132	United States	11/13/2015
Lea Price	San Francis	California	94103	United States	11/13/2015
Kyle Kurahara	San Francis	California	94115	United States	11/13/2015
Sylvia Lee	San Francis	California	94127	United States	11/13/2015
Denise Naganuma	San Francis	California	94114	United States	11/13/2015
Kyle Nakanishi	San Francis	California	94112	United States	11/13/2015
Rose Oda	San Francis	California	94118	United States	11/13/2015
Paul Wermer	San Francis	California	94115	United States	11/13/2015
Sara Wilson	San Francis	California	94114	United States	11/13/2015
Douglas Lum	San Francis	California	94115	United States	11/13/2015
May Luu	San Francis	California	94124	United States	11/13/2015
gerd mairandres	San Francis	California	94115	United States	11/13/2015
Cynthia Tsuchimoto	San Francis	California	94131	United States	11/13/2015
Ann Freccero	San Francis	California	94115	United States	11/13/2015
Rebecca Lasky	San Francis	California	94115	United States	11/13/2015
Keith Akama	San Francis	California	94115	United States	11/13/2015
Lawrence Terry	San Francis	California	94131	United States	11/13/2015
Caroline Scott	San Francis	California	94115	United States	11/13/2015
patty wada	San Francis	California	94115	United States	11/13/2015
Katharine Wright	San Francis	California	94115	United States	11/13/2015
Marina Krueger	San Francis	California	94118	United States	11/13/2015
Tom Krueger	San Francis	California	94118	United States	11/13/2015
Donna Ames-Heldfond	San Francis	California	94118	United States	11/13/2015
William Pendergast	San Francis	California	94143	United States	11/13/2015
Michelle Glauser	San Francis	California	94109	United States	11/13/2015
Jacqueline Jankowski	San Francis	California	94115	United States	11/13/2015
Bonnie Sarlatte	San Francis	California	94116	United States	11/13/2015
Richard Winger	San Francis	California	94147	United States	11/13/2015
Courtney Cassinelli	San Francis	California	94112	United States	11/13/2015
Amy Berler	San Francis	California	94118	United States	11/14/2015
zoe lush	Fresno	California	93722	United States	11/14/2015
Diana Arsham	San Francis	California	94115	United States	11/14/2015
Patricia Lovelock	San Francis	California	94109	United States	11/14/2015
Leilani Smith	San Francis	California	94107	United States	11/14/2015
Rendell Camacho	San Francis	California	94117	United States	11/14/2015
Tamae Akuhara	San Francis	California	94114	United States	11/14/2015

Angela Sinclair	Pinole	California	94564	United States	11/14/2015
Susan Desaritz	San Francis	California	94123	United States	11/14/2015
Ran Oehl	San Francis	California	94109	United States	11/14/2015
Mark Langer	Larkspur	California	94939	United States	11/14/2015
佳代 青山			100-0001	Japan	11/14/2015
中橋 舞	San Francis	California	94117	United States	11/14/2015
Emi Nagai	San Jose	California	95112	United States	11/14/2015
Ross Wilson	San Francis	California	94114	United States	11/14/2015
Sumiko Yamamoto	San Francis	California	94102	United States	11/15/2015
Kyoko Sipila	Campbell	California	95008	United States	11/15/2015
Carol Field	San Francis	California	94115	United States	11/15/2015
A Sawa	San Francis	California	94115	United States	11/15/2015
Fumiko DiDomizio	San Francis	California	94107	United States	11/15/2015
Lynn Nihei	San Francis	California	94122	United States	11/15/2015
Max Onoe	Union City	California	94587	United States	11/15/2015
Vincent Wong	San Francis	California	94118	United States	11/15/2015
alice mar	San Francis	California	94103	United States	11/15/2015
JANE Hashimoto	San Francis	California	94115	United States	11/15/2015
Katie Terry	San Francis	California	94131	United States	11/15/2015
Melvin Kon	San Francis	California	94117	United States	11/15/2015
jan novak	Auburn	California	95603	United States	11/15/2015
Jillian Hom	San Francis	California	94116	United States	11/15/2015
Claire Pesiri	San Francis	California	94118	United States	11/15/2015
Yamada Keisuke	サンフラン	California	94114	United States	11/15/2015
Darren Woo	San Francis	California	94127	United States	11/15/2015
Raymond Whalin	San Francis	California	94123	United States	11/15/2015
Agarie Hiromi	サンフラン	California	94116	United States	11/15/2015
Saori Hamidi	San francis	California	94105	United States	11/15/2015
Shannon Sexton	San Francis	California	94115	United States	11/15/2015
Makiko Schultz	San Francis	California	94110	United States	11/15/2015
Denise Iwamoto	San Francis	California	94114	United States	11/15/2015
Armand Venenciano	San Francis	California	94121	United States	11/15/2015
William Shon	South San I	California	94080	United States	11/15/2015
Landon Yamaoka	Los Altos	California	94022	United States	11/15/2015
Tai Iwamasa	San Francis	California	94115	United States	11/15/2015
Simon Shitamoto	San Mateo	California	94404	United States	11/15/2015
Denise Dung	Los Angele	California	90024	United States	11/15/2015
Helen Fischer	Moraga	California	94556	United States	11/15/2015
Chiharu Tanaka	San Mateo	California	94404	United States	11/15/2015
Miyuki Kiba	Richmond	California	94804	United States	11/15/2015
Melissa Miyashiro	Concord	California	94521	United States	11/15/2015
David Wong	San Francis	California	94118	United States	11/15/2015
YAMAGUCHI AYA	サンフラン	California	94105	United States	11/15/2015
Debra Chong	San Francis	California	94104	United States	11/15/2015
Jennifer Fon	San Francis	California	94134	United States	11/15/2015
Alex Trinh	San Francis	California	94121	United States	11/15/2015
Richard Wada	San Francis	California	94118	United States	11/15/2015

merriman mathewson	san francis	California	94123	United States	11/15/2015
Ruby Tsang	San Francis	California	94115	United States	11/15/2015
David Lee	San Francis	California	94131	United States	11/15/2015
Sandra Yen	Vacaville	California	95687	United States	11/15/2015
Peter Luong	San Francis	California	94121	United States	11/15/2015
Isaac Kang	San Francis	California	94115	United States	11/15/2015
alex kim	Burlingame	California	94010	United States	11/15/2015
Roselinn Lee	Ewa Beach	Hawaii	96706	United States	11/15/2015
Keith Kojimoto	San Francis	California	94122	United States	11/15/2015
John Nishio	Chico	California	95973	United States	11/16/2015
Chris Fujimoto	San Francis	California	94116	United States	11/16/2015
Brenda Berlin	San Francis	California	94115	United States	11/16/2015
lisa tsukamoto	San Francis	California	94107	United States	11/16/2015
Jennifer Nguyen	San Francis	California	94116	United States	11/16/2015
Greg Sakita	Kensington	California	94708	United States	11/16/2015
Ann Lew	San Francis	California	94112	United States	11/16/2015
Miya Tsukamoto	San Francis	California	94131	United States	11/16/2015
Tommy Szeto	San Francis	California	94116	United States	11/16/2015
Nicole Biasbas	Daly City	California	94014	United States	11/16/2015
Emily Solorzano	San Francis	California	94132	United States	11/16/2015
Lisa Driskill	San Francis	California	94121	United States	11/16/2015
Michael Williamson	San Francis	California	94109	United States	11/16/2015
Barbara Graham	San Francis	California	94115	United States	11/16/2015
Tais perpetuo	San Francis	California	94121	United States	11/16/2015
Michael Lathrop	San Francis	California	94110	United States	11/16/2015
竹本 道子			100-0001	Japan	11/16/2015
chihori lietman	San Francis	California	94121	United States	11/16/2015
Glenn Omatsu	Los Angele	California	90066	United States	11/16/2015
Emmet Murphy	San Francis	California	94115	United States	11/16/2015
betsy nolan	San Francis	California	94115	United States	11/16/2015
Yumi Yuge	Los Angele	California	90033	United States	11/16/2015
Anne Young	San Francis	California	94115	United States	11/16/2015
Heather Littleton	San Francis	California	94115	United States	11/16/2015
Gayle Matsumoto	Castro Vall	California	94552	United States	11/16/2015
Arisa Takahashi	San Francis	California	94121	United States	11/16/2015
National Japanese America	San Francis	California	94115	United States	11/16/2015
Jana Walsh	San Francis	California	94122	United States	11/17/2015
Diana Tsoi	San Francis	California	94115	United States	11/17/2015
Anne Altman	San Francis	California	94115	United States	11/17/2015
Andrea Pilapil	San Francis	California	94122	United States	11/17/2015
melinda huot	San Francis	California	94117	United States	11/17/2015
Brandon Do	San Francis	California	94114	United States	11/17/2015
Kimberly Gongora	San Francis	California	94121	United States	11/17/2015
Arlene Escueta	San Francis	California	94114	United States	11/17/2015
Lisa Ma	San Francis	California	94115	United States	11/17/2015
Paul Rainville	San Francis	California	94110	United States	11/17/2015
Victoria Trinh	San Francis	California	94121	United States	11/17/2015

Msi Ciong	San Francis	California	94116	United States	11/17/2015
Victoria Young-Chin	San Bruno	California	94066	United States	11/17/2015
Victoria Sampang	San Francis	California	94115	United States	11/17/2015
Hiroimi Roy	San Francis	California	94110	United States	11/17/2015
Chris Casiano	Alameda	California	94502	United States	11/17/2015
Gina Aragon	San Francis	California	94109	United States	11/17/2015
Kathy Kojimoto	Berkeley	California	94704	United States	11/17/2015
Robert Yee	San Francis	California	94109	United States	11/17/2015
Mako Neumann	Oakland	California	94618	United States	11/17/2015
Don Sadler	San Francis	California	94109	United States	11/18/2015
Dr. Tina Stromsted	San Francis	California	94117	United States	11/18/2015
Yvette Wong	San Francis	California	94102	United States	11/18/2015
tamura mayumi	エルクグロ	Illinois	60007	United States	11/18/2015
Deborah spencer	San Francis	California	94121	United States	11/18/2015
Kumi Stanfield	San Francis	California	94103	United States	11/18/2015
alyssa Limontas	Norfolk	Virginia	23503-460	United States	11/18/2015
Laura Jacoby	San Francis	California	94118	United States	11/19/2015
David swift	Concord	California	94518	United States	11/19/2015
A Chan	San Francis	California	94115	United States	11/19/2015
Brittany Robinson	San Francis	California	94115	United States	11/19/2015
Lynne Winslow	San Francis	California	94102	United States	11/20/2015
Sandra Gutcher	San Francis	California	94109	United States	11/20/2015
Ken Mishima	San Francis	California	94102	United States	11/23/2015
Miki kodama	San Francis	California	94109	United States	11/23/2015
Murphy Patrick	サンフラン	California	94131	United States	11/23/2015
Tim Cheng	San Francis	California	94132	United States	11/24/2015
Katharine velleman	San Francis	California	94115	United States	11/24/2015
Jessette Novero	San Francis	California	94122	United States	11/24/2015
Susanne. Chang	Menlo Park	California	94025	United States	11/24/2015
Sarah Welsh	San Francis	California	94118	United States	11/24/2015
Todd Nakagawa	San Francis	California	94121	United States	11/24/2015
Michael Chan	Daly City	California	94014	United States	11/25/2015
Maureen Gray	San Francis	California	94121	United States	11/25/2015
Felicia Valmonte	San Francis	California	94122	United States	11/25/2015
Lisa Fell	San Francis	California	94118	United States	11/25/2015
Brigette Sullivan	Rancho Co	California	95670	United States	11/25/2015
Lorraine Cathey	San Francis	California	94118	United States	11/25/2015
Helen Yi	San Francis	California	94109	United States	11/25/2015
Betsey Low	Fort Collins	Colorado	80525	United States	11/25/2015
Lynne Sloan	San Francis	California	94111	United States	11/25/2015
Aaron Beardsley	berkeley	California	94703	United States	11/25/2015
Elizabeth Raybee	Poter Valle	California	95469	United States	11/25/2015
Liz Kwan	San Francis	California	94109	United States	11/25/2015
LuAnne Daly	Santa Rosa	California	95404	United States	11/25/2015
Carmen D. Melendez	san francis	California	94122	United States	11/25/2015
Nancy Horrocks	Ukiah	California	95482	United States	11/25/2015
Peta Cooper	San Francis	California	94121	United States	11/25/2015

kate gallagher	Novato	California	94947	United States	11/25/2015
Libby Benedict	San Francis	California	94118	United States	11/25/2015
Steven Ballinger	sf	California	94122	United States	11/25/2015
Ronald Schafranek	San Francis	California	94117	United States	11/25/2015
Jane Schafgans	San Francis	California	94112	United States	11/25/2015
john o'donnell	San Francis	California	94122	United States	11/25/2015
Garrick Evans	San Francis	California	94121	United States	11/25/2015
Peter Phwan	San Francis	California	94114	United States	11/25/2015
Mary Innes	San Francis	California	94118	United States	11/25/2015
Tami Suzuki	San Francis	California	94127	United States	11/25/2015
Grace Kaori Suzuki	San Francis	California	94115	United States	11/25/2015
Gaime Berhane	San Francis	California	94115	United States	11/25/2015
Kouslaa Kessler-Mata	San Francis	California	94117	United States	11/26/2015
Lora Ma-Fukuda	San Francis	California	94131	United States	11/26/2015
Katherine Kodama	Daly City	California	94015	United States	11/26/2015
Jane Fried	San Francis	California	94115	United States	11/26/2015
Jerrica Hau	San Francis	California	94134	United States	11/26/2015
Isabella Schwarzingler	San Francis	California	94102	United States	11/26/2015
Koichi Fukuda	San Francis	California	94115	United States	11/26/2015
Karim Scarlata	Los Angele	California	90010	United States	11/26/2015
Kevin Fong	San Francis	California	94122	United States	11/26/2015
Sharon Sasaki	San Francis	California	94102	United States	11/26/2015
Ket Pongpattana	San Francis	California	94118	United States	11/26/2015
Bruce Jolly	San Francis	California	94118	United States	11/26/2015
Dylan Riley	San Francis	California	94112	United States	11/26/2015
Gina Narciso-Tukka	San Francis	California	94121	United States	11/26/2015
Cheri Gee	San Francis	California	94108	United States	11/26/2015
John Herber	South San	California	94080	United States	11/26/2015
Linda Lau	San Francis	California	94121	United States	11/26/2015
cindy nakamoto	San Francis	California	94115	United States	11/26/2015
Brion Charles	San Francis	California	94115	United States	11/26/2015
Rich Eijima	San Francis	California	94127	United States	11/26/2015
john oshima	Oakland	California	94602	United States	11/26/2015
Keiko Noguchi	San Francis	California	94121	United States	11/26/2015
steven fukuda	san francis	California	94127	United States	11/26/2015
yuri kim	San Francis	California	94121	United States	11/26/2015
Stephanie Ciletti	San Francis	California	94108	United States	11/26/2015
Battumur Yadam	San Francis	California	94115	United States	11/26/2015
Stacey Tanabe	San Francis	California	94118	United States	11/26/2015
Denise Teraoka	San Francis	California	94115	United States	11/26/2015
Hiroshi Fukuda	San Francis	California	94121	United States	11/26/2015
Maki Matsunami	San Francis	California	94115	United States	11/26/2015
Keiko Moore	San Francis	California	94131	United States	11/26/2015
Saika Stevens	San Francis	California	94118	United States	11/26/2015
Maki Carlson	San Francis	California	94116	United States	11/26/2015
Lisa Wong	San Francis	California	94109	United States	11/26/2015
Miyuki Murakami	San Francis	California	94122	United States	11/26/2015

Miho Soejima	San Francis	California	94121	United States	11/26/2015
Miki Ito	San Francis	California	94121	United States	11/26/2015
Jaime Monroy	San Francis	California	94115	United States	11/26/2015
Patrick Gee	San Francis	California	94108	United States	11/26/2015
Alicia Cacdac	San Francis	California	99999	United States	11/26/2015
Margarita Martin	Madrid		28022	Spain	11/26/2015
Takako Yellin	San Francis	California	94117	United States	11/26/2015
Francis Lee	Daly City	California	94014	United States	11/26/2015
Jayson Lorenzen	San Francis	California	94122	United States	11/27/2015
Jennie Ottinger	San Francis	California	94102	United States	11/27/2015
Joerg Herrmann	San Francis	California	94131	United States	11/27/2015
Gary Sumi	Hercules	California	94547	United States	11/27/2015
Sheriann Chaw	San Mateo	California	94404	United States	11/27/2015
Ellen Smith	San Francis	California	94117	United States	11/27/2015
akemi Nojima	San Francis	California	94117	United States	11/27/2015
Pauline Tomita	Corte Mad	California	94925	United States	11/27/2015
Lothar Schubert	San Francis	California	94117	United States	11/27/2015
Miki Heitzman	San Francis	California	94115	United States	11/27/2015
Barbara Dimas	San Francis	California	94114	United States	11/27/2015
Laura Kondo	Union City	California	94587	United States	11/27/2015
Regina Deacon	San Francis	California	94117	United States	11/27/2015
Bret Lobree	San Francis	California	94114	United States	11/27/2015
Tomi Lewis	New York	New York	10003	United States	11/27/2015
Naomi Nishioka	San Francis	California	94131	United States	11/28/2015
Troy Kondo	Oakland	California	94603	United States	11/28/2015
Emily Lo	San Francis	California	94115	United States	11/28/2015
Jamilah King	San Francis	California	94117	United States	11/28/2015
Colombe Chappey	San Francis	California	94110	United States	11/29/2015
Sam Hertig	San Francis	California	94110	United States	11/29/2015
James Moore	San Francis	California	94116	United States	11/29/2015
dmitry luchinsky	Santa Clara	California	95051	United States	11/29/2015
Diane Matsumura	San Francis	California	94121	United States	11/29/2015
Lin Ishihara	San Francis	California	94127	United States	11/29/2015
KATHY MICHIIHIRA	San Francis	California	94121	United States	11/29/2015
Grace McKee	Apollo Bea	Florida	33572	United States	11/29/2015
Sherry Kawaguchi	San Francis	California	94131	United States	11/29/2015
Nina Mayer	San Francis	California	94110	United States	11/29/2015
Olga Fedorova	Daly City	California	94014	United States	11/29/2015
Kim Dang	San Francis	California	94118	United States	11/29/2015
Mary Lim	San Francis	California	94121	United States	11/29/2015
Nikolai Ulianov	Daly City	California	94014	United States	11/29/2015
Hitomi Inagawa	Fremont	California	94538	United States	11/29/2015
Merle Rusky	Quincy	California	95971	United States	11/29/2015
Kimberly Owyang	San Francis	California	94123	United States	11/29/2015
Wayne Hiroshima	San Francis	California	94122	United States	11/29/2015
Carol Kawasaki-Wong	San Francis	California	94118	United States	11/29/2015
Mary Eijima	San Francis	California	94121	United States	11/30/2015

Toshihiro Michihira	Cupertino	California	95014	United States	11/30/2015
Sturdy McKee	San Francis	California	94121	United States	11/30/2015

Name	City	State	Zip	Country	SignedOn
augie phillips	San Francisco	CA	94117	United States	11/9/2015
Yuji Uchida	San Francisco	CA	94115	United States	11/9/2015
Elise Phillips	San Francisco	CA	94115	United States	11/9/2015
Cindy Chen	San Francisco	CA	94111	United States	11/9/2015
Jennifer Tam	San Francisco	CA	94112	United States	11/9/2015
Jennifer Ishii	San Rafael	CA	94903	United States	11/9/2015
Kevin Chan	San Francisco	CA	94118	United States	11/10/2015
Roberta Rothman	San Francisco	CA	94109	United States	11/10/2015
Angela Little	San Francisco	CA	94109	United States	11/10/2015
Diane Rigda	San Francisco	CA	94109	United States	11/10/2015
Michiyo Ando-Mertz	San Francisco	CA	94118	United States	11/10/2015
Ed Castellanos	Brentwood	CA	94513	United States	11/10/2015
Paolo Beltran	San Francisco	CA	94115	United States	11/10/2015
Joelle Matsuura	San Francisco	CA	94118	United States	11/10/2015
Karen Kai	San Francisco	CA	94114	United States	11/10/2015
jashlyn girard	San Francisco	CA	94115	United States	11/10/2015
Lawrence Bottome	San Francisco	CA	94108-355	United States	11/10/2015
Miok Kil	San Francisco	CA	94109	United States	11/10/2015
Susan Kobayashi	San Francisco	CA	94122	United States	11/10/2015
Julie Hata	San Francisco	CA	94118	United States	11/10/2015
roger oyama	san Francisco	CA	94121	United States	11/10/2015
Lynn Muscat	san francisco	CA	94116	United States	11/10/2015
Banks Lam	Daly City	CA	94015	United States	11/10/2015
Jocelyn Herndon	San Francisco	CA	94117	United States	11/10/2015
Rani Spudich	San Francisco	CA	94116	United States	11/10/2015
Kiyomi Noguchi	San Francisco	CA	94118	United States	11/10/2015
Derrick Mar	San Francisco	CA	94118	United States	11/10/2015

Hitomi Silver	San Francisco	CA	94116	United States	11/10/2015
Celia Magtoto	San Francisco	CA	94131	United States	11/10/2015
Deborah Hamilton	San Francisco	CA	94122	United States	11/10/2015
Quillan Rusky	San Francisco	CA	94114	United States	11/10/2015
Hiroko Schreiber	San Francisco	CA	94122	United States	11/10/2015
Linda Shigio	San Francisco	CA	94121	United States	11/10/2015
Isabel Das Gupta	Livonia	MI	48152	United States	11/10/2015
Andrea Dublin	San Francisco	CA	94115	United States	11/10/2015
susanne kagami	sf	CA	94127	United States	11/10/2015
Dav Yaginuma	San Francisco	CA	94107	United States	11/10/2015
Sara Verches	San Leandro	CA	94577	United States	11/10/2015
Sandra Gutierrez	Danville	CA	94506	United States	11/10/2015
Gary Sumi	Friendship	ME	4547	United States	11/10/2015
Richard Woo	San Francisco	CA	94123	United States	11/10/2015
Sharon Johnson	San Francisco	CA	94116	United States	11/10/2015
Jess Beltran	Glendora	CA	91741	United States	11/10/2015
M Tong	San Francisco	CA	94121	United States	11/10/2015
Kiyomi Takeda	San Francisco	CA	94115	United States	11/10/2015
Hyunsook Kang	Fremont	CA	94539	United States	11/10/2015
Jayne Tanabe	San Francisco	CA	94115	United States	11/10/2015
Daneen Akers	San Francisco	CA	94118	United States	11/10/2015

Brandon Quan	San Francisco	CA	94127	United States	11/10/2015
Francis Serrano	San Francisco	CA	94115	United States	11/10/2015
Dulguun Bayardorj	San Francisco	CA	94115	United States	11/10/2015
Katie Stoyka	San Francisco	CA	94117	United States	11/10/2015
Darlene Ruiz	San francisco	CA	94117	United States	11/10/2015
CB Smith-Dahl	Oakland	CA	94612	United States	11/10/2015
Erina Kautz	San Francisco	CA	94131	United States	11/10/2015
Tobee Vanderwall	SF	CA	94127	United States	11/10/2015
Julia Hansen	San Francisco	CA	94115	United States	11/10/2015
Matthew Gladwin	San Francisco	CA	94121	United States	11/10/2015
Crystal Choi	Saratoga	CA	95070	United States	11/10/2015
Leslee Kurihara	San Francisco	CA	94133	United States	11/10/2015
Terry Akiyama	San Francisco	CA	94109	United States	11/10/2015
Reiko Ando	San Francisco	CA	94116	United States	11/10/2015
Camille Seiberling	San Francisco	CA	94117	United States	11/10/2015
Christopher Sofis	San Francisco	CA	94110	United States	11/10/2015
Satoko Boris	Tiburon	CA	94920	United States	11/10/2015
Candace Bowen	Stow	OH	44224	United States	11/10/2015
Yuko Oda	San Francisco	CA	94131	United States	11/10/2015

Paul Vega	San Francisco	CA	94131	United States	11/10/2015
Catherine Saul	Oakland	CA	94611	United States	11/10/2015
Jack Lin	Houston	TX	77077	United States	11/10/2015
Susan Essenmacher	Falls Church	VA	22044	United States	11/10/2015
Makiko Kambayashi	Fremont	CA	94555	United States	11/10/2015
Kate Shimamoto	San Francisco	CA	94109	United States	11/10/2015
Louis Camacho	San Francisco	CA	94110	United States	11/10/2015
Bird Levy	San Francisco	CA	94131	United States	11/10/2015
Aspet Archouniani	Daly City	CA	94015	United States	11/11/2015
Sandy Hoffman/Perkins	Hendersonville	NC	28792	United States	11/11/2015
Esther Honda	San Francisco	CA	94114	United States	11/11/2015
Daniel Nguyen	Daly City	CA	94014	United States	11/11/2015
Daniel Nguyen	Daly City	CA	94014	United States	11/11/2015
Jade Nelson	San Francisco	CA	94110	United States	11/11/2015
Judy Hamaguchi	Salt Lake City	UT	84118	United States	11/11/2015
Kelly Duong	san francisco	CA	94132	United States	11/11/2015
Matty Taga-Allen	Redwood City	CA	94063	United States	11/11/2015
Hiroi Arisa	San Francisco	CA	94116	United States	11/11/2015
karen thomas	San Francisco	CA	94102	United States	11/11/2015
John Haile	Sacramento	CA	95817	United States	11/11/2015
Jonathan Withrington	San Francisco	CA	94109	United States	11/11/2015
Rick Ng	San Francisco	CA	94116	United States	11/11/2015
Anita Kanitz	Stuttgart		70378	Germany	11/11/2015
jenny tam	Daly City	CA	94015	United States	11/11/2015
Timothy Caraher	San Francisco	CA	94115	United States	11/11/2015
change uall	san jose	CA	95128	United States	11/11/2015
Tim Miller	San Francisco	CA	94114	United States	11/11/2015
Dave Luscombe	Camperdown	ENG	NE12 5XR	United Kingdom	11/11/2015
Kelly Quon	South San Francisco	CA	94080	United States	11/11/2015

Sabrina Mah	San Francisco	CA	94115	United States	11/11/2015
Jan Mallett Strong	Arlington	TN	38002	United States	11/11/2015
Monica Edwards	Lynnwood	WA	98087	United States	11/11/2015
Aaron Adams	Pacifica	CA	94044	United States	11/11/2015
Kristen Nadaraja	San Francisco	CA	94117	United States	11/11/2015
Stephanie Chan	San Francisco	CA	94122	United States	11/12/2015
Zafiro Joseph	San Francisco	CA	94115	United States	11/12/2015
Samuel Schreiber	San Francisco	CA	94122	United States	11/12/2015
Matthew Dahlman	San Francisco	CA	94115	United States	11/12/2015
Renea Leathers	Memphis	TN	38104	United States	11/12/2015
Robert Rusky	San Francisco	CA	94114	United States	11/12/2015
Luisa Sicairos	San Francisco	CA	94103	United States	11/12/2015
Catherine Ho	San Francisco	CA	94115	United States	11/12/2015
Lorraine Gates	Brooklyn	NY	11231	United States	11/13/2015
Laura Schmidt-Nojima	San Francisco	CA	94121	United States	11/13/2015
Erika Shimizu	San Francisco	CA	94115	United States	11/13/2015
Naomi Funahashi	San Francisco	CA	94115	United States	11/13/2015
Kelly Liu	Monterey Park	CA	91754	United States	11/13/2015
Aileen Ichikawa	SF	CA	94110	United States	11/13/2015
Randi Day	El Cerrito	CA	94530	United States	11/13/2015

Kate Hoisington	San Francisco	CA	94115	United States	11/13/2015
Donald Drummond, PhD	Richmond	CA	94804	United States	11/13/2015
Donna Drummond	Richmond	CA	94804	United States	11/13/2015
Denise Naganuma	San Francisco	CA	94114	United States	11/13/2015
Kyle Nakanishi	San Francisco	CA	94127	United States	11/13/2015
Sara Wilson	San Francisco	CA	94114	United States	11/13/2015
gerd mairandres	San Francisco	CA	94115	United States	11/13/2015
Cynthia Tsuchimoto	San Francisco	CA	94131	United States	11/13/2015
Lawrence Terry	San Francisco	CA	94131	United States	11/13/2015
Caroline Scott	San Francisco	CA	94115	United States	11/13/2015
Katharine Wright	San Francisco	CA	94115	United States	11/13/2015
Donna Ames-Heldfond	San Francisco	CA	94118	United States	11/13/2015
Michelle Glauser	San Francisco	CA	94109	United States	11/13/2015
Jacqueline Jankowski	San Francisco	CA	94115	United States	11/13/2015
Courtney Cassinelli	San Francisco	CA	94127	United States	11/13/2015
Amy Berler	San Francisco	CA	94118	United States	11/14/2015
zoe lush	Fresno	CA	93722	United States	11/14/2015
diana arsham	san francisco	CA	94115	United States	11/14/2015
Patricia Lovelock	San Francisco	CA	94109	United States	11/14/2015
Ross Wilson	San Francisco	CA	94114	United States	11/14/2015
Carol Field	San Francisco	CA	94115	United States	11/15/2015

vincent wong	San Francisco	CA	94124	United States	11/15/2015
alice mar	San Francisco	CA	94103	United States	11/15/2015
Lance Whalin	San Francisco	CA	94123	United States	11/15/2015
Shannon Sexton	San Francisco	CA	94115	United States	11/15/2015
William Shon	South San Francisco	CA	94080	United States	11/15/2015
Melissa Miyashiro	Antioch	CA	94531	United States	11/15/2015
Jennifer Fon	San Francisco	CA	94112	United States	11/15/2015
Richard Wada	San Francisco	CA	94118	United States	11/15/2015
Ruby Tsang	San Francisco	CA	94115	United States	11/15/2015
Sandra Yen	Vacaville	CA	95687	United States	11/15/2015
Isaac Kang	San Francisco	CA	94115	United States	11/15/2015
Keith Kojimoto	San Francisco	CA	94122	United States	11/15/2015
John Nishio	Chico	CA	95973	United States	11/16/2015
Miya Tsukamoto	San Francisco	CA	94131	United States	11/16/2015
Nicole Biasbas	Daly City	CA	94014	United States	11/16/2015
Emily Solorzano	San Francisco	CA	94132	United States	11/16/2015
Michael Williamson	San Francisco	CA	94109	United States	11/16/2015
Barbara Graham	San Francisco	CA	94115	United States	11/16/2015
betsy nolan	San Francisco	CA	94115	United States	11/16/2015
Anne Young	Palo Alto	CA	94306	United States	11/16/2015

Richard Vannucci	Castro Valley	CA	94546-241	United States	11/16/2015
Arisa Takahashi	San Francisco	CA	94121	United States	11/16/2015
Jana Walsh	San Francisco	CA	94122	United States	11/17/2015
anne altman	san francisco	CA	94109	United States	11/17/2015
Kimberly Gongora	San Francisco	CA	94121	United States	11/17/2015
Arlene Escueta	San Francisco	CA	94114	United States	11/17/2015
Paul Rainville	San Francisco	CA	94110	United States	11/17/2015
Victoria Trinh	San Francisco	CA	94121	United States	11/17/2015
Msi Ciong	San Francisco	CA	94116	United States	11/17/2015
Hiroimi Roy	San Francisco	CA	94110	United States	11/17/2015
Kathy Kojimoto	Berkeley	CA	94704	United States	11/17/2015
Robert Yee	San Francisco	CA	94109	United States	11/17/2015
Dr. Tina Stromsted	San Francisco	CA	94117	United States	11/18/2015
Deborah spencer	San Francisco	CA	94121	United States	11/18/2015
david swift	Concord	CA	94518	United States	11/19/2015
Sandra Gutcher	San Francisco	CA	94109	United States	11/20/2015
Jessette Novero	San Francisco	CA	94122	United States	11/24/2015
Todd Nakagawa	San Francisco	CA	94121	United States	11/24/2015
Michael Chan	Daly City	CA	94014	United States	11/25/2015
Felicia Valmonte	San Francisco	CA	94122	United States	11/25/2015
Brigette Sullivan	Rancho Cordova	CA	95670	United States	11/25/2015

Lorraine Cathey	San Francisco	CA	94118	United States	11/25/2015
Helen Yi	San Francisco	CA	94109	United States	11/25/2015
Betsey Low	Fort Collins	CO	80525	United States	11/25/2015
Elizabeth Raybee	Poter Valley	CA	95469	United States	11/25/2015
LuAnne Daly	Santa Rosa	CA	95404	United States	11/25/2015
peta cooper	Hayes	ENG	ub3 1tp	United Kingdom	11/25/2015
Steven Ballinger	sf	CA	94122	United States	11/25/2015
john o'donnell	San Francisco	CA	94122	United States	11/25/2015
Mary Innes	San Francisco	CA	94118	United States	11/25/2015
Tami Suzuki	San Francisco	CA	94127	United States	11/25/2015
Katherine Kodama	SAN FRANCISCO	CA	94114	United States	11/26/2015
Isabella Schwarz.	San Francisco	CA	94102	United States	11/26/2015
Koichi Fukuda	San Francisco	CA	94115	United States	11/26/2015
Karim Scarlata	San Francisco	CA	94114	United States	11/26/2015
Ket Pongpattana	San Francisco	CA	94118	United States	11/26/2015
Gina Narciso-Tukka	San Francisco	CA	94121	United States	11/26/2015
John Herber	South San Francisco	CA	94080	United States	11/26/2015
Linda Lau	San Francisco	CA	94121	United States	11/26/2015
john oshima	Oakland	CA	94602	United States	11/26/2015
Denise Teraoka	San Francisco	CA	94115	United States	11/26/2015
Hiroshi Fukuda	San Francisco	CA	94121	United States	11/26/2015
Maki Carlson	San Francisco	CA	94116	United States	11/26/2015
Jaime Monroy	San Francisco	CA	94115	United States	11/26/2015
Alicia Cacdac	San Francisco	CA	99999	United States	11/26/2015
jayson lorenzen	San francisco	CA	94122	United States	11/27/2015

Joerg Herrmann	San Francisco	CA	94131	United States	11/27/2015
Sheriann Chaw	San Mateo	CA	94404	United States	11/27/2015
Ellen Smith	San Francisco	CA	94117	United States	11/27/2015
Miki Heitzman	San Francisco	CA	94115	United States	11/27/2015
Laura Kondo	Union City	CA	94587	United States	11/27/2015
kacey nakashima	San Francisco	CA	94121	United States	11/27/2015
Bret Lobree	San Francisco	CA	94114	United States	11/27/2015
Sam Hertig	San Francisco	CA	94110	United States	11/29/2015
Robert Matsumura	San Francisco	CA	941021-10	United States	11/29/2015
KATHY MICHIIHIRA	San Francisco	CA	94121	United States	11/29/2015
Grace McKee	Apollo Beach	FL	33572	United States	11/29/2015
Nina Mayer	San Francisco	CA	94110	United States	11/29/2015
Wayne Hiroshima	San Francisco	CA	94122	United States	11/29/2015
Sturdy McKee	San Francisco	CA	94121	United States	11/30/2015
Melissa Fujiyama Nakapaahu	San Francisco	CA	94143	United States	11/30/2015
Kelly ErnstFriedman	San Francisco	CA	94102	United States	11/30/2015

O-6.3

Comment
Safety is more important than time.
SAVE THE BRIDGE!!! CHILDREN IN THE COMMUNITY NEED IT!!! IT IS VERY DIFFICULT FOR THE CHILDREN TO WALK ACROSS A BIG, LONG, AND BUSY STREET AND THE BRIDGE HAS BECOME THIER PROTECTOR!! PLEASE, PLEASE SAVE OUR BRIDGE!
I use this bridge! And last week's Bay Street accident shows the dangers of freeway/streets such as Geary and Bay.
We need the bridges to keep our children safe from the busy Geary St traffic.
Please save this bridge! It is the only safe way for our students and families to cross Geary street safely!
I'm signing because I would like to keep all pedestrians safe
I'm signing because I want to keep the area 100% safe for all pedestrians crossing such a busy and large intersection. I think people and drivers need to slow down instead of speeding up and potentially causing fatal accidents like the one on bay street last week.
Children and elders more important than buses.
The bridge is essential for all of us who need to cross Geary. Do not demolish.
I am a mother of an elementary school aged child who attends Rosa Parks Elementary School which utilizes the bridge regularly for the safety of our children.
I am using this brige often and my kids too. I feel safe to across the big street with this brige.
I'm signing because I don't want the bridge removed.
I want to preserve the safety of our children.
I'm signing this because my kids need a safe way to cross Geary Street.
The bridge is the safest way to cross Geary! It's essential for schools, such as Rosa Parks ES & NLF, that teach children about their community heritage, to be able to take them north & south of Geary! We can have both ADA street level crossings and the bridge. Save the Steiner St. bridge between Hamilton Rec Ctr. & Kimball Field, too!
My kids deserve to be safe.
Geary Blvd is a dangerous road, and The Geary-Webster bridge is the safest way to cross for neighborhood schools, afterschool, youth programs, seniors, and caregivers with small children, all of whom use the bridge daily.
I am signing because The Bridge is the safest way to cross the busy Geay st for small children and seniors.
I want to keep our kids safe! Geary has become like a highway. We cannot have groups of children crossing a highway.
We need safety with the children, elderly and all others who must cross the very busy and FAST Geary Blvd.
how and the hell will anyone get across Geary Blvd???
It's one thing for individuals to cross at an improved intersection, but groups of children rely on this bridge for weekly crossing. There is no safer way to cross Geary (or any street) than a pedestrian bridge.
The bridge is a japantown landmark. It is also the safety of all pedestrians. Walking over a bridge is the safest for all pedestrians
I'm signing because my daught goes to Rosa Parks Elementary and we regularly use the bridge to get to Japantown after school.
My child goes to Rosa Parks Elementary School and uses the pedestrian bridge to cross Geary regularly.
My child attends Rosa Parks and we use the bridge often! It's the only safe way to cross such a busy street. Please keep the bridge for the safety of our community!
The bridges keep the community safe. Crossing Geary street takes too long and will put people in danger and also create more traffic.

**O-6.3
cont.**

Because the bridge keeps our community children & seniors safe while crossing Geary at one of its widest parts with crazy drivers who zoom through the intersection without a care

I am signing this petition because it is important to take care of our elderly. It is important to take care of our children. This bridge is the only way for them to safely get across Geary Blvd safely. Drivers care only about one thing and that is to get where they are going. Please save the bridge to save lives.

It's the safest way for kids from Rosa Parks Elementary School to cross the street to go to Japantown (where there are cultural afterschool programs like NLF, Xperience!, etc.).

Crosswalks aren't force fields, no matter what color you make them and adding wider medians won't stop a speeding vehicle. Sacrificing people's safety for a minor and unproven convenience is just plain irresponsible.

We need to retain this Bridge for our children, students, families, teachers, seniors and everyone in the Japantown community that uses the bridge as the only 100% safe way to cross Geary.

it is better to be safe.

I want my granddaughter to be safe!!

My son goes to Rosa Parks. He and a lot of students at this school use this bridge. When I was at school, there was a student who was killed crossing a busy road. Even with a crossing, Geary is very dangerous. I value the safety of our children.

We need a safe crossing over Geary for our children and seniors. I don't mind if a new Bridge were constructed, but a bridge is necessary.

My children and their schoolmates cross this bridge often, and it is much safer than crossing Geary at street level. Honestly I can't understand why this is even being considered.

The bridge serves as a cultural landmark for Japantown as well as the safest way to cross the busy street.

I'm signing because it is safe for everybody!

I was born and raised in San Francisco and the bridge was built when I was growing up to ensure safe crossing of Geary Blvd. Seniors and young children need the bridge to cross.

Removing an existing structure that provides safety and convenience for one group of people to benefit another group of people's convenience just doesn't make sense.

I use the bridge with my children regularly. It is a safe way for ALL to cross a very busy road.

It will affect the safety of my grandchildren in going to school.

keep our kids safe! Several schools rely on that bridge to get kids to and from Japan town activities and schools in the Fillmore district.

I want to ensure the safety of all members of our community. My husband and I walk over that bridge regularly to access Japantown - the loss of this bridge would be detrimental to our community

My family, including small child and elder family member, use this bridge all the time! It's safer than crossing the large street!

The bridge is the safest way to cross Geary Street.

This bridge is the only safe way to get across an incredibly busy and wide street. Kids and elderly can't walk fast enough to safely cross without it, and drivers are far too impatient to wait. We would see many more pedestrians injured or killed if this bridge was demolished. Please revise the plan.

O-6.3
cont.

I grew up in Japantown and still go to the area. When living there I used this bridge almost daily, but especially when shopping for groceries at Safeway. A number of children whose families are still living and working in Japantown attend Rosa Parks, due to the Japanese program at the school, and children use this bridge to cross Geary. In a day and age when San Francisco is pursuing a zero-incident pedestrian injury, it is incomprehensible that the City is even considering getting rid of a pedestrian bridge, which is THE SAFEST way for pedestrians to cross one of the City's busiest thoroughfares. What is more amazing is the fact that we aren't asking if more pedestrian bridges should be built! We should be emulating cities that are actually concerned about pedestrian safety and do real things to reduce pedestrian accidents, and have pedestrian bridges at multiple intersections, cities like Tokyo. Keeping the pedestrian bridge is a no-brainer. Getting rid of the bridge would only further demonstrate the inability of this city to remain consistent in its policies, and further demonstrate our city

"leaders" are more interested in simply espousing outrage at the problems we face, but never really doing anything about it.

I am a longtime resident and both of my children attend Rosa Park Elementary School. My family and I use this bridge almost on a daily basis to safely cross Geary Street. Eliminating this bridge will have a negative impact on pedestrian safety.

I'm signing this petition because my family of five including three small children resides 2 blocks from the Geary and Webster intersection. We walk across Geary blvd on Webster multiple times a day to send our kids to their preschool and day-cares. The Geary blvd especially on Webster is extremely busy and unsafe for young pedestrians; therefore, we use the bridge at all times and strongly feel that it is the safest way to cross this intersection.

supporting keeping pedestrians safe!

I am signing because I have 2 kids that go to Rosa parks and we use that bridge all the time. Please don't tear it down for a few seconds of faster driving

I come to Japantown all the time and appreciate irreplaceable cultural artifacts like the Geary-Webster Bridge. Also, I care about the safety of little friends and elders when car/bike/pedestrian accidents in SF are increasing.

My son goes to Rosa Parks Elementary and he and I often to go Japan town using the bridge on Geary with my 9 month daughter on a stroller. This is the safest way for us to across Geary.

Signing to encourage the CTA and MTA to invest in pedestrian safety as they seek to improve public transit.

This bridge must remain for those who take the extra time to protect themselves and/or their children to get across the semi-freeway of Geary.

signing because would be utterly impossible to cross that section of Geary without that bridge.

This bridge demolishing makes no sense.

I am a frequent user of the bridge and agree that is a safety feature which should not be removed.

The Webster Street Bridge is necessary to keep our citizens safe when they attempt to cross Geary to visit JapanCenter.

Let's prioritize pedestrian safety and community bridging over shaving seconds for a bus line. Human lives are more important than the bottom line. Please do not demolish the bridge.

We need to keep the Bridge because crossing Geary Street is dangerous for families in this community. There are too many distracted drivers on their cell phones who speed through this area and intersection of Geary Street.

I use the bridge with my kids and believe in it's importance for the continued safety of the children

It;s for the kids safety

I'm signing because I am a grandma who visits her granddaughter and picks her up at Rosa Parks School. We then walk back to take the Geary bus home. It is an important safety measure.

All the students in Rosa Park Elementary school including our daughter need the BRIDGE to cross the Geary street safely.

O-6.3
cont.

Because people of all ages and physical abilities should be able to safely cross this busy intersection without disturbing traffic.
I have a child who attends school in the neighborhood. No crosswalk is safer than a bridge.
I've walked on that bridge and its pretty cool.
I want my friends and their families to have safe options when crossing the street. Safety should be everyone's priority! Don't demolish the bridge before building an alternative route!
The members of Japantown community feel it is important to keep the current bridge as is.
My family of five reside in Japantown. All three of my children go to school in JTown and frequently use this bridge to cross Geary safely.
This is another example of the racketeering that is taking place in our city with regards to shady contracts
Quit changing our city!! We need that overpass bridge!!!
Safety FIRST!
My granddaughter used this bridge all week. Pls don't make me worry!
Pedestrian safety is a must for a liveable city.
Safety first. Why would you take away something that is very safe for pedestrians and the community.
Safety first. Why would you take away something that is very safe for pedestrians and the community.
My kids use this bridge every week! School field trips, after school activities and safely crossing Geary. Please keep our streets safe for children and seniors !!!
There is no compelling reason to remove this bridge. Our children, our seniors need to be kept safe.
Safety of children, seniors, and every citizen should be a priority. The crosswalk does not help.
It's one of the few safe paths left in the City. Please save it!!!!
Either keep the bridge or build a new one that meets BOTH community and CTA/MTA needs. Listen to the needs of the community that lives there!
I travel across that bridge with my 7 and 10 year olds frequently. It is the safest way to get to Jtown. Halloween last year proved this point. While crossing the bridge there was a hit and run that happened at Geary Webster intersection while we were on the bridge! The driver ran a red light while being pursued by police and hit a car in the intersection, we were a group of children walking from rosa parks to nihonmachi. I shudder to think what would of happened without bridge there. Please save our bridge!
I'm from San Francisco, and used to live within blocks of this site.
Our kids use this bridge all the time.
Safety for people crossing the street!
"The only people who can change the world are people who want to. And not everybody does." — Hugh MacLeod
this structure is necessary; I wish there were more
My family and I use that bridge and safety is paramount for our community.
The safety of children in real life far more important than the MTa Seems to recognize. A bridge will ALWAYS be safer than a street level crossing on a street where cars and trucks regularly exceed speed limits
This bridge is used constantly by children's groups in he community including schools and daycare a that nee cross Geary. Eliminating he bridge is certain to lead to injury as traffic on Geary is movin incredibly fast and drivers are distracted more like they are in a freeway than a city street. There is no good reason to eliminate the led bridge and every reason to safe it. How does eliminating a safe pedestrian bridge align with the city's Vision Zero?
My niece and nephew use this all the time to cross a very fast moving road near their school.
We need to keep our children, seniors and families safe while crossing this wide, busy street, especially from aggressive Muni drivers!

O-6.3
cont.

<p>Our kids at Tomodachi use that bridge to cross safely. They will not all fit on the islands proposed to replace the bridge.</p>
<p>I am signing this because it concerns me that my grandson will be in a less save area if this passes.</p>
<p>I was born and raised in San Franciso and took this bridge regularly.</p>
<p>I have been raised in Japantown and work with the Tomodachi Summer Day Camp. The bridge is used very often and our campers would be at risk if it was removed.</p>
<p>The pedestrian bridge is essential!</p>
<p>We need to protect the Japantown community and keep them safe- especially our children who use this daily!! As a SF native, I've used this bridge all the time which is crucial to keeping pedestrians safe as they try to cross Geary blvd.</p>
<p>Many of our children and youth (as well as families and seniors) use this bridge as a safe passage across Geary Street since cars often drive faster than the posted speed limit!!</p>
<p>Our Tomodachi program uses the bridge to get our groups of 25+ children across Geary Street in a safe manner.</p>
<p>I want my kids to have a safe place to cross that really wide and busy business corridor.</p>
<p>The bridge symbolically links our communities together, and it effectively keeps our kids safer.</p>
<p>I'm signing this because crossing Geary in a crosswalk is like playing chicken with your life. That bridge is safe, easy to access and lets people cross at their own pace. Leave the bridge alone!</p>
<p>The Webster Street and Steiner Street bridges are the safest way to cross Geary Blvd., one of the busiest and widest streets in the city. The proposed crosswalks at Buchanan and Webster simply cannot be made as safe, especially for children and seniors who choose to use the bridges precisely because they separate them from the street traffic.</p>
<p>Both bridges are also important historical and cultural resources for the Japantown-Fillmore community. The Webster bridge especially was deliberately designed to echo Japanese bridge architecture, and affords a public view of the neighborhood for residents, tourists and school children unmatched anywhere else.</p>
<p>Demolishing these community resources to save a hoped-for few seconds of time at the Webster bus stop makes no sense. Keep the bridges!</p>
<p>I'm signing this because I want to ensure our children, youth and elderly have a guaranteed safety passage across the street.</p>
<p>We need to keep our kids safe.</p>
<p>I signed this petition because I think it's important for the safety of the children and elderly. A guaranteed safety passage. That is very important.</p>
<p>My children go to school at Rosa Parks and Chibi Chan preschool, and we use the bridges weekly to cross scary Geary.</p>
<p>For the safety of all those who cross the Geary street.</p>
<p>I care about the safety of pedestrians in the SF Japantown neighborhood and Geary Blvd corridor.</p>
<p>Please support this bridge, it has been with Japan town San Francisco for a long time and has helped children and the elderly cross a busy intersection like geary without any problems! Don't let them tear it down! They're not rebuilding it, they're trying to get rid of it!</p>
<p>Your plan is truly misguided. It smacks of a mono-focus on faster transit. Really?? People LIVE HERE, and need safe access DAILY. Are we really on the periphery of your consideration? Taking down this safe pedestrian crossing is insanity. Please reconsider!!</p>
<p>There is no safer way to cross Geary for family and friends than that bridge! Don't demolish the bridge, please. Lives are worth more than seconds saved!</p>

O-6.3
cont.

Our family uses this bridge to cross Geary multiple times daily. It is essential for pedestrians commuting to school, work, and around the neighborhood. It is also a wonderful gateway to Japantown.

My grandchildren have gone to NLF and have benefited from the safety provided by the Webster-Geary pedestrian bridge. During my years of work in J-town the bridge had provided safe crossing for the thousands of children participating in CUPC's summer camp program. I strongly oppose the removal of the pedestrian bridge.

I spend a lot of time in Japantown and my grandkids go to school in the neighborhood. This bridge is an essential link for them and a walkway would not be safe for them crossing the intersection. Saving 18 seconds is not worth the risk of a life.

Please understand the lives you will be putting at risk because you think you are saving a few seconds of bus time at the Webster stop. It is not worth putting everones lives at risk when crossing Geary. My family and friends have depended on that bridge for decades as a safe way to cross. I have been driving through that intersection daily for decades and ask that you please take into account the HUGE accidents that have happened at that intersection. Debris flying everywhere. Do you honestly think people will be able to safely cross? We do not.

CTA & MTA have an option to not demolish the bridge. Why are they doing so then? The Geary - Webster st. Bridge protects pedestrians from getting hurt by fast moving cars!

Geary is not a safe street for pedestrians to cross at ground level.

I use this crossing as a safe means to get across Geary... cars fly down this corridor and I believe the bridge serves as safe means of crossing

I'm signing for the safety of our children and seniors

We need more pedestrian bridges not less in SF!

I think for safety reasons we need this bridge. There are a lot of young people come from south of Geary to Hamilton Rec as well as just general public crossing Geary.

I never use the bridge at Webster but go along Post to Fillmore. The bridge connects the posh end of Fillmore to Western addition -- removing the bridge would be like building a wall between neighborhoods. Another stupid idea and saving seconds - that is nuts !!

I support not demolishing the walking overpass.

Donna

Geary is a large, dangerous strange, and I don't think we should prioritize changes for cars when there are a lot of pedestrians needing to cross Geary there.

We need more safe walkable options for this city, less cars. Shaving 18-20 seconds off of a bus commute to potentially cause many more pedestrian accidents, what is our city thinking?

The city "planning" is out of control and horrible - no one knows what they are doing. Lights are untimed leading to more traffic accidents and gridlock. Lanes are being taken away for unsafe bike lanes. It's out of control.

I'm signing this petition because the bridge is an effective and safe crossing for pedestrians and is not worth demolishing to save a few seconds on a bus line. SF MTA has bigger issues!

I use this bridge all the time. It is clearly much safer than crossing the street.

It is a better idea to keep the bridge.

THINK ABOUT Effectiveness (safety) is usually better /wiser for community than efficiency (speed)

As a person with a disability I have used this bridge many times as the safest way to cross Geary. It allows me to cross at my own pace, away from traffic. Traffic will only get more dangerous in this area with the new cpmc on Geary.

agree that bridge is better for pedestrian safety that sideways on very wide Geary blvd.

It's the only really safe way across Geary.

O-6.3

cont.

It will save lives! Children's lives at that! Vision Zero will never happen if this bridge is removed. Nothing will be done until somebody loses their life. Typical city government. Look what happened at Buchanan/Bay. The city knew that people speed on that end of the street and now they have a new street only because kids lives were nearly lost.

Do not remove the bridge - the safety of our community! THINK about that corridor and pedestrian safety!!!!

The bridge helps keep people safe!

This bridge has been part of my community for many years, it is not necessary to remove it to improve public transportation. Geary Blvd and Webster Street is 8 lanes wide, plus room for parking. If MTA can't respect the Japantown community by finding an alternative measure to improve its transportation, I will never forgive an already struggling monopoly that claims to improve people's lives. San Francisco is a pedestrian heavy city, pedestrians need safer walking areas, especially in areas with six or more lanes like the Geary/Webster St. You need to think about the possibility of increased pedestrian fatalities after removing this bridge; it could prove entropic. Do not remove this iconic bridge, better yet, spend funding to improve internal corruption or replacing it with a better bridge.

I'm signing because as a native SF born and raised citizen who spent their childhood in and around Japantown I cannot understand this asinine proposal to remove a safe passage for pedestrians to cross a very dangerous street in the name of a possible small gain in transit speed. There will be an inevitable death if seniors and children are forced to cross at street level here and their blood will be on the hands of all politicians which support this proposal.

The bridge is a safe way to get across The very busy Geary Blvd.

that bridge is what keeps people safe from traffic and crazy drivers

The CTA and MTA have no real plan to make traffic crossings on Geary safe for pedestrians.

We need to avoid any potential collision. Too many elderly and young students. No repeat of fast drivers like Bay Street that hit two middle school kids last week! Keep the bridge. Less liability!!!

I've crossed that bridge whenever I'm in that area. It's much safer crossing there than a busy it already is.

I'm signing because I live near and taking the bridge down will cause more accidents and traffic.

I'm signing because the bridge is the only safe way for all pedestrians--children, seniors and all--to cross Geary. Slower, NOT faster traffic, including Muni buses, is necessary. a

I used to live in SF and Oakland. I still visit SF, and whenever we can, we visit J-Town. Wow, it has changed, but removing one of the main pedestrian access points, and placing pedestrians at risk doesn't make sense. At the bridge, the rule should be that vehicles yield to the buses. Putting folks at risk is crazy. The delay at the bridge might add 5-10 minutes. OK, the rest of the trip is/will be much faster than at present, or when I lived in the city.

My children cross that pedestrian bridge at Geary and Webster every morning and afternoon. I only feel comfortable letting them cross because of the bridge. I don't have to worry about them getting run over. I cross that bridge all the time, too. I feel safe not having to worry about the cars. The new ideas of those street level pedestrian crossing are scary. My elderly mother has a hard enough time crossing Webster. How will she cross Geary? I may not allow my young children to take muni anymore if they have to cross at street level.

i love this bridge

I think this bridge is a nice part of Japantown! I cross it often.

It is needed by groups of kids. Please clean up the homeless people below the south anchorage!

I oppose tearing down the Geary-Webster pedestrian bridge for safety reasons particularly for children and seniors.

just look at what happened to the marina middle school students trying to cross bay street ... leave the overpass ... crossing at webster is life threatening, people speed up all the time to tmake the light

I use this pedestrian bridge all the time for shopping and going to the bus especially when it is raining. Trust me you do not want to cross Geary at the street level if you don't have to. Save this bridge!

O-6.3
cont.

<p>The bridge is attractive and street level crosswalks would be very dangerous for pedestrians on Geary Blvd, a heavy traffic corridor in SF.</p>
<p>Safety in our community is extremely important!</p>
<p>Geary is hard to cross even for able bodied folk. Why get rid of it?</p>
<p>There is no way a street level crossing will be safe for children or seniors.</p>
<p>Can't the city find something that's actually broken to fix with the amount of money it will cost to demolish and reconfigure.</p>
<p>Our community - children, families, seniors - use the bridge as a safe passage across Geary Street where cars often drive faster than the posted speed limit and waiting for the light on those proposed little islands is a safety hazard!</p>
<p>The elevated crossover bridge is safe for large groups of children, for elders & others that are speed walking challenged, it's a safeguard for the keeping the CITY's liability insurance re:auto Vs.pedestrian accidents. I use this bridge to safely cross Geary Boulevard. Please leave it in place. Thank you.</p>
<p>I'm signing because my child attends Rosa Parks Elementary School SF and we, along with others in the community, use the bridge for safe passage between the North and South sides of Geary Boulevard and there is no way to guarantee safe travel between the two sides of Geary Boulevard between Steiner and Webster without the existence of pedestrian bridges.</p>
<p>Save the bridge! It is iconic and no doubt safer to cross than any traffic light.</p>
<p>Please keep the Geary bridge, for it helps many people safely travel!</p>
<p>Because it's safer for old people and kids. The section is very busy. It probably good for drivers as well.</p>
<p>This is a Bridge to connect two formerly displaced communities. The SF CTA and MTA has no real alternative plan. This Bridge needs to be retain to save the lives of children, students, seniors, and everyone who uses it to cross the busy Geary Blvd.</p>
<p>My family and I use this bridge as a safe way to cross this busy intersection.</p>
<p>Safety is essential; please preserve the bridge that makes it possible for children and seniors to cross over an enormously busy, potentially hazardous street in safety. Prioritize people!</p>
<p>safety to cross busy Geary Blvd</p>
<p>Even though we are from the East Bay, my family uses this bridge several times each year to visit Japantown. It is the safest way to cross Geary Street.</p>
<p>Concern over pedestrian safety issues.</p>
<p>Safety! Geary street is not safe to cross!!</p>
<p>Geary Street has always been very dangerous in that area and seniors and children will never have enough time to cross all those lanes safely.... especially nowadays that no one has any common courtesy and are lost in their own world of smartphones and self importance. look how bad Laguna Street is a few blocks away! you're not gonna fix the problem with a few painted lines and a beeping pedestrian signal!</p>
<p>As someone who drives past that intersection and visits Japantown quite often (parking on the opposite side of Geary on occasion), I can tell you that crossing that intersection would be the most dangerous given the speed cars come barreling down Geary towards the avenues. Also, the 38 is as efficient as it can get, and shaving a few minutes on a line with multiple lines does not outweigh the safety impact of keeping the bridge. However, if the bridge were to be upgraded or updated alongside the proposed lane changes, that would work as well.</p>
<p>This is a terrible idea. There are enough Geary St. buses that 18 seconds mean abosolutely nothing when you can save the lives of pedestrians. How dare the MTA chose saving seconds verses lives! Need I mention the amount of money will be wasted for nothing!</p>
<p>It's safe for children to use this bridge. Geary St. Is dangerous. I grew up in SF and felt safe when I crossed this bridge.</p>

O-6.3
cont.

My adult disabled son goes to J-Town a lot. I don't need to receive a visit from SFPD explaining how he was flattened by some overpaid MUNI driver who had to make a pee break. Save the damn bridge.

getting rid of the pedestrian bridge will DEFINITELY cause more accidents than we already have.

As a native I know people who use this bridge because they need to i.e. disabled, older, have children

In heavy traffic areas that also have restaurants and other attractions for pedestrians, it is far safer for all concerned to have the bridge.

Being a pedestrian is becoming increasingly an extreme sport, and cities NEED pedestrians to remain lively and connected! Keep us safe and alive!!

Some drivers treat Geary Street like it's the indy500... This bridge has probably saved so many pedestrians. We need it to keep our community safe.

What a insane plan by CTA and MTA. There is no way that a street level crosswalk across that wide traffic corridor can be safe compared to the bridge.

It's a safety issue and one of the few links to Japan's identity

It is very dangerous crossing streets in SF, even with lights and crosswalks.

Pedestrians need protection from two-ton cars and fully-loaded, six-ton 38 Geary buses. Don't devalue the lives of residents and guests of the Western Addition.

The bridge addresses the needs of children, seniors, families and anyone who walks. We all need a safe way to cross Geary Blvd.

This bridge is essential for the safety of pedestrians, especially children and elderly people.

The bridge provides the only safe way across a very busy & dangerous Geary Blvd. It is essential for the safety of pedestrians. Please keep it.

Safety for children

Safety for children

The bridge is safer than street level crosswalks.

I always use this bridge when visiting J-Town; it keeps street crossing safe while allowing traffic to flow through, and it's aesthetically pleasing for the surroundings! If anything, we could use more pedestrian bridges in that area! How about a campaign to build more bridges over Geary?

My children use that bridge to cross Geary and I feel safer knowing the bridge is there for them!

without the bridge access is limited to a long block up the hill and crossing at Filmore where there are high curbs and not enough space for movement for the elderly at the curb areas

I'm signing because I am a resident of Japantown-Western Addition. The bridge is the link between the two segments of this historic area.

Children's safety is the highest priority that a community can have, Japantown's children need this bridge.

Because a lot of kids is crossing Geary Street, the bridge is the safest way to cross big street.

We could always refer to it as London's Bridge, if Ms. Breed is a catalyst for saving the Geary St. Bridge. Just a thought anyway.

Save the pedestrians safe

This bridge connects the Nihonmachi and Filmore/Western Addition communities. Traveling on foot without this bridge would be almost impossible task for anyone, and impossible for children and the elderly. Rosa Parks Elementary School, located just south of Geary, for instance, has a Japanese language and cultural program, and this bridge allows these kids access to Nihonmachi and all of the events and cultural activities related to Japan, enhancing their learning. Geary would be impossible to cross for these kids without it. Heck I do not want to cross Geary without it! Please keep the bridge.

j

O-6.3 cont.

Geary bridge is the only safe way for the Rosa Parks Elementary students to cross Geary street to go to their Afterschool activities around Japantown.

As a former camp director, preschool teacher, and community participant for most of my youth and young adult life using this pedestrian bridge, I urge you to keep this bridge for the safety of the community. I used it then and now when I bring my family to visit the city. It is one of the safest options to cross the large street for large groups as well as those who walk slower.

Please save the bridge for you g children and the elderly

I have a youth program in Japantown (above Geary) and will affect our children's safety.

As a kid i always used the bridge to cross the street. Crossing a 6 lane street is too dangerous.

Please save this bridge for the safety of children and the elderly.

I think removing the bridge will make crossing Geary less safe for pedestrians.

I want SF to be a safe place for pedestrians.

I'm signing because I'm concerned with the safety of children and the elderly being able to safely cross Geary Blvd!

Drivers go way too fast on Geary! The Geary Webster Street Bridge is the alternative for pedestrians to cross safely

We have grandchildren attending school nearby.

We need to KEEP pedestraians safe, and they need t figure out a better way to improve bus efficiency. How about a STREETCAR down the center of Geary Blvd???

I believe for the school children and seniors, it is much safer crossing over the bridge. Many members of our church members don't even make it to the middle divider, crossing Geary at Laguna Street.

Preschool children regularly cross here. And a keeping a pedestrian bridge over (literally) 8 lanes of traffic is a good idea. We don't want more people hit by cars.

My daughter and I utilize that pedestrian bridge every weekday - bus stop to Rosa Park Elementary.

The bridge is the safest way for our children and seniors to cross Geary.

Responses to Comment O-6: Nihonmachi Little Friends Preschool (Shiozaki-Woo, Adrienne; Vargo Nelson, Jade; Inamasu, Cathy; Nakashima, Mindy)

- O-6.1 Demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.

- O-6.2 Demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.

- O-6.3 The comment includes an online petition signed by over 700 people requesting to keep the Webster Street bridge in place. The concerns are summarized in an accompanying cover letter presented by the Nihonmachi Little Friends Preschool. Individual concerns related to Webster Street bride removal are also included after the signed petition. In response to public opposition to removal of the Webster Street bridge, demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.

GEARY BRT

Tree Talk

Of particular note, the plan calls for the removal of 195 trees. While we understand that in a city, sometimes this needs to happen for projects and there are plans to replace the trees, FUF has put in formal requests to the SFMTA and SFTA for 3 things:

- O-7.1 | 1. Replace the removed trees 2 to 1. This is occurring for Van Ness BRT. Removal of mature trees will be a shock and this project provides the opportunity to ADD to the forest in the long run. The plan now is for 1 to 1 replacement – we think the city can do better.
- O-7.2 | 2. Put all trees on planned, drip irrigation. This is good for saving water and for long term health of the trees.
- O-7.3 | 3. Consult with FUF and other community groups about the final species selection and placements.

GEARY BRT

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- O-7.3 | 3. Consult with FUF and other community groups about the final species selection and placements.

Responses to Comment O-7: Tree Talk

- O-7.1 The comment is noted. Please see Master Response 4a regarding tree removal and the 1:1 replanting ratio. Information on trees to be removed under each build alternative and opportunities for new tree plantings is presented in Section 4.4.4.2.2, Build Alternatives – Operational Effects.
- O-7.2 The comment is noted. Please refer to Master Response 4a regarding tree removal, replanting, and irrigation plans.
- O-7.3 The comment is noted. Please refer to Master Response 4a. As noted in Master Response 4a, street tree species selection would include consultation with specialists to ensure adequate conditions are present for the growth and health of the species selected for the site.



November 12, 2015

San Francisco County Transportation Authority
Attn: Geary BRT EIS/EIR
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Re: Comments on Geary BRT EIS/EIR

To Whom It May Concern:

The San Francisco Transit Riders are strong supporters of a vibrant BRT service in the Geary Corridor and are glad to see an environmental document recommended for certification, so that long overdue upgrades to Geary transit can begin to be put in place.

O-8.1

At the same time, we are less than enthusiastic about the staff recommended alternative as presented. In its present form, it represents both too little and takes too long to get there. It is "too little" in that it lacks sufficient vision for a long-term Geary strategy, and presents an alternative with excessive compromises and too little in the form of high quality, reserved center-lane BRT. And it is "too long" in that it requires Geary riders to wait too long for improvements beyond "Phase 1" for a final project based on an overly optimistic schedule. And if and when built, the staff-recommended alternative still offers only 45-minute trip times.

In the current staff recommended alternative, we're not seeing the improvements we should be seeing for the magnitude of investment.

We do however find value in the analyses and alternatives presented, and particularly in paving the way for a set of early action improvements.

We believe our goal should be to achieve the maximum benefit for Geary Corridor riders in the shortest achievable timeframe with the least uncertainty.

Accordingly, our recommendations are as follows:

--We urge prompt certification of the environmental document as a state-certified EIR, so that SFMTA can work expeditiously to implement a much needed "Phase 1" project at the earliest possible date.

--We urge the SFCTA to not adopt the staff recommended alternative as the Locally Preferred Alternative at this time. If this requires separate "EIR" and later "EIS" certifications, so be it. We note that Phase 1 does not expend federal funds.

The following are some of our specific concerns with the staff recommendation as presented:

- O-8.2 • We believe Geary riders deserve a coherent long-term strategy which takes us from 2015 through the development of short-term and long-term improvements culminating in at least a Geary light rail subway-surface project. This includes development of a more extensive median BRT alignment than is represented in the staff recommended plan. This has not happened.
- O-8.3 • We believe the schedule as presented is overly optimistic, given the realities of federal process, project development, and the lack of identification of a major component of necessary funding. We believe Geary Corridor riders deserve a Phase 2 project which can be constructed within 3-4 years with available or identifiable funding. We believe that is an achievable goal.
- O-8.4 • We believe the staff recommendation excessively compromises both local and Rapid (limited-stop) service, without even a long-term corridor transit plan sketched out. We have discussed variants of the EIS/EIR alternatives with both SFCTA and SFMTA staff and intend to explore these more fully once EIR certification has been achieved.
 - We believe staff have avoided developing an acceptable BRT strategy to cross Masonic Avenue. The frequent stop-and-go tortured ascent of the ramp from Baker to Presidio is one of the principal sources of delays encountered by current service, and no acceptable long-term, let alone short-term, strategy has been identified to mitigate these delays. That is unacceptable.

We will subsequently work with SFMTA staff to explore a refined strategy that can balance short term benefits with a phased approach for a long term plan on Geary leading to light rail or subway, but in the meantime it is essential that implementation of the Phase 1 improvements not be further delayed.

Sincerely,



Thea Selby
Chair, San Francisco Transit Riders

cc: Supervisor Eric Mar
Supervisor Mark Farrell
Supervisor London Breed

Responses to Comment O-8: San Francisco Transit Riders

O-8.1 As noted in the comment, the Hybrid Alternative/LPA aims to maximize transit benefit in the shortest timeframe. More robust BRT features like continuous center-running lanes would introduce much greater cost with the issues of the grade separated crossings at Fillmore and Masonic.

Please refer to Final EIS Chapter 2 and Master Response 1a for a discussion of the alternatives development process and attributes of the Hybrid Alternative/LPA as the agencies are moving forward.

O-8.2 Please see Final EIS Chapter 2 and Master Response 1a regarding how the agencies considered and screened various alternatives. Chapter 10, and the Alternatives Screening Report (May, 2009) explain why rail was not recommended for further alternatives analysis. Those alternatives not carried forward for further analysis were eliminated for various reasons, primarily because they did not meet the project's purpose and need of enhancing bus service and improving pedestrian safety within the Geary corridor. The Geary BRT Project is not the first phase of a future rail project, but it does not preclude any separate, future, prospective plans for rail within the Geary corridor.

O-8.3 Please see Final EIS Chapter 9 and Master Response 6a. The agencies have secured \$115 million of the needed capital funding and have identified sources to provide additional construction funds. Funding for operation of the proposed project would come from existing revenue sources for SFMTA, which include fare and parking revenues, operating grants (e.g., State Transit Assistance), traffic fees, and fines. As an example of potential project packaging for funding purposes, Table 9-2 in the Draft EIS/EIR describes a separation of the Hybrid Alternative/LPA into three funding packages. A potential set of near-term improvements, as described in Chapter 2 (Descriptions of Project Alternatives), is bundled together as Package A and would be funded by local and non-Small Starts federal funds. Package B would serve as the project definition for application to the FTA Small Starts program. Package C would represent other concurrent improvements to be implemented in the corridor that would use other funding, including local sources and potentially other federal sources aside from the FTA Small Starts program.

O-8.4 The agencies balanced the potential bus improvements with other community considerations in developing the Hybrid Alternative/LPA.

During the alternatives screening process, the project team considered eight possible configurations for BRT service through the Masonic underpass, six of which were eliminated from further consideration. Please see Section 10.2.6 for more information.

Please refer to Final EIS Chapter 2 and Master Response 1a for a discussion of the alternatives development process and attributes of the Hybrid Alternative/LPA. Refer to Master Response 2a for a summary of traffic effects and measures to minimize such effects.

SIERRA CLUB
SAN FRANCISCO GROUP
85 Second Street, Box SFG, San Francisco, CA

November 6, 2015

San Francisco County Transportation Authority
1455 Market Street 22nd Floor
San Francisco CA 94103

Re: Geary BRT

Dear Sirs,

Thank you for the opportunity to comment on the subject DEIR. The Sierra Club appreciates your electronic publishing of the SEIR to save paper, printing and mailing cost. I thank you for a format that allowed this commenter/reviewer to move directly from the index to the sections of concern, nearly similar to how I used to insert labeled place marks into a paper EIR.

This transit project has been beset with concerns with parking and the rapid movement of private cars in a Transit First City for six to twelve years or much longer depending on what you consider starting to study a project. Finally we have an EIR that deals with parking and traffic while actually improving pedestrian safety and transit speeds just a little, though more is possible. The Sierra Club comments are as follows:

- O-9.1 The Van Ness EIR and this study show a clear advantage in both speed and reliability of center running over side running bus routes. This study, and the Muni schedule show how there are more Rapid riders for longer distances than the Local because the 38Rapid comes almost twice as frequently as the 38Local which makes many more stops than the 38R. Fewer stops allows the 38R to complete the same route more quickly than the 38. In addition, currently the 38R is able to easily pass the 38 which tends to reduce bunching with parallel operation rather than series operation. However, in spite of these advantages, this EIR is proposing a Locally Preferred Alternative with minimal center running and even that will not allow for the 38R to pass the 38 because of concerns with impacts on traffic and parking. We understand the timing and funding limits which compel too much siding running for now; but we suggest that this EIR should have
- O-9.2 studied a small variation in Alternative 3 which would have allowed 38Rs to pass 38s in a few strategically located passing lanes, like on uphill mountain roads for slower cars.

Consider the inbound route of an ultimate Geary BRT with a 38 leaving 34th Avenue shortly after a 38R during the AM peak and running in the same center lane (outbound will be similar starting close to Gough). After the 38 has made a few stops (your simulations can predict the number of stops much better than any advocate and improved BRT reliability will make the prediction accurate) the following 38R will start to catch up to the 38 and with proper caution begin to slow down. The SFMTA should locate the passing lane just after the far side 38 stop, and in the same

O-9.2
cont.

block, just before 38R slowing is predicted to be necessary. The passing lane will consist of removing some of the median east of the boarding island. The pedestrian crossing island at the end of the block and as much median as possible should remain. The passing procedure will start with a 38, probably assisted with a signal priority extension of time, crossing the intersection to the stop. The priority at this intersection should be extended to allow the following 38R to cross with the same light. If the 38 spends more time at the stop, than normally predicted, the 38R could just “block the box” and stop in the intersection for a moment (because there is very little traffic on most side street crossing Geary). In addition traffic in the next inner lane should be stopped as a variation of bus lane jumping. After the 38 completes unloading and loading it will leave the stop, accelerate and turn slightly right, instead of turning left from a curb side bus stop. Then the 38 will move partially into the general traffic lane, just enough to clear the BRT lane. Next the 38 will continue moving slowly eastward, or stop (to retain as much median as possible) until the following 38R passes. Then the 38 will turn slightly left and accelerate back into the BRT center lane. For the short length of initial center running BRT one “passing lane” will be sufficient. For the ultimate full length of center running BRT the simulator will have to locate one or two more passing lanes. Providing the passing lane just after a 38 stop should require less median and tree loss than the alternative of a passing lane before a 38 stop.

The Sierra Club has been a strong supporter of BRT for many years. While Geary BRT, as proposed, is not ideal it is past time to build it. We can make Geary BRT better in time as funds and designs to deal with Fillmore and Masonic are available.

Very truly yours,

Howard Strassner, Member SF Group Executive Committee of the Sierra Club
419 Vicente, San Francisco CA 94116, 661-8786, (h,w)
email: ruthorow1@gmail.com

Responses to Comment O-9: Sierra Club

O-9.1 The agencies balanced the potential bus improvements with other community considerations in developing the Hybrid Alternative/LPA.

Other alternatives that included passing lanes resulted in greater on-street parking removal, which would have greater impacts on the community. The Hybrid Alternative/LPA in the center-running segment has wider stop spacing to improve transit service while not proposing passing lanes to reduce the number of lost parking spaces.

Please refer to Final EIS Chapter 2 and Master Response 1a for a discussion of the alternatives development process and attributes of the Hybrid Alternative/LPA.

O-9.2 One of the other potential ideas for the particular alternative involving center-running bus lanes and bus passing lanes is to provide strategically located passing lanes instead of passing lanes at every stop. This design would result in lower loss of on-street parking. However, it would require drivers of Local buses to constantly monitor whether a BRT is immediately behind, and if so, to find a strategically located bus passing lane to pull into to allow the BRT bus to pass. SFMTA considers this more complex bus operation to be impracticable insofar as it would raise both performance and safety issues. Please refer to Final EIS Chapter 2 and Master Response 1a for a discussion of the alternatives development process and attributes of the Hybrid Alternative/LPA that the agencies are moving forward.



SAN FRANCISCO URBAN FORESTRY COUNCIL

The City of San Francisco's Urban Forestry Council is the primary advisory body to the Mayor, Board of Supervisors and City agencies on urban forestry planning, policy, funding, and tree-care in San Francisco.

Dan Flanagan, Chair
Urban Forestry Non-Profit Representative

Carla Short, Vice Chair
Public Works Department

Tom Carter
Port of San Francisco

Malcolm Hillan
Education Professional

Rose Hillson
Community Representative

Dan Kida
Tree Management Professional

Igor Lacan
Community Representative

John Leffingwell
Tree Care Industry Professional

Yolanda Manzone
San Francisco Public Utilities Commission

Sandy Sherwin
Urban Forestry Non-Profit Representative

Michael Sullivan
Community Representative

Andrew Sullivan
Tree Management Professional

Jon Swae
SF Planning Department

Zack Taylor
Recreation and Parks Department

Vacant Seat
Golden Gate National Recreation Area

To: Geary BRT
c/o Chester Fung
Interim Co-Deputy Director for Planning
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
415.522.4804

Date: November 9, 2015

Subject: Geary BRT DEIR Feedback from the Urban Forestry Council

Mr. Fung,

Thank you for your presentation on the Geary BRT project to the Urban Forestry Council on October 27, 2015, as well as your earlier presentations to the Council.

The Council appreciates the SFCTA's efforts to protect the Charlie Starbuck tree in place and to move the Mayor Christopher tree to a new location.

The UFC respectfully requests that the Geary BRT project coordinators consider and provide response on the following feedback to the DEIR:

- O-10.1** • Please provide the current tree canopy coverage percentage (TCC) along the Geary BRT corridor, the TCC that's expected upon completed implementation, and the estimated length of time it will take for the planned tree plantings to reach the current TCC.
- O-10.2** • The UFC strongly requests a minimum 2:1 tree replacement plan to minimize the negative effects of tree removal, as newly planted trees cannot provide the same level of benefits as mature trees.
 - The UFC understands that tree removal and planting plans are not yet finalized. The Council requests that finalized tree planting plans be provided to them, including the number and locations of trees that will be removed, and the number and locations of trees that will be planted.
- O-10.3** • Cells to increase soil volume are costly. If Geary BRT project coordinators considering installation of this type of infrastructure, these costs needs to be included in your implementation budget now. The UFC requests follow up on this.

- O-10.4 • Irrigation is critical to ensure tree survivability, therefore considerations for the cost of effective irrigation should be included in plans now. The UFC requests follow up on this.
- O-10.5 • The UFC requests information on the limiting factors that prevent tree planting at the median stations, and would like to note that if the concern is pedestrian clearance, this clearance may be achievable with tree grates.
- O-10.6 • UFC members request that there is opportunity for the UFC to weigh in on species early in the tree selection process, when UFC feedback will be meaningful.

Thank you in advance for your leadership in ensuring that San Francisco's vital street side greenspace remains a priority in SFCTA projects.

A handwritten signature in blue ink, appearing to read "Dan Flanagan", is written over a horizontal line. The signature is cursive and includes a long horizontal stroke at the end.

Dan Flanagan

Urban Forestry Council Chair

Responses to Comment O-10: Urban Forestry Council

- O-10.1 Neither CEQA nor NEPA stipulate that an analysis of existing and proposed tree canopy is required. Section 4.4 (Visual Resources) employs widely accepted methodology from the FHWA in terms of measuring changes in visual character and visual quality. These analyses are qualitative. Quantitative analysis, such as the commenter is requesting, is not part of the FHWA methodology. The Draft EIS/EIR was clear that the project will require tree removal and it duly assessed the impacts of tree removal from both visual (Section 4.4) and biological resources (Section 4.13) standpoints, consistent with thresholds from the City of San Francisco and the CEQA Guidelines. Section 4.4.4.2.2 of the Draft EIS/EIR acknowledged the time from the planting of trees to maturity. Larger, taller tree species that are more in scale with the width of the Geary corridor would replace removed trees, ultimately enhancing canopy cover along the corridor. While new trees are growing, there would be a temporary reduction in the corridor's tree canopy; the Draft EIS/EIR disclosed visual and biological effects of this in Section 4.4 and Section 4.13 (Biological Resources). The spacing of existing trees on Geary does not provide any measurable degree of acoustical screening. Tree removal would thus not contribute to any change in identified noise effects. Maturation of replacement tree plantings is acknowledged to take 10 years or more, as discussed in Section 4.4.
- O-10.2 The request for 2:1 tree replacement is noted. City policy currently requires 1:1 tree replacement and the Geary BRT project will comply with this requirement; however, SFMTA will explore opportunities for additional tree plantings where feasible. The Draft EIS/EIR analyzes the effects of tree removal in Section 4.13.4.1.2. The Draft EIS/EIR includes a measure requiring a replacement tree for each tree removed. This measure, however, does not preclude additional plantings where feasible.

The Geary BRT Project anticipates including new landscaping and trees to replace existing trees that must be removed in order to build the proposed transit infrastructure. The project has identified all trees that may need to be removed, and the Geary BRT project will replace each removed tree at least at a 1:1 ratio. The next phase of project development will create more detailed information regarding the areas to be available for landscaping. At that point, a landscaping and tree planting plan can be developed, and an exact replacement ratio determined. After discussions with the Urban Forestry Council and other stakeholders interested in supporting a strong urban forest, the Geary BRT Project commits to designing the landscaping and tree plan so as to maximize the number of trees to be planted along the Geary corridor, with the aim of achieving as high a replacement ratio as possible, and at the least, a ratio higher than 1:1.

- O-10.3 The project team has budgeted for known tree removals and additions, which account for all costs associated with planting new trees. An irrigation system will be provided where necessary for all new landscaping. SFMTA can provide the UFC with more detailed tree planting plans once they are finalized.
- O-10.4 Please see Response O-10.3 above.
- O-10.5 UFC's suggestion for tree grates is noted. SFMTA can provide more detail related to the locations of new plantings once the conceptual engineering phase starts.
- O-10.6 SFCTA anticipates that the landscape architect plans to match new plantings with existing species as appropriate. SFMTA is open to including UFC in the tree selection process.



Letter O-11

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] RE: OVERPASS AT WEBSTER STREET AND GEARY BOULEVARD

1 message

'peter yamamoto' via GearyBRT <gearybrt@sfcta.org>

Mon, Nov 16, 2015 at 3:30 PM

Reply-To: peter yamamoto <peteryamamoto@yahoo.com>

To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>, "info@japantowntaskforce.org" <info@japantowntaskforce.org>

To whom it may concern,

O-11.1 | As the Executive Director of the National Japanese American Historical Society (NJAHS) located at 1684 Post Street in San Francisco Japantown, I would like to go on record as opposing the demolition of the overpass at Webster Street and Geary Boulevard, without construction of a new one, as proposed by the BRT plan.

The above-mentioned overpass now sees significant and safe use by groups of children from nearby institutions as well as seniors and those from the disabled community. A crosswalk at street level would not provide the absolute safety to pedestrians that an overpass above the Geary intersection would provide. Thus, I would recommend an above traffic overpass that is ADA compliant.

Thank you very much.

Cordially,
Rosalyn M. Tonai
Executive Director
National Japanese American Historical Society
1684 Post Street
San Francisco, CA 94115
(415) 921-5007

Responses to Comment O-11: National Japanese American Historical Society

- O-11.1 Opposition to removal of the Webster Street bridge is noted. Demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.



November 30, 2015

San Francisco County Transportation Authority Board
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Re: Public Comment, Geary BRT Draft EIR

Dear San Francisco County Transportation Authority Board,

On behalf of Walk San Francisco and our members, I am writing in support of the Geary BRT project, which will significantly improve transit service and pedestrian safety along a major corridor in the city.

O-12.1

Current pedestrian conditions along the Geary corridor are in desperate need of improvement. Large segments of Geary Boulevard are very wide, requiring pedestrians to cross long distances with limited refuge areas. Many crossings are uncontrolled, meaning that pedestrians have no safe, designated time to cross multiple lanes of traffic. Speeding traffic along Geary is also a serious danger to pedestrians. Unsurprisingly, Geary has been identified as a pedestrian high-injury corridor – 7% of all pedestrian injuries in the city occur along Geary.

To help make Geary safer, Walk SF strongly supports the many pedestrian safety features included in the staff recommended alternative of the Draft EIR. The staff recommended alternative would provide 65 pedestrian bulbs, which shorten crossing distance, increase visibility of pedestrians, and slow turning vehicles. This is more than four times the number of bulbs planned under the No Build Alternative (14 bulbs). The staff recommended alternative also includes increased protected left turns for vehicles and reductions in permissive left turns, both of which address a major collision factor for pedestrians; we encourage the City to maintain all safety improvements to left turns (including at the intersection of Geary and Palm), as left turns are responsible for 28% of pedestrian injuries in San Francisco. All alternatives would provide new high-visibility crosswalk striping at all intersections, as well as additional median refuges, two new signalized pedestrian crossings, and two new crosswalks at existing signalized intersections.

O-12.2

Walk SF worked with staff at SFCTA and SFMTA to make improvements to the pedestrian crossing at Geary and Webster Street, which added a third, wider median. We are hopeful that this change, along with the new Buchanan Street crossing, will make the intersection safe for pedestrians, so people's safety is prioritized along our city streets, rather than the convenience of vehicles. We understand the community's concern with the bridge removal, however, we also understand the City will first install the improvements prior to the bridge removal in order to ensure that the improved crossing is safe. We are excited about this process, and will eagerly support the community and City if additional safety improvements are needed at the Webster and Geary intersection.

O-12.3

Walk SF also supports the many transit improvements the Geary BRT project will bring. Studies have found that communities with high transit ridership are safer for all road users, so by making transit more reliable and convenient, this project will benefit all people who use Geary, not just pedestrians. Currently transit serving the communities along Geary is inconvenient and slow, which encourages more people to drive. The staff recommended alternative will make transit much more reliable in the near-term, thereby increasing walking to and from transit, and decreasing private vehicle use, which means cleaner air, more active San Franciscans and safer streets. We would also like to see a project that will maintain a center-running BRT in the long-term.

Overall, the project will offer immense benefits to the San Francisco community, making it safer and more inviting to walk and take transit. Walk SF is excited to see this groundbreaking project move forward.

Sincerely,



Nicole Ferrara, Executive Director

CC: John Rahaim, Director SF Planning
Ed Reiskin, Director SFMTA
Mohammed Nuru, Director SF Public Works
District 1 Supervisor, Eric Mar
District 2 Supervisor, Mark Farrell
District 3 Supervisor, Julie Christensen
District 5 Supervisor, London Breed
District 6 Supervisor, Jane Kim

Responses to Comment O-12: Walk SF

- O-12.1 The comment is noted. Refer to Master Response 2d for more detailed discussion of the proposed pedestrian safety improvements.
- O-12.2 Demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New pedestrian surface crossings would also be added at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.
- O-12.3 Walk SF's support for the project is noted.

Letter O-13

TO: San Francisco County Transportation Authority, gearybrt@sfcta.org

Re: Geary BRT Draft EIS/EIR comments from San Francisco Tomorrow (SFT)

GEARY CORRIDOR BRT DRAFT EIS/ EIR: COMMENTS

O-13.1 | An Alternative should be prepared for the EIS/ EIR which studies a complete Master Plan for Geary BRT; then, the present project would be studied as Phase One only. What is needed is **a vision for the future, phased in stages, not just the present project description and analysis**. Without a broad-ranging and ambitious project, San Francisco is missing an opportunity for a world-class Bus Rapid Transit (BRT) corridor for the entire length of Geary Boulevard and Market Street---connecting the City from the Bay to the Ocean. We need the highest quality BRT as exists today in European cities. Instead, we have a limited portion of a plan that is shortsighted and incomplete and will eventually cost more money; The Draft EIS/ EIR accepts compromises that hamper the goals of true BRT systems. A thorough and complete plan would study proven devices such as dedicated transit lanes unhindered by car parking, bicyclists, double-parked vehicles, weaving between side-running and center-running dedicated lanes and turning traffic. Without such an Alternative studying the fullest possible goals, there will be large expenditures of money which will gain marginal transit benefits on a very limited proposal. Money does not have to be set aside at this time for the whole project, but decision-makers would know the full scope of the ultimate plan if a full Master Plan were present at this time. CEQA requires that if known, the full plan should be studied. Additional description of the proposed Alternative follows: .

O-13.2 | **ALTERNATIVE: THE GEARY RED RIBBON**
Center-Running BRT stretching from the Transbay Terminal to the Pacific Ocean.

- Thinking simplicity, focus on the cost of red-colored dedicated bus lanes, transit stops, paint, signage, safety, strategic lighting.....
- Future Phasing: Separate the costs for concrete median strips, landscaping, other lighting....
- Re-imagine traffic---reverting Geary to two-way traffic or at minimum, two-way bus traffic.
- Re-imagine parking---to manage and increase each neighborhood's net parking.
- Re-imagine a really "cool" Geary Red Ribbon: Clean, high courtesy, high status...
- Emphasize full-fledged BRT systems: Dedicated bus lanes, pre-boarding payment machines, on-board payment machines, low-floor buses, all-door boarding, synchronized traffic signals, digital schedules, information kiosks...

Responses to Comment O-13: San Francisco Tomorrow

- O-13.1 Alternatives 2 and 3 include dedicated center-running BRT lanes noted in the comment. The Hybrid Alternative/LPA was developed in recognition of existing constraints, available and potential funding (FTA Small Starts), likely timing for implementation, and compatibility with the larger transit system.

Please refer to Final EIS Chapter 2 and Master Response 1a for a discussion of the alternatives development process and attributes of the Hybrid Alternative/LPA that the agencies are moving forward.

- O-13.2 Many of the features mentioned in the comment are included in the Hybrid Alternative/LPA, including transit stop improvements, colored lanes, signage, pedestrian improvements, dedicated bus lanes, low-floor buses, all-door boarding, traffic signal synchronization, and digital resources. Selection of the LPA included considerations of parking supply. Additionally, for purposes of the financial information in the Draft EIR/EIS and FTA Small Starts, all project elements and costs are considered in their entirety.

Among other potential ideas for improving bus operations is to close Geary to all but SFMTA buses. While doing so would improve bus operations on Geary, it would also create problems of access to land uses along Geary, including businesses that require vehicle access for deliveries, and businesses and residential buildings requiring passenger loading access for people with disabilities or low mobility.

Parking supply was carefully considered in designing the build alternatives. Further increases in parking supply would need to construct parking structures—this is outside the scope of the BRT project.

Please refer to Final EIS Chapter 2 and Master Response 1a for a discussion of the alternatives development process and attributes of the Hybrid Alternative/LPA as the agencies are moving forward.

L.3.3 Individuals

Letter I-1



SFMTA
Municipal
Transportation
Agency

Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

NAME DAVID A. ABERCROMBIE

AFFILIATION (IF APPLICABLE) -SELF

EMAIL OR MAILING ADDRESS 1400 GEARY BLVD #2201, SE, PASA 109

I-1.1

Comments: BUILD IT!

LOTS OF GOOD WORK EVIDENT!
THINK OF THE FUTURE, AS
WELL AS TODAY.

(continue on other side if necessary)

Responses to Comment I-1: Abercrombie, David

I-1.1 Support for the project is noted.



Letter I-2

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Comment on Geary BRT from Richmond resident

2 messages

Catherine Adams <adamscatherine@gmail.com>

Mon, Nov 30, 2015 at 11:52 AM

To: gearybrt@sfcta.org

Hello,

I am writing to express strong support of the Geary Bus Rapid Transit Project, particularly the "Alternative 3 -Consolidated" plan.

I-2.1

I'm a resident of the Inner Richmond with my home address on Geary Boulevard, and I use MUNI as my primary mode of transportation. I'm very familiar with this line, and the need for improvement. In addition to reducing transit time across the city, the project will ease auto traffic and facilitate much needed pedestrian improvements along the corridor. I have looked through the virtual reality displays along Geary and find the proposed street configuration to be practical and aesthetically pleasing. I also believe that the Geary BRT will increase visitors to the Richmond and improve business. From discussing the plan with friends that live in other, more eastern neighborhoods, they too would love to see the BRT come to life, as they rarely take MUNI to the Richmond it's too time-intensive. The Geary BRT would make the Richmond more accessible to both residents and visitors.

Thank you,

Catherine Adams
4450 Geary Blvd.

Responses to Comment I-2: Adams, Catherine

- I-2.1 Support for the project, and specifically Alternative 3-Consolidated, is noted. Refer to Chapter 10 for background on the alternatives screening process.

Letter I-3



SFMTA
Municipal
Transportation
Agency

Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2-November 16). Include your email or mailing address if you wish to be notified when responses are published.

NAME Amul Kalia

AFFILIATION (IF APPLICABLE)

EMAIL OR MAILING ADDRESS

I-3.1

Comments: I believe the staff recommended alternative is a great option, but I fear that we need to go further in improving travel times in the corridor. 25% travel time savings is great, but we should be aiming for ~~greater~~ greater time improvement ~~because~~ because as the city's population increases and more buses are needed, we will run in to the same problem.

I-3.2

Despite the prohibitive cost concerns, the board should explore underground travel systems, such as Metro Muni, for the corridor

(continue on other side if necessary)

[comments, continued from front]

1-3.2
cont.

as well. No use in applying band-aid
where stitches are needed.

COMMENTS CAN BE MAILED TO:
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
1455 MARKET STREET, 22ND FLOOR
SAN FRANCISCO, CA 94103

Responses to Comment I-3: Amul, Kalia

- I-3.1 Please see Final EIS Chapter 2 and Master Response 1a on alternatives definition and screening, and the Alternatives Screening Report (May, 2009).
- I-3.2 Please see Final EIS Chapter 2 and Master Response 1a regarding how the agencies considered and screened various alternatives. Chapter 10 and the Alternatives Screening Report (May, 2009) explain why rail was not recommended for further alternatives analysis.



Letter I-4

Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] Local Business Owner FOR Geary BRT

2 messages

Alissa Anderson <alissa@foggy-notion.com>
To: gearybrt@sfcta.org

Mon, Nov 2, 2015 at 10:47 AM

Hello,

I-4.1

I live on 6th Ave. and own a business in the Inner Richmond and I am 100% FOR Geary BRT. I am on the board of the Clement Street Merchants Association and we want to be clear that we are NOT against Geary BRT like the Geary Merchants. In fact, they already tried to say that we were against it - we're not!! We are in support of improved transportation to and from the Richmond for residents and tourists alike.

Thank you,
Alissa Anderson
Owner, Foggy Notion
275 6th Ave #101
San Francisco, CA 94118

Responses to Comment I-4: Anderson, Alissa

I-4.1 Support for the project on the behalf of both the individual noted.

Letter I-5



SFMTA
Municipal
Transportation
Agency

Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

NAME

AFFILIATION (IF APPLICABLE)

EMAIL OR MAILING ADDRESS

I-5.1

Comments:

We need a SUBWAY

(continue on other side if necessary)

Responses to Comment I-5: Anonymous

- I-5.1 Please see Final EIS Chapter 2 and Master Response 1a regarding how the agencies considered and screened various alternatives. Chapter 10 and the Alternatives Screening Report (May, 2009), explain why rail was not recommended for further alternatives analysis.

Letter I-6



SFMTA
Municipal
Transportation
Agency

Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

Minerva Arebalo

NAME

Japantown Youth Leaders

AFFILIATION (IF APPLICABLE)

minerva.arebal@gmail.com

1-6.1 EMAIL OR MAILING ADDRESS

Comments:

I am a senior at Lowell High School and I am a part of the Japantown Youth Leaders program and also a Tomihachi Summer Camp Counselor. When I come to Japantown with my friend we take the 38 and get off at Webster to cross the bridge SAFELY. But taking the bus down I feel that I would be in danger when there are cars all around me when I get off the bus. Already thinking about that "Direct's"

(continue on other side if necessary)

I-6.1 cont.

(comments, continued from front)

plan makes me anxious because
it isn't safe for kids
or seniors. I do not doubt
that I am the only driver
who believes
taking down this bridge,
which is a historical landmark
to the Japanese community,
is not safe nor preferred
by San Francisco youth
and elders in the
community.

COMMENTS CAN BE MAILED TO:
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
1455 MARKET STREET, 22ND FLOOR
SAN FRANCISCO, CA 94103

Responses to Comment I-6: Arebalo, Minerva

- I-6.1 Opposition to removal of the Webster Street bridge is noted. In response to community concerns, demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. Please see Final EIS Chapter 2 and Master Response 1b for details on modifications to the Hybrid Alternative/LPA since the Draft EIS/EIR.



Letter I-7

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Subject: Comment on Geary Corridor BRT

1 message

'Eugene Bachmanov' via GearyBRT <gearybrt@sfcta.org>

Mon, Nov 30, 2015 at 4:17 PM

Reply-To: Eugene Bachmanov <bsidecon@yahoo.com>

To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

Dear Sir/Madam,

I-7.1

It's time to stop wasting money on the band-aids like this proposed project and start planning and procuring financing for the sorely needed underground Muni on Geary.

The proposed project is not justified - giving just (presumed) 15 minutes gain in the travel time and killing mature trees (which we sorely need for carbon absorption and pollution elimination) in the process.

Sincerely,
Eugene Bachmanov
418 Arch St.
San Francisco, CA 94132

Responses to Comment I-7: Bachmanov, Eugene

I-7.1 Please see Final EIS Chapter 2 and Master Response 1a regarding how the agencies considered and screened various alternatives. Chapter 10 and the Alternatives Screening Report (May 2009), explain why rail was not carried forward for further alternatives analysis or environmental review.

Please see Master Response 4a regarding tree removal and the 1:1 replanting ratio. Information on trees to be removed under each build alternative and opportunities for new tree plantings is presented in Section 4.4.4.2.2, Build Alternatives – Operational Effects.

From: 'Cheryl Bagattin' via GearyBRT <gearybrt@sfcta.org>
 Date: Wed, Nov 11, 2015 at 12:03 PM
 Subject: [GearyBRT] Balboa St. NOT Geary Blvd for Transit
 To: gearybrt@sfcta.org

Letter I-8

- I-8.1** For better or worse, Geary Blvd will remain a highly traveled street because of the thriving restaurant business on the western end of the boulevard (Richmond District). Adding light rail to an already precarious pedestrian and parking mix would further complicate the situation, making it even more dangerous than it already is! Diverting traffic to nearby streets with BUS ONLY lanes would result in even more speeding automobiles traversing adjoining residential avenues, vying for parking spaces and access to Geary Blvd. There would be a greater number of pedestrian and automobile accidents as residents (especially children) attempt to cross their streets to make use of recreational areas. On the whole, traffic congestion and noise on side streets would increase exponentially.
- I-8.2**
- I-8.3** Why not divert the trains to Balboa Street at Arguello for the last part of their journey to Ocean Beach? The less traveled Balboa Corridor has been struggling for years to once again become a viable business community, providing a full range of services to Richmond District residents. While many merchants have recently attempted to establish businesses along this street, only a few on outer Balboa have been consistently successful in doing so. This is due to lighter foot traffic on Balboa St. which once thrived with shops and restaurants as the corridor to Playland at the Beach. The presence of light rail would not pose a danger there and would help revitalize the area.

Please listen to those of us who are residents of the Richmond District along the proposed Geary St. line. We know our area best and anticipate the worst! Putting light rail on outer Geary Blvd. would have the exact same effect as putting it on the surface of Columbus Avenue. Imagine the resulting traffic and parking impact on adjoining side streets there! An underground system on Geary would be ideal, but probably is not financially feasible at this time. Short of that, a workable alternative is needed if light rail is to extend through the Richmond District to Ocean Beach!

Respectfully,

Cheryl Bagattin
bagattin@aol.com

Responses to Comment I-8: Bagattin, Cheryl

- I-8.1 Please see Master Response 2d regarding pedestrian safety. The Mayor’s Pedestrian Strategy and WalkFirst Study identified the Geary corridor as a high pedestrian injury corridor, especially for collision types involving a left-turning vehicle, high speeds, and pedestrians crossing without a crosswalk.

Reducing the number of permitted left turns would contribute to improved pedestrian safety on the Geary corridor. The Hybrid Alternative/LPA would reduce the number of permissive left turns from 37 to 10, and increase the number of protected left turns from three to 18.

Pedestrian crossing bulbs reduce crossing distances and provide additional space for access and maneuvering for seniors and people with disabilities. Shorter crossing distances enabled by new pedestrian crossing bulbs and longer crossing “walk” times at signals benefit slower-moving pedestrians. Additionally, pedestrian crossing bulbs can improve visibility for seniors and people with disabilities, and they provide additional curb space for wheelchair maneuvering.

Under all build alternatives, some segments would have reduced crossing distances due to reductions in the number of lanes, which would result in increased sidewalk widths, reduced pedestrian exposure to vehicle traffic, and opportunities for pedestrian crossing bulbs.

- I-8.2 Please see Master Response 2a for a summary of traffic effects and measures to minimize such effects. Traffic diversions from Geary Boulevard would not be concentrated on any particular street. Instead, they would spread out across all of the parallel streets within the Geary corridor. Higher capacity streets with the ability to carry more vehicles, such as California and Fulton Streets, would carry relatively greater shares of the diverted traffic. Smaller side streets would carry relatively smaller amounts of diverted traffic. See Section 3.4.4.4 of the Final EIS for more information pertaining to traffic diversions. Overall, diverted traffic would increase on other streets by about 10 percent, generally not more than three to four cars per minute during peak hours.

Please see Master Response 2d regarding pedestrian safety.

- I-8.3 Please see Final EIS Chapter 2 and Master Response 1a on alternatives definition and screening. The agencies considered other alternative parallel roadways for BRT treatments but instead chose Geary because it is the most heavily utilized east-west transit route in the area. Other lines, such as the 1-California might warrant a BRT route but, regardless, because of the higher ridership on Geary, the agencies have identified improving bus service on Geary as a core project purpose and need, and thus the project is focused on Geary.



Letter I-9

OCT 28 2015

The Fillmore
1805 Geary Boulevard
San Francisco CA 94115

San Francisco County Transportation Authority
Attn: Geary BRT
1455 Market Street, 22nd Floor
San Francisco, CA 94103

I am writing to you today in support of the Geary Corridor Bus Rapid Transit (Geary BRT) draft EIS/EIR.

I-9.1

As the General Manager of The Fillmore (Auditorium) at Geary Boulevard and Fillmore Street, I represent the interests of a public assembly hall that has stood in this location for over 100 years. I recognize that after years of extraordinary growth, our transportation infrastructure is stretched to the limit. I am in favor of improving the safety and reliability of mass transit systems across our city for our employees and patrons. I have recently listened to a presentation of the proposed Phase One plan that effects the busy area at our intersection and adjacent areas. I greatly appreciate the careful planning that went into minimizing the impact on local business and the care that was taken to relocate bus stops to safer and more practical locations. The proposed plan will improve access to our venue and the lower Fillmore District. It will also improve the experience for the riders and pedestrians of this community, including many seniors in the neighborhood.

I support this project and the efforts of SFMTA to provide efficient and effective transportation for the citizens of the Geary Corridor and the improved transportation of those who are passing through this historic neighborhood of San Francisco.

I hope that you keep my recommendation in mind when making your decision. Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Amie Bailey-Knobler".

Amie Bailey-Knobler
General Manager
The Fillmore
(415) 346-3000
amiebailey@livenation.com

Responses to Comment I-9: Bailey-Knobler, Amie

I-9.1 Support for the proposed project is noted.



Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] Geary BRT feedback

2 messages

'troy barber' via GearyBRT <gearybrt@sfcta.org>
Reply-To: troy barber <finocchio68@yahoo.com>
To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

Wed, Oct 7, 2015 at 3:41 PM

Hello-

I reviewed the draft plan for Geary BRT at my local library and wanted to supply the requested feedback.

I'm very supportive of the idea of creating a robust BRT on Geary (a subway would make a lot more sense given how heavily used this corridor is).

I'm quite disappointed that after almost a decade of study, the proposal is one of the weaker versions that were put forward. In particular I'm disappointed that for large segments of the BRT (Fillmore, etc) there are not separated dedicated lanes (preferably center-aligned) for buses. BRT is faster if its lanes can't be used by cars, trucks, blocked by double parkers, etc. - as your report acknowledges. if I read the plan correctly, the excuse for not using center lanes for so much of Geary was the need to fill in the tunnel at Fillmore and there wasn't time to explore this option and get community buy-in. I find this excuse very disappointing -- as this has been studied for about a DECADE. That kind of exploration should have already occurred and we should be already building a robust BRT with dedicated lanes for buses. There isn't time to study a Fillmore tunnel fill-in? what have you been doing for the last 10 years?

I-10.1

Why bother doing this at all if it's going to be so watered down?

Troy

Responses to Comment I-10: Barber, Troy

- I-10.1 Please see Final EIS Chapter 2 and Master Response 1a on alternatives definition and screening. The agencies explored a longer center-running segment: Alternatives 3 and 3C are center-running alternatives. The Hybrid Alternative/LPA features center-running operations only in the western part of the Geary corridor to avoid the cost and difficulties of filling the Fillmore underpass and/or locating the Masonic stop in the difficult to access and unattractive underpass area. However, filling the Fillmore underpass and restoring the intersection at-grade would further advance project goals for bus performance and pedestrian safety.

From: Jean Barish [<mailto:jeanbbarish@hotmail.com>]

Letter I-11.1

Sent: Monday, November 09, 2015 4:28 PM

To: Wiener, Scott <scott.wiener@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>; Breed, London (BOS) <london.breed@sfgov.org>; Mar, Eric (BOS) <eric.mar@sfgov.org>; Avalos, John (BOS) <john.avalos@sfgov.org>; Campos, David (BOS) <david.campos@sfgov.org>; Farrell, Mark (BOS) <mark.farrell@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; Kim, Jane (BOS) <jane.kim@sfgov.org>; Christensen, Julie (BOS) <Julie.Christensen@sfgov.org>

Cc: Dennis Herrera <dennis.herrera@sfgov.org>; Reiskin, Ed (MTA) <ed.reiskin@sfmta.com>; tilly.chang@sfcta.org; Colin Dentel-Post <colin.dental-post@sfcta.org>

Subject: Geary BRT EIR - Public Comments

To: The Board of Commissioners of SF Country Transportation Authority

I-11.1.1

I am writing regarding an incident that occurred at the November 5, 2015 public comment meeting for the Geary BRT Environmental Impact Report. The meeting was organized by the SFCTA. At this meeting, attendees were instructed to submit public comments by handing in a "Comment Card" or by dictating their comments to a stenographer in the room. Over 100 people attended this meeting.

Toward the end of the meeting an SFCTA staff member announced that all comment cards had all been "taken," and that comments should be resubmitted. By the time he made this announcement, most attendees had already left the meeting. You can see a video of this announcement

at <http://www.stopmunibrt.org/> Click on the video on the bottom right. The SFCTA announcement is toward the end of the video. In addition, we were advised that the meeting sign-up sheets were also "taken."

As a result of this incident, many public comments will not become part of the EIR record. Additionally, there is no way of knowing which comments were "taken." I am writing to request that in order to assure that all public comments are properly entered into the EIR public record, the SFCTA must extend the public comment period and hold another public comment meeting that is properly noticed.

Thank you for your attention to this matter.

Sincerely,

Jean

Jean B Barish, Esq., MS

jeanbbarish@hotmail.com

415-752-0185

Responses to Comment I-11.1: Barish, Jean

- I-11.1.1 Please see Master Response 5a. The public comment period was extended an additional 14 days as a result of the incident during the November 5, 2015 Public Comment Meeting. As noted in the Master Response, the public comment box was stolen during the meeting with an unknown number of public comment cards inside. A number of comments were returned anonymously to SFCTA. All such comments returned are included within this Final EIS.

Letter I-11.2

----- Forwarded message -----

From: **Jean Barish** <jeanbbarish@hotmail.com>

Date: Mon, Nov 16, 2015 at 5:12 PM

Subject: RE: Geary Corridor BRT Public Comment Period Extended

To: Colin Dentel-Post <colin.dentel-post@sfcta.org>

Dear Colin,

I'm disappointed you are reluctant to post the announcement of the extension of time on the citywide NextDoor network.

I-11.2.1

A great deal of information about the Geary BRT has already been broadcast to the entire City. For example, there have been posters on every 38 Geary bus and every 38 Geary bus stop. The information is available

to everyone who uses the 38 Geary bus, regardless of where in the City they live. Additionally, Geary BRT CAC meetings are open to anyone in the City. And the SFMTA has frequently distributed information citywide on-line and in hard copy about the Geary BRT. It seems reasonable, therefore, that the notice of the extension of time should also be sent to everyone in the City.

Your reluctance to post this advisory throughout the City is unreasonable and prejudicial.

Please reconsider your decision.

Thank you for your assistance.

Sincerely,

Jean B Barish

Jean B Barish, Esq., MS
jeanbbarish@hotmail.com
 415-752-0185

Ms. Barish,

As a matter of practice, we target our NextDoor posts that concern projects in specific locations to nearby neighborhoods. We do not want to inundate NextDoor users with posts that are not directly relevant to their neighborhoods and risk having them turn off our posts, because in that case we would not be able to reach them regarding other projects in their neighborhoods.

Thank you,

Colin



Colin Dentel-Post
 Transportation Planner
 San Francisco County Transportation Authority
 1455 Market Street, 22nd Floor
 San Francisco, CA 94103
 415.522.4836

On Mon, Nov 16, 2015 at 4:35 PM, Jean Barish <jeanbbarish@hotmail.com> wrote:

Hi Colin,

NextDoor just sent me a map of the area that your announcement about the extension of the Geary BRT EIR comments went to. While it covers the Geary corridor, in all fairness to everyone living in the City please post this on the entire SF NextDoor network.

Thanks for your help,

Jean Barish

Jean B Barish, Esq., MS
jeanbbarish@hotmail.com
415-752-0185

From: jeanbbarish@hotmail.com
To: colin.dentel-post@sfcta.org
Subject: RE: Geary Corridor BRT Public Comment Period Extended
Date: Mon, 16 Nov 2015 15:29:36 -0500

Thank you.

Did this go throughout the entire Richmond District, as well as the Geary corridor? We're all impacted by this project here, not just folks on the Geary corridor.

It'd be best if just post it Citywide, to be sure everyone is reached.

Many thanks,

Jean Barish

Jean B Barish
jeanbbarish@hotmail.com
415-752-0185

From: colin.dentel-post@sfcta.org
Date: Mon, 16 Nov 2015 12:10:23 -0800
Subject: Re: Geary Corridor BRT Public Comment Period Extended
To: jeanbbarish@hotmail.com

Ms. Barish,

Thanks for the suggestion. The Transportation Authority also has a NextDoor account, and we have now posted an announcement to all neighborhoods along the Geary corridor.

Best,
Colin



Colin Dentel-Post
Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
415.522.4836

On Fri, Nov 13, 2015 at 7:43 PM, Jean Barish <jeanbbarish@hotmail.com> wrote:

Thanks for this post.

I use NextDoor, a social network that many people in the City are on. Some agencies, such as DPW, can post notices city-wide on NextDoor. It would be great if you could work w/ NextDoor to facilitate this. I'm friends with someone who works at ND, and will also ask him about this.

Many thanks,

Jean

Jean Barish
jeanbbarish@hotmail.com
415-752-0185

Subject: Geary Corridor BRT Public Comment Period Extended
From: info@sfcta.org
To: jeanbbarish@hotmail.com
Date: Sat, 14 Nov 2015 02:10:02 +0000



[Spanish \(Español\)](#) | [Chinese \(中文\)](#) | [Tagalog](#) | [Vietnamese \(Tiếng Việt\)](#)
[Russian \(Русский\)](#) | [Japanese \(日本語\)](#) | [Korean \(한국어\)](#)

Dear Geary BRT Stakeholder,

The Public Comment Period for the Geary Bus Rapid Transit (Geary BRT) project Draft EIR/EIS has been extended to November 30. We encourage everyone who uses the Geary Corridor—whether for transportation, shopping, or daily living—to weigh in on this important project.

[Download a copy of the Draft EIR/EIS document here.](#)

Comments can be sent via email to gearybrt@sfcta.org or mailed to:

Attn: Geary BRT EIS/EIR
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Additionally, we would like to inform you about an unfortunate incident that occurred during our November 5 public meeting. At around 7:10 p.m., participant sign-in sheets and a handful of completed comment cards (approximately five) were stolen from the table where they were being stored. Our project team quickly announced the theft to meeting

attendees and asked them to re-sign in and to confirm their comments were not among those missing. On Monday, November 9, a package containing some, and possibly all, of the stolen materials was anonymously returned to the Transportation Authority. Despite having some resolution to this unfortunate situation, please know that we are taking the theft seriously. We have filed a police report on the incident and also have consulted with the City Attorney on the matter. If you attended the November 5 meeting, submitted a comment card before 7:10 p.m., and are concerned that the card may have been one of those stolen, please do not hesitate to contact us to verify that we have it, or simply re-submit a comment to gearybrt@sfcta.org. We feel strongly that public participation is an essential element to the development of good public policy and are saddened that the public trust was breached during this process. Nevertheless, we are continuing to solicit input into this important project, which we hope will meaningfully improve transit for 55,000 daily riders, increase pedestrian safety, and enhance the overall experience for all users along the corridor.

Thank you for your continued participation and interest in the Geary BRT planning process.

Regards,

Colin Dentel-Post

To learn more about the Geary BRT project, please visit www.gearybrt.org or email gearybrt@sfcta.org.



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22nd Floor
San Francisco, CA 94103

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Responses to Comment I-11.2: Barish, Jean

- I-11.2.1 See Master Responses 5a and 5b for detailed descriptions of outreach conducted and regarding the announcement of the extension of the public comment period.

SFCTA has developed a noticing approach based on established local, state and federal requirements. SFCTA provided notice consistent with noticing procedures for a Draft EIR stated in Chapter 31 of the San Francisco Administrative Code.

Letter I-11.3

Jean B Barish, Esq., MS
4758 Geary Boulevard, Suite 341
San Francisco, CA 94121
jeanbbarish@hotmail.com 415-752-0185

November 30, 2015

San Francisco County Transportation Authority
Attn: Geary BRT
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Re: Geary Corridor Bus Rapid Transit Project
Draft Environmental Impact Statement / Environmental Impact Report

To whom it may concern:

I-11.3.1

This is in response to the Draft Environmental Impact Statement / Environmental Impact Report (“Draft EIS / DEIR”) for a Bus Rapid Transit system on the Geary Boulevard corridor in San Francisco (the “Project”).

I am writing to express my opposition to this Project, and to urge the San Francisco County Transportation Authority and other agencies and organizations of the City and County of San Francisco (“SFCTA”), and the Federal Transit Administration of the US Department of Administration (“USDOT”) to not approve this Project as recommended by the staff.

The recital of observations and data in the Draft EIS / EIR confuse and obscure the purpose of this project, and do not answer the critical question of whether the Project will improve the quality of life for people living in the Gear transit corridor. This Project is not designed to facilitate travel within most of the Geary corridor. Removing stops, for example, means that it will be more difficult for people to shop and do business on Geary, which in turn will adversely impact all the small businesses on Geary. Rather than improve the transit experience of users within portions of the corridor, the Project has been designed primarily to improve transit between the Western part of San Francisco and downtown. While it may be true that transit improvements such as low boarding busses, timed lights, better shelters and the like, are necessary, those improvements are already part of the MTA’s transit improvement plans, and do not require a BRT.

In addition to reducing service to many people by eliminating stops, the Project does not significantly decrease transit time, it is not cost effective, and it will significantly impact businesses along the Geary Corridor.

Following are specific defects in the Draft EIS / EIR:

- I-11.3.1 cont. **1. Improvements in transit times are not significant.** One of the main reasons given for this Project is that transit times will be significantly decreased. But that is not the case. For example, according to Table 10, Transit Performance of Local Service Alt. 2 is 45:00 versus 44:45 for Alt. 3.2C. This is only a 15 second improvement. And Limited Alt. 2 Performance is only 2:05 slower than Alt. 3.2-C Performance. In fact, many riders will likely experience an increase in total travel time since they will have to walk further before and after boarding the bus. Additionally, the decreased transit time is calculated from one end of the route to the other. Riders who do not travel the entire route are not likely to experience any significant decrease in transit time. Accordingly, the No Build Alternative, which will include improvements such as low boarding busses, improved shelters and timed lights, is the preferred Project option.
- I-11.3.2 **2. The elimination of several stops, especially on the center lane portion of the route, will significantly impact many riders, especially seniors and people with mobility problems.** According to Table 10.2, the average distance between stops will be increased from the current distance of 720 and 1540 feet for the Local and Limited No Build Option, respectively, to 1190 and 1630 feet for the Staff Recommended Alt. 3.2C. There will also be an increase of up to 0.1 mile, or over 500 feet, between stops. The Draft EIS / EIR trivializes this increase, and incorrectly concludes that it will not have a significant impact on seniors and riders with mobility problems
- One specific location impacted by the elimination of stops is Self Help for the Elderly is a senior center serving hundreds of Richmond District seniors. It is located at 22nd Avenue and Geary, which will no longer have an outbound stop at 22nd Avenue. Elimination of this stop affects all users of this center, and it should be reinstated.
- I-11.3.3 **3. The Draft EIS / EIR does not study the impacts of the Project on businesses on Geary Boulevard and adjoining streets during and after Project construction.** Not only will businesses be impacted during Project construction, but the elimination of many stops along the center lane portion of the route between 27th Avenue and Palm Avenue, which is lined with small businesses, will impact businesses after completion of the Project. Despite repeated requests by business leaders on the Geary Corridor and adjacent areas,

- I-11.3.3 | **cont.** the Draft EIS / DEIR does not contain an economic impact analysis of the Project. Absent an economic analysis, the Draft EIS / DEIR is incomplete and should not be approved.
- I-11.3.4 | **4. Construction of the center lane portion of the Project will increase construction costs by at least \$130M with no significant improvement in transit time, and with a significant impact on seniors, people with mobility problems and local businesses.** It makes no sense to spend an extra \$130M for a center lane section that will inconvenience many riders, and put businesses at risk without improving transit time
- I-11.3.5 | **5. There is no analysis of a no-build alternative with extended bus-only lanes and limited stops during commute hours only.** This should have been considered as a low-cost option for a trial period, and the results a study of this option should have been included in the Draft EIS / EIR. Accordingly, the Draft EIS / EIR is inadequate due to the failure to consider this alternative.
- I-11.3.6 | **6. The analysis of the impact on traffic diversion is inadequate.** While there is extensive analysis of the impact of traffic diversion on specific intersections, there is no analysis of the impact of this diverted traffic as it travels on adjoining streets, such as Balboa, Clement, Cabrillo and Fulton. Absent such analysis, the Draft EIR / EIS is inadequate.
- I-11.3.7 | **7. The analysis of transit user growth is inadequate.** It is unclear if the Project will be able to accommodate increased transit usage.
- I-11.3.8 | **8. The analysis of the impact of the Project on land use in the Project area, especially the Western portion of the Project, is inadequate.** For example, there was no discussion of the impact of the Project on rezoning along the Project corridor.

Thank you for your consideration of these issues.

Sincerely,

Jean B Barish, Esq., MS

cc: Raymond Sukys, US DOT

Responses to Comment I-11.3: Barish, Jean

I-11.3.1 Opposition to the project is noted.

See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives, Master Response 3a regarding traffic on Geary and diversion to surrounding roadways, and Master Response 6a regarding project costs.

Transit performance considered bus travel time from 48th Avenue to the Transbay Terminal to provide a picture of overall system improvement. The Hybrid Alternative/LPA travel times (38 Local and 38 BRT) would be 21 to 23 percent less than the No Build Alternative in 2035. SFCTA could not find the reference with the specific transit travel times to which the commenter refers.

Wider stop spacing is inherent to faster transit service. Trips for some residents may get longer due to the walk distance. However, the improvement to transit travel time was shown to benefit the overall community.

Although access to certain stops would be more challenging for some seniors and people with disabilities, the project would include significant improvements to pedestrian conditions and safety. As a result, the project is expected to have an overall neutral to positive effect on access for seniors and people with disabilities.

I-11.3.2 Please refer to Master Response 2d and Section 3.5.4.4, Access for Seniors and People with Disabilities in the Final EIS. The maximum projected increase in average walking distance in any alternative would be about 360 feet with Alternative 3-Consolidated in two locations: between Fillmore Street and Divisadero Street due to the elimination of the local stop at Scott Street, and between Van Ness Avenue and Laguna Street due to the elimination of the local stops at Franklin Street and Gough Street. This equates to an increase of less than 1/10 of a mile and would not result in an adverse effect. The maximum estimated increase in average walking distance would be less for the other build alternatives.

Opposition to the removal of the outbound (westbound) bus stop at 22nd Avenue and Geary Boulevard is noted. As shown in Table 2-4 in the Final EIS, this particular stop is proposed for removal under Alternative 3-Consolidated and the Hybrid Alternative/LPA. Additionally, a new stop would be constructed one block away at 21st Avenue and Geary Boulevard under both Alternative 3-Consolidated and the Hybrid Alternative/LPA. The approximately 310-foot increase in distance between the Self Help for the Elderly and the current bus stop at 22nd Avenue and the proposed bus stop at 21st Avenue would not be an adverse impact on pedestrians, including seniors.

I-11.3.3 Please see Master Responses 2b and 3a.

Section 4.2.4 of the Draft EIS/EIR considered impacts to businesses during project construction and operation. The document included the appropriate level of analysis under relevant federal and state regulations. As discussed in Section 4.2.4, pedestrian access would be preserved during construction; however, detours and temporary closures of portions of the sidewalk would occur during construction, which could adversely affect patrons and employees of businesses along the Geary corridor. The severity of these effects would be reduced by adherence to City regulations for work conducted in public rights-of-way (see discussion in Section 4.6.1.2). Please also see Section 4.15 (Construction Impacts) for more discussion of construction-period transportation-related effects and pertinent mitigation and improvement measures, as well as Appendix M of this Final EIS, the Mitigation, Monitoring, and Reporting Program. With these measures, impacts from construction would not be adverse.

Project operation would not displace any businesses and, through transit improvements, would enhance connectivity and access to businesses along the corridor. In addition, SFTCA commissioned a study²⁹ by a Bay Area economist (Economic and Planning Systems) to consider what, if any, impact the presence or absence of on-street parking and bus stops have on businesses in the Geary corridor. This study focused on retail businesses between 25th Avenue and Masonic Avenue. The study found that businesses with bus stops directly in front (and, hence, no on-street parking) and those with bus stops on the same block did not have statistically significant differences in sales per square foot than businesses without bus stops either directly in front or on the same block.

- I-11.3.4 See Master Responses 2d, 3a, and 6a. The center-running alternatives (Alternatives 3 and 3-Consolidated) would have the lowest travel times of all alternatives, with reductions in travel time of between 20 and 35 percent relative to the No Build Alternative for the entire Geary corridor, and 40 to 50 percent between Van Ness Avenue and 25th Avenue by 2035.

²⁹ Economic & Planning Systems, Inc. Memorandum: Evaluation of Significance of On-Street Parking on Economic Performance of Geary Boulevard Businesses. January 3, 2014.

As described in Chapter 10 (Initial Development and Screening of Alternatives) of the Final EIS, of the alternatives considered in the Draft EIS/EIR, the Hybrid Alternative/LPA and Alternative 3-Consolidated³⁰ would provide the most significant improvements to transit. While all of the build alternatives would improve transit speed, reliability, and the passenger experience compared to the No Build Alternative, the alternatives that include center-running bus-only lanes in the Richmond would most improve bus performance in the corridor and would attract more riders than either Alternative 2 or the No Build Alternative. A significant advantage of the Hybrid Alternative/LPA is its benefits to pedestrian safety, a key element of the project purpose. All of the build alternatives would out-perform the No Build Alternative, but the Hybrid Alternative/LPA would incorporate the greatest number of pedestrian safety features of all alternatives considered.

- I-11.3.5 See Chapter 2 of this Final EIS and Master Response 1a regarding the type and range of project alternatives.

The agencies considered traffic lanes that convert to bus-only lanes during peak times. However, SFMTA provides frequent bus service on Geary all day, and the buses need reliability improvements throughout the day, not just during the peak periods. As was noted in Chapter 2 of the Draft EIS/EIR, SFMTA implemented red bus-only lanes on Geary and O'Farrell streets east of Van Ness Avenue in 2014. The success of those lanes has given SFMTA enough information to be satisfied that implementing the project and in effect extending these bus-only lanes to 34th Avenue, would provide greater passenger/transit benefits. An alternative consisting of peak-only side-running bus lanes would have similar environmental impacts as Alternative 2 but would offer less robust performance improvements.

NEPA requires an EIS to evaluate a reasonable range of feasible alternatives. Chapter 10, Initial Development and Screening of Alternatives, of the Final EIS discusses alternatives that were previously considered and rejected, which include an option that would have permitted automobile access in bus lanes for certain segments of Geary and an option that would have provided bus-only lanes only during the peak period and in the peak direction. These designs were dropped from consideration in the 2009 Alternatives Screening Report because they would not have provided significant transit performance benefits, which are a key component of the project purpose and need.

³⁰ Chapter 10 includes references to Alternative 3.2, which is the same as Alternative 3-Consolidated.

- I-11.3.6 See Master Response 2a regarding traffic on Geary and diversion to surrounding roadways.

Traffic diversions from Geary Boulevard would not be concentrated on any particular street. Instead, they would spread out across all of the parallel streets within the Geary corridor. Higher capacity streets with the ability to carry more vehicles, such as California and Fulton Streets, would carry relatively greater shares of the diverted traffic. Smaller side streets would carry relatively smaller amounts of diverted traffic.

Section 3.4.4.4 of the Final EIS contains an analysis of traffic diversions to parallel streets reported in aggregate for north-south “screenlines” in the study area. These screenlines include changes in traffic on all parallel streets (other than Geary Boulevard) between Fulton Street in the south and the Presidio or Pacific Street to the north. Hence, the analysis in Section 3.4.4.4 of the Final EIS contains the commenter’s requested analysis of diverted traffic on parallel streets, including Balboa Street, Clement Street, Cabrillo Street, and Fulton Street. Tables 3.4-7 and 3.4-8 quantify the amount of traffic diverted from Geary Boulevard to parallel streets for each build alternative in 2020 and 2035, respectively.

- I-11.3.7 Future housing and population assumptions used in the Draft EIS/EIR are consistent with adopted City and regional growth scenarios. Future transit ridership projections are based on the adopted growth scenarios. As stated in Section 3.3.4.8.2, all build alternatives would decrease existing and anticipated future crowding relative to the No Build Alternative.
- I-11.3.8 The alternatives were evaluated for potential land use effects in terms of consistency with existing and future planned land uses, consistency with applicable land use policies, the potential to create new physical divisions within a community, and the potential to impact the existing character of the vicinity. See Draft EIS/EIR Section 4.1, (Land Use).

As discussed in Section 4.1.4.4 of the Draft EIS/EIR, the build alternatives would be consistent with the San Francisco General Plan, San Francisco Transportation Plan, Transit Center District Plan, Countywide Transportation Plan, Downtown Area Plan, Transbay Redevelopment Plan, Tenderloin-Little Saigon Neighborhood Transportation Plan, East SoMa Plan, Rincon Hill Area Plan, and Eastern Neighborhoods Transportation Implementation Planning Study by increasing the speed, reliability, and capacity of transit along the Geary corridor, linking planned land uses with existing neighborhoods and regional transit connections. Projected growth in the City is generally focused in the eastern portions of the City. The purpose and need of the project is to better serve existing and previously approved growth. The project is not predicated on new growth in the Richmond beyond what is envisioned in adopted City plans. The project does not require any rezoning. The analysis in the Draft EIS/EIR assumed nothing other than growth associated with previously approved City plans and ABAG projections.

Letter I-11.4

Jean B Barish, Esq., MS
4758 Geary Boulevard, Suite 341
San Francisco, CA 94121
jeanbbarish@hotmail.com 415-752-0185

December 1, 2015

San Francisco County Transportation Authority
Attn: Geary BRT
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Re: Geary Corridor Bus Rapid Transit Project
Draft Environmental Impact Statement / Environmental Impact Report

To whom it may concern:

This is an addendum to my November 30, 2015 letter regarding the Geary BRT Draft EIS / EIR.

I-11.4.1

Earlier today I was on the inbound 38 Geary between 25th Avenue and Park Presidio. An elderly blind gentleman with a guide dog boarded at 20th Avenue and got off at 17th Avenue. At 17th Avenue another elderly gentleman with a full shopping cart boarded and got off at 9th Avenue. The recommended plan eliminates stops at 20th and 9th Avenues. These are just two of the countless riders who will be significantly impacted if stops on the center lane section of the BRT are permanently removed.

It is unconscionable for the SFCTA / SFMTA, and USDOT to remove local stops along the Geary corridor. It is imperative that you revise the Project to reasonably accommodate all riders, not just those who are able-bodied or are travelling all the way downtown.

Thank you for your consideration.

Sincerely,

Sincerely,

Jean B Barish, Esq., MS

cc: Raymond Sukys, US DOT

Responses to Comment I-11.4: Barish, Jean

- I-11.4.1 Please see Master Response 2d and Final EIS Section 3.5, Pedestrian and Bicycle Transportation. While some seniors and mobility-impaired people could experience longer distances between bus stops, others could experience shorter distances. Although certain current stops would be consolidated, the build alternatives would provide improved access for seniors and people with disabilities in several ways. All build alternatives would add new crosswalks at intersections where crossings are restricted today, which would benefit seniors and pedestrians with disabilities by providing more frequent crossing opportunities. Several new landscaping and urban design features, such as new ADA-compliant curb ramps, improved bus waiting areas, as well as new pedestrian crossing bulbs, nose cones, and pedestrian-scale lighting, would all promote improved comfort and have potential safety benefits for seniors and people with disabilities. Proximity to senior high injury density corridors was considered in the selection of proposed pedestrian crossing bulb locations (see Draft EIS/EIR Appendix D-8).

Alternatives 3 and 3-Consolidated, and the section of the Hybrid Alternative/LPA west of Palm Avenue would have center-running transit operations. In these locations, protected left-turn signal phasing for automobiles would be provided, thus reducing potential vehicle-pedestrian conflicts at intersections with left turns from Geary Boulevard to side streets. People with visual impairments may have difficulty identifying locations of bus stops in sections of the corridor with center-running transit operations, but design features such as tactile cues on signal posts would provide wayfinding information to people with visual impairments. In sum, the project would not have adverse impacts on pedestrians, including seniors.

1 approved by the Congress, they mentioned that there was
2 going to be a bare-bones -- this is a bare-bones budget
3 that they approved. There's very few funds for
4 innovative ideas for cities or municipalities. And I'm
5 wondering, is there money for all -- is there money in
6 the budget for some -- for the alternative plans that
7 we're looking at tonight?

8 COREY URBAN: C-O-R-E-Y, Urban, U-R-B-A-N. I own
9 the Shell gas station and car wash at the corner of
10 Geary and Cook.

11 I'd like to say that the Draft EIR is flawed
12 and biased just on its foundation. The build
13 alternatives are all based on increasing efficiency by
14 eliminating bus stops, anywhere from 18 percent
15 elimination to 54 percent elimination.

16 The no-build alternative is not remove any bus
17 stops and therefore is doomed from the start.

18 If you remove bus stops, the buses become more
19 efficient. And that's -- the Draft EIR should be
20 redone on a valid basis. It's -- the whole, all the
21 statistics, all the graphs, all the keywords, they're
22 all moot. It's not an apples-to-apples comparison.
23 It's a rotten apple-to-apple pie comparison.

24 ROGER BAZELEY: My name is Roger Bazeley,
25 R-O-G-E-R, B-A-Z-E-L-E-Y.

I-12.1

I-12.1 cont.

1 I live in Russian Hill, but I come over to
2 Japantown every day practically.

3 My wife is Japanese, so I'm immersed in
4 Japanese culture and food. I come over to shop. I
5 shop at the grocery market, and I come over and, you
6 know, eat at the restaurants when the -- okay.

7 And my daughter, who is now 25, she grew up in
8 San Francisco. And she attended Nihonmachi Little
9 Friends -- N-I-H-O-N-M-A-C-H-I, Little Friends. And
10 it's on Sutter and -- it's right off of Buchanan
11 Street. It's next to the JCC, Japanese (Northern)
12 Community Center. So spent a lot of years here, 30
13 years, been a resident over 30 years in the city.

14 So I'm also -- I am a transportation designer
15 and planner. I went to Mineta Transportation Institute
16 at San Jose State. And I wrote a definitive master's
17 thesis on the impacts of BRT -- bus rapid transit -- on
18 transit corridors.

19 And four of the corridors that I studied were
20 Geary BRT corridor and -- as a non-built, and then
21 three others as a -- every third stop, which is
22 Route 61 AC Transit, which is on Alameda, and the
23 half-mile spacing, the San Pablo 720, I believe it is,
24 I can't remember the number, San Pablo BRT. And that
25 goes for 13 miles in length, and that was half-mile

I-12.1 cont.

1 spacing stops. And then the top quality was the L.A.
2 Wilshire 720 BRT. So that was in my study.

3 And I preface that because -- to put
4 validation on the comments that I'm going to make.

5 I have changed my opinion on BRTs' application
6 in certain locations in the city of San Francisco. And
7 I want to preface the Geary one first by saying I was
8 for both the Van Ness BRT and the Geary BRT under
9 certain circumstances and requirements.

10 The federal Starts program wanted cities to
11 prove that they had the ridership numbers, sustainable
12 ridership numbers to -- before they invested in light
13 rail or subways on major urban corridors.

14 My preference, for example, on the Van Ness
15 now, because it's taken so long to put a system in
16 place of improvement, an improved system in place, is
17 that I feel that the City has changed in population
18 numbers; it's gotten increased. It's changed the
19 amount of bus traffic on the avenues due to corporate
20 buses such as Google and Genentech. And it's changed
21 in complexity because of the multimodes of
22 transportation being integrated, such as bicycle lanes
23 along bus routes and cars and commercial truck traffic.

24 I believe the most sensible thing, regardless
25 of the specific cost, and the functional thing to do is

I-12.1 cont.

1 to now bring the subway -- the subway system that
2 they're now putting in down to Washington Square to
3 bring that around and all the way down Van Ness Avenue,
4 back to the Civic Center BART for connectivity.

5 I believe the tunnel, it's the least
6 disruption and it will take traffic off the avenue and
7 leave the lanes free instead of eliminating lanes.

8 Both plans incorporate several different
9 levels of alternatives. My first preference
10 alternative was always to have a center-aligned system
11 that emulated the layout of a light rail system. What
12 that means is that you have doors that open up onto the
13 center island, that you do not have side islands.

14 So my preference is to have buses with both
15 left and right doors so they can be used on multiple
16 routes.

17 I believe that the -- using a right door, the
18 standardized bus design, the right door opening up, and
19 using small, skinny side islands, not only takes up
20 extra space, valuable space for traffic lanes, but
21 creates a hazard when dealing with large groups of
22 people -- tourists, students in school -- students on
23 field trips from schools.

24 I feel that that configuration creates kind of
25 an unsafe layout for getting in and out of the bus and

I-12.1 cont.

1 then waiting to get across the traffic at the crossing
2 points. Okay. That's one of the main considerations
3 on that.

4 I almost feel on the Geary that, if they don't
5 do it that way, that they're better off lane painting
6 the right lane next to the existing parking and just
7 sort of marking that as, during peak hours, two or
8 three of the peak-hour rush-hour, marking that as a bus
9 lane. When you do that, you've left open ability of
10 three lanes of traffic, of fire engines and emergency
11 equipment to be able to go in and out of the lane.
12 You've made it porous. You've made your navigation on
13 those lanes more porous.

14 And when you have double-parked commercial
15 vehicles, which you're invariably going to get, they're
16 less likely to double park and block traffic if that is
17 an exclusive marked bus lane. But if there is a truck
18 there, the buses are able to move to the left center
19 lane and pass that vehicle.

20 When you have the side-loading stations, you
21 are going to be cut down to only one viable traffic
22 lane if you have a double-parked car or a car going in
23 and out of the parking spaces.

24 So one has to decide that running limited
25 service, such as 38 Limited, if that, with the painted

I-12.1 cont.

1 lanes and improvements in -- we call it signal
2 preemption. There's another word I've forgotten;
3 senior moment here -- it's smart traffic signaling is
4 what it is, transit signal priority. Using a transit
5 signal priority system and the painted lanes would
6 garner significant improvement in the transit times
7 between stops.

8 And to include -- also included in that would
9 be making sure that the bus stops that are chosen have
10 to have appropriate spacing to reduce dwell time,
11 stand-out time and dwelling.

12 There's no doubt that less stops would
13 allow -- with signal prioritization will reduce the
14 transit time on the bus route, on the Geary bus route.

15 And that can be done at a significant lower
16 cost than tearing up a major amount of infrastructure
17 and causing a significant disruption of business
18 activity, therefore, reducing angst and discomfort of
19 the Geary -- merchants along Geary Boulevard.

I-12.2

20 So there's an issue in Japantown. And the
21 Japantown issue is about the bridge that is deemed as
22 an iconic pedestrian crossing bridge, which I like the
23 look of. I feel that it adds an identity and a
24 branding, along with the pagoda, to Japantown.

25 But there is an issue that, for some people,

I-12.2 cont.

1 the grade is not current to the current levels of ADA
2 compliancy. And the structural integrity is such and
3 placement of the supporting structure can easily be
4 knocked down by a truck or a significant vehicle
5 accident, making the structure unsound or weakened
6 enough to fall down as a direct result of that
7 incident.

8 I believe that it has -- the existing bridge
9 would have to be retrofitted, strengthened, especially
10 at the base. And could in fact be replaced by
11 something as elegant, emulating the same kind of
12 Japanese look.

13 The bridge was designed to emulate the famous
14 Japanese bridges -- the bridge that's known in Kyoto,
15 Japan, with the hanging lanterns over it. So whatever
16 will replace it needs to emulate that particular
17 historic look as a reference to Japanese culture.

18 I do believe that a service crosswalk, fully
19 high visibility service crosswalks should be put in at
20 all four corners because the pedestrians now are
21 crossing illegally and in unsafe conditions. And it
22 was -- the same thing was done at the Fort Hamilton
23 crossing, the Fort Hamilton Community Center on
24 Steiner. They have installed ladder crosswalks because
25 people were illegally crossing there, and they were not

I-12.2 cont.

1 visible. They weren't using the pedestrian bridge
2 provided for them.

3 In the end, the main importance is to reduce
4 pedestrian fatalities and injuries by increasing the
5 visibility of all crossings, especially where
6 certain -- certain percentage of people may not use the
7 elevated pedestrian bridges.

8 And there will always be those people who
9 don't do that, who do not comply to good common sense
10 and safe crossing methodology.

I-12.3

11 Geary is kind of interesting. I've got to
12 think, either the big double flex buses -- I think the
13 large double flex buses can work on Geary because it's
14 a fairly wide boulevard, whereas on other areas of the
15 city, one must think that maybe they should be using
16 the more compact 40-foot buses, you know, when they
17 have to -- especially on a street like Polk Street, for
18 example. The full-size Muni buses are just too big;
19 they take up too much lane space on those particular
20 streets.

I-12.4

21 Ideally, I'd like -- ideally, I would rather
22 see a light rail center alignment down Geary Boulevard.
23 Given the cost of being potentially less to do the BRT,
24 I still would like to see a center alignment without
25 right-side boarding stations but with center boarding

I-12.4 cont.

1 by ordering a bit more expensive of a bus. And I think
2 that's pretty good.

3 And since it's so much about Geary, I did want
4 to make that plug that I feel like the Van Ness -- I
5 think I made it already -- really should have a subway,
6 the Van Ness BRT. It should be. It really should be.
7 I would like it to just improve the side -- do it the
8 side way and spend the least amount of money
9 temporarily. That's how they can afford to do a subway
10 tunnel.

11 Geary not going to get the population
12 build-out.

I-12.5

13 I also believe that the best corridors to
14 build apartment buildings and affordable housing are
15 not only on Van Ness Avenue but on Geary. The
16 treatment that is going on Van Ness where they have
17 these new apartment buildings -- and some of them are
18 very attractive, in my opinion -- I think would be a
19 good fit on key pieces of property on Geary, fronting
20 Geary -- not necessarily in the back streets, but you
21 know, on key locations.

22 I think it would pick up maybe 400,000 --
23 maybe 200,000 to 300,000 housing units over a period of
24 ten years. I'm sure we can pick that up on Van Ness
25 within ten years easily because they're building out

I-12.5 cont.

1 the Honda -- they're going to build out the Honda
2 property where the San Francisco Honda was.

3 And then I -- you know, I think if you build
4 out the population on Geary corridor, then you could
5 justify more expensive transit with the higher
6 ridership numbers. I forgot the ridership number on
7 there, but -- I think the ridership number is around
8 45,000 trips a day on Geary.

9 So I know that Federal Starts would require
10 doubling that number. In order to get federal funding,
11 you have to prove out that you have a sustainable
12 ridership. Like the Wilshire Boulevard has gone
13 double; it went from 45,000 to 95,000. So in order to
14 get that ridership, you've really got to increase the
15 neighborhood development to match that.

16 And I believe that by really improving --
17 either by -- even the subway on Geary or a light rail
18 system would really link up Japantown. And it would
19 benefit by more tourists going further out in the
20 avenues to visit. I think very few tourists go out
21 that way on Geary as a result of the overcrowded
22 transit system that's there now.

23 All right. That's good. Thank you very much.

24 THEA SELBY: Thea Selby. So I have an idea for
25 the bridge, how to fix the bridge problem.

Responses to Comment I-12: Bazeley, Roger (verbal comment)

I-12.1 See Chapter 2 in the Draft EIS/EIR and Final EIS. Also reference Master Response 1a regarding the type and range of project alternatives and Master Response 3a regarding local business impacts.

Connecting Van Ness with the Central Subway and Civic Center Muni and BART is outside the scope and purpose of this project, which is to provide BRT and associated enhancements within the Geary corridor.

As noted in Chapter 10 of the Draft EIS/EIR, an alternative with left side loading buses was considered but not pursued because such a vehicle is relatively new to the domestic bus market and would create a sub-fleet for SFMTA. This would cause the buses to be expensive to procure and maintain, and the fleet's long-term viability would be in question if ever a parts supplier discontinued manufacture. A bus with dual side doors would have reduced vehicle capacity due to spacing needed for the doors.

A center-running dedicated bus lane presents the greatest opportunity to improve transit service by completely removing the buses from obstacles like double-parked vehicles.

Signal priority technology and painted lanes are part of the Hybrid Alternative/LPA. Stop spacing optimization is also part of the Hybrid Alternative/LPA.

I-12.2 Retrofitting the Webster Street bridge is outside the scope of the Geary BRT project; however, the bridge was seismically retrofitted in 2012. Moreover, the bridge would be retained under the Hybrid Alternative/LPA as modified in response to public comments. See Final EIS Chapter 2 and Master Response 1b for details on modifications to the Hybrid Alternative/LPA since the Draft EIS/EIR. New highly visible crosswalks crossing Geary Boulevard on the eastern and western legs of existing signalized intersection would be implemented to increase pedestrian safety in this area.

I-12.3 Geary is the most heavily utilized east-west transit route in the area. Large-capacity buses are needed to handle the traffic demand on the corridor.

I-12.4 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives chosen for consideration in the Draft EIS/EIR.

I-12.5 Please see Final EIS Chapter 2 and Master Response 1a for a summary of project components proposed under each of the alternatives. See also Draft EIS/EIR Sections 4.1 (Land Use) and 4.3 (Growth).

As described in Draft EIS/EIR Chapter 3.3 (Transit Conditions), the existing total weekday ridership for routes 38, 38R, 38AX, and 38BX combined is over 50,000 trips, or boardings per weekday. Projections of future Geary corridor bus ridership show that weekday Geary corridor boardings would increase by approximately 28 percent from over 50,000 in 2012 to about 64,000 in the year 2020 under the No Build Alternative. Ridership is projected to increase by an additional 19 percent to nearly 84,000 in 2035 under the No Build Alternative; this ridership increase is related directly to the expected increases in study area population. Therefore, both the No Build and build alternatives are anticipated to result in higher ridership on Geary corridor bus routes.

In 2020, the build alternatives are anticipated to result in up to 82,000 daily transit boardings. In 2035, this figure would increase to between 92,000 and 99,000 boardings per day.

1 some people can save ten minutes on their bus ride. It
2 seems to me that a lot of traffic would be diverted to
3 the ancillary streets, and this is completely unfair to
4 the residents who will be affected.

5 Do not turn Geary into a big freeway.

6 MELVIN BEETLE: My first name is Melvin,
7 M-E-L-V-I-N. My last name is Beetle, B-E-E-T-L-E, just
8 like the insect.

9 Now, my only comment is I do -- I'm a senior
10 peer counselor. I speak two Philippine languages. I
11 work with disturbing and grieving Filipinos all over
12 the city who can't go back home; they don't have the
13 money.

14 So I travel 38 a lot. The only problem I've
15 ever seen by traveling 38 is left-hand turns onto Geary
16 from the side streets. Left-hand turns off of Geary
17 doesn't create a problem. So the left-hand-turn thing
18 they're talking about in what I read, I would agree
19 with off of side streets onto Geary but not off Geary
20 onto the side streets. Somehow or other it works
21 differently. Thank you.

22 UNCHEEDAH WILSON: Okay. Uncheedah,
23 U-N-C-H-E-E-D-A-H, Wilson, W-I-L-S-O-N.

24 You know, when I looked at the presentation on
25 YouTube, they had it going so that when the -- I live

I-13.1

Responses to Comment I-13: Beetle, Melvin (verbal comment)

I-13.1 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives.

Pedestrian crossing bulbs reduce crossing distances and can provide additional space for access and maneuvering for seniors and people with disabilities.

Shorter crossing distances enabled by new pedestrian crossing bulbs and longer crossing “walk” times at signals benefit slower-moving pedestrians. Additionally, pedestrian crossing bulbs can improve visibility for seniors and people with disabilities, and they provide additional curb space for wheelchair maneuvering.

Under all build alternatives, some segments would have reduced crossing distances due to reductions in the number of lanes, which would result in increased sidewalk widths and reduced pedestrian exposure to vehicle traffic.

Letter I-14

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] BUS RAPID TRANSIT PROJECT.

1 message

TED BEKEFI <teddy-art@att.net>

Mon, Nov 16, 2015 at 1:05 AM

Reply-To: TED BEKEFI <teddy-art@att.net>

To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

Dear Sirs:

After 38 years of riding the 38 bus I can comment on a lot. I am a driver and a pedestrian.

May I say that Muni is a very well run company considering the job they must do.

I-14.1

I think the BUS RAPID TRANSIT PROJECT is a waste of time and money. There should be a subway, BART or a monorail (all more important than a subway to ChinaTown. Did we have a ballot to vote on either?). It would be nice if Geary Blvd. was a shopping mall at least from 25th Avenue to Divisadero - with large parking garages instead of all the big apartments that are everywhere.

I-14.2

As anyone can see Geary Blvd. has become a commuter racetrack. Many of us have experienced almost being killed by cars going through red lights. If the buses stop at a platform in the middle of the street, as is planned, I'd expect many jaywalkers would be hit running to catch a bus. I would hope that there will be a

stop line (not stripes) for the cross walk to the platform - and maybe a 10mph limit, as used on Market Street.

I-14.2

cont.

I notice (on Geary Street) that many, especially taxis ignore the bus-only lanes.
(I don't see any enforcement).

Thank you.

Ted Bekefi, San Francisco.

Responses to Comment I-14: Bekefi, Ted

- I-14.1 Opposition to the project is noted. Please see Final EIS Chapter 2 and Master Response 1a regarding how the agencies considered and screened various alternatives.
- 1-14.2 Please see Master Response 2d regarding pedestrian safety. Several pedestrian safety improvements would be implemented as part of the project. Under all build alternatives, some segments would have reduced crossing distances due to reductions in the number of lanes, which would result in increased sidewalk widths, reduced pedestrian exposure to vehicle traffic, and opportunities for pedestrian crossing bulbs. Reductions in the number of lanes would also contribute to reduced traffic speeds, providing some additional benefit to pedestrian safety. Pedestrian crossing bulbs would be located at select locations; please refer to Chapter 2 (Descriptions of Project Alternatives) in the Final EIS for more detail.



Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] removal of Geary Pedestrian Bridges in the Fillmore2 messages

Justin Bigelow <jdbigelow@gmail.com>

Tue, Nov 3, 2015 at 3:33 PM

To: gearybrt@sfcta.org

Dear SFCTA folks,

I write regarding my strong disapproval of efforts to remove the pedestrian bridges over Geary at Webster and Steiner. The removal of the bridges, although a great long term goal, would cause more harm than good given the miniscule benefits of side-running BRT through the Fillmore area.

I-15.1

As proposed, Geary BRT offers no legitimate BRT benefits in the Fillmore area. Geary is a nightmare to cross on foot or bike. Paint, whether for crosswalks or bus lanes, is not going to help. Until the traffic is calmed on Geary (for instance, by reducing general through-traffic lanes for separated transit-only lanes when the Fillmore underpass is addressed), it would be simply foolish to remove an existing, grade separated crossing.

Fake BRT, as proposed by the SFCTA (with valid reason), should be cheap and easy. Not-removing the pedestrian bridges (and support structures) to replace them with planters should save some money (probably allowing for purchase of extra off-board ticket machines). I strongly encourage the SFCTA and implementing agencies to stop attempts to remove the pedestrian overpasses across Geary unless and until Geary general-through lanes are reduced to calm this surface level highway.

Sincerely,

Justin D. Bigelow
jdbigelow@gmail.com
SF Resident

Responses to Comment I-15: Bigelow, Justin

- I-15.1 Opposition to the removal of the Webster and Steiner Street bridges is noted. While the Steiner Street bridge would still be removed under all build alternatives, the Webster Street bridge would be retained under the Hybrid Alternative/LPA. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR.

Letter I-16



SFMTA
Municipal
Transportation
Agency

Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

NAME Joseph Blackman
AFFILIATION (IF APPLICABLE) Inner Richmond District Native & SFTRV
EMAIL OR MAILING ADDRESS josephblackman@gmail.com

I-16.1

Comments: The plan looks well thoughtout.
As such, the EIR should be approved.

A few thoughts:

- When I was growing up I would take the 38L from Arguello to 33rd ave every day. It was always clear to me that more speedy & reliable busses were needed.

- Safety improvements are great.
- Why is so much parking being kept?
- Expanding the bike network is nice.

(continue on other side if necessary)



(comments, continued from front)

I-16.1

cont

- Only center-lane is BAT, so only Alternative 3 should be called "BAT". The side-running and hybrid ones should be called "Pre-BAT".
- Alt. 3 is good!
- Filmore ~~and Masonic~~ should be center-lane.
- Masonic should be center-lane.

~~4221 St. James Ave~~

COMMENTS CAN BE MAILED TO:
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
1455 MARKET STREET, 22ND FLOOR
SAN FRANCISCO, CA 94103

Responses to Comment I-16: Blerkman, Joseph

- I-16.1 Support for the project and preference for center-running BRT lanes is noted. See Final EIS Chapter 2 and Master Response 1a for a summary of project components associated with each of the build alternatives.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Geary BRT, SUPPORT

1 message

scott.r.blood@gmail.com <scott.r.blood@gmail.com>

Mon, Nov 30, 2015 at 11:25 AM

To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

To Whom It Does Concern:

I-17.1 | As a San Franciscan and a person who lives on Geary Boulevard in the inner Richmond, I support the proposed Geary BRT project in its entirety.

Sincerely,

Scott Blood
3419 Geary Blvd
SF, CA

Responses to Comment I-17: Blood, Scott

I-17.1 Support for the proposed project is noted.



Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] Geary BRT comments

2 messages

christopher bolander <jelesuis@hotmail.com>
 To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

Mon, Oct 5, 2015 at 8:20 AM

Thanks, as always for all of your work and for involving community feedback and inviting comments.

I-18.1

I like the idea of the dedicated "red lanes" and keeping them on the sides of the street – rather than creating expensive dual medians in the center (the construction of which would be massively disruptive in the interim) – would seem to be the best alternative ... if:

- Traffic enforcement of non-bus traffic is increased
- Right turns off of Geary are curtailed, either during certain hours and/or eliminated altogether at various non-arterial intersections (especially out in "the avenues")

I-18.2

I am disappointed that very little seems to address the snail-paced travel times of the 38/38R between downtown and Van Ness. My suggestions:

- Create a 38 "loop" or "circulator" (but definitely do NOT call it 38 or any version thereof) that goes from downtown, just past Van Ness, then turns back downtown, at least during rush hours. Not every bus needs to go way out into the city.
- 38R should limit stops downtown (i.e. on Market), the same as is done further out – the repeated "dwell time" is excruciating during this stretch regardless of whether you are on a 38R or a regular 38.

Thanks, as always, for listening.

Christopher Bolander

SF Resident, Downtown worker, Daily MUNI rider

Responses to Comment I-18: Bolander, Christopher

I-18.1 Preference for side-running bus-only lanes is noted. While increasing traffic enforcement of the Geary corridor is not within the scope of this project, the request is noted. There are no adverse impacts from right turns and therefore no need to include mitigation measures precluding right turns. Please see Final EIS Chapter 2 and Master Response 1a for a summary of project components associated with each of the build alternatives.

I-18.2 Express service on the Geary corridor today currently includes both a short and a long line. The 38AX (48th Avenue to Pine Street) and 38BX (25th Avenue to Pine Street) run inbound in the morning peak hours and outbound in the evening peak hours.

SFMTA regularly examines Geary bus service for potential adjustments. The service proposed for the Geary BRT project includes a “turn-back” service that would operate between 25th Ave and downtown. The comment suggesting turn-back at Van Ness instead is noted but, given the ridership data, the project team’s assessment is that turning back at Van Ness would not benefit as many riders as a turn-back farther west. When developing the short and long lines, ridership was evaluated, which found a need to run the short route out to the Richmond District to be most effective, and not turning around at Van Ness Avenue as suggested.

The comment about large dwell delays at stops in the downtown area is noted, as is the suggestion to skip some of these stops. The agencies view these high-ridership stops as important ones to serve with high frequency and so would not propose to skip these stops. The project’s features that address these kinds of delays include additional and longer bus bulb-outs to facilitate faster passenger loading.

From: **Nelson Bonilla** <nelson.bonilla@gmail.com>

Date: Wed, Nov 4, 2015 at 2:02 PM

Subject: [GearyBRT] Geary BRT

To: gearybrt@sfcta.org

I am writing to voice my support for the Geary BRT project **Alternative 3: Center Lane BRT with Dual Medians and Passing Lanes**.

I-19.1.1

I live in the Inner Richmond. I have a car and drive in the city, but I take the 38 bus to work. As both a driver and a transit commuter, I have insight into the pain points that both groups experience. As such, I think that it is harder for transit riders to get downtown than for drivers. Additionally, I feel it is more important to improve transit travel time, even at the cost of losing some parking and lanes on Geary.

My family is from Los Angeles and I have seen a very good and successful BRT project there. The Orange Line in the San Fernando Valley exceeded ridership expectations from the beginning. It allows riders to travel at a much faster rate than traditional buses that share roads with cars. The main reason is that it is completely separated from traffic throughout its entire length. While this is not an option for the Geary BRT, it is important to include lane separation in as much of the route as possible.

Alternative 3 with Passing Lanes allows the bus to have dedicated lanes for the longest portion of any of the alternatives. Another important factor in speed and travel time is the number of stops. I always ride the 38R if it is available because of the fewer stops. Allow passing lanes will give the BRT the opportunity to move riders faster over long distances by skipping stops. Keeping the local service means that riders not traveling long distances or who want to stop closer to their destination are not limited by the BRT's longer distances between stops. It also means people traveling across the city don't have to be slowed down by buses stopping on every 2 to 3 blocks. Additionally, replacing all service with a single line, like Alternative 3: Consolidated, means that it has to make every stop, even in places without dedicated lanes. This will greatly affect travel time negatively. If the project does not increase travel time by a noticeable amount, it seems like a waste of money. That is why **Alternative 3: Center Lane BRT with Dual Medians and Passing Lanes** is the best option for this project.

Thank you for taking the time to read my comments.

Sincerely,
Nelson Bonilla

Responses to Comment I-19.1: Bonilla, Nelson

- I-19.1.1 Support for Alternative 3 is noted. Refer to Final EIS Chapter 2 and Master Response 1a for a discussion of the alternatives.

Letter I-19.2



SFMTA
Municipal
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Comment Card Geary Corridor Bus Rapid Transit

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Nelson Bonilla

NAME

AFFILIATION (IF APPLICABLE)

438 5th Ave, San Francisco

EMAIL OR MAILING ADDRESS

I-19.2.1

Comments:

I am here to voice my support for Alternative 3: Center Lane BRT with Dual Medians and Passing Lanes. Without complete separation from traffic for as long as possible, the trip time will increase due to traffic. Using only 1 bus for everyone, instead of keeping local service, will also cause significant slowdown due to the number of stops. Just look at the time difference between the 38 and 38R even in no traffic

(continue on other side if necessary)

Responses to Comment I-19.2: Bonilla, Nelson

- I-19.2.1 Support for Alternative 3 is noted. Refer to Final EIS Chapter 2 and Master Response 1a for a discussion of the alternatives.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Please hurry up and start BRT

1 message

Andy Branscomb <andy.branscomb@gmail.com>

Tue, Nov 17, 2015 at 8:38 PM

To: gearybrt@sfcta.org

I-20.1

I'm excited about the arrival of a BRT line to San Francisco (though another BART line would be preferable). The delays to the project so far have been ridiculous. I am a bit worried about the pedestrian bridges though. Crossing Geary can be pretty daunting because it's so wide. I think there might be medians added during BRT that will break up the crossing, which will help. But no one wants to wait in the median for the light to turn. I think it's necessary to either keep or rebuild the pedestrian bridges. If I recall correctly, a Muni bus hit and killed a pedestrian crossing Geary within the last 18 months.

Andy Branscomb

Responses to Comment I-20: Branscomb, Andy

- I-20.1 Support for BRT along the Geary corridor and opposition to removal of the Webster and Steiner Street bridges is noted. In response to public comments on the Draft EIS/EIR, the agencies made minor modifications to the Hybrid Alternative/LPA. While the Steiner Street bridge would still be removed, demolition of the Webster Street bridge is no longer proposed as part of the Hybrid Alternative/LPA. Please See Final EIS Chapter 2 and Master Response 1b for more details on modifications to the Hybrid Alternative/LPA and Master Response 2d regarding pedestrian safety.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Geary pedestrian bridges

1 message

Larry Burg <burginfo@sonic.net>

Fri, Nov 13, 2015 at 7:03 PM

To: gearybrt@sfcta.org

Please, please do not remove the existing pedestrian bridges over Geary in the BRT project. Please find a workaround with the structural support issue.

I-21.1

1. Geary is a wide boulevard with fast moving traffic. Despite the removal of a lane in each direction, I believe it will continue to be a fast-moving corridor from Van Ness, going west. Safe passage for many who are elderly in that area, is paramount and the present bridges work toward that goal.
2. I believe that the Geary/Fillmore intersection will only become more congested if that bridge is taken down. I decry the great increase in traffic going out to the avenues, but as a non-car owner, 40-yr. veteran of MUNI-riding and frequent pedestrian, I know that that intersection benefits from allowing through-traffic to proceed through the area without coming into contact with pedestrians at the 4 corners of Fillmore/Geary. I fear that traffic making it's way to the Kabuki Theatre area will tie up traffic there and pedestrians will be NOT be safer as they cross at any of those points. In addition, longer lights for cars traveling along Geary would be needed for the increase in traffic.
3. Yes the MUNI stop on Fillmore-particularly the west-side--needs some sprucing up. (Why isn't there a NextBus board at that key stop??) But it also provides rain protection and a wide sidewalk for easy movement
4. I do not think the area "suffers" from a division of neighborhoods because of the underpass. It actually provides a bit of calmness from the rush of traffic below.

Thanks,

Larry Burg
San
Francisco

Responses to Comment I-21: Burg, Larry

I-21.1 See Master Response 2a regarding traffic on Geary and diversion to surrounding roadways and Master Response 2d regarding pedestrian safety and access.

The pedestrian bridge at Webster Street is no longer proposed for removal under the Hybrid Alternative/LPA. Master Response 1b contains updated information regarding the Webster Street pedestrian bridge and other associated pedestrian safety improvements occurring at Webster Street. The pedestrian bridge at Steiner Street is at the end of its structural life and would block areas needed to provide the dedicated bus lane. The alignments of proposed bus-only lanes within each build alternative would conflict with the piers of existing pedestrian bridge at Steiner Street. As a result, the pedestrian bridge at Steiner Street would need to be removed under the Hybrid Alternative/LPA.

At-grade crosswalks at the Webster and Steiner overcrossings would be improved to provide pedestrian refuge areas.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Geary BRT and Rail

1 message

Asher Butnik <asher.nj.b@gmail.com>

Mon, Nov 16, 2015 at 12:12 PM

To: gearybrt@sfcta.org

Hello organizers of the Geary BRT -

- I-22.1** | I just wanted to voice my support for the project; I hope it moves forward swiftly, and I don't think loss of parking or pedestrian bridges are serious concerns, especially when most people who travel along Geary already use the bus, and new crosswalks will be better than the pedestrian bridges.
- I-22.2** | My one concern about the project is rail readiness. I strongly believe that Geary needs some sort of light rail, ideally BART or a MUNI subway, but even a streetcar like the N-Judah, as long as it goes underground by Van Ness at the very least, would be a welcome improvement. I understand that the funding for that isn't there right now, but I really hope that in designing this BRT, making it rail ready remains a top consideration throughout the entire project. Also, I really really hope that when funding for rail does become available, that you don't put Geary in line behind other projects just because of the BRT.

Thank you for your time,
Asher Butnik

Responses to Comment I-22: Butnik, Asher

- I-22.1 Support for the proposed project is noted.
- I-22.2 Please see Final EIS Chapter 2 and Master Response 1a regarding how the agencies considered which alternatives were to be carried forward for analysis in the Draft EIS/EIR and which were screened out.

Letter I-23



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Daniel Camp

NAME

AFFILIATION (IF APPLICABLE)

dwcamp89@gmail.com

EMAIL OR MAILING ADDRESS

I-23.1

Comments:

I support Alternative 3
(second choice would be Hybrid)

This process has taken way too long. Start building ASAP, we needed this 10 years ago.

(continue on other side if necessary)

Responses to Comment I-23: Camp, Daniel

- I-23.1 Support for Alternative 3 (first) and the Hybrid Alternative/LPA (second) is noted.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT]

1 message

'eric' via GearyBRT <gearybrt@sfcta.org>

Mon, Nov 30, 2015 at 10:13 PM

Reply-To: eric <sftrajan@yahoo.com>

To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

I-24.1

I write to tell you I strongly support the pending rapid bus improvements proposed for Geary corridor. Speeding up the service gets passengers to their destinations, or home, faster. Fasterians more reliable service, and more service with the same number of vehicles and employee-hours.

Thanks for your attention

Eric Carlson

17th Street SD

I ride the geary corridor at least 5X per months and was on the 38 geary just yesterday

Responses to Comment I-24: Carlson, Eric

I-24.1 Support for the proposed project is noted.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Geary Bus

1 message

'Duke' via GearyBRT <gearybrt@sfcta.org>
Reply-To: Duke <modernaction@yahoo.com>
To: gearybrt@sfcta.org

Tue, Dec 1, 2015 at 8:04 PM

I-25.1

I am against this project, as it will be very expensive, time consuming, and will snarl vehicle traffic along that route. There will be unnecessary construction, and I fell it will be wasted money and not make it quicker and more efficient for everyone.

Sean Cassidy, SF, CA

Sent from my Samsung Galaxy S® 4 mini

Responses to Comment I-25: Cassidy, Sean

I-25.1 Opposition to the project is noted. Please see Master Response 2b for a description of the construction period and construction-period effects, and 6a for a summary of project costs. Refer to Master Response 2a for a summary of traffic effects and measures to minimize such effects.

As described in Section 3.4.4.8.2 of the Draft EIS/EIR, compared to the No Build Alternative, average automobile travel times would decrease by about 20 percent in the eastbound direction and four percent in the westbound direction by 2035 under the Hybrid Alternative/LPA. Section 3.3.4.6 of the Draft EIS/EIR summarizes bus travel times by horizon year (2035). Implementation of the Hybrid Alternative/LPA would reduce bus travel times by approximately 21-23 percent relative to the No Build Alternative by 2035. Refer to Final EIS Chapter 2 and Master Response 1a for a summary of the benefits of each of the build alternatives.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Yes to Geary BRT, real BRT.

1 message

Christina Castro <christina.b.castro@gmail.com>

Mon, Nov 30, 2015 at 11:12 PM

To: gearybrt@sfcta.org

Dear SFCTA,

While I believe the SRA can lead to improving the long-standing issues with the 38-Geary ("the route is often slow, unreliable, and crowded"), it feels more like a step to the side more than a step forward; a sort-of bandage rather than a long-term solution.

I-26.1

This center-to-side-running design (among other proposed aspects) is not BRT. Why can't we go BIG for real BRT? Yes, real BRT is more expensive and will take longer to plan and implement, but transit riders have been anticipating improvements that make their wait worthwhile. The SRA is *not* the system I have been waiting for.

Sincerely,

Christina Castro
Member, San Francisco Transit Riders

Responses to Comment I-26: Castro, Christina

- I-26.1 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives.

The agencies explored a longer center-running segment. Alternatives 3 and 3-Consolidated include center-running bus lanes from Laguna Street to 27th Avenue. While it would provide higher travel time savings, these alternatives require filling the Fillmore underpass at high cost, and locating the high-ridership Masonic stop in the difficult-to-access and unattractive Masonic underpass area. In light of these disadvantages, the Hybrid Alternative/LPA's center-running operation is limited to just the Richmond area. Filling the Fillmore underpass and restoring the intersection at-grade would further advance project goals for bus performance and pedestrian safety. However, it would also add substantially to the project cost.

SFCTA acknowledges that wider stop spacing would result in better transit performance. Stop location was carefully studied to match with intersecting transit lines, schools, hospitals, senior services, and other common trip destinations.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Geary BRT

1 message

Cautn1 via GearyBRT <gearybrt@sfcta.org>

Mon, Nov 23, 2015 at 12:59 PM

Reply-To: Cautn1@aol.com

To: gearybrt@sfcta.org

Hi Tilly,

Here are a couple of comments which may reflect my inadequate understanding of the EIR. However, for what they're worth:

I-27.1

San Francisco is going a lot of trouble and expense to establish BRT along Geary and O'Farrell. Therefore, you should go all out to make the bus service as car/bicycle-free as possible, and therefore as reliable and expeditious as possible.

Getting the buses out of traffic between Octavia and 27th would appear to be an essential part of achieving this objective.

Alternative 3 with dual medians and bus passing lanes (if I correctly understand your diagrams) appears to do this best. The bus passing feature is attractive because it would minimize both the impact of bunching and of a local bus impeding an express bus.

Today's bus service between Laguna and Palm is not as fast as it could be. For this reason the hybrid alternative seems to fall short.

I hope these comments are of some help to
you. Regards,
Jerry Cauthen

Responses to Comment I-27: Cauthen, Jerry

I-27.1 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives.

In developing the Hybrid Alternative/LPA, the agencies have attempted to balance bus improvements with other community concerns. For instance, in the center-running segment between Palm Avenue and 27th/28th Avenue in the Richmond District, the Hybrid Alternative/LPA's stop spacing is longer than existing, which was made necessary by its lack of bus passing lanes which required occupying more of the street width.

1 C-O-R-R-I-E-A. I am the President of the Planning
2 Association for the Richmond. I just have a couple of
3 issues to raise based on concerns in the community and
4 concerns and questions that my organization has had.

5 Number one, the research that has led to the
6 assumptions about the effectiveness and the effects of
7 the BRT: How recent is that research and has it been
8 updated to current conditions, such that the
9 assumptions and bases for determining how efficient
10 this is are reliable?

11 Number two, to the extent that there is a
12 dollar shortfall for construction, where is that money
13 going to come from?

14 Number three, where are delivery trucks going
15 to stop when delivering for the merchants?

16 Number four, I have a question. The City has
17 a real bad habit of doing major construction and
18 missing utility issues for things that require the
19 streets to be dug up later, and I would like to know
20 what sort of planning will take place to make sure that
21 doesn't happen in connection with a project this size.

22 Number five, what efficiencies does the BRT
23 offer over the transit effectiveness plan?

24 GARY CHAMPAGNE: My name is Gary Champagne,
25 G-A-R-Y, last name C-H-A-M-P-A-G-N-E. I am a merchant

I-28.1

I-28.1 cont.

1 at 180 O'Farrell Street between Stockton and Powell.
2 And I came here tonight, David Heller (phonetic) is a
3 friend of mine, who has helped me a lot. And I came
4 here to support him and to actually let the other
5 merchants in the Greater Geary Merchants Association
6 know what they might expect when this construction
7 starts because I have been a victim of the construction
8 of the Central Subway System.

9 And at first our business was stagnant for the
10 first year. Each year it keeps going down. We are
11 down about 30 percent. By the time the project is
12 finished, I will be out of business. And I wanted to
13 tell all these merchants here this, and I think it's
14 just abhorrent that they are not allowing me to speak
15 tonight.

16 I thank you for your time, but I came here to
17 speak, to tell these people exactly what they could
18 expect from this construction. It's like we have
19 people, we have customers that continually tell us, "I
20 just don't like coming downtown anymore. I only come
21 downtown if I have to," and you can't run a business on
22 comments like that. And I wanted to warn the Greater
23 Geary Merchants that this could happen to them, and I
24 think it's a travesty that they will not let me speak
25 tonight.

Responses to Comment I-28: Champagne, Gary (verbal comment)

- I-28.1 Please see Master Response 3a for a discussion of construction period effects upon local businesses. Please also refer to Master Response 5a for a summary of public participation.

The purpose of the open house format for the public comment meeting was to allow for open dialogue between the public and project staff and to encourage attendees to provide official comments on the Draft EIS/EIR. The public had an opportunity to discuss project features with subject experts including engineers and planners on the project development team. In order to ensure attendees had the opportunity to provide input on the project in the form of a formal public comment, court reporters were made available during the meeting to take testimony from the public. All testimony, both as written comment cards and oral testimony, has been responded to and included in this response to comments document for public review.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Public Comment

1 message

Jeremy Chan <jeremy.lee.chan@gmail.com>

Mon, Nov 30, 2015 at 11:35 PM

To: gearybrt@sfcta.org

To Whom it May Concern:

I am concerned that my comment card may have been among those taken during the Geary BRT Public Comment meeting. Therefore, I am submitting my comment here with additional thoughts, as follows:

I-29.1

There are two aspects of the proposed plan that I disagree with strongly: (1) the removal of the pedestrian bridges on Webster and Steiner, and (2) the removal of the 38R Rapid stop at Geary and Laguna.

The pedestrian bridges hold enormous utility and cultural significance for the communities in Japantown and the Western Addition at large. Symbolically, they link Japantown and the Fillmore, two communities that were devastatingly separated by redevelopment and the construction of the Geary expressway. Today, the pedestrian bridges continue to serve the plethora of senior and youth organizations in these neighborhoods, including Kimochi, the Japanese Community Youth Council (JCYC), Rosa Parks Japanese Bilingual Bicultural Program (JBBP), and the YMCA.

The city has set up a false dichotomy between crosswalks and bridges, without explicitly explaining why these two safety structures cannot co-exist. Concerns about the bridge pillars blocking view of pedestrian crosswalk traffic could be addressed by placing the crosswalk on the east side of the pillars. I also think that the city's reports of traffic on the Webster corner, with the bus getting blocked by cars turning right, are greatly exaggerated. The city should further explore alternative solutions that implement crosswalks in a way that avoids any potential conflict with the pedestrian bridges.

I-29.2

The aforementioned plethora of senior and youth organizations also currently use the 38R Rapid stop. From my experience riding the Geary line, this is one of the most frequent stops, especially for seniors who would struggle to use the rapid stop on Fillmore. Based on frequent ridership, the current 38R Rapid stop on Laguna should be maintained.

I-29.3

There are positive aspects of the proposed plan. For example, the added crosswalk at Buchanan connecting the Peace Plaza to the other side of Geary will be quite useful for people going to and from Japantown. However, due to the number of pedestrian injuries and deaths that occur on Geary, I urge the city to focus on making **safer** crosswalks. For example, implementing lights at crosswalks to improve visibility at night time. Additional crosswalks are helpful, but the city should create new crosswalks and improve current crosswalks such that they are safer for pedestrians to use.

Responses to Comment I-29: Chan, Jeremy

- I-29.1 While the Steiner Street bridge would still be removed, demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.
- I-29.2 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives.
- Inherent to local service is its more frequent, closely spaced stops. Seniors and students who have difficulty walking long distances would more likely use the Local service stop and therefore their access to transit would be maintained.
- 1-29.3 Concern for pedestrian safety is noted. Please see Master Response 2d. All build alternatives would enhance pedestrian safety along the Geary corridor, as described in Section 2.2.3.2, Roadway and Multimodal Changes Common to All Build Alternatives, in the Draft EIS/EIR. The build alternatives include pedestrian safety improvements, including new bus bulbs, pedestrian crossing bulbs, new, high-visibility crosswalk striping, and new signalized street crossings at Buchanan and Broderick Streets. Refer to Section 3.5.4.4, Pedestrian Safety, for more details related to the pedestrian safety improvements.

Letter I-30

NOV 3 0 2015



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Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

Sam Chan

NAME

AFFILIATION (IF APPLICABLE)

1326 Anza St. San Francisco CA 94118

EMAIL OR MAILING ADDRESS

Comments: No "Center Bus Lanes"

"Center Bus Lanes" is UNSAFE for children, seniors, disabled people and all San Franciscans who use the center medians for get-on and get-off the buses.

SAFETY IS A TOP CONCERN

I oppose the "Center Bus Lanes."

(continue on other side if necessary)

I-30.1

Responses to Comment I-30: Chan, Sam

- I-30.1 Opposition to center-running bus lanes is noted. Please see Master Response 2d for a discussion of pedestrian safety.

Letter I-31 NOV 30 2015



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Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

SIU LAM CHAN

NAME

AFFILIATION (IF APPLICABLE)

1328 ANZA ST. S.F. CA 94118

EMAIL OR MAILING ADDRESS

Comments: No "Center Bus Lanes"

I-31.1

"Center Bus Lanes" is UNSAFE for children, seniors, disabled people and all San Franciscans who use the center medians for get-on and get-off the buses

SAFETY IS A TOP CONCERN

I oppose the "Center Bus Lanes."

(continue on other side if necessary)

Responses to Comment I-31: Chan, Siu Lam

- I-31.1 Opposition to center-running bus lanes is noted. Please see Master Response 2d for a discussion of pedestrian safety.

Letter I-32



SFMTA
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Agency

Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

KATHIE CHEATHAM

NAME

SEQUOIAS RESIDENT

AFFILIATION (IF APPLICABLE)

KCheat4349@aol.com

EMAIL OR MAILING ADDRESS

Comments:

I.32.1

Removal of Pedestrian Bridge

@ WEBSTER + GEARY IS DETRIMENTAL
TO THE SAFETY OF SCHOOL CHILDREN
AND SENIORS. WE NEED BOTH
THE BRIDGE AND THE IMPROVEMENTS
TO CROSSING OF GEARY THAT ARE
PLANNED.

(continue on other side if necessary)

Responses to Comment I-32: Cheatham, Kathie

- I-32.1 Opposition to Webster Street bridge removal is noted. Demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.



Letter I-33

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] STOP Removal of Existing Parking Spaces between Spruce Street and Cook Street

1 message

Ccchien via GearyBRT <gearybrt@sfcta.org>

Sun, Nov 29, 2015 at 7:12 PM

Reply-To: Ccchien@aol.com

To: gearybrt@sfcta.org

Cc: ccchien@aol.com

To: San Francisco County Transportation Authority

Re: Parking Removed Full Block between Spruce Street and Cook Street

I am a neurologist practicing in the inner Richmond District. My office is located at 3115 Geary Boulevard which is between Spruce Street and Cook Street. This is a medical and dental building.

I-33.1

My patients are mainly seniors suffering from strokes and also disabled people who would require street parking while they are being transported and assisted. Currently, we have metered and white zone street parking spaces in front of our building to make it accessible for patients to come to receive medical care. They come with family members and caretakers and it is so crucial for them to be able to park in front of our building. It takes time for them to get out of the car and to get in the car because their immobility requires walkers, wheel chairs, and personal assistance.

I respectfully request that the existing parking spaces remain as it would be vital for these disabled patients to have the parking spaces due to their immobility.

Very truly yours,

Chau Chun Chien, Ph.D., M.D.

Responses to Comment I-33: Chien, Chau Chun

I-33.1 See Master Responses 2c and 2d regarding parking loss and pedestrian safety, respectively.

Modifications to the Hybrid Alternative/LPA have eliminated the proposed BRT stop on the Spruce-Cook block of Geary Boulevard, retaining existing on-street parking and loading on both sides of Geary along this block. Master Response 1b provides details regarding these modifications to the Hybrid Alternative/LPA.

bchoden85@gmail.com
bchoden85@gmail.com
Bernie Choden

I-34.1.1
safe
① Need to provide ~~Transit~~ ~~Access~~ Diverse and affordable ~~access~~ Transit access where required planning expertise & state general Plan directive determine where an affordable & sustainable community need to exist.
① City does not have such a general plan
② Study does not base its ~~purposes~~ purposes on such a plan.

I-34.1.2
③ Impact on existing commercial & residential communities not ~~acknowledged~~ ^{acknowledged}
④ ~~Alternate~~ ~~practices~~ for use of public expenditures, overtime, ~~that~~ not provided given ~~the~~ a city / county with the highest cost of housing in the nation & the greatest economically inequality in the nation. The city has a better use for its money &

I-34.1.3
② The Geary Corridor has a higher priority to rebuild in ~~sewer~~ combined sewer lines so that recycled water can be provided prior to rebuilding the transit filary (filings)

I-34.1.4
③ Freeder ~~access~~ Transit access to geary was not considered

I-34.1.5
④ These comments were made in public before and never addressed

I-34.1.6
⑤ I have to necessary expertise to do Portlands Transit
I-34.1.7
⑥ Flexibility & efficiency given disaster inevitably
I-34.1.8
⑦ ~~through~~ ~~dis~~ ~~trouble~~ ~~permanent~~ structures

Responses to Comment I-34.1: Choden, Bernard

- I-34.1.1 The City of San Francisco has adopted a General Plan, which is available on SF Planning's website (http://www.sf-planning.org/ftp/general_plan/). The Draft EIS/EIR discussed relevant goals and policies from the City's General Plan within each of the environmental topic areas, as appropriate.
- I-34.1.2 Please see Master Response 3a for a discussion of local business impacts and Section 4.3 of the Final EIS for a discussion of community impacts. Although pedestrian access would be preserved during construction, detours and temporary closures of portions of the sidewalk would occur during construction, adversely affecting patrons and employees of businesses along the Geary corridor, although these impacts were determined not to be adverse with adherence to City regulations for work conducted in public rights-of-way (see discussion in Section 4.6.1.2). Please also see Section 4.15 (Construction Impacts) and Appendix M of this Final EIS (Mitigation Monitoring and Reporting Program) for more discussion of construction-period transportation-related effects and pertinent mitigation and improvement measures. Implementation of any of the build alternatives would result in decreased levels of air pollutant emissions, improved transit amenities, and improved transit travel times and thus enhanced connectivity that would translate to benefits to businesses and economic activity within the study area. Refer to Final EIS Section 4.2.4 for more information regarding impacts to the community and economic environment.
- I-34.1.3 The project already directs a large portion of its revenue toward public transit service, which is highly used by City residents, workers, and visitors. This project is attempting to operate the transit service more efficiently. See Final EIS Chapter 9 and Master Response 6a for more information on project costs.
- I-34.1.4 Utilities will be replaced as opportunities present themselves, in keeping with City policies that discourage serial construction projects.³¹ However, the focus of this project is to improve transit service on Geary.
- I-34.1.5 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives.

Those alternatives, including other alignment considerations, not carried forward for further analysis were eliminated for various reasons prior to the NEPA/CEQA environmental review process. Those alternative options were eliminated primarily because they did not meet the project's purpose and need of enhancing bus service and improving pedestrian safety within the Geary corridor. The agencies chose Geary because it is the most

³¹ See Draft EIS/EIR Section 4.6.1.2.1 for a discussion of SFDPW Order 176,707.

heavily utilized east-west transit route in the area. Other lines, such as the 1-California might warrant a BRT route but, regardless, because of the higher ridership on Geary, the agencies have identified improving bus service on Geary as a core project purpose and need, and thus the focus is on Geary.

I-34.1.6 All public comments received are made public in the Final EIS.

I-34.1.7 This comment is unclear. As best as can be determined, the comment does not question the adequacy of the analysis in the Draft EIS/EIR.

I-34.1.8 The comment is unclear. As best as can be determined, the comment does not question the adequacy of the analysis in the Draft EIS/EIR.

1 the city following implementation of some of these
2 changes.

3 And three: Limits to parking and
4 transportation effectiveness for residents as well as
5 visitors.

6 This project should be stopped and defunded.
7 Muni drivers should be better trained to facilitate
8 better scheduling. Sometimes the simple fixes can make
9 a whole world of difference.

10 That's it. Thank you very much.

11 BERNARD CHODEN: Bernard Choden, B-E-R-N-A-R-D,
12 C-H-O-D-E-N. My e-mail is bchoden85@gmail.com.

I-34.2.1

13 "Need to provide diverse and affordable
14 transit access. Where required, planning expertise and
15 safe general plans directives determine where
16 affordable, safe and sustainable community needs exist.

I-34.2.2

17 One: City does not have such a General Plan.
18 Two: Since the City does not have such a
19 General Plan, the Study has not based its proposals on
20 such a plan.

I-34.2.3

21 Three: Impact on existing commercial,
22 residential communities not acknowledged economically.

I-34.2.4

23 Four: (1) Alternative priorities for use of
24 public expenditures, overtime, not provided. Given the
25 City and County has the highest cost of housing in the

I-34.2.4
cont.

1 Nation and the greatest economic inequality in the
2 Nation, the City has a better use its money.

I-34.2.5

3 (2) The Geary Corridor has a higher priority
4 to rebuild its combined sewer lines so that recycled
5 water can be provided prior to the rebuilding of the
6 transit corridor.

I-34.2.6

7 (3) Feeder transit access to Geary was not
8 considered.

I-34.2.7

9 (4) These comments were never made public
10 before and never addressed.

I-34.2.8

11 (5) Flexibility and efficiency, given the
12 disaster involved, is not considered and would be
13 inhibited by both structures.

I-34.2.9

14 (6) The City has a diverse population in terms
15 of income, health and occupation that is not
16 specifically addressed in the demographic presentation.
17 That needs to be considered for its impact.

I-34.2.10

18 (7) The lane's affordability in terms of
19 long-term sustainability and availability to its
20 community is not mentioned."

21 That's it. Thank you.

22 ALICE KAWAHATSU: My first name is Alice,
23 A-L-I-C-E, and my last name is K-A-W-A-H-A-T-S-U.

24 And my affiliation is with the Japantown
25 Taskforce, and I am the President of the Board.

Responses to Comment I-34.2: Choden, Bernard (verbal comment)

- I-34.2.1 Please see response to comment I-34.1.1 above.
- I-34.2.2 Please see response to comment I-34.1.1 above.
- I-34.2.3 Please see response to comment I-34.1.2 above.
- I-34.2.4 Please see response to comment I-34.1.3 above.
- I-34.2.5 Please see response to comment I-34.1.4 above.
- I-34.2.6 Please see response to comment I-34.1.5 above.
- I-34.2.7 Please see response to comment I-34.1.6 above.
- I-34.2.8 The intent of the comment and reference to flexibility and efficiency is unclear. As best as can be determined, the comment does not question the adequacy of the analysis in the Draft EIS/EIR and thus no further response is required.
- I-34.2.9 The demographics analysis included in Section 4.14 of the Draft EIS/EIR considered race and income, which are socioeconomic characteristics critical to the consideration a project's effects on minority and/or low-income populations. The Draft EIS/EIR considered whether potential adverse effects would disproportionately affect any minority or low-income communities within the Geary corridor study area. Refer to Section 4.14 of the Final EIS for more information regarding potential impacts to minority or low-income communities.
- I-34.2.10 The core purpose of the project is to enhance the performance, viability, and comfort level of transit and pedestrian travel along the Geary corridor. As discussed in Section 9, Financial Analysis, both operating and maintenance costs of the project were evaluated. The agencies have secured \$115 million of the needed capital funding and have identified sources to provide additional construction funds. During the design phase of the project, the agencies will apply for additional grants from various sources to complete the funding plan. Please refer to Final EIS Chapter 9 and Master Response 6a for a summary of project costs.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] EIR COMMENTS

1 message

Bernard Choden <bchoden85@gmail.com>
To: gearybrt@sfcta.org

Mon, Nov 30, 2015 at 6:10 PM

TO: Gearybrt@sfcta.orgFR: Bernard Choden @ 85 Cleary Ct., # 11, SF., 94109; ph: [415-929 7714](tel:415-929-7714)

PROPOSED COMMENTS ON GEARY BLVD. BRT TRANSIT PROPOSALS:

The Geary Blvd. BRT EIR proposals are significantly deficient regarding federal and state environmental standards and, therefore, the present proposal is invalid for the following reasons citing document Sections 3, et. al. and 4, et. al. concerning presumptions for:

- a: Planning Regulatory oversight.
- b: Projections for populations usage and needs.

Specifics are cited below.

- I-34.3.1** 1. **Population projections:** The analysis, in Sections 4 of the EIR, described as bulk total populations without a required detailed analysis of the diverse ridership needs of the serviced populations for:
- a:** multiple service locations concerning multiple origins and destinations.
 - b:** personal characteristics that require BRT investment mitigations for youth and aged persons, handicapped persons assistance, household affordability for transit use and their associated specialized services and infrastructure which require enforceable mitigations for the life of the capitalized future of the BRT project.
- I-34.3.2** 2. **The Regulatory Planning basis,:** Sections 3 of the EIR, for projects community and household needs and capabilities from a General Plan that has no programmatic enforceable programs as to means and resources for either meeting the city's holding capacity and enforcement for the capitalized future of the EIR impacts. San Francisco and ABAG projections are legally considered advisory guidelines by the city rather than earmarked enforceable policies as described by State Code for a General Plan (Sections 35500 et. al.) and, therefore, for project purposes, are an unreliable basis for accomplishing mitigations effectiveness or efficiencies. EIR's must prove that enforceable economic means will be provided to mitigate EIR impacts.
- I-34.3.3** 3. **Accessibility and economic impacts:** Ancillary use impacts were ignored.
- I-34.3.4** 4. **Ignores known approved and proposed developments in the impacted area:**
- a. Ignores, by example, approved permits for Geary Blvd. high density/market rate residences.
 - b. The Japan Town development cited as existing in 2009 has been disapproved and is under reconsideration by the Planning Department. The BRT proposal for Japan Town ignores the needs to provide for direct transit access, bridging the Peace Plaza across Geary Blvd. and

- I-34.3.4
cont. | parking needs, and pedestrian safety considerations.
- I-34.3.5 | c. Ignores the approved costly MTC CAC program for a light rail replacement of the this projected bus oriented Geary Blvd. BRT even before it is built making it's expenditures highly redundant and possibly unaffordable as well as unnecessary.
- I-34.3.6 | **5. Access:** Ignores vehicular emergency, service and freight access to adjacent areas that in previous MTC analysis consist of about 25% of total vehicular traffic.
- I-34.3.7 | **6. Competing Public Services:** Ignores possible implementation conflicts with the substantial Geary Blvd. combined Sewer/waste pipeline that may require replacement to recycle water from it due to climate change contingencies.
- I-34.3.8 | **7. Ancillary transit access:** Feeder transit access needs not considered for impacts and remedies.

In summary, the project and subsequent EIR should consider the alternatives:

- I-34.3.8 |
1. Diverse transit modes and infrastructure that provides effective affordability for use by diverse populations.
 2. Require enforceable means and resources for mitigations of the impacts noted.

Responses to Comment I-34.3: Choden, Bernard

- I-34.3.1 Please see Tables 2-2 and 2-3 for a detailed summary of bus station types and locations for each of the build alternatives; Section 3.3.4.3 in the Final EIS for a discussion of impacts related to bus stop locations; and Section 3.5.4.5 in the Final EIS for a discussion of access for seniors and people with disabilities. Diverse ridership needs and potential impacts to transit-riders were addressed in the Draft EIS/EIR.
- I-34.3.2 Mitigation and improvement measures proposed throughout the Draft EIS/EIR were developed based on technical studies and the best expert and professional judgment of the agencies, consultants, and in accordance with 40 CFR 1502.16. The measures identified are feasible, enforceable, and would help to avoid, minimize, or mitigate for adverse effects of the proposed project. Please see Final EIS Appendix M (Mitigation Monitoring and Reporting Program) for more information.
- I-34.3.3 Accessibility during the construction-period is discussed in Section 4.15, Construction Effects. Economic impacts during both the construction and operational period were analyzed in Section 4.2, Community Impacts of the Draft EIR/EIS. Construction-period mitigation and improvement measures would be implemented to reduce impacts to local businesses, residents, and other Geary corridor users as described in Section 4.15. Please see Final EIS Appendix M (Mitigation Monitoring and Reporting Program) for more information.
- I-34.3.4 In its assessments of future conditions, the Draft EIS/EIR assumed planned and programmed transportation improvements and land use development project within the vicinity of the Geary corridor, including those described in the comment. These projects were included in the document's estimates of future travel demand, ridership, traffic volumes, and roadway and transit capacity. Please refer to Sections 2.2.2.1 and 4.1 of the Final EIS.
- I-34.3.5 The transportation analysis accounts for vehicular access, including business access and deliveries, access to medical facilities, and emergency access.
- I-34.3.6 The project will account for utilities within the right-of-way and potential upgrades will be consistent with industry standard analyses.
- I-34.3.7 The Draft EIS/EIR described key transfer bus stops for important feeder service to and from the Geary bus lines, and the project alternatives feature locations and designs of these key bus stops that facilitate smooth transfer between Geary and the connecting services. As described in Section 3.5, Pedestrian and Bicycle Transportation, access to the Geary corridor would be improved for pedestrians and cyclists. Furthermore, changes in circulation patterns within and outside of the Geary corridor were analyzed, as well as effects on taxi and shuttle operations, and truck turning movements and diversions. Please refer to

Section 3.4, (Automobile Traffic) for more information regarding impacts to other transit and transportation modes along the Geary corridor.

- I-34.3.8 Please see Final EIS Chapter 2 and Master Response 1a for a discussion of the components of each of the project alternatives, all of which enhance the existing service and infrastructure benefitting all people wishing to travel the Geary corridor.

Mitigation and improvement measures were included, as needed, in the Draft EIS/EIR. Such measures were carefully defined and incorporated to ensure feasibility, and to be capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors. Please see Final EIS Appendix M (Mitigation Monitoring and Reporting Program) for more information.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Geary Corridor Bus Rapid Transit

1 message

'Raisa C' via GearyBRT <gearybrt@sfcta.org>

Tue, Dec 1, 2015 at 8:09 AM

Reply-To: Raisa C <raichonok@yahoo.com>

To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

To whom it may concern:

I-35.1

The proposed project presumably gives 15 minutes gain in the travel time and would kill many trees. Trees absorb CO2 and eliminate pollution. It will take many years for replacement saplings to provide equivalent service.

Most importantly, this project is just a band-aid and will not serve the increasing public transportation needs of the residents. It should be stopped before even more money is thrown away - the city should get serious and start planning/securing financing for the much needed metro Muni on Geary.

Sincerely,
Raisa Chudnovskaya
1503 Balboa St.
San Francisco, CA 94118

Responses to Comment I-35: Chudnovskaya, Raisa

- I-35.1 Opposition to the proposed project is noted. Please refer to Master Response 4a for a discussion of tree removal and the 1:1 replanting ratio. Please see Final EIS Chapter 2 and Master Response 1a regarding how the agencies considered and screened various alternatives.



Letter I-36

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] PLEASE DO NOT REMOVE THOSE PARKING METERS ON SPRUCE-COOK STREET.

1 message

Eric Chung <echung668@gmail.com>
To: gearybrt@sfcta.org

Thu, Nov 26, 2015 at 1:11 PM

Hello, My name is Eric Chung and I am against the Rapid Transit plans/ removal of the Metered parking spots on Geary Blvd./Cook-Spruce Street.

I-36.1

I am a barber in the Richmond district that just so happens to be on Spruce-Cook. This would have a direct negative impact on my business. Please take this into consideration that the city is NOT thinking about the businesses on these blocks. Taking away the parking meters to install these bus stops are outrageous. There is already not enough parking in SF Richmond District, How is this going to help at all with that? With the large influx of people moving into San Francisco, There would not be enough parking spots around my area if you plan on removing the parking meters around this area on Geary/ Spruce-Cook. This will also be a huge waste of money for the city in my opinion because, there is NOTHING wrong with the way the busses run right now on Geary Blvd. The 38 is full every now and then, but it never gets that bad that we need to build a center island.

Thank you,
Eric T. Chung.
Co-Owner of Geary Salon

Responses to Comment I-36: Chung, Eric

I-36.1 Please see Master Responses 2c and 3a for a discussion of parking effects along the Geary corridor, as well as construction-period impacts to local businesses.

Modifications to the Hybrid Alternative/LPA have eliminated the proposed BRT stop on the Spruce-Cook block of Geary Boulevard, retaining existing on-street parking and loading on both sides of Geary along this block. Final EIS Chapters 2 and 3 Master Response 1b provides details regarding these modifications to the Hybrid Alternative/LPA.

Letter I-37



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Stop make bus stop in front of my salon

1 message

Yvonne Chung <yvc22@sbcglobal.net>

Mon, Nov 30, 2015 at 3:07 PM

To: gearybirt@sfcta.org

I-37.1

My name is Yvonne Chung , salon owner and this property 's owner
Address is 3123 Geary Blvd San Francisco CA 94118
I don't want the bus stop in front of my store .
The bus stop should stay at the old place please thank you

Sent from my iPhone

Responses to Comment I-37: Chung, Yvonne

- I-37.1 Opposition to a new bus station located at Spruce-Cook is noted. Please See Chapter 2 and Master Response 1b for details regarding modifications to the Hybrid Alternative/LPA, which no longer include new BRT stops in this area. Also see response to comment I-36.1 above.

From: **Andrea Clatterbuck** <aclatterbuck@gmail.com>

Date: Thu, Nov 5, 2015 at 7:02 PM

Subject: [GearyBRT] I support your plans!

To: gearybrt@sfcta.org

Letter I-38

I just wanted to send you a quick note letting you know that I support the work you are doing along Geary Street to:

- I-38.1
- add more medians (crosswalk islands) and signalized crosswalks
 - eliminate dangerous, unprotected left-turns
 - shorten crossing distances with 30+ bulb-outs
 - incorporate countdown signals and accessible pedestrian signals
 - paint high-visibility continental (zebra) crosswalk painting at every intersection
 - replace traffic lanes with bus-only lanes to calm road speeds and increase Muni reliability (this WON'T happen if the bridge stays up)

Thank you!

Best,

Andrea

Responses to Comment I-38: Clatterbuck, Andrea

I-38.1 Support for the proposed project is noted.



Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] Comments and questions on Geary BRT EIR

2 messages

William Cline <william.w.cline@gmail.com>

Tue, Oct 27, 2015 at 9:45 AM

To: gearybrt@sfcta.org

Dear SFCTA:

- I-39.1 | 1) The document states that a light rail solution was rejected because of the construction cost (estimated at \$2.5 billion for a surface line). Why is funding available for the Central Subway (\$1.7 billion dollars for a 1.7-mile extension), but not Geary? What is the cost/benefit difference (transit ridership gain, transit trip delay reduction, environmental benefits) of a light rail line versus busway improvements?
- I-39.2 | 2) Page 10-20 gives the person-minutes of delay experienced under the different project alternatives, but it does not break this down into transit rider delay and automobile passenger delay. The end-to-end travel time estimates suggest that 3.2 might result in the lowest transit rider delay, but this is not certain from the document as written. How do the different alternatives compare in terms of *transit rider* delay, and is this consistent with the city's Transit First policy?
- I-39.3 | 3) The document does not offer details about the transit signal priority improvements being considered. What choices are available to balance transit and automobile traffic, and is the chosen trade-off (e.g., ability of approaching buses to pre-emptively stop cross traffic) consistent with Transit First? Are there environmental impacts available with different signal priority schemes?
- I-39.4 | 4) The alternatives under consideration re-allocate up to 500 parking spaces to the BRT project. This reduction in automobile storage space should be given little to no weight in choosing a locally preferred alternative. In light of San Francisco's Transit First policy, as well as other environmental and livability goals, a reduction of a few hundred parking spaces is immaterial compared to the transit experience of over 50,000 passengers every day (soon to be many more).

Respectfully yours,
William Cline

4600 18th Street
San Francisco, CA 94114

Responses to Comment I-39: Cline, William

- I-39.1 Please see Final EIS Chapter 2 and Master Response 1a regarding how the agencies considered and screened various alternatives.
- I-39.2 The person-delay figures provided on page 10-20 of the Draft EIS/EIR were intended to facilitate comparisons between the benefits provided for all users of the corridor in aggregate, while the bus travel times provided indicate how the options would perform in terms of transit rider travel time benefits. Alternatives with slower bus travel times would also have greater transit rider delay. All of the alternatives under consideration would substantially improve transit service along the Geary Corridor.
- I-39.3 Wireless TSP was installed at several intersections in 2005 and again in 2014. TSP is active on the entire Geary corridor. The Hybrid Alternative/LPA would upgrade existing traffic signals with the latest fiber TSP technology and optimize bus stop locations to improve operations. TSP currently exists and is active on the full length of the Geary corridor. Installing the fiber-based TSP would require upgrading the traffic signal programming to the latest city, state, and federal standards, which often includes changing the pedestrian signal phasing to allow for slower walking speeds and, in the case of Geary Boulevard, decreasing the amount of green time for the major roadway. The fiber-based TSP has similar operational effects as wireless, but provides improved reliability of the system. When paired with bus-only lanes and bus stop improvements, it offers additional travel time and efficiency benefits. Further information on TSP is provided in the Final EIS at Section 2.2.3.1.
- I-39.4 Support for parking removal to accommodate the project is noted. Chapter 10 in the Draft EIS/EIR describes the process undertaken to generate, develop, refine, evaluate, eliminate, and compare project alternatives, and the resulting identification of a SRA. This process includes the consideration of parking as a factor. While parking effects were found not to be adverse, the project team has endeavored and will continue to work with the community to minimize or improve parking and other conditions along the corridor, while also providing an alternative with the greatest transit improvements, as discussed in Chapter 1 (Project Purpose and Need).

Letter I-40

  **SFMTA**
Municipal
Transportation
Agency

Comment Card

Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/ Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/
Environmental Impact Report (EIS/EIR). Responses to comments will be published following the
conclusion of the public comment period (October 2- November 16). Include your email or
mailing address if you wish to be notified when responses are published.

NAME Sean Cochran

AFFILIATION Occupational Therapy Training Program - SF

EMAIL OR MAILING ADDRESS sean.cochran@otter-sf.org

I-40.1

COMMENTS: I am all for change for efficiency / safety, but my
concern is the cost of the project. MUNI ridership has increased (fare)
and seems to be ready to increase in the future. Is \$300m really
the right move in spending for MTA? or should MUN funds be
redirected to lower-fare costs? It seems like the two main
(continue on other side if necessary)

I-40.1 cont.

(comments, continued from front)

Driving forces for this project (safety/efficiency) can be addressed in alternative ways, for far less money. Whatever I am not a transit expert but I would question what are the alternatives to this project and how much energy was put into exploring those alternatives? Lastly, making public comment after a plan has been developed rather than to develop a plan doesn't really give voice to the community, only giving the illusion of involvement. Unfortunately, it seems this project will happen regardless but I would propose a halt to the project until the community has heard alternatives or clipped on ideas for projects - not an already established plan.

Comments can be mailed to:

thank you

San Francisco County Transportation Authority
Attn: Geary BRT
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Responses to Comment I-40: Cochran, Sean

- I-40.1 See Master Response 5b regarding the type of outreach conducted. While the cost of the Hybrid Alternative/LPA is estimated at \$300 million, the analysis shows tangible bus travel time benefits, and the cost provides for additional important community benefits as well, including pedestrian safety and streetscape enhancements. Final EIS Chapter 9 and Master Response 6a contain more information about project costs.

1 I can live without owning a car in this city
2 because my home is on a high quality transit corridor
3 (Market Street). Moving ahead with the Geary BRT and
4 improving upon it in the future through enhanced BRT or
5 rail will allow more San Francisco residents to live
6 and prosper without needing to own a vehicle, something
7 we should all support.

8 ALEXANDER POST: My name is Alexander Post,
9 A-L-E-X-A-N-D-E-R, P-O-S-T. I live near the project.
10 I am very excited for the project. I think Bus Rapid
11 Transit is the way to go, much better than the subway,
12 and I am excited to see the project develop. One
13 concern I have is the one-for-one replacement of trees.

14 I understand that building the project will
15 necessitate removal of more mature trees. However,
16 with the Van Ness Rapid Transit Plan, the current
17 discussion is to replace the trees two-for-one,
18 replacing the mature trees with more young trees so as
19 not to lose the vibrant tree cover.

20 If we could get somewhere close to two-for-one
21 on the Geary Corridor, I think that would improve the
22 environmental benefits as well as the aesthetic
23 benefits of the entire Corridor.

24 That's it.

25 RICHARD CORRIEA: My name is Richard Corriea,

1 C-O-R-R-I-E-A. I am the President of the Planning
2 Association for the Richmond. I just have a couple of
3 issues to raise based on concerns in the community and
4 concerns and questions that my organization has had.

I-41.1.1

5 Number one, the research that has led to the
6 assumptions about the effectiveness and the effects of
7 the BRT: How recent is that research and has it been
8 updated to current conditions, such that the
9 assumptions and bases for determining how efficient
10 this is are reliable?

I-41.1.2

11 Number two, to the extent that there is a
12 dollar shortfall for construction, where is that money
13 going to come from?

I-41.1.3

14 Number three, where are delivery trucks going
15 to stop when delivering for the merchants?

I-41.1.4

16 Number four, I have a question. The City has
17 a real bad habit of doing major construction and
18 missing utility issues for things that require the
19 streets to be dug up later, and I would like to know
20 what sort of planning will take place to make sure that
21 doesn't happen in connection with a project this size.

I-41.1.5

22 Number five, what efficiencies does the BRT
23 offer over the transit effectiveness plan?

24 GARY CHAMPAGNE: My name is Gary Champagne,
25 G-A-R-Y, last name C-H-A-M-P-A-G-N-E. I am a merchant

Responses to Comment I-41.1: Corriea, Richard (verbal comment)

- I-41.1.1 The comment questions the timeliness of the “research” that was used in evaluating the effectiveness of the proposed BRT alternatives. These issues were addressed in earlier studies leading to the Draft EIS/EIR, including the 2007 Feasibility Study and the 2009 Alternatives Screening Report. The Feasibility Study in particular described SFCTA’s reasoning in selecting bus rapid transit for use in several locations in San Francisco. Evaluation of the BRT project in the Draft EIS/EIR and Final EIS utilized the City’s preferred traffic simulation software as further described in Chapter 3.
- I-41.1.2 See Sections 9.1.3 and 9.1.4 and Final EIS Chapter 9 for a listing of other potential funding sources for the project.
- I-41.1.3 Deliveries will be accommodated with the project either with designated loading zones on Geary or on side streets. See Final EIS Sections 3.6.4.6 and 3.6.4.7 and Tables 3.6-9 and 3.6-10 for information on loading. See Master Response 2c for more information on parking changes as a result of the project.
- I-41.1.4 Utility replacement will be coordinated among the City’s departments.
- I-41.1.5 The TEP proposed increased bus frequencies and expansion of Rapid-stop service to include Sundays on Geary, which have since been implemented, but did not propose any route changes and was designed to coordinate with Geary BRT.³² The BRT project offers a dedicated center-running right-of-way for a portion of the corridor, upgrades to side-running transit stations, improvements to pedestrian access (pedestrian crossing bulbs and enhanced crossings) and traffic safety measures (left-turn protection).

³² SFMTA. 2014. TEP Implementation Workbook, Part 7. Available at https://www.sfmta.com/sites/default/files/projects/TEP%202013%20Implementation%20Plan%20v11.12_Part%207_0.pdf.

The DEIS fails to adequately assess, quantify or address the safety implications occasioned by the center bus lane design. In this connection, the following points related to the allocation of roadway space suggest the need for further study or consideration of other options:

- I-41.2.1
1. Bicycles are in regular use on Geary Boulevard. As set out in the DEIS, between parallel parked cars and the first lane of traffic in each direction, there is inadequate space for bicycle travel. California law requires that motor vehicles not get closer than 3 feet to a bicyclist in traffic. There is insufficient roadway space in the plan to accommodate the safe and legal use of Geary Boulevard by both motor vehicles and bicycles. Currently bicyclists and motorists use Geary Boulevard simultaneously. There is the corollary question that needs to be considered. Specifically, what is the impact when bicyclists occupy a lane of traffic, as is their right, at a speed that impedes the normal flow of traffic?
 - I-41.2.2
 2. Parallel parking increases the risk of harm to motorists who would, in the planned configuration and width of lanes, have to open vehicle doors into a traffic lane in order to exit or enter their vehicle. On-coming traffic is at risk as well due to increased need for evasive maneuvers necessitated

by doors being opened into traffic. The DEIS needs to address this increased risk harm.

I-41.2.2
cont.

In addition, with bicyclists being required to drive as far to the right as is safe, the space as planned, with a parking lane and two lanes of traffic, is inadequate. A bicyclist will be at an increased risk of harm due to striking doors opened in their path or serving into a lane of traffic to avoid colliding with a vehicle door. This issue is not adequately addressed in the DEIS. Consideration should be given to the risk of harm created by the BRT design and the high probability of increasing the city's legal liability occasioned by clearly foreseeable harm due to potentially negligent design.

I-41.2.3

3. When a motorist stops to back into a parallel parking space all traffic must stop in the lane closest to parking lane or move into the next lane to pass. Changing lanes presents drivers with some additional motoring complexity and, in times of higher traffic volume, there will be little or no ability to change lanes efficiently or safely. This should be fully considered and assessed in DEIS.

I-41.2.4

4. Much of the area proposed for the BRT now has perpendicular parking and adequate room for safe backing when exiting a parking space. In places where there is now parallel parking there is sufficient roadway space for traffic to pass around a vehicle executing a parking maneuver. A BRT with two lanes of Traffic in each direction, two lanes for parking and center street space for busses, leaves insufficient space for safe driving or parking maneuvers.

I-41.2.4 | This needs to be more fully considered before an option is
cont. | selected.

I-41.2.5 | 5. The Affordable Housing Bonus Program (AHBP) is currently set to to be implemented. One of the “bonuses” used to entice developers to create more affordable housing is a reduction in the number of parking spaces required in multi-family residential buildings. The BRT build options set out in the DEIS calls for a significant reduction in the number of parking spaces on Geary Boulevard. There is a lack of analysis on the impact of reducing both street parking and off street parking at the same time. In addition, the very first sites to expected to be developed under the AHBP are parking lots. The reduction of parking spaces on Geary and the planned reduction in off-street parking needs to be quantified and evaluate.

I-41.2.6 | 6. The DEIS fails to address the parking needs associated with delivery of goods to commercial establishments. Most deliveries are now made by trucks double parking, and there is adequate room to accommodate this illegal yet common practice. The DEIS fails to address parking of delivery trucks, the impact of same on the community and how large truck will be able to fit on the roadway or in parallel parking spaces.

I-41.2.7 | 7. It’s Muni’s policy that when there is a dispute or an incident of any sort on a bus, the operator stops the bus and waits for the arrival of first responders and/or a Muni Inspector. The DEIS fails to account for or discuss this

I-41.2.7
cont.

policy. The DEIS should address the impact of an idle bus in the Muni lane, and if not in the Muni lane, address the issue of where a bus might stop and quantify the impact of same.

I-41.2.8

8. Finally, some people have difficult time executing a parallel parking maneuver. Will that fact, and the fact that there will be fewer parking spaces, negatively affect business operations on Geary. People that have a difficult time parking will choose to shop elsewhere.

Responses to Comment I-41.2: Corriea, Richard

- I-41.2.1 The design of lane and parking space widths is per industry standard for safe movement into and out of parking vehicles. See Master Response 2e for information on bicycle safety and access.
- I-41.2.2 Although Geary does not provide a dedicated bicycle facility, the project would improve bicycle conditions for much of the corridor. The conversion from either head-in angle parking to parallel parking, or from parallel parking to back-in angle parking would improve bicyclists' visibility to drivers moving into and out of parking spaces. Where the transit is center running, bicyclists would not be subject to buses overtaking bicyclists and then stopping at bus stops.
- In other locations where parallel parking would remain, the design of Geary would be no different than other streets without dedicated bicycle facilities. See Master Response 2e for information on bicycle safety and access.
- I-41.2.3 Parking maneuvers were considered and modeled in the transportation analysis.
- I-41.2.4 Parking maneuvers were considered and modeled in the analysis. Parking space and lane widths are consistent with City standards.
- I-41.2.5 See Master Response 2c for information regarding parking. The analysis assessed the parking demand and supply per existing uses. It will be necessary for other development projects to analyze their parking need based on the details of their project. However, as urban density increases within the city, the need for individual automobile ownership would decrease with improvements to mass transit, improved bicycle and pedestrian facilities, and new technologies such as ride-sharing services.
- I-41.2.6 See Master Response 2c for information regarding parking loss. The Draft EIS/EIR extensively studied ways to maintain the supply of loading and delivery spaces. The center-running portion of the project is designed to separate transit vehicles from illegal behaviors like double parking. The City will continue to enforce against double parking violators as resources allow.
- I-41.2.7 Per SFMTA's Rubber Tire Rule Book 2000; the Operational Control Center (OCC) must be notified when there is a disturbance on a train, station area, or other Muni property. It is not SFMTA's policy to have a bus stop and potentially block a bus-only lane until a disturbance is resolved; it is up to the OCC to make a determination on a case-by-case basis.
- I-41.2.8 Please see Master Response 2c for a discussion of parking changes along the Geary corridor and Master Response 3a for a discussion of impacts to local businesses.

Effects of parking and loading changes along the Geary corridor as a result of the project were considered in the development of the build alternatives carried forward and analyzed in the Draft EIS/EIR (see Chapter 10, Initial Development and Screening of Alternatives). The effect of parking loss on local businesses was discussed in Draft EIS/EIR Section 4.2.4.3, Operational Effects. Overall parking losses would be offset by new and improved transit service along the corridor; thus the community would not be substantially affected by a loss of available parking. Additionally, the parking supply analysis (see Final EIS Section 3.6, Parking and Loading Conditions) revealed that the loss of parking spaces along Geary corridor would not create a substantial parking deficit that could not be accommodated by remaining parking capacity in areas adjacent to the Geary corridor.

Letter I-42



SFMTA
Municipal
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Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

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JACIE DIXON

NAME

EM: JUDAWA CA @ATT . NET

AFFILIATION (IF APPLICABLE)

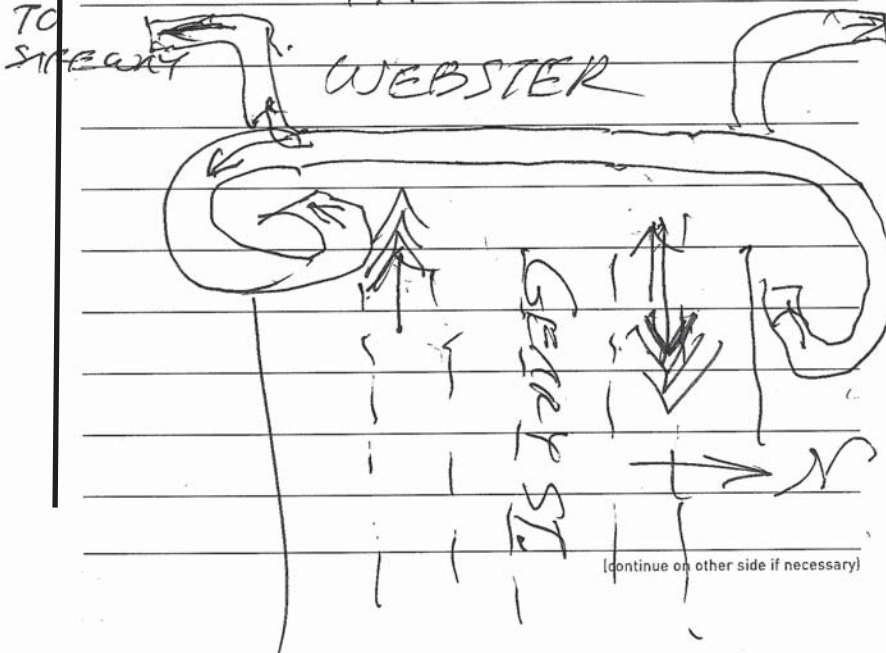
1400 GEARY BLVD. #1909 S.F. 94109

EMAIL OR MAILING ADDRESS

I-42.1

Comments: SAVE THE GEARY &

WEBSTER BRIDGE OR DESIGN
TO REACH A (FOUR) CORNER
CROSSING ACROSS WEBSTER



Responses to Comment I-42: Dairner, Jack

- I-42.1 Opposition to Webster Street bridge removal as designed is noted. Demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Save Webster Bridge

1 message

David Darling <dd@aidlin-darling-design.com>

Mon, Nov 30, 2015 at 4:18 PM

To: gearybrt@sfcta.org, London.Breed@sfgov.org

Cc: genaro@walksf.org, Breedstaff@sfgov.org, Chester Fung <chester.fung@sfcta.org>

Dear Supervisor Breed et al,

I am writing to support the overarching goals of the GearyBRT project but to plead for a compromised solution to SAVE THE WEBSTER STREET BRIDGE. Having reviewed the EIR, I would argue that the Webster-Geary Bridge is not incompatible with the goals of the proposal, and the bridge is vital to the identity, continuity, and safety of the surrounding community.

I-43.1

History is littered with examples of urban communities divided by transportation systems (freeways, railways, etc). Nowhere along the Geary corridor, and perhaps in the city, will you find a more abrupt division (social, economic, cultural) than Geary Blvd. between Steiner St. and Laguna St. Despite the fact that Japantown technically straddles Geary Blvd., the north and south sides are severed by high speed traffic and inhospitable concrete structures. This reality of two sides; one with and one without, is especially troubling given the area's arduous history of displacement including the Japanese American internment in the 1940s and the Redevelopment Authority's footprint thereafter. The Webster-Geary Bridge is the last thing keeping the community together. (A great legacy project might be to bridge the entire Japantown Peace Plaza over a lowered Geary Blvd.).

Insofar as San Francisco's "General Plan" has strived to integrate socio-economic groups while maintaining the cultural identity of each neighborhood, the Geary - Webster St. is a vital asset to the City.

Among reasons to keep the Geary - Webster St. Bridge include:

I-43.2

- **Pedestrian Safety:** The primary goal of the GearyBRT project, increasing speed for bus traffic, is inherently at odds with safe pedestrian crossing. A compromise scheme that keeps the bridge (at the expense of faster lane configuration for 2 blocks) would give pedestrians more options and reduce friction along Geary Blvd. at Webster St. The reduced pedestrian surface flow might more than compensate for the speed lost by compromised lane configuration.

I-43.3

- **Children & Seniors:** Even though the bridge was built prior to the enactment of ADA, it still provides safe passage for children and seniors, of which there are many in the immediate area. Based on my personal experience and observation, children (especially in large groups --- i.e. Rosa Parks Elementary, Nihonmachi Little Friends Pre-School, etc.) are hard to manage when crossing large streets --- even with refuge islands. Also, most senior citizens would probably prefer the stress free passage via a steep bridge over the stress of racing a traffic signal --- or so said my 92 year old father in-law. Many streets in San Francisco exceed the maximum slope required by the ADA guideline. Additionally, by my own count, I would guess that the pedestrian crossing stats in the EIR are on the low side of reality. The Bridge option is good for pedestrians and good for bus traffic. The bridge is a vital iconic cultural marker for Japantown. As one of the last (struggling) Japantown's in the country, it is critical that the bridge remain as a monument by which visitors and San Franciscans can find it.

I-43.4

- The Bridge serves as a vital means of orientation for pedestrians, bicyclists, drivers and bus passengers alike.

As a nearby resident, I cannot over stress enough the importance of the Geary - Webster St. Bridge. Please **SAVE THE BRIDGE!**

Thank You,

David Darling AIA, IIDA, ASLA

dd@aidlindarlingdesign.com

aidlin darling design
500 third street, suite 410
san francisco, ca 94107
t. 415 974 5603 ext 14
f. 415 974 0849

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Responses to Comment I-43: Darling, David

- I-43.1 Support for Geary BRT and opposition to Webster Street bridge removal are noted. Demolition of the Webster Street bridge is no longer proposed as part of the Hybrid Alternative/LPA. Please refer to Final EIS Chapter 2 and Master Response 1b for details on modifications to the Hybrid Alternative/LPA in response to public comments.
- I-43.2 Removal of the Webster Street and Steiner Street bridges would not result in any adverse pedestrian safety impacts. Nevertheless, demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.
- I-43.3 Removal of the Webster Street and Steiner Street bridges would not result in any adverse pedestrian safety impacts. Nevertheless, demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.
- I-43.4 The Webster Street Bridge was reviewed for historic and cultural significance pursuant to criteria established by the National Historic Preservation Act and the California Office of Historic Preservation and was found to not be a historic or cultural resource. Nevertheless, demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. See Final EIS Chapter 2 and Master Response 1b for details.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Super-rapid bus transit on Geary - full supporter

1 message

'Gregory Davies' via GearyBRT <gearybrt@sfcta.org>

Tue, Dec 1, 2015 at 11:34 PM

Reply-To: Gregory Davies <gregory_m_davies@yahoo.com>

To: gearybrt@sfcta.org

I-44.1 | Hi - I'm a resident of San Francisco. I can't believe it has taken so long to implement super fast brt on Geary. Do it now! And include rail beds!!

Gregory M. Davies
Senior Vice President
Cushman & Wakefield
M 408-221-0290
D 408-615-3484
gregory.davies@cushwake.com
CA License 01362233

Responses to Comment I-44: Davies, Gregory

- I-44.1 Support for BRT on Geary Boulevard is noted. Please refer to Final EIS Chapter 2 and Master Response 1a for a discussion of alternatives considered and rail readiness.

1 MICHAEL LOCKE: My name is Michael Locke,
2 L-O-C-K-E. I support the implementation of this
3 project. As resident of the Geary Corridor area, I
4 feel largely cut off from the central city and agree
5 with the efforts to speed access toward downtown. If
6 local business interests successfully derail this
7 opportunity to connect the city, I will be much less
8 inclined to patronize them.

9 EDEN SMITH: My name is Eden Smith, E-D-E-N, last
10 name Smith, S-M-I-T-H. I am here on behalf of the
11 Friends of the Urban Forest, an advocacy group for San
12 Francisco's tree canopy. And as a resident of San
13 Francisco, I would like the tree removal and replanting
14 project to consider two factors: One, include drip
15 line irrigation at the time of construction to save
16 long-term costs and ensure health of the trees.

17 And further: To consult specialists on the
18 species of trees that will be planted to ensure drought
19 resistance and appropriateness of location, and that
20 specialist should be the Friends of the Urban Forest.

I-45.1.1

21 MARIA DE ALVA: My name is Maria De Alva, spelled
22 M-A-R-I-A D-E space A-L-V-A. I support the removal of
23 the pedestrian bridge at Webster and Stanyan. There is
24 no need for it. Currently, it feels like pedestrians
25 are second-class citizens and the car is king. The

I-45.1.1
cont.

1 bridge is poorly maintained and doesn't feel safe at
2 night.

I-45.1.2

3 I have questions: What will happen to the
4 spaces at the base of the bridge that have become
5 camping and dumping sites? Are there opportunities to
6 create public spaces?

I-45.1.3

7 And the other question is: Are there plans to
8 collaborate with the Peace Plaza to create a more open
9 and pedestrian-friendly gateway to the Plaza from Geary
10 Boulevard?

11 GLYNIS NAKAHARA: My full name is Glynis Nakahara,
12 spelled G-L-Y-N-I-S, N-A-K-A-H-A-R-A.

13 The format of this public comment hearing,
14 meeting is galactically a waste of time. I came here
15 to get a distilled presentation of the main points so I
16 don't have to read 750 pages, and I was hoping not only
17 to deliver my personal comments but to benefit from a
18 rich conversation with others about the pros and cons
19 of the proposed improvements. Because this format
20 provides neither, I wasted an hour already of my time.

21 I came here because I thought there would be a
22 lot of people making public comments and it would be a
23 rich conversation, I could really get full
24 understanding of other people's ideas that would
25 influence my own opinions.

Responses to Comment I-45.1: De Alva, Maria (verbal comment)

- I-45.1.1 Support for the removal of the Webster Street bridge is noted. In response to public comments, demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. See Final EIS Chapter 2 and Master Response 1b for further details.
- I-45.1.2 The project previously had proposed converting the footprint of the existing bridge into landscaped or hardscaped public space. However, in response to public comments, demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. See Final EIS Chapter 2 and Master Response 1b for further details.
- I-45.1.3 The comment does not question the adequacy of the environmental document or the characterization of any specific potential effect. The project does not include modifications to Peace Plaza. However, the proposed new signalized pedestrian crossing of Geary Boulevard at Buchanan Street will provide new, more direct access to Peace Plaza from the south. Aside from that connection, the project does not include any improvements to the interface between Geary Boulevard and the Peace Plaza.

Letter I-45.2



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your email or mailing address if you wish to be notified when responses are published.

María De Alva

NAME

Resident

AFFILIATION (IF APPLICABLE)

mf.de.alva@gmail.com

EMAIL OR MAILING ADDRESS

Comments: I support the removal of the pedestrian

I-45.2.1

bridge at Webster (and Stanyan). There's no
need for it, currently feels like pedestrians are
second class citizens and car is king.

The bridge is poorly maintained and doesn't feel
safe at night.

I-45.2.2

QUESTIONS: - What will happen to the spaces at
the base of the bridge that have become camping and
dumping sites? Are there opportunities to create public
spaces? Landscaping?

I-45.2.3

- Are there plans to collaborate with the Peace Plaza
(Japantown) to create a more open and pedestrian
friendly gateway to the plaza from Geary Blvd?

(continue on other side if necessary)

Responses to Comment I-45.2: De Alva, Maria

- I-45.2.1 Support for the removal of the Webster Street bridge is noted. In response to public comments, demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. See Final EIS Chapter 2 and Master Response 1b for further details.
- I-45.2.2 Please see response to identical comment I-45.1.2 above.
- I-45.2.3 Please see response to identical comment I-45.1.3 above.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Opinion on Geary BRT

1 message

danny@dannydechi.com <danny@dannydechi.com>

Sun, Nov 22, 2015 at 12:30 PM

To: gearybrt@sfcta.org

I-46.1

I grew up in the Richmond District. I am not for the Geary BRT because it will take out car lanes, make traffic worse. Also, it's not aesthetically appealing to replace the median greenery with a metal fence.

Besides, the 38 bus line works fine right now, getting from 23rd Avenue to downtown in 30 minutes. What's the big rush?

Danny

Responses to Comment I-46: Dechi, Danny

- I-46.1 See Master Response 2a for a discussion of traffic on Geary and diversion to surrounding roadways. The existing transit service suffers from slow travel speeds, irregular arrivals, and other problems that decrease its utility for the many riders that use it every day. The project would improve the transit service and reliability for these riders, along with improving safety for pedestrians along much of the Geary corridor.

Letter I-47

From: **cabolh via GearyBRT** <gearybrt@sfcta.org>
 Date: Thu, Nov 5, 2015 at 12:43 PM
 Subject: [GearyBRT]
 To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>
 Cc: Chris Denevi <ace1photo1basbal@aol.com>

Dear SFCTA,

- I-47.1 | Your proposal to change GEARY BOULEVARD to a procession like street is not in the best interests of tax paying citizens . You want to improve bus times by 10-15 min. is a very poor return for the money, headaches and problems for the people who can't ride the bus. How many cars use Geary Boulevard in a day? You are eliminating one lane of traffic each direction to make bus lanes only.
- I-47.2 | First what about double parked cars cutting lanes to one. We all know it's illegal but NO ONE EVER enforces it. What happens is traffic diverts into the residential neighborhoods.
- I-47.3 | Its already happening with Geary Boulevard signals set for go a block and stop wait 45 sec. go a block and stop wait 45 sec. (this is from about Park Presidio to Masonic)!!
 The parallel streets of Anza, Balboa, Cabrillo , California and Lake have highly increased car traffic from people not using the BOULEVARD!!
- I-47.4 | Second the buses will be stopping and picking up passengers . The longer people wait the more passengers there are so buses will back up since the people on the bus will have to also get off the bus at some place along the route. Will buses be passing one another in those 2 lanes? and what about people who cross in those two lanes.
- I-47.5 | Third I think it will result in more pedestrians being hit as they try to run for the bus now in the middle of the street!! Think about it!! Now you can run do the sidewalk for a few blocks to get to the bus stop .
- I-47.6 | Fourth this city NEEDS MORE EDUCATION FOR PEDESTRIANS AND BICYCLISTS! PUBLIC SAFETY !!! FOR EXAMPLE JUST BECAUSE YOU HAVE THE RIGHT OF WAY DON'T ASSUME THE CAR ,TRUCK OR BUS OR BIKE SEES YOU!!
 I LEARNED THAT RULE WHEN I WAS 5YR OLD GOING TO KINDERGARTEN!!
 I take care of an elderly Mom and every day when I drive to her house 20 min away there is at least one person walking distracted not paying attention; bicyclists running red lights or not having a light on their bike after dark. Pedestrians should wear clothing that can be seen at night. Or else light the streets better.
- I-47.7 | If you REALLY WANT TO IMPROVE BUS SERVICE FOR THE Richmond corridor have some buses that turn around at Park Presidio like they use to !! Then the people who live in the inner Richmond can actually catch a bus instead of waiting for 3-5 buses pass them full!!
 Plus have more buses run during the commute times!! and school times. Plus work on improving the practice of replacement drivers for when bus drivers are sick. (I know for a fact that many times if a regular driver of a route is sick HE IS NOT REPLACED!! that means that the route is short one bus all day!!
- I-47.8 | With as much \$\$\$ this city collects in taxes I believe as a native San Franciscan that it needs to spend \$\$ on public playgrounds, the public schools-(including pay to keep teachers in San

I-47.8
cont.

Francisco), and its MUNI. Especially increase the number of electric (battery -not overhead wires-those need to go too).

Digging up Geary Boulevard is wasting \$\$ for a short sighted fix of transportation problems with MUNI. It effects the businesses who will have less street parking available and the disruption of 2-4 years of construction. The main areas where buses have congestion is after Franklin and Van Ness. They already have a lane buses only but because the buses are too long for that area of the city they block the street . There needs to be ENFORCEMENT of bus only lanes unless turning. If they need more cops on traffic duty and or meter persons so be it.

It seems to me the only people benefitting from this project will be the construction companies .

Thank You ,
Christine Denevi
[415-752-6384](tel:415-752-6384)

PS I have live on or next to Geary Boulevard for 64 years! I remember when they had street cars!! Don't go back to those -noisy and ground shaking!! the best solution would be to put everything underground!!

Sent from Windows Mail

Responses to Comment I-47: Denevei, Chris

I-47.1 The Geary corridor is identified as a Transit Preferential Street in the City's Transit First Policy. The Transit Preferential Street program includes measures to improve public transit vehicle speeds and to minimize the effects of traffic on transit operations. San Francisco's General Plan, Policy 1.3, states "Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs."

The Hybrid Alternative/LPA would generally result in decreased automobile travel times along the Geary corridor relative to the No Build Alternative. A portion of traffic trips would divert to walk, bicycle, public transit, and ride sharing.

There are 50,000 transit boardings on Geary bus lines every day, which is roughly the same number of private autos utilizing the Geary corridor every day.

I-47.2 See Master Response 2a for a discussion of traffic on Geary and diversion to surrounding roadways.

The center-running portion of the project is designed to separate transit vehicles from illegal behaviors like double parking. Traffic regulations enforced by SFMTA for double-parking include fines ranging from \$100 to \$1,000 depending on the type of traffic obstruction. The city will continue to enforce against double parking violators as resources allow.

I-47.3 Geary is the most heavily utilized east-west transit route in the area. The City has declared Geary as a transit priority corridor.

Traffic diversions from Geary Boulevard would not be concentrated on any particular street. Instead they would spread out across all of the parallel streets within the Geary corridor. Higher capacity streets with the ability to carry more vehicles, such as California and Fulton Streets, would carry relatively greater shares of the diverted traffic. Smaller side streets would carry relatively smaller amounts of diverted traffic. See Master Response 2a and Section 3.4.4.4 of the Final EIS for more information pertaining to traffic diversions.

I-47.4 The project improvements will improve transit travel time, reduce bus bunching, and more evenly distribute bus boarding. Please see Master Response 2d as well as Section 3.5.4.4 for a discussion of pedestrian safety.

I-47.5 The existing unfavorable pedestrian conditions along the Geary corridor are the basis for part of the project need, as described in Draft EIS/EIR Chapter 1 (Project Purpose and Need). Please refer to Master Response 2d as well as Final EIS Section 3.5.4.4 (Pedestrian Safety) for a discussion of pedestrian safety as a result of the project.

I-47.6 Support for pedestrian and bicyclist education is noted. Please see Master Responses 2d and 2e for a discussion of pedestrian and bicyclist safety as it relates to the project.

I-47.7 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives.

Short-lining transit routes is highly dependent on finding suitable layover space for drivers. This operational change was considered by the City and may be implemented sometime in the future.

As noted in Master Response 1a as well as at Section 2.7.1 of the Final EIS, providing additional transit service but not improving the travel time and reliability of the service would be very expensive operationally and would yield marginal improvement. However, allowing the bus to travel the corridor more quickly, such that it is able to traverse the corridor more times than conditions allow, would have the same effect as adding additional service.

I-47.8 See Master Responses 2b, 2c, and 3a regarding construction-period effects, parking loss, and local business impacts, respectively.

The Draft EIS/EIR extensively studied ways to maintain the supply of loading and delivery spaces. The center-running portion of the project is designed to separate transit vehicles from illegal behaviors like double parking. The city will continue to enforce against double parking violators as resources allow.

I-47.8
cont.

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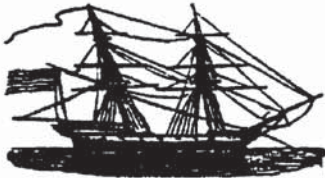
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Sent from Windows Mail



David W. Dippel

336-15th Ave., San Francisco, CA-94118-2807

336-15th Avenue

(Phone/FAX 415/386-1345)

November 1, 2015

Ms. Tilly Chang, SFCTA
Geary BRT Project, 22nd Floor
1455 Market Street
San Francisco, CA-94103

BY EMAIL
gearybrt@sfcta.org

Subject: Opposition to Geary BRT-EIS/EIR

Dear Ms. Chang:

I.48.1.1

Please know that I am appreciative of the effort to address the need for enhanced passenger service to and from the Downtown for the Western part of San Francisco. However, based on a review of the 766 pages of the "Draft EIS/EIR, version September 2015", the staff recommendation for "Alternative 3, Consolidated" (fig. 2-13, pg 2-35), or "Hybrid Alternative" (fig. 2-15, pg 2-40) BRT project fails on many levels to meet our needs without extraordinary negative impact in the Richmond District. If bus service was consolidated and the left-turn configurations were used from "Alternative 3" (fig. 2-10, pg 2-31), and protections were put in place to protect small businesses during construction, the proposed BRT project could serve as an expensive interim solution while a Geary subway is being built. There are cheaper interim solutions that would do the job that would cost less and require less time to build and therefore minimize negative impact on local businesses.

Please note that comments are grouped under the following headings-

- Procedural Problems
- Historical Comparables
- Impact/Mitigation Ignored
- Re-envisioned, Phased Mass Transit
- Conclusions

Procedural Problems

I-48.1.2

So, after several years of presentations for putative public comment and input, SFCTA's BRT Project has concluded exactly as it was initially rolled out. Having attended several public presentations the observation was made that the expensive program was a "dog and pony show" where practiced moderators expressed solicitous concern, even going so far as to take notes for the record. "We've come to hear from you", is, evidently, not the same as coming to "listen to you". Legally, the process satisfied the requirements for public outreach and feedback prior to moving forward, but went forward unchanged by statements of deleterious impact or suggestions for improvements. Further, by dividing up meetings throughout the Western side of the City, there was no coherent, holistic awareness of impact. BRT was a model for the tactic of parsing opposition and pushing forward to a goal line with minimal compromise.

Historical Comparables

Historical Comparables

The problems of population density and transportation capacity aren't new, and past experience and solutions employed ought to be considered to foreshadow both successful and failed concepts.

I-48.1.3

- 1) The past history of transportation in the Borough of Manhattan, NY, demonstrates the failure of road surface solutions in the late 19th Century when piling more traffic on or above the roads was recognized as a failure. The elevated train causeways, affectionately called the "L", were seen as a noisy, dirty second decks that would either require another deck layer or abandonment of stacked roadways in favor of a subway system. The subway system now has multiple below grade levels, and many streets have been converted to one-way traffic to enhance demands created by high population density.
- 2) There are many postcard views of streets in San Francisco in the late 19th and early 20th Century showing two (2) opposing streetcar lines- sometimes more. Clearly there was little sophistication in traffic control tools we take for granted, like painted traffic lanes and crosswalks and passenger loading areas. The center of the street streetcar lines continued in areas of the City until about 1950. One passenger's fate was associated with center of the street access and stands for that of many others. A great-great-aunt, born just after the Civil War, got off a streetcar and tripped crossing the rails and broke a hip around World War II. Lacking surgical fracture reduction, she used a cane and had a painful limp until her death in 1950. Street center streetcars were eliminated in favor of passenger curb service safety.
- 3) San Francisco's recent history in construction of center of the street rail lines has been a costly experience along 3rd Street and Ocean Avenue that delayed and diverted traffic and eliminated parking for prolonged periods of time. Many "Mom & Pop" businesses, small neighborhood business, were closed. Seniors had to use expensive alternatives to get around; seniors lost accessible shopping, and young people lost entry-level jobs. And, this has been an experience shared everywhere that a BRT-like system has been built- the most recent being in Oakland, CA.

I-48.1.4

Impact/Mitigation Ignored

Because public meetings for BRT were held in widely separated venues, and discussions were specifically tailored to concerns of the residents of the nearby area and not covering the total project, public comment was focused to specific areas, not the sweep of the entire project. With this in mind, local issues are offered, going from the East to West.

- 1) **IMPACT:** On Thursday, January 30th, the SFCTA held the last of its BRT public comment forums at the Kimochi Senior Center at 1840 Stockton. The director of the "Center", Steve Ishii, was allowed a few minutes to present his concerns about the proposed surface street changes for Geary at Fillmore. Chief among his concerns was the increased difficulty in crossing a 6-lane street, with or without pedestrian islands, the huge loss of frontage road parking, the loss of bus stops which increased walking distances for the disabled, the increased difficulty for curbside disability drop-off/pickup, and the fact that those with mobility problems wanting to go to the

Impact/Mitigation Ignored. continued

"Peace Plaza" had to be dropped off, not at the Geary steps like everyone else, but around the corner and forced to walk through the "Ginza".

MITIGATION: The loss of the Fillmore Tunnel was anticipated in an August 12, 2013, comment letter, which was sent as part of a larger letter to Sean Kennedy, AICP, TEP Manager, on February 16, 2014. The concept of another approach was never offered in any of the BRT meetings as the basis for enlarged comments or as an invitation to share other views:

I-48.1.4

cont.

If the excuse to remove the Fillmore tunnel is the sense of division in the area of Japan Center and the pedestrian bridge at Steiner, why not get creative rather than destructive? Perhaps the underpass/tunnel at Fillmore should be thought of as a clue to making a better joining of both halves of Geary, North and South? Why don't we take what we have and make it better? Geary's depressed roadway at Fillmore could offer the entre to a ground level plaza above an enlarged tunnel whose surface frontage roads could be closed off for special events to offer a proper "Peace Plaza" for more than just Cherry Blossom time. Enlarged and fully covered, a newer tunnel could run from before Steiner from the West and Laguna from the East. There'd be no need for pedestrian bridges or any feeling of division. The frontage roads could be kept near curbside parallel parking, or moved inwards for better spacing.

In the "Letters to the Editor", San Francisco Chronicle, February 11, 2014, there appeared a prophetic letter by Raphael Stricker of San Francisco:

So let me get this straight: People are saddened because a pedestrian was killed crossing Sunset Boulevard, a busy and dangerous six-lane thoroughfare in San Francisco. Yet apparently the same people want to eliminate the Fillmore overpass that allows pedestrians (and local traffic) to safely cross Geary Boulevard, a busy and dangerous six-lane thoroughfare in San Francisco. Am I missing something?

The area of Geary at the Fillmore overcrossing is a serious design concern that requires the successful weaving and integration of many service demands in a relatively confined space. Any workable design must be overarching and inclusive for everyone concerned. Simply putting a broad, divided freeway at Fillmore is appropriate for Los Angeles. We need to borrow an L.A. Century City conceptualization and draw from the harmony and style of "Peace Plaza" to express San Francisco's special place in California history, and our long history of style in presentation. A ground level 6 or 8-lane LA style freeway just doesn't belong.

I-48.1.5

- 2) **IMPACT:** The BRT, as currently designed to go to 48th Ave. in the Richmond District, and lacking consolidation, involves a pair of opposing lanes intended to carry all existing bus traffic now offering curb service as well as BRT coaches. All commuter passengers, as well as young children, Seniors with varying levels of mobility and cognition, and people with varying degrees of mobility or disabilities must cross traffic lanes to enter or leave center of the road passenger loading platforms. Additionally, because all of the buses currently on Geary will be in the center lanes, the fastest BRT will go at the speed of the fastest local bus that stop at all stops. The necessity for maintaining rapid schedules will demand BRT buses pass all local service coaches by entering and exiting opposing direction BRT lanes. Irrespective of signaling to halt opposing bus traffic, the vast number of commute direction bus traffic will encounter delays from even small numbers of counter commute buses.

Impact/Mitigation Ignored, continued

- I-48.1.5
cont.
- And, priority street traffic signaling at all intersections won't speed commute service because of the complex interaction between local and BRT service, all impeded by the counter commute bus traffic, not to mention left turns.
MITIGATION: When asked about the ultimate design plans for mass transit on the Geary corridor, the BRT outreach team consistently denied the return of rail cars. Firstly, BRT must be regarded as an interim solution, a stop-gap measure that must be refined to overcome issues of passenger safety, interaction with local bus service, potential reduction of traffic lanes and transference of traffic to parallel arterials and neighborhood streets, left turns in front of commuter buses, loss of street parking and interference with local businesses- in other words the life of the community. Next, there must be a successor transit plan that clearly, honestly states a planned design and the construction of a mass transit system that frees up local streets for the neighborhoods- a Manhattan style subway system that is currently under construction to Fisherman's Wharf. The best interim BRT design is a single center lane, commute direction BRT that leaves current curb bus service to provide enhanced passenger safety while leaving curb parking, sidewalk trees, businesses and crosswalks as they are, and doesn't interfere with traffic patterns. Such a system would be cheaper and faster to build and have minimal neighborhood impact.
- I-48.1.6
- 3) **IMPACT:** The current BRT design will likely move commute traffic to parallel arterials when traffic backs up on Geary, especially when mass transit is given preference to vehicular traffic at signaled intersections. Also, the current design decreases the number of left turn lanes in the Richmond District. The BRT center lane design will require left turns in front of all bus traffic at remaining locations, slowing the "Bus Rapid Transit" system. Without "Smart Signaling" for left turns, turning traffic and pedestrians will be in the same crosswalk space at the same time, continuing the current dual use concept that is contributory to pedestrian injuries and deaths in crosswalks.
MITIGATION: With a single center lane BRT, there will be no decrease in traffic lanes and there should be no shifting to parallel arterials, especially if left turns are barred during commute hours as has been done on Judah. Also, with a single BRT lane, left turns can be eliminated from Geary in the Richmond District during commute hours in favor of a diffuse pattern of right turns. If turn signals must be used, they should be controlled through the discriminatory programming of push to cross buttons for pedestrians and under pavement pressure plates to insure single use of crosswalks- either pedestrians or cars, not both. If there are both pedestrians and vehicles waiting to use a crosswalk, the turning and crossing lights must cycle every other light to insure only pedestrians or vehicles pass through a crosswalk. BRT, as engineered, will continue to endanger pedestrians in crosswalks.
- I-48.1.7
- 4) **IMPACT:** The issue of the location for left turns from Geary creates a negative impact on neighborhood streets and encourages the shift of traffic to parallel arterials during peak commute hours. With the exception of "Alternative 3", the proposed retention of left turns at 11th Ave, 12th Ave., and 15th Ave., as well as the loss of the current ability to make "U" turns on Geary at these same intersections,

Impact/Mitigation Ignored, continued

- I-48.1.7
cont.
- will push even more traffic into de facto cloverleaf patterns on these residential neighborhood streets.
MITIGATION: The Doyle Drive closure of July 9-12, 2015, offers a solution to the BRT proposal to continue with de facto cloverleaf traffic on residential neighborhood streets that are close to the major arterial intersection of Geary Boulevard and Park Presidio Drive. The concept, at its core, embodies the need to handle turns between arterials on the arterials. During the July Doyle Drive closure, Hwy 101 traffic was guided by SFMTA-DPT personnel to go from Southbound Park Presidio to Eastbound Geary. In essence, DPT women and men signaled with flags and whistles to stop Northbound Park Presidio traffic at Geary, while directing vehicles in a temporary left-turn lane on Southbound Park Presidio through their turn onto Eastbound Geary. DPT personnel stood in place of left turn signal lights and computer light controllers to effectively and safely make left-turns. In proof of this, 8.02 gigabytes of digital video was taken over 4-days as evidence that turns are possible between these major arterials. Further, when DPT personnel went home at 6:30 PM, these same turns went on, self-guided by motorists. In addition, traffic on 11th Ave, 12th Ave, and 15th Ave was restored to quiet unseen since before the installation of 4-way stoplights at these intersections many years ago.
- I-48.1.8
- 5) **IMPACT:** The proposed BRT turn-around commencing at the division of Geary and Point Lobos at 39th Ave and making two let turns at 48th Ave before heading back Downtown, is represented in all alternative configurations of the BRT project. There will be a dramatic increase in bus traffic in this area, coupled with necessary idling to maintain scheduling intervals, and rest time for comfort breaks for operators.
MITIGATION: The increased bus traffic demand on a small area cannot be avoided with BRT- with any configuration. The cheapest form of mitigated impact would be a consolidation of service routes to lessen, even minimally, the number coaches involved. Less, by any measure, is better than more. Although the concept of a 19th Century "roundhouse" with a turntable is still employed with cable car lines in San Francisco, it is also a practical alternative at 39th Ave to a long drive out and back 9-blocks from the split between Geary and Point Lobos Ave at 39th Ave. The most expensive form of mitigation would be a turn around in an underground roundhouse so that idling buses and with non-operation for comfort breaks wouldn't disrupt nearby residences. With billions spent, what's a few millions more?
- I-48.1.9
- 6) **IMPACT:** Most small businesses on Geary Blvd. have been located in the same place for many years, some for decades. During the construction phase of the BRT project, 5-block sections of Geary Blvd. sidewalks, parking and business access will be interrupted for 3 to 5-months for each block, or longer. This could represent a business disruption of at least a year and ¼ for each five-block construction zones. Most small businesses operate on thin margins and lack cash reserves to cover extended closures or lack of sales. During periods of minimal or no business, there are basic overhead costs like rent, utilities, insurance and payroll, to mention a few things that must be paid. During SFMTA construction projects on Ocean Ave and also on 3rd St. too many "Mom and Pop" businesses had close for good. This is also

Impact/Mitigation Ignored, continued

I-48.1.9
cont.

an ongoing outcome for a BRT project in Oakland. Considering the City's strong position against "Big box" retail, the failure or damage to small businesses is a serious blow to the fabric of a neighborhood and undermines the City's economic base. Additionally, small businesses represent entry-level jobs where young people get experience and a start to support school tuition or training for full-time employment. Seniors, who frequently rely upon local businesses because of mobility or other health issues, will find that they must go greater distances to buy their basic needs, which means spending more for transportation.

MITIGATION: The first-step to minimize the detrimental effects of prolonged construction projects is to go back to the drawing board and envision a less invasive interim transit project. For instance, an interim consolidated single lane surface bus system with a commute hour dedicated lane would serve until a more efficient subway system could be built. And, a basic requirement for any re-envisioned, interim mass transit project is to shorten any street closure or denial of access. As a starter, the time involved in the construction of an interim, surface one-lane, commute direction BRT system would be half as long as a two-lane project. Focusing or concentrating resources on one-block sections of a street means construction is done in discrete, predictable units of time with the least amount of down time for resident businesses. Furthermore, as the concept of grants to local businesses to insure a bridge beyond obstructive construction has helped in Oakland, it is too little for the anticipated duration of BRT construction. If grant amounts cannot be made to cover basic business idling or hiatus, then the City and County of San Francisco must underwrite no interest loans to insure business survival. We don't want to create an unnecessary perfect storm that sweeps away a necessary element of our economy and neighborhood life- our small business community.

I-48.1.10

Re-envisioned, Phased Mass Transit

If the Central Subway from Market Street to Fisherman's Wharf represents the best that we can buy, then we should, as a community, demand that we watch our resources and not waste money on the currently visualized, very expensive two-lane BRT system. Interim solutions are meant to be cost effective bridges to provide for a growing transportation need while preparations are being made for a permanent fix. Like Manhattan, we shouldn't be buying into an expensive fix that becomes like the elevated, an expensive alternative that has to be demolished. The "L" was a blight upon the cityscape of Manhattan. Do we want to destroy our landscaped medians and curbside trees in favor of a curb-to-curb, broad carpet of transportation lanes that resembles a Los Angeles freeway?

If we need time to pull the resources together to build what we all can see is a better solution, a subway system, we need to think about what are the steps, the phases of development that are each built upon the preceding. We cannot waste time or valuable resources on an expensive solution that is really a wasteful distraction that diverts money and resources from our primary goal, a world-class subway.

So, what are the steps?

Re-envisioned, Phased Mass Transit, continued

I-48.1.10
cont.

- 1) The engineering and planning needed for an interim “people mover” has mostly been done as elements of the putative BRT system. The cross application of existing elements can be redirected, repurposed to fit Phase One of an interim mass transit need.
- 2) Phase One is either a dedicated, commute direction curb lane with delivery parking restrictions as exists East of Cathedral Hill on Geary and O’Farrell and continuing West in the same fashion on Geary, or a single street center commute direction BRT lane. Of the two, the dedicated commute hour curb lane would be cheaper and faster to put into service as there would be no massive reconfiguration of subsurface plumbing, destruction of center medians, parking, or street architecture.
- 3) Phase Two involves the consolidation of bus lines to simplify multiple bus types to those for either local curb service or “R” buses destined for quicker service with fewer stops.
- 4) Phase Three would involve surveying and engineering studies to generate necessary plans for subway lines and stations with an eye to creating other connections for a line heading South towards Daily City (and its Bart Station) in the vicinity of Park Presidio Drive.
- 5) Phase Four allows phased funding to either build Westward in discrete stages or extensions, or buy the whole project. Pay as you go phases would allow a gradual movement of end stations to allow for orderly shifting of passengers to surface transport. Any construction hiatus for renewed funding would be at a station.
- 6) Phase Five would be subway construction in a pay as you go process, or an extended, ongoing process.
- 7) Phase Six could be concurrent with earlier stages and entail ongoing purchase of subway cars and other equipment that could be tested and used on the Cross-Town subway before being transferred to the Geary subway line.
- 8) For everything, the public buy-in is necessary for needed approval and support, and its important to encourage patience for the ultimate goal.

CONCLUSIONS

I-48.1.11

The people of San Francisco deserve all of their transportation needs and expectations be met by their government. Although the public input process is more approachable, the process should not be about supporting or justifying preconceived solutions. Problem solving is more than the imposition of outside solutions looking inward at the question; it is about letting a problem define itself and reveal outward solutions. In customer service we must live through the needs of our customers, not tell our customers how to live. The first is an expectation in democracy, the latter a recipe for disgrace.

In re-reading Paul Kozakiewicz’ editorial (copy attached) that appeared in the Richmond Review in January of 2006, a number of governmental actions come into question in light of the SFCTA-BRT 766 pages of the “Draft EIS/EIR, version September 2015”. Going back, and back, and back to the formulation of the eventual legislation known as “Prop K” for 2003, there are questions that bring to mind a general legal concept known as the “fruit of the poisoned tree.” Clearly, Paul’s research into “Prop K” raises doubts about the “open government” policies of the City and County of San Francisco, and a series of steps taken that not only spring from a closed insider deal, but also compound the initial errors of judgment.

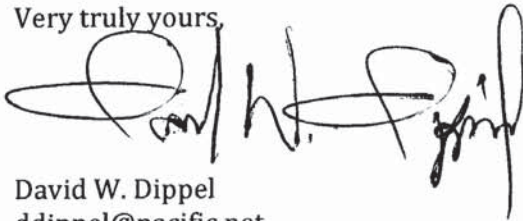
Conclusions, continued

I-48.1.11
cont.

Isn't it a deceptive practice, even a criminal misuse of public office, to conceal the true intent of legislation by burying one set of changes in a ballot proposition devoted almost entirely to another topic? A stealth paragraph was inserted in "Prop K" that authorized taxes for the project that became BRT and authorized the sale of future government bonds outside of the requirement for a separate 2/3s vote requirement for each issue. This should have faced a vetting process involving public hearings and open engagement of community groups long before November of 2003. No one heard of it. How could the Board of Supervisors, our elected watchdogs, vote 11 to 0 in favor of putting this stealth fiscal bombshell on the ballot? Did not even one Supervisor read the package presented with the proposed "Prop K"? And, what about their aides? How could the Department of Elections not have known the full language of "Prop K" and not indicated all of the ramifications of a "Yes" or "No" vote in the "Voter Information Pamphlet"? How did the Controllers Office statement on "Prop K" miss an issue that could result in an eventual \$11 billion transportation cost to taxpayers?

The prudent course in all matters of public business is to face the public, the voters and the taxpayers with the truth, clear options as individual choices. A truly openhanded process would result in a win at the polls that everyone would accept and support. The SFCTA public hearing process leading to an EIR appears to be part of a long line of deception regarding BRT. The statute of limitations appears to have expired. But, can we really trust those who corrupt civil process not to advance private agendas? I have no confidence in the EIR that went through the motions to invite public comment, yet results in recommendations that are unchanged from the first proposals.

Very truly yours,



David W. Dippel
ddippel@pacific.net

Enclosure: "Supervisors Pull a Fast One", Editorial by Paul Kozakiewicz, Editor,
Richmond Review and Sunset Beacon, January 2006

cc: Mayor Edwin M. Lee
Members of the S.F. Board of Supervisors, c/o Clerk of the Board
Friends and Neighbors, 15th Ave and Tacoma
Paul Kozakiewicz, Editor of the Richmond Review/Sunset Beacon
Planning Association for the Richmond
Ed Resikin, SFMTA
Sean Kennedy, AICP, TEP Manager

By Paul Kozakiewicz

Supervisors Pull a Fast One

The SF Board of Supervisors didn't do city residents any favors when they rushed a 1/2-cent sales tax increase for transit projects to the ballot in the middle of one of the most-contested election battles or all time – the Gavin Newsom versus Matt Gonzalez race for mayor in November 2003. The proposition looked like a no-brainer with its slick and glossy cover, but the fine print of the proposition's putrid innards is where the devil lie.

Proposition K, which needed a two-thirds vote to pass, was approved by the voters in 2003. It replaced a previous sales tax measure, Proposition B; the original 30-year sales tax measure passed by city voters in 1989. The City did not need to renew the measure for another 16 years, but the supervisors, acting in their capacity as the County Transportation Authority, voted 11-0 to move the new measure to the people.

By doing so, the supervisors accelerated transit projects in the City by going into debt and forced major transportation projects on the citizenry without adequately telling them about the changes or giving them the opportunity to voice their opinions about the projects. That's call not properly vetting the public process.

Prop. K was 10-pages long as printed in the voter's pamphlet. Buried in its text was the creation of a Bus Rapid Transit (BRT) plan for the City, which would create dedicated transit lanes on some of the city's busiest thoroughfares – Geary Boulevard (with an eye toward a light rail system), Van Ness Avenue and Potrero Avenue. The resulting reverberations from the action – traffic being dispersed into the neighborhoods, safety issues, and the potential decimation of the local business communities – were not discussed by the public at large because they did not know about the plan.

But it gets worse. The TA, via the committee operating right under its nose, was running a political campaign, complete with hired political consultants, to pass the measure. The Chamber of

Commerce and the TA both commissioned polls and members of the Expenditure Plan Advisory Committee (EPAC) were told to treat their actions as part of a political campaign. The advisory committee was established to work with the TA in the creation of Prop. K's legislative language.

A TA poll that was conducted and given to EPAC members during their regular meetings showed some 35 percent of the public was opposed to light rail.

That's bad when you need 67 percent of the public to pass a tax measure.

It's no wonder the presidents of the Geary, Clement and Sacramento street merchants' associations knew nothing of the transportation plan's fine print, because they might have had some problems with it.

"I'm opposed to any measure that would bring more cars to Clement Street," said Irv Phillips, president of the Inner Clement Street Merchants Association.

With the board of supervisors flying their plan under the radar of the city's citizens, many neighborhood activists also didn't know of the Geary plan, including Edith McMillan, who was the one who informed me of the city's plan to put cellular antennae on the top of George Washington High School, a plan that was halted. In fact, I've discovered very few people in the Richmond who knew they were voting for the Geary BRT/light rail plan when they voted for Prop. K.

I don't think that's an accident.

Muni Wins Without Firing a Shot

Muni was out in the Richmond in the early '90s pushing its light rail plan for Geary Boulevard when they encountered resistance from some people in the district, including the merchants, who wanted to know what the action would do to them.

A major planner of the project with Muni at that time, Peter Straus, is now working with the TA to get the Geary plan implemented.

With Prop. K, Muni was able to achieve its aims for Geary without firing a shot – no messy debates or constructive criticism. Just do it.

The plan was slipped into Prop. K, with the tacit blessing of Richmond District Supervisor Jake McGoldrick, and moved forward in the planning and budgetary notification process with little or no notification to significant neighborhood groups.

There was also little discussion about the financial ramifications to city taxpayers. Yes, the 1/2-cent sales tax would help pay for transit projects, but Prop. K also allows the board of supervisors to issue bonds to go into debt to pay for projects.

Under the old Prop. B, the city was paying for transportation projects as sales tax revenue was coming in. But, with the board of supervisor's new and improved Prop. K, voter authority was slipped into the language of the legislation to issue bonds and deficit-spend on transit projects. Over the 30 year life of Prop. K, the City could pay as much as \$10.1 billion in debt service for the current transit plan.

Prop. K Process Flawed

The process of getting Prop. K to the ballot was flawed from the start when BART Director Tom Radulovich, an avid transit promoter who was a primary antagonist in the battle to save the Central Freeway in 1999, was named chairman of EPAC.

At the first meeting of advisory committee on April 29, 2003, Radulovich told committee members “EPAC’s approach to the expenditure plan should be along the lines of running a campaign for the November ballot.”

As well, the TA’s legal representation, attorney Stan Taylor told committee members that their advocacy for a particular position was OK. At the fourth meeting, on May 27, 2003, Taylor told committee members they did not have to follow the Fair Political Practices Act, which bans a committee member’s direct financial benefit while conducting city business, because the TA would not be the primary builders of the city’s BRT program.

Concerning the 28 members of EPAC (including seven alternates), only one was from District 1 (Richmond District). That person was Bruce Oka, who was on the committee representing the disabled community.

The people who composed EPAC did not represent a broad cross section of the population – it was heavily loaded with transit advocates, including members from Muni and the non-profit organization Rescue Muni, and short on small merchant advocates. The SF Chamber of Commerce was represented on EPAC and was a major sponsor of Prop. K, but the chamber has never let the views or concerns of the city’s small merchants get in the way of its agenda. Despite the chamber’s representative holding down the number two spot on EPAC, the chamber voiced little concern for the merchants on Geary Boulevard, Van Ness Avenue or Potrero Avenue.

Marie Brooks, the proprietor of an auto dealership on Van Ness Avenue who has been involved in civic affairs for decades, said she had no knowledge of the TA’s plan for Van Ness. My guess is most of the merchants on Van Ness, like most of the merchants on Geary Boulevard, still don’t know of the plan.

The TA says one of the groups it was working with before the November 2003 election was the Coalition for San Francisco Neighborhoods. But the TA never mentioned the BRT program when it was looking for Prop. K support, according to Barbara Mescunas, former president of the coalition.

The TA’s outreach campaign was inadequate or non-existent, with many important groups being overlooked or ignored. The entire ethnic community, including the Chinese living in the west side of the City, was not even notified. Only within the past several months, years after this process started, did the TA secure a \$200,000 grant for outreach to ethnic minorities.

The language to include Geary Boulevard in Prop. K was added to the draft proposition at EPAC’s fourth meeting, a “special meeting” where the legislation was moved forward had six

members in attendance, less than a quorum, and no members of the public to give testimony on an expected \$11 billion program. It was at this meeting when one paragraph was popped into Prop. K's text by Rescue Muni's Andrew Sullivan. The But Sullivan's one paragraph that was enough to get a "voter approved" mandate for digging up Geary Boulevard for a BRT and then light rail system.

Three 'Options' a Farce

It's no wonder the TA McGoldrick and other transit advocates haven't been out front discussing the Geary Boulevard Plan. There's only one plan – the one Muni always wanted in the middle of Geary – that makes any sense according to the language of Prop. K.

The TA is pretending to look at three options for Geary BRT, which has to be designed "rail ready" and built with dedicated transit lanes, according to Prop. K.

One option the TA is presenting at public workshops would use the outside lanes of Geary, much like the buses currently use. The two other options would have dedicated center lanes on Geary Boulevard.

The plans are:

- Option number 1 – the outside lanes of Geary Boulevard – It is debatable as to whether or not this option is even legal. All of Muni's light rail systems, which is what Prop. K calls for, are in the center of city streets. It is unlikely the supervisors would move a plan that would not be acceptable to seniors and advocates for the disabled. It also potentially costs the most in terms of lost parking for merchants because the bus stops have to be lengthened to accommodate the length of a two-car train.

According to TA **Senior Planner** Tilly Chang, the TA will not build rail in the outside lanes but can reserve the right to install light rail at a later time in the center of Geary because exclusive transit lanes on the outside of the street will be transferable.

I called City Attorney Dennis Herrera's office numerous times for a reading on the option, but got no response. I was initially told my four questions had to go to four lawyers, but I heard from no one.

- Option number 2 – Center lanes of Geary with **transit villages** on the inside of dedicated transit lanes. This plan would have passengers waiting on a center platform with buses or trains loading passengers on the left side of the vehicle.

There are two problems with this “option.” First, the City would have to spend millions of dollars purchasing special left-loading buses. And because there are no other left-loading vehicles in Muni's fleet, spare parts would have to be stocked and any vehicle that breaks down would have to be replaced from the special stock. Secondly, a bus would not have the ability to pass another bus, killing the option of operating speedier limited buses and causing a massive backup in the system if a bus breaks down. (Chang says the buses could possibly jump the short curb between transit lines to bypass a breakdown.)

A “twist” to Option #2 is to have buses and vehicular traffic running in opposite, or contra, directions on Geary so that the current stock of buses can be used.

This option is DOA.

- Option #3 – Center lanes of Geary with **transit villages** on the outside of dedicated transit lanes. The only drawback to this plan is the fact that transit riders will have their backs to vehicular traffic – a problem that can be easily mitigated.

The board of supervisors and the public are being led down a predetermined path.

According to Chang, speaking to members of the **TA's Citizens Advisory Committee**, the TA was hoping to narrow the choice of plans down to one before starting an Environmental Impact Report (EIR) for the project.

The TA's pretense of exploring “options” – it's not even a good charade.

PAR's Previous Forays in Transportation Planning

About the only group that I could find that knew anything about the plan for Geary BRT and light rail was the Planning Association for the Richmond (PAR), a group that supports the transit plan. But PAR was involved in an earlier planning disaster on Geary. In the late '70s, PAR supported a plan to calm traffic by adding bus bulb outs and restricting traffic on many of the district's side streets.

The experiment came to an end when neighborhood residents stormed City Hall demanding a change, according to Dr. Ron Konapaski, an Outer Geary resident who was involved in the storming of the Bastille

One member of PAR said the disaster occurred because an Environmental Impact Report (EIR) was not prepared for the project. He said the current plan for Geary would work better because an EIR will be prepared.

McGoldrick's Silent Treatment

"What I tried to get going was the process," McGoldrick told members of the public at the TA's Dec. 12 workshop.

In early December he said the Geary BRT was just a "set of options" being investigated to improve Geary.

But in this month's column in the Richmond Review, he now claims credit for the Geary BRT and says he is fulfilling a campaign promise.

As I mentioned in last month's column, McGoldrick had the opportunity to keep the neighborhood informed via Town Hall Meetings, direct mail, press conferences or via his monthly column in the Richmond Review. Yet, he chose silence except for a couple of oblique references to Geary transit improvements over the past two-plus years.

McGoldrick has an obligation to disseminate information to the public, especially concerning the largest public works project in half a century being jammed down the public's throat. As a district supervisor, other members of the board trust his decisions to be in

the best interest of the neighborhood-at-large – not in the interests of special interest groups.

McGoldrick voted to put Prop. K on the ballot. He addressed the first meeting of the Geary Citizens Advisory Committee, formed by his vote as a member of the TA, and has been chair of the TA for the past two years (and currently). There have been numerous opportunities to discuss the plan with the public as it has moved forward.

It's not right when neighborhood leaders, including the presidents of all of the merchant associations in the district, know nothing about a plan moving forward right under their noses that could drastically effect their livelihoods and the overall quality-of-life in the district.

I believe McGoldrick abused his position as a representative for all of the people when he decided to become a dictator – deciding on his own what is best for 80,000 people living in the district while quietly plotting to move the Geary BRT/light rail program forward without notifying the district's major stakeholders.

He decided to stay silent.

That is unethical – it should be illegal.

Is BRT Really Needed?

Prop. K passed because most people want to improve transit. A better, faster ride is a good thing.

But Prop. K is a flawed public process that throws money at transit, up to \$11 billion over the next 30 years, without objectively looking at the consequences of the TA's action or if the plans to tear up Geary and other city streets are actually needed.

The current plan for Geary BRT will run in the \$150 to \$200 million range and will not increase capacity by one person. It could decimate local businesses and increase traffic congestion and the good quality-of-life residents now enjoy. It is estimated that up to 15,000 vehicles, out of the 65,000 that travel the corridor every day, could be displaced to other east/west streets, including Fulton, Balboa, California and Lake streets.

As well, there is talk of increasing the housing density in the Geary Transit Corridor because the state and federal governments are giving grants for transit projects that achieve increased housing density.

And the intersections of Geary and Fillmore Street and Masonic Avenue will be reconfigured once again so vehicles at two of the city's busiest intersections can cross at street level while BRT or light rail vehicles take the tunnels.

One local merchant, Jack Reil from Big O Tires on Geary near the Masonic tunnel, almost went out of business in the late '70s because of the years of construction that was required to build the intersection. He says his only avenue to staying in business could be to sue to stop the process.

The current process is seriously flawed and should be investigated by the Civil Grand Jury.

A public process that is driven by political considerations is not acceptable. The people making policy decisions on behalf of the public should not be hiring political consultants and making transportation decisions based on political considerations. What happened to public agencies giving the people and elected officials the facts they need to make an intelligent decision?

The members of the board of supervisors should be ashamed for foisting a half-baked transit plan on the public without proper public notification or public input. They stuck their heads in the sand and refused to believe anything could be wrong with their massive public works project.

The way the enabling language for Geary BRT/light rail was buried, one paragraph deep in the language of Prop. K, would truly make any pork-barrel politician proud.

But are the results worth it? Spending \$200 million to \$1.5 billion for a mass transit system that won't add on person of capacity.

Riders during busy times will still have to stand and hang on while BRT or light rail vehicles lurch forward, one stop at a time.

The supervisors, and McGoldrick in particular, are gambling that a smoother, faster ride on mass transit will increase ridership and lure people out of the cars.

For the Richmond's sake, I hope the gamble pays off.

Responses to Comment I-48.1: Dippel, David

- I-48.1.1 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives, Master Response 2b regarding construction-period effects, Master Response 3a regarding local business impacts, and Master Response 6a regarding project cost.
- I-48.1.2 Please see Master Response 5b for a detailed discussion of public outreach and the evolution of the build alternatives carried forward in response to public input.
- I-48.1.3 Concerns over surface transit improvements and center-running lanes are noted. Please refer to Final EIS Chapter 2 and Master Response 1a and Chapter 10, Initial Development and Screening of Alternatives, for a summary of the considerations that resulted in the build alternatives that are carried forward herein. Please also see Master Response 2d for a discussion of pedestrian safety and Master Response 3a for a discussion of potential impacts to local businesses and how the project will address them.
- I-48.1.4 The commenter asserts impacts and mitigation were “ignored” in this and several subsequent comments. The commenter cites a number of public and published remarks about the Geary BRT project and other transportation issues in other locations around San Francisco. While the precise intent of the comment is not clear, the comment variously appears to endorse the concept of removing the Fillmore Street underpass and otherwise providing stronger pedestrian connections at this (and apparently other) locations in San Francisco.

To the extent the comment was critical of the proposed removal of the Webster Street pedestrian overcrossing associated with some build alternatives, please See Final EIS Chapter 2 and Master Response 1b, which summarizes a number of modifications to the Hybrid Alternative/LPA, including retention of the Webster Street overcrossing and secondary, improved ground-level crossings at this intersection. This modification was made after the agencies reviewed numerous comments on this issue and then conducted several focused meetings with organizations and stakeholder groups in the area. Please also see Master Responses 1a for a discussion of the alternatives development process, 2d for a discussion of pedestrian safety features, and 5b for a description and rationale for the outreach conducted to date. Also see Final EIS Chapter 8 for more information on further public outreach.

- I-48.1.5 In asserting “ignored impacts,” the commenter incorrectly characterizes the proposed alternatives. Some, but not all build alternatives incorporate center-running bus lanes, but all such proposed center-running lanes would extend no further west than 27th/28th Avenue, not 48th Avenue as asserted. The Hybrid Alternative/LPA is proposed to have center-running bus lanes without bus passing lanes. Buses would not cross into the opposing bus lane to pass each other in that center-running

segment. The Draft EIS/EIR considered pedestrian safety for all alternatives, however, including those with center-running bus lanes and bus passing lanes. See also Master Response 2d regarding portions of the comment concerning pedestrian safety.

- I-48.1.6 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives, Master Response 2a regarding traffic on Geary and diversion to surrounding roadways, and Master Response 2d regarding pedestrian safety and access.

Traffic signal improvements in the project include upgrading all left-turn locations to protected phasing (dedicated left turn arrow), which will greatly improve safety for pedestrians.

A single-lane bus service is not feasible because, with over 50,000 daily riders in total, Geary has consistently high ridership in both directions. Moreover, buses running in the counter-commute direction (outside the commenter’s proposed single BRT lane) would encounter delays that would slow these buses from turning around to service the commute direction.

- I-48.1.7 See Master Response 2a for a discussion of traffic on Geary and diversion to surrounding roadways. The analysis of traffic in the Draft EIS/EIR took into account changes to left-turn locations.

- I-48.1.8 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives.

None of the build alternatives would substantially increase bus activity in the area west of 39th Avenue. A similar number of buses would continue to use the existing layover area at the intersection of 48th Avenue and Point Lobos Avenue. SFMTA will continue to monitor all of its layover areas throughout the Geary corridor to ensure that no particular layover area becomes oversubscribed.

- I-48.1.9 See Master Responses 1a, 2b, and 3a regarding project alternatives, construction-period effects, and local business impacts, respectively.

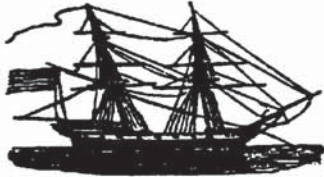
To avoid any adverse construction-related impacts to adjacent land uses and to the community (such as access disruptions), the unique characteristics of each area would be taken into consideration in construction planning and scheduling, and access would be maintained to the maximum extent feasible. Construction planning would minimize nighttime construction in residential areas and minimize daytime construction affecting retail and commercial areas.

- I-48.1.10 See Master Responses 1a and 6a for a discussion of project alternatives and project costs, respectively. Also see Final EIS Chapters 2 and 6 on these subjects.

The agencies have previously considered light rail, including an underground line. Please see Final EIS Chapter 2 and Master Response 1a regarding how the agencies considered and screened various alternatives.

None of the build alternatives would physically preclude the future construction of an above-ground light rail system. Implementation of center-running bus-only lanes in the western portions of the corridor would potentially facilitate future construction of dedicated light-rail service. The comment regarding the appropriate use of funds is noted, and can be considered by decision-makers at the time of project approval.

- I-48.1.11 The City has used funds consistent with its voter-approved funding sources. See Master Responses 5a and 6a (and Final EIS Chapters 5 and 9) for more information on the nature of outreach conducted and project costs, respectively.



David W. Dippel 336-15th Ave., San Francisco, CA-94118-2807

336-15th Avenue

(Phone/FAX 415/386-1345)

November 7, 2015

Mr. Chester Fung, Principal Transportation Planner
SFCTA
1455 Market Street, 22nd Floor
San Francisco, CA-94103

BY EMAIL & FACSIMILE
chester.fung@sfcta.org
415/522-4829

Subject: Additional Public Comment Geary BRT

Dear Mr. Fung:

Thank you for taking a few minutes from your duties coordinating staff and contractor communications with the public at the public orientation meeting at Saint Mary's Cathedral on Thursday the 5th. As promised at that time, I am forwarding some further comments to be attached in your public comments appendix to the Geary BRT-EIR.

There are basically two (2) things I would like to add to my previous comments of November 1st. The first has to do with the process you are using to generate public comments, and the second the transfer of traffic from Geary to parallel streets during each successive 5-block construction phase of "Alternative 3" or successive iterations.

Public Comments Process

I-48.2.1

Whatever staff person or contractor was used to design and generate public response has done the Geary BRT a great disservice. It's a strategy to win without conscience or remorse, a "Pyrrhic victory" that will be more costly than defeat. The essence of the design insulates the BRT project from full and complete public comment, and divides and isolates neighborhoods to control feedback. It's framing the debate to best develop and form input in public response so that there is the appearance of approval- you're getting back exactly what you want. And, it's an empty illusion that will prove false when there is a general awareness of what you have done and how the public has been manipulated.

Historically, public comment has been taken to mean comments made by people in public, within the hearing of a public assembly. This has been our heritage going back and back and back to the time of Sam Adams and Patrick Henry. We speak with and respond to what others say so that we act in assembly, in congress as a group coming to consensus. If we do not have a colloquium, this coming together with one another to work out a general agreement or compromise, we have a process that is a sham, a dictatorial counterfeit of democracy.

Within the context of the SFCTA/SFMTA Geary BRT project, there has been a culture of control that demonstrates the concept of bureaucratic overreach. A model for success was constructed in concert with consultants that divide the audience from itself to avoid a building awareness and consensus- or the possibility that momentum might get started that would deflect or redirect the core arguments or positions of the project. In fact the very

Public Comment Process, continued

model of a public comment process is turned on its head so that the public process is strictly one-way, top down, instead of public responses being used to refine the project from the bottom up, from the public needing service standards to a project that maintains the harmony, the integrity, the faithfulness of original staff intentions and designs.

I-48.2.1
cont.

The first incarnation of this process of isolation and parsing any potential opposition found expression in a "break-out session", in which staff handlers took small groups to different locations out of the hearing of one another. Notes were taken and solicitous understanding expressed in a classic example of public service handling. Contact information was taken, including emails addresses, yet all of this was form without substance. Had there been any real desire to work with the public to refine designs it was lost- or was it by design? A chance for interactive feedback, or confirmation of public input was never done. This appeared to be a "dog and pony show". This was repeated at every venue along the Geary corridor. Never was a feedback loop created to actively engage the public in the process.

As it came time for public comment on the Geary BRT Project EIR, it was not surprising that the presentation at St. Mary's Cathedral on Thursday, November 5th, had a self-satisfied, self-congratulatory air, and that the distancing, dividing process of public comment was repeated. Many assembled were outraged that there would be no public airing of feedback. In fact, the very deadline of November 16th for receipt of written public comment, eleven (11) days from the public unveiling of the Environmental Impact Report, further demonstrated the SFCTA/SMTA disdain for time needed for a truly public review of feedback process. Nothing less than sixty (60) or ninety (90) days would accomplish the needed public review and discussion.

This has been a well-honed process that has been used by SFMTA to parse big changes into what appear as small, discrete projects that if woven together would have required a higher level of public scrutiny and review. It has been perfected and enhanced here. The SFCTA/SFMTA BRT Project clearly fear the people of San Francisco or they would not have engaged in a futile effort to parse, to divide its feared sunshine exposure. They have forgotten that although they have isolated and divided a potential or feared opposition in public assemblies, the digital audience available through websites and social media allows a coming together outside of bureaucratic or institutional control.

Transfer of Geary Traffic to Parallel Streets

I-48.2.2

Lacking in everything said and done is the public disclosure of the real impact on the residential neighborhoods during the construction phase of the Geary BRT suggested "Alternative 3" or other staff preferred options. Beyond the \$300 million cost involved in "Alternative 3" et al (hereinafter A3+), there are a number of impacts on the Richmond District that have not been fully disclosed for public feedback:

I-48.2.3

- The true duration of construction for A3+ will take not less than 5-years, and possibly a lot longer;

I-48.2.4

- Underground utilities cannot be below dedicated mass transit right-of-ways for many reasons, including potential damage due to transmission of weight pressure

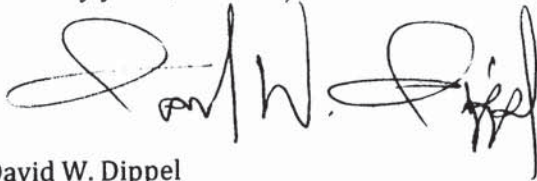
Transfer of Geary Traffic to Parallel Streets, continued

- I-48.2.4
cont.
- waves from heavy transit coaches and the likely disruption of transit schedules when utility repairs or upgrades are required;
- As the 5-block construction zones will alternately close at least half of Geary in a leapfrog succession of 5-block construction zones, there will be the need for drive-around alternatives on parallel arterials for commuter traffic- including buses and trucks. This will be in addition to congestion avoidance by many seeking to get around areas of construction.
- I-48.2.5
- For short distances West of Arguello, both Anza and Clement are alternatives, but not until West of Park Presidio are they good for any distance.
 - California and Fulton are likely to take the brunt of this "Alternative Route" or bypass traffic all along the proposed dual lane construction project.
 - Balboa is not a clear path Downtown as through traffic is diverted at Masonic. However, traffic going Westbound on Geary can cut over to Balboa via Masonic to Turk that feeds directly into Balboa.

Conclusion

- I-48.2.6
- A short date for public response is a shortcut of civil process. Delays may be inconvenient, but attempted speed-up is an element of insecurity and lack of trust in the taxpayers and voters. The need for expedited decisions smells like the line from an artist trying to get around critical thinking. And, before there is an honest, conscious buy-in, the benefits from each choice need to be balanced against downsides. All of this requires more than eleven (11) days.

Sincerely yours,



David W. Dippel
ddippel@pacific.net

cc: Mayor Edwin M. Lee
San Francisco Board of Supervisors
Residents, 15th Ave and Tacoma
Planning Association for the Richmond
Editor, Richmond Review
C.W. Nevius, San Francisco Chronicle

Responses to Comment I-48.2: Dippel, David

- I-48.2.1 Please see Final EIS Chapter 8 and Master Responses 5a and 5b for a discussion of public outreach methods and length of the public comment period, both of which were conducted to maximize public participation and input in the alternatives development process.
- I-48.2.2 Please see Master Responses 2a and 2b for a summary of traffic diversion and construction period effects.
- I-48.2.3 As described in Section 4.15.2.1, Construction Approaches Considered, once construction starts, completion of the all improvements for any build alternative is expected to take 2 to 4 years, including inactive periods. On a block by block basis, active construction efforts are expected to last between 1 to 5 months, depending on the alternative selected. Please see Master Response 2b for a description of construction period effects resulting from project implementation.
- I-48.2.4 Utility replacement will be coordinated among the City's departments and located in appropriate locations.
- I-48.2.5 See Final EIS Chapter 2 and Master Response 1a for a discussion of the type and range of project alternatives, Master Response 2a for information on traffic on Geary and diversion to surrounding roadways, and Master Response 2b for a discussion of construction-period effects.

As noted in the Draft EIS/EIR, construction period transportation would be guided by a TMP. The TMP would include traffic rerouting, a detour plan, and public information procedures. The TMP would be developed during the design phase (i.e., prior to construction) with participation from local agencies, other major project proponents in the area, local communities, business associations, and affected drivers. Early and well-publicized announcements and other public information measures would be implemented prior to and during construction to minimize confusion, inconvenience, and traffic congestion.

- I-48.2.6 Please see Master Response 5b.

The Draft EIS/EIR was released for public review on October 2, 2015 and the public comment period was scheduled for 45 days, per both NEPA and CEQA regulations (CEQ NEPA Regulations - 40 CFR Sec. 1506.10c; 14 CCR § 15087d). The public comment period was then extended an additional 14 days to close on November 30, 2015.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Additional Public Comment Geary BRT (3)

1 message

David Dippel <d.dippel@sbcglobal.net>

Sun, Nov 29, 2015 at 12:40 PM

Reply-To: David Dippel <d.dippel@sbcglobal.net>

To: "chester.fung@sfcta.org" <chester.fung@sfcta.org>, Colin Dentel-Post <colin.dentel-post@sfcta.org>

Cc: "mayoredwinlee@sfgov.org" <mayoredwinlee@sfgov.org>, "board.of.supervisors@sfgov.org" <board.of.supervisors@sfgov.org>, "planning@rodneyfong.com" <planning@rodneyfong.com>, "Silverman Simon (POL)" <simon.silverman@sfgov.org>, "gearybrt@sfcta.org" <gearybrt@sfcta.org>, "editor@richmondreview.com" <editor@richmondreview.com>, "cwnevius@sfchronicle.com" <cwnevius@sfchronicle.com>, "edwin.reiskin@sfmta.com" <edwin.reiskin@sfmta.com>, David Heller <david@beautynetwork.com>

Dear Mr. Dentel-Post:

I-48.3.1

I am particularly concerned about the removal of stops proposed for the Geary BRT section between 30th/Palm: Inbound: 30th, 25th, 22nd, 18th, Park Presidio, 7th, Arguello. Similar stops Outbound. And it's not much better after Arguello: Spruce, Masonic, Baker (local), Divis, Scott (local), Fillmore, Wester(local), Laguna (local), etc., etc.

My concern is for seniors and others with mobility issues, those carrying packages, children, bad weather. Eliminating all these stops is unfair to people who want to use Geary as their favorite retail corridor.

Removing stops should be a non-starter.

I-48.3.2

In closing, thank you for extending the public comments period through close of business on Monday, November 30th. We appreciate the time to weigh in on the value of "Alternative 2". We would like to have had a 30 to 60-day extension to allow the Richmond District the needed time to weigh in. May I suggest that in the future you contact the SFPUC to have a leaflet or flyer enclosed in the water bills for the affected zip codes in the City.

Sincerely yours,

David W. Dippel

Responses to Comment I-48.3: Dippel, David

- I-48.3.1 See Master Response 2d for information regarding pedestrian safety and access.

Wider stop spacing would result in better transit performance. Stop location was carefully studied to match with intersecting transit lines, schools, hospitals, senior services, and other common trip destinations.

- I-48.3.2 The commenter's suggestion regarding outreach is noted.

From: <rmdosb@sonic.net>
Date: Wed, Nov 11, 2015 at 3:26 PM
Subject: [GearyBRT] Geary BRT Comments
To: gearybrt@sfcta.org
Cc: d.dippel@sbcglobal.net

TO WHOM IT MAY CONCERN:

I-49.1 | **I prefer SFCTA Alternative 2 with painted diamond lanes for commute direction buses as the most cost effective and most reasonable alternative to the other alternatives.**

Thank you.

Robert M Dittler TTEE
355 15th Ave
San Francisco CA 94118

Responses to Comment I-49: Dittler, Robert

I-49.1 Support for Alternative 2 is noted.

1 That's my statement. Thank you.

2 RICHARD HASHIMOTO: Richard Hashimoto,
3 H-A-S-H-I-M-O-T-O. I'm with the Northern California
4 Cherry Blossom Festival. In 2017, the festival will be
5 celebrating its 50th anniversary, and hopefully there
6 will be no impact on traffic that will affect the
7 festival, whether it's construction on the asphalt or
8 traffic signals. Just hopefully there will be no
9 impact because a lot of our visitors do come from out
10 of town.

11 And then, let's see, I'm also the president of
12 the Merchants Association, and the merchants do have
13 concerns with the bridge removal on Webster and Geary.
14 A lot of their customers do come from south of Geary
15 across the bridge into our community.

16 Thank you very much.

17 MYLES DIXON: First name Myles, M-Y-L-E-S, last
18 name Dixon, D-I-X-O-N.

I-50.1

19 I am in favor of the BRT. I especially like
20 wide -- I don't know what you call them, the center
21 lane, the center lanes. But my only concern, my main
22 concern, is, if they're going to tear down the walkway
23 on Webster -- not Webster -- Steiner, near Hamilton
24 Recreation Center and the Kimbell Playground, I would
25 like to see them have vastly improved pedestrian

I-50.1
cont.

1 signals and walkways in that area, as there are a lot
2 of children and elderly, the elderly people there. And
3 people drive like maniacs in that particular corridor.
4 And I'm afraid that there will be more pedestrian
5 accidents if that walkway is torn down and there's no
6 change in the signals.

I-50.2

7 I'm a person with disabilities. I use
8 transit. I live on Geary Boulevard, and I ride the
9 38 Geary a lot. So any improvement in picking up
10 passengers, unloading-loading passengers, to me, it is
11 a plus.

I-50.3

12 I know there's a lot of concern here about
13 building. Some people want a no-build. I don't think
14 that's a good solution for the changes that are
15 occurring in the area. The population seems to be
16 increasing. So there need to be an enhancement in
17 the -- the transit corridor system.

I-50.4

18 But my main concern is safety for pedestrians,
19 the elderly, and people with disabilities. That's
20 basically what I want to say.

21 LUIS GONZALEZ: Luis Gonzalez, L-U-I-S, Gonzalez
22 G-O-N-Z-A-L-E-Z.

23 As a homeowner in the Richmond, I am concerned
24 that Geary is going to be transformed into a giant
25 freeway. I don't want my neighborhood ruined just so

Responses to Comment I-50: Dixon, Myles (verbal comment)

- I-50.1 Support for BRT along the Geary corridor is noted. Please see Master Response 2d for a summary of pedestrian safety improvements.
- I-50.2 Support for transit improvements to the Geary corridor is noted.
- I-50.3 Support for the Geary corridor transit system is noted.
- I-50.4 Please see Master Response 2d for a summary of pedestrian safety related to children, the elderly, and for people with disabilities.

1 crossing Geary, particularly because it's a major
2 thoroughfare and the parents have to navigate it
3 whether driving or walking.

4 Take down the pedestrian bridge, and you
5 introduce drivers going west, downhill, perhaps into
6 the sun to a new crosswalk potentially filled with
7 children. It is a recipe for disaster. And we don't
8 want to explain how commuters saved 20 percent of
9 transit time to the parent of a hurt child as
10 justification for removing the bridge.

11 My daughter's school utilizes the bridge for
12 many events, especially those related to Japantown. If
13 this bridge were taken down, I would not use the
14 crosswalk but go to other crossing areas, even at
15 serious inconvenience.

16 I would say don't take the bridge down until
17 you have an ADA-compatible bridge, ready and designed
18 to go in its place, or simply make the existing
19 crosswalks ADA compatible. A slight commuter advantage
20 is not worth losing the structure.

21 KEVIN DOLE: Kevin Dole, K-E-V-I-N, D-O-L-E.

22 So I would like to strongly endorse
23 Alternative 3, consolidated option. I think that
24 eliminating the local routes would make the most
25 efficient transit along the Geary corridor. And I

I-51.1

I-51.1
cont.

1 think that the parallel routes -- there are plenty of
2 parallel bus routes within walking distance of the
3 Geary corridor, both to the north and south, for people
4 that are concerned about missing the local routes.

5 And I think that the -- I think that the
6 Alternative 3rd consolidated, since it results in the
7 least loss of parking, will serve people who are
8 disabled as well and their concerns about the distance
9 between the stops on the Alternative 3 consolidated
10 option.

11 I think that having the center isles -- center
12 boarding for the consolidated 3 option will go well if
13 the subway master plan that has recently been passed --
14 or endorsed by the Board of Supervisors comes to
15 fruition, that the real estate necessary for subways
16 will already be dedicated for transit under the
17 Alternative 3 consolidated option.

18 KYLE NAKANISHI: Kyle Nakanishi, K-Y-L-E,
19 N-A-K-A-N-I-S-H-I.

20 So when I was younger, the tradition for me
21 and my grandmother was to walk across this
22 Webster Bridge from Japantown to go see the other Geary
23 merchants. And we did it time and time again, every
24 week, every day. And what I thought was a tradition,
25 when I grew up, I realized was a safety thing.

Responses to Comment I-51: Dole, Kevin (verbal comment)

- I-51.1 Support for Alternative 3-Consolidated is noted. Refer to Final EIS Chapter 2 and Master Response 1a for an overview of all project alternatives.



Letter I-52

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Geary BRT Fliers

1 message

Steve Dombek <steven.dombek@gmail.com>

Mon, Nov 30, 2015 at 2:14 PM

To: Gearybrt@sfcta.org

I-52.1

I was just walking on Geary and saw a few anti-BRT fliers taped to trees. They reminded to write in support of the project. Please stick with it. We need projects like Geary BRT to speed up transit as soon as possible.

Cheers,
Steve Dombek

--

Sent from Gmail Mobile

Responses to Comment I-52: Dombeck, Steve

I-52.1 Support for the project is noted.

1 this ill-conceived idea that they keep trying to force
2 upon us.

3 We don't want it in the Richmond. It's going
4 to ruin the businesses. It's just another scam to try
5 to take the streets away from the people who drive
6 cars. And the Muni and the transportation people who
7 are in power hate cars. And this is just another means
8 of trying to create obstacles for the cars, the people
9 that drive cars.

10 And to be honest with you, 90 percent of the
11 people in this city drive cars. So why in the hell are
12 they trying to kill us all? Excuse me, but I'm
13 emotional about this because I'm very frustrated to
14 have to be here to do this again after we went through
15 this already 15 years ago. So, I'm sorry, but this is
16 nothing personal to you, now. Okay?

17 No, how do I know -- how would I know if this
18 testimony of mine really gets into the record and the
19 consideration of this project going forward? And I
20 would welcome someone from the Authority to respond to
21 that.

22 STEVE DOWD: Steve, S-T-E-V-E, Dowd, D-O-W-D.

23 You want the affiliation -- well, I can just
I-53.1 24 say I'm a parent of a nine-year-old girl at Rosa Parks
25 Elementary. The bridge is an extremely safe method of

I-53.1
cont.

1 crossing Geary, particularly because it's a major
2 thoroughfare and the parents have to navigate it
3 whether driving or walking.

4 Take down the pedestrian bridge, and you
5 introduce drivers going west, downhill, perhaps into
6 the sun to a new crosswalk potentially filled with
7 children. It is a recipe for disaster. And we don't
8 want to explain how commuters saved 20 percent of
9 transit time to the parent of a hurt child as
10 justification for removing the bridge.

11 My daughter's school utilizes the bridge for
12 many events, especially those related to Japantown. If
13 this bridge were taken down, I would not use the
14 crosswalk but go to other crossing areas, even at
15 serious inconvenience.

16 I would say don't take the bridge down until
17 you have an ADA-compatible bridge, ready and designed
18 to go in its place, or simply make the existing
19 crosswalks ADA compatible. A slight commuter advantage
20 is not worth losing the structure.

21 KEVIN DOLE: Kevin Dole, K-E-V-I-N, D-O-L-E.

22 So I would like to strongly endorse
23 Alternative 3, consolidated option. I think that
24 eliminating the local routes would make the most
25 efficient transit along the Geary corridor. And I

Responses to Comment I-53: Dowd, Steve (verbal comment)

- I-53.1 Demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.

Letter I-54



SFMTA
Municipal
Transportation
Agency

Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

Madeleine Eaton
NAME
resident near Geary Blvd
AFFILIATION (IF APPLICABLE)
madraje@sbcglobal.net
EMAIL OR MAILING ADDRESS

I-54.1

Comments: - Will there ever be rapid transit on north side of SF & direct way - like the underground Muni - to connect to BART. ?

I-54.2

- Will Geary Blvd. always be a freeway cutting off Western Addition from Pac. Hts.?

I-54.3

+ Oak St. is a nightmare. Is there any plan for rapid transit - or a better way for cars to get to SF-Oakl. Bay Bridge since no direct to BART.

(continue on other side if necessary)

Responses to Comment I-54: Eaton, Madelaine

- I-54.1 The City will continue to study opportunities to improve transit service for all parts of San Francisco.
- I-54.2 The “freeway” section will be calmed as part of this project with the reduction in lanes. Further improvements to transit in San Francisco will continue to be studied by the City as opportunities and funding is made available.
- I-54.3 The City will continue to study opportunities to improve transit service for all parts of San Francisco.



Letter I-55.1

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Please opt-in to participate in an important study about our community

1 message

Elfego Felix

<elfegof@gmail.com> To:

Gearybrt@sfcta.org

To whom this may concern.

Sun, Nov 22, 2015 at 5:13 PM

----- Forwarded message -----

From: **Elfego Felix** <elfegof@gmail.com>

Date: Sunday, November 22, 2015

Subject: Please opt-in to participate in an important study about our community

To: chester.fung@sfcta.org

I-55.1.1

Chester, per your Nov 11, 2015 email about our contact info being stolen at the Nov 5, 2015 Geary transit meeting, I wanted to share that I got the mysterious email below claiming to be the SFMTA.

Please know that I think it was unacceptable that so many people's personal information was so easily stolen. Do you know how it happened? Was it left unattended? Who is being held accountable? I hope you are taking proper measures to correct this breach of personal information.

Elfego

----- Forwarded message -----

From: **SFMTA** <pwood@mcguire-research.com>

Date: Friday, November 20, 2015

Subject: Please opt-in to participate in an important study about our community

To: Elfego Felix <elfegof@gmail.com>

The San Francisco Municipal Transportation Agency (SFMTA) has commissioned GRA and McGuire Research, independent research firms, to conduct research on important issues in your area. If you would like to be included in this email list to receive and be able to participate in important community surveys such as this and future ones, then please click on this link below.

<http://www.1shoppingcart.com/o?a=af2b2a69aa1ff017ccde366bfdd28580>

If you click on the link above, then an email invite for this specific survey will be sent to you shortly. Thank you.

Your individual responses will be entirely confidential and will be used for research purposes only. We are not selling anything or asking you to donate anything and the data from these surveys will not be sold or provided to anyone. You will not be approached for any other reason - we are only interested in your opinions on these important community issues.

Thank you in advance for your participation.

Regards,

Tom Maguire

Director, Sustainable Streets Division

San Francisco Municipal Transportation Agency

Responses to Comment I-55.1: Elfego, Felix

- I-55.1.1 The comment is noted. The comment is unrelated to the adequacy of the environmental document and no further response is required.

1 think it's actually very possible.

2 We could take out an iconic bridge and replace
3 it with another iconic bridge and get some wonderful
4 design, some great architects, you know, something
5 interesting, and turn it into a plus.

6 The current entrance to Peace Plaza at Geary
7 Street is awkward is not ADA compliant, so this would
8 solve that access as well. So two birds with one
9 stone, and this a happier J-Town community.

10 I guess that's it.

11 ELFEGO FELIS: Elfego, E-L-F-E-G-O, last name
12 Felis, F-E-L-I-S.

I-55.2.1

13 I noticed that one of the main, first project
14 goals listed is to improve bus travel times and on-time
15 performance.

16 I spoke to three staff. All three of them
17 said that better enforcement of the red bus-only lanes
18 is not within the scope of this project.

19 I ride the 38R, Geary, 38R line between Fifth
20 and Geary and Third and Market every day of the week,
21 and from personal experience, cars coming in and out of
22 the red lane is one of the major problems. I am
23 speaking to the added bus travel time, which, again, is
24 the first goal that is listed in this project's goals.

25 So I would highly encourage and request that

I-55.2.1
cont.

1 efforts to improve the enforcement of the bus-only red
2 lanes be incorporated into this project and be reviewed
3 because, again, from personal experience, this is what
4 slows the busses down. On a typical day, when I come
5 back from work, the bus driver is honking off his horn,
6 trying to get cars out of his lane.

7 And I understand, I have heard that the busses
8 are now equipped with cameras that are equipped with
9 reading license plates, and perhaps could assist with
10 efforts or have the capability to be able to issue
11 tickets more easily.

12 I spoke to one of the staff members and
13 mentioned there was only two enforcement officers
14 across the City for enforcement of the bus-only red
15 lanes. So just revisiting that, it doesn't have to be
16 more added staff necessarily, but look into technology
17 options and ways to, again, improve that because what's
18 the use in having bus-only red lanes if they are not
19 really only being used by the busses?

20 I understand there are certain situations
21 where cars can come in and make a right turn, they need
22 access. I think that's fine. But I think the
23 technology is out there to be able to see who the
24 violators are and really make an effort to deter them
25 so that travel time benefits can be gained as a result

I-55.2.1

cont

1 of that. So that was that.

2 Another comment that is a separate topic:

I-55.2.2

3 I noticed there were 19 intersections as part
4 of the CEQA and NEPA analyses, that basically
5 demonstrated they would be significant, unavoidable
6 mitigation for these 19 intersections. And it's
7 mentioned a couple of times, but they weren't
8 identified in any of the big public plans for the
9 public to be able to easily see where those were.

10 I did ask a couple of the staff, and they
11 pointed me to the detailed EIR package and said that
12 they would identify them there, but I think that's
13 something that is significant enough that that should
14 be clearly marked on these larger maps for the public
15 to see and to react to those. So I would hope at the
16 next public meeting that change is incorporated.

I-55.2.3

17 And lastly, I want to voice support for the
18 bus-only lanes to be built as soon as possible, west of
19 Van Ness up through 25th Avenue at the very least
20 because I do believe that these would significantly
21 help in improving traffic flow, again, if there is some
22 enforcement presence there and a deterrent of cars
23 actually coming in and out these lanes.

24 ADRIENNE SHIOZAKI-WOO: Hello. My name is
25 Adrienne Shiozaki-Woo, spelled, A-D-R-I-E-N-N-E, and

Responses to Comment I-55.2: Elfego, Felix

- I-55.2.1 Comments related to enforcement of bus-only lane violations is noted. Such technology improvements are not within the scope of the project at this time. Please refer to Final EIS Chapter 2 and Master Response 1a for a summary of improvements included with each of the build alternatives.
- I-55.2.2 Preference for larger maps depicting significant unavoidable traffic impacts at public meetings is noted. The comment is unrelated to the adequacy of the environmental document and no further response is required.
- I-55.2.3 Support for immediate bus-only lanes from Van Ness Avenue to 25th Avenue is noted. Please see Final EIS Chapter 2 and Master Response 1a for a description of the alternatives being considered.

From: **Virginia Ferrero** <virginiaf123@hotmail.com>
 Date: Thu, Nov 12, 2015 at 10:02 PM
 Subject: [GearyBRT] Geary Rapid Bus Transit
 To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

Letter I-56

Greetings,

I attended the public meeting on November 5 and would like to submit the following comments:

I have lived on Balboa Street in the Inner Richmond for almost 40 years. I have ridden the 38 and 38L at all times of the day and night on a regular basis; I no longer have a car; I do not own a business in the area. I would like to make comments regarding your new Geary Blvd. plan, and the bus lines, from that perspective.

- I-56.1
1. The plan looks well thought out and, pretty much, a good compromise in facilitating 38/38R/38X movements.
 2. On the plus side, I have noticed a significant improvement in the time needed to get downtown on the 38R. That is a result of more buses and the red striping between Union Square and Van Ness! **Maybe you needn't do anything but add more red striping and keep those 38R buses coming!**
- I-56.2
3. Your new plan has at least one big negative for me: Increased traffic that will occur on the streets parallel to Geary during the construction phase. All drivers want to get where they're going as fast as possible. They won't take Geary at all, they'll chose California, Anza, Balboa, or Fulton instead. Even now, pre-construction, these streets are mini-freeways during commute hours. Those of us who live, and sleep, in homes on those streets have to put up with traffic noise. (With a stop sign at almost every intersection, cars have to accelerate to get moving again. Too many cars with loud engines! Even with a "white noise" machine in my bedroom, I get woken up by traffic every day of the week.) Once construction starts, it's only going to get worse. So **please have the whole project finished as fast as possible.**
- I-56.3
4. For the Muni, another comment. When I take the 38/38R, especially during the day, I am amazed at how many seniors and disabled people ride the bus. Canes, walkers, wheelchairs. And the first of the baby boomers are now approaching 70. Geary's many medical facilities are soon expanding with the new hospital and medical building at Van Ness. Lots more riders who are seniors, disabled persons, patients, visitors, and, of course, employees will be on our bus lines. **Please add signage in other parts of the buses (besides the front) reminding people to give up seats to seniors and handicapped. The handful of seats in the front of the bus isn't enough.**

Thank you for reading my comments. And good luck!

Virginia Ferrero

Inner Richmond resident

Responses to Comment I-56: Ferrero, Virginia

- I-56.1 Comments related to transit benefits associated with route 38R are noted. Please see Final EIS Chapter 2 and Master Response 1a on alternatives definition and screening. The alternatives screening process evaluated several bus-only lane treatments along the Geary corridor, including red lanes only. Analysis showed that this treatment was not effective in meeting the project purpose and need because it would not provide significant transit performance benefits; would have adverse impacts to parking and loading; substantially degrade the pedestrian environment, or it would require a major reorganization and redesign of transit and traffic circulation along the Geary corridor. Further detail on alternatives screening is provided in Section 10.2, Options Previously Considered and Rejected, in the Final EIS.
- I-56.2 See Master Response 2a for a discussion of traffic on Geary and diversions to surrounding roadways and Master Response 2b for information on construction-period effects.
- As noted in the Draft EIS/EIR, construction period transportation would be guided by a TMP included as a mitigation measure. The TMP would include traffic rerouting, a detour plan, and public information procedures. The TMP would be developed during the design phase (i.e., prior to construction) with participation from local agencies, other major project proponents in the area, local communities, business associations, and affected drivers. Early and well-publicized announcements and other public information measures would be implemented prior to and during construction to minimize confusion, inconvenience, and traffic congestion. Please see Final EIS Appendix M (Mitigation Monitoring and Reporting Program) for more information regarding reducing impacts to local businesses.
- I-56.3 The comment suggesting additional signage reminding people to give up seats for seniors and people with disabilities is noted. Such signage is not within the scope of the project but will be taken into consideration by the agencies. Please refer to Final EIS Chapter 2 and Master Response 1a for a summary of project improvements included for each of the build alternatives.



Letter I-57

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Geary Corridor protest

1 message

SUSAN FILIPPO <susna206@sbcglobal.net>
Reply-To: SUSAN FILIPPO <susna206@sbcglobal.net>
To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

Mon, Nov 23, 2015 at 10:03 AM

San Francisco County Transportation Authority

To Whom It May Concern:

I-57.1

I do not approve your proposal to make my block (SPRUCE TO COOK) a grand central station for buses to stop where people will congregate night and day, pollute the street and make noise. Be aware that except for the medical building, all the other buildings house people who live and sleep there with their families. Why disrupt people's lives? Between Spruce and Cook on Geary there are two driveways that have garages with many cars that park in them. Between Spruce and Cook, there are nine parking meters. Businesses rely on these parking meters to accommodate the clients that stop to do business with them. You will take their livelihood away from them. God knows we don't have enough parking to begin with in this district.

Why isn't the bus stop left where it is and make Parker and Spruce the new bus stop? That block has only one driveway, the Toyota repair, and there are no houses with families that live and sleep there and only four parking meters that can be moved to Parker Street.

I-57.2

I also think that as a taxpayer, all the people on this block should have been informed by mail about this proposal, not find out at the last minute.

I am opposed to your proposal and I hope that you reconsider and have the buses stop between Parker and Spruce Street.

Sincerely,

Rose Filippo,
3105 Geary Blvd.
San Francisco, CA 94118
(415) 386-6759

Responses to Comment I-57: Filippo, Rose

I-57.1 See Master Responses 1a, 2c, and 3a.

Modifications to the Hybrid Alternative/LPA have eliminated the proposed BRT stop on the Spruce-Cook block of Geary Boulevard, retaining existing on-street parking and loading on both sides of Geary along this block. Please See Final EIS Chapter 2 and Master Response 1b for details regarding these modifications to the Hybrid Alternative/LPA.

I-57.2 Please see Master Response 5b.

Notification of the project and the availability of the Draft EIS/EIR and associated public comment meeting was provided by several platforms, including: a multi-lingual mailer sent to residents along the Geary corridor, a multi-lingual announcement on the project website, announcements through the local agencies' social media accounts, and the information published in the San Francisco *Examiner*, *Richmond Review*, *The New Fillmore*, *Western Edition*, *Central City Extra*, *Kstati*, and *Nichi Bei Weekly*.



Letter I-58

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Geary project

Chris <chris_flick@sbcglobal.net>

Sun, Nov 15, 2015 at 11:22 PM

To: gearybrt@sfcta.org

I object strongly to the so-called improvements of this project.

- I-58.1 | 1. Letting people off on "islands" with traffic flanking them is very dangerous. This is the arrangement that has been adopted for my bus at Market +Battery/First Streets. Multiple buses let out crowds of people that are "stranded" on a narrow island between 2 lanes of fast moving traffic. There is danger of being pushed or shoved, either in error or on purpose, into oncoming traffic. Traditionally buses have forever let folks out on the safety of the sidewalks by the side of busy streets, not on skinny islands in the middle of moving traffic where people are "trapped" and congested waiting for traffic signals to change.
- I-58.2 | 2. Please do NOT discontinue the R bus at Laguna or worse eliminate that stop! It is a well populated/used stop. The R bus is very important and key for folks getting to work downtown. It would truly be a hardship to have to go further to VanNess or Fillmore to get downtown !
- I-58.3 | 3. Removing the Japantown bridge is totally not fair to the neighborhood residents. It is well used and beloved by many local residents. It is the only safe way for the local school children, and adults, to get to Japantown. Crossing Geary in a crosswalk, of any kind, is not safe!
There is nothing that will ever make it safe for pedestrians!

Sent from my iPhone

Responses to Comment I-58: Flick, Chris

I-58.1 Concern for pedestrian safety is noted. Please see Master Response 2d.

The Geary BRT Project aims to reduce crowding at bus stops by providing more frequent stops and reliable service. All build alternatives would enhance pedestrian safety along the Geary corridor, as described in Draft EIS/EIR Section 2.2.3.2 (Roadway and Multimodal Changes Common to All Build Alternatives). The build alternatives include pedestrian safety improvements, including new bus bulbs, pedestrian crossing bulbs, new, high-visibility crosswalk striping, and new signalized street crossings at Buchanan and Broderick Streets. With implementation of these pedestrian improvements as well as more frequent and reliable service, the potential for crowding on center boarding areas would be significantly reduced. Refer to Final EIS Section 3.5.4.4, Pedestrian Safety, for more details related to the pedestrian safety improvements.

I-58.2 As noted in Master Response 1b, the Hybrid Alternative/LPA has been modified to include both local and BRT stops at Laguna Street.

I-58.3 Opposition to removal of the Webster Street bridge is noted. Demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.



SFMTA
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NOV 10 2013

Comment Card Geary Corridor Bus Rapid Transit Letter

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

JON + LINDA FONG
NAME

AFFILIATION (IF APPLICABLE)

350-15TH AVE 94118
EMAIL OR MAILING ADDRESS

I-59.1

Comments: WE OPPOSE YOUR 27TH AVE TO PALM:

"CENTER BUS LANES," SINCE THE "JAM-PACKED"
STREET TRAFFIC CONGESTION IS ALWAYS IN THE
DOWNTOWN AREA. (FROM VAN NESS AVE TO THE
TRANSBAY TRANSIT CTR) THEREFORE, WE DO NOT
NEED THE "CENTER BUS LANES" AS RECOMMENDING
ALL WE NEED IS THE "SIDE BUS LANES" FOR THE
ENTIRE ROUTES (IN-BOUND + OUT-BOUND).

THE ADVANTAGES BY HAVING THE "SIDE BUS
LANES :

- ① NO MAJOR CONSTRUCTION.
- ② MINIMUM DISRUPTION IN THE OUTER/INNER
RICHMOND DISTRICT.
- ③ SAVING MILLIONS OF TAXPAYERS' DOLLARS.

(continue on other side if necessary)

3A) SAVING ALL THE EXISTING TREES.

I-59.1 cont.

④ THE LOCAL MERCHANTS WILL SUPPORT A

SHORTER DURATION OF DISRUPTION

⑤ LOSS RESIDENTS' PARKING SPACE
WILL BE A MINIMUM.

⑥ IMPROVE BUS TRAVEL TIMES.

SUGGESTIONS = USE THE MILLIONS OF
DOLLARS WE SAVE BY NOT DOING THE
"CENTER BUS LANES", WE CAN USE

I-59.2 THE SAME DOLLARS FOR:

① IMPROVE THE TRAFFIC SIGNALS AT THE
STREETS BETWEEN 4th ST AND VAN NESS ST

ASKING THE WAREHOUSE MAIN (EXCEPT FOR ONE)
DIVISADERO, FILLMORE, GOUGH + VAN NESS AVE
EDUCATE / ENCOURAGE OUR SENIORS TO
DOWN.

③ EDUCATE / ENCOURAGE ALL RIDERS TO
USE THE BICYCLE

④ INCREASE BUS FREQUENCY BUT
ADD NEW BUSES (NEW) AT ALL TWO OR THREE BUSES COME
THE SAME TIME

COMMENTS CAN BE MAILED TO:
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
1455 MARKET STREET, 22ND FLOOR
SAN FRANCISCO, CA 94103

Responses to Comment I-59: Fong, Jon and Linda

- I-59.1 Support for side-running bus lanes is noted. Please see Master Response 2b and 3a for a summary of construction period and local business impacts; refer to Master Response 6a for a description of project cost per build alternative (as well as Final EIS Chapter 9); Master Response 4a for a summary of tree removal by alternative; and Master Response 2c for a summary of parking loss.
- I-59.2 See Final EIS Chapter 2 and Master Response 1a.
- Several improvements suggested by the comment are part of the project or already enacted, including all-door boarding and signal priority. However, the underlying issues adversely affecting transit service and causing poor service outcomes, like bus bunching and irregular arrivals, are a function of buses not having a dedicated right-of-way. While the side-running lanes are a deterrent to violators, center-running lanes have a much greater likelihood to remain bus-only, would require far less enforcement, and result in the greatest improvement to transit service.

1 JOHN FONG: John Fong, F-O-N-G, J-O-H-N,
2 356 - 15th Avenue, 94118.

I-60.1

3 Okay. I prefer the side bus lanes. In the
4 morning commute hour, inbound at certain commute
5 hours -- for example, like 6:30 to 9:30 a.m., bus only.
6 Okay? One way.

7 Then on the outbound, it just -- outbound,
8 it's just regular, you know. I don't know -- you
9 understand what I'm trying to say?

10 So what I'm trying to say, the whole -- the
11 whole project is side bus lane only. The bus lane,
12 they paint it red, bus only. And I think the major
13 problem is, the traffic problem is between Franklin and
14 Transbay Terminal. Instead of the -- instead of the
15 Richmond District, all the way from the Richmond
16 District all the way out there to the Ocean Avenue --
17 out there to the ocean.

18 Okay. The next question is on the -- on the
19 outbound -- yeah -- I'm sorry. Inbound buses going
20 downtown early in the morning, they should make the
21 green lights longer and -- what do you call it -- and
22 perpendicular light is shorter, so they got go downtown
23 faster. Okay?

I-60.2

24 And also they should spend some money to
25 educate a lot of people that get off the bus on the

I-60.2
cont

1 back of the bus instead of the front of the bus, so
2 save some time.

3 I think I said -- basically that's it.

I-60.3

4 Oh, one more thing, too. Why spend all the
5 taxpayer money doing something we don't need to do?

6 Okay? So that's it. So, again, I prefer that bus, the

I-60.4

7 side bus lanes option all the way through, from the

8 side bus lane only, all the way through from

9 48th Avenue all the way to Franklin Street, 48th Avenue

10 to Franklin Street, side bus lane only, the bus lane

11 painted red.

12 You have got my address; you got my name, and
13 I'm done.

14 THEA SELBY: T-H-E-A, S-E-L-B-Y.

15 Okay. So I encourage SFMTA and SFCTA to
16 complete the EIR. I want to see this EIR completed.

17 Which is not to say that I think the project is

18 perfect. I don't.

19 I think the project is not making significant
20 enough changes and that the time being shaved off isn't

21 enough, is not enough, and that -- let's see. And that

22 it should be going down the center lane more than it is
23 now.

24 And I'm conflicted on the bridge. I'm not
25 sure how I feel about the bridge. As a young mother --

Responses to Comment I-60: Fong, John (verbal comment)

- I-60.1 See Final EIS Chapter 2 and Master Response 1a.
- The Hybrid Alternative/LPA incorporates elements of the side-running bus service on half of the segment. However, the side-running service is most susceptible to delay due to double parking, vehicles parallel parking, right turning vehicles, and lane violators. Center-running lanes presents the opportunity to improve transit service beyond what could be achieved with side-running BRT lanes.
- I-60.2 Commenter's suggestion to enhance bus passenger education is noted. Please refer to Final EIS Chapter 2 and Master Response 1a for a summary of improvements included within the scope of the project.
- I-60.3 Please see Final EIS Chapter 9 and Master Response 6a for a summary of project costs. While the Geary corridor serves thousands of multimodal trips per day, current transit performance and pedestrian conditions in the Geary corridor are in need of improvement in several key ways. Refer to Draft EIS/EIR Chapter 1 (Project Purpose and Need) for a description of the improvements needed to enhance transit performance and pedestrian safety along the Geary corridor.
- I-60.4 Preference for side-running bus-only lanes is noted. Please see Final EIS Chapter 10, Initial Development and Screening of Alternatives, and Master Response 1a. The Hybrid Alternative/LPA and Alternatives 3 and 3-Consolidated would provide the most significant improvements to transit. While all of the build alternatives would improve transit speed, reliability, and the passenger experience compared to the No Build Alternative, the alternatives that include center-running bus-only lanes in the Richmond would most improve bus performance in the corridor and would attract more riders than either Alternative 2 or the No Build Alternative.

Letter I-61

NOV 30 2015



SFMTA
Municipal
Transportation
Agency

Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

L. FONG

NAME

AFFILIATION (IF APPLICABLE)

356 16TH AVE 94118

EMAIL OR MAILING ADDRESS

Comments:

"SAFETY NOT GUARANTEED"

I BELIEVE THE "SIDE BUS LINES" IS ALL WE NEED TO IMPROVE THE FLOW OF TRAFFIC UP-TOWN.

THE "CENTER BUS LANES" IS NOT SAFE + WASTE OF MONEY.

PLEASE KEEP "SIDE BUS LINES" FOREVER!

I-61.1

(continue on other side if necessary)

Responses to Comment I-61: Fong, L

- I-61.1 Preference for side-running bus-only lanes is noted. Please see Final EIS Chapter 10, Initial Development and Screening of Alternatives, and Final EIS Chapter 2 and Master Responses 1a and 2d. The Hybrid Alternative/LPA and Alternatives 3 and 3-Consolidated would provide the most significant improvements to transit. While all of the build alternatives would improve transit speed, reliability, and the passenger experience compared to the No Build Alternative, the alternatives that include center-running bus-only lanes in the Richmond would most improve bus performance in the corridor and would attract more riders than either Alternative 2 or the No Build Alternative. All build alternatives also would significantly improve pedestrian safety relative to the No Build Alternative.

Letter I-62



SFMTA
Municipal
Transportation
Agency

Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

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NAME Jean Fraser

AFFILIATION (IF APPLICABLE)

EMAIL OR MAILING ADDRESS

I-62.1

Comments: PLEASE build the

Geary BRT with the

staff alternative - we

have been waiting for too

long. Don't get shouted

down by the bullies.

[continue on other side if necessary]

Responses to Comment I-62: Fraser, Jean

I-62.1 Support for the Hybrid Alternative/LPA is noted.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] 38 super rapid

1 message

Ian Fregosi <ian.fregosi@gmail.com>

Tue, Dec 1, 2015 at 9:04 PM

To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

I-63.1

My name is Ian Fregosi and I take the 38R to work every day. It takes me 45 minutes on average to commute from my apartment on 20th ave to my work at 16th and mission. Having a super rapid bus would greatly decrease my commute time and improve my daily transportation in San Francisco. It is important to me that this service moves forward. Thank you for your time.

-Ian Fregosi

Responses to Comment I-63: Fregosi, Ian

I-63.1 Support for BRT along the Geary corridor is noted.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Please fund Geary BRT ASAP

1 message

David Freitag <freitag415@gmail.com>

Tue, Dec 1, 2015 at 5:36 PM

To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

I-64.1

Please approve this plan. It is ridiculous in this day & age that Geary Blvd does not already have a subway line running beneath it, let alone a bus rapid transit line above. This is a no-brainer.

For far too long the residents of the Richmond District have had to rely on the 38, which is only slightly faster than walking, and completely unreliable.

Please find this BRT project and get it moving as soon as possible.

Thank you,

David G. Freitag
San Francisco

Responses to Comment I-64: Freitag, David

I-64.1 Support for the project is noted.

Letter I-65.1



SFMTA
Municipal
Transportation
Agency

Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

Peter Geilar

NAME

none

AFFILIATION (IF APPLICABLE)

273 16th Ave, SF CA 94118

EMAIL OR MAILING ADDRESS

I-65.1.1

Comments: The staff recommended Alternative 1 is a bad idea & time savings unrealistic. Today (Nov 5, 2015) I boarded a 38BX at Park Presidio at 7:00am. We arrived at Bush/Montgomery at 7:28am - an 18 minute trip. How will the staff recommendation reduce time by 20% or 10 minutes as promised. The 38R & 38X ~~car~~ lanes are standing room only, during commute hours, indicating the riders preference for these lines. Putting the 38R in the middle lanes will slow it down and increase travel time.

(continue on other side if necessary)

I-65.1.1 cont.

(comments, continued from front)

Safety - I prefer to board the bus on the curb & away from traffic. Boarding in the center requires crossing in front of vehicular traffic. Safety is worse

The best alternative is to keep the buses and bus stops on the curb, install the system that gives buses a priority to change traffic signals to green, and prevent traffic delays from crowding the neighborhood

No changes in the Richmond District

COMMENTS CAN BE MAILED TO:
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
1455 MARKET STREET, 22ND FLOOR
SAN FRANCISCO, CA 94103

u

Responses to Comment I-65.1: Geiler, Pete

- I-65.1.1 Opposition to the Hybrid Alternative/LPA is noted. See Master Responses 1a and 2d.

Most transit passengers will board the bus on one side of the street at the beginning of their initial trip, and arrive on the opposite side of the street at the end of their return trip, hence most passengers will have to cross the street at least once, if assuming a round trip.

High ridership on the Rapid and Express lines is indicative of the need for better transit service throughout the corridor.

The Hybrid Alternative/LPA and Alternative 2 include side-running bus service. However, the side-running service is most susceptible to delay due to double parking, vehicles parallel parking, right-turning vehicles, and lane violators. The center-running alternatives (Alternatives 3 and 3-Consolidated, and the Hybrid Alternative/LPA between Palm and 27th/28th avenues) presents an opportunity to improve transit service to a greater degree than is possible with only side-running BRT lanes.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Geary BRT Comments

1 message

Pete Geiler <zg1@pacbell.net>

Mon, Nov 30, 2015 at 9:27 PM

Reply-To: Pete Geiler <zg1@pacbell.net>

To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

Cc: "editor@sfrichmondreview.com" <editor@sfrichmondreview.com>

I-65.2.1

Since my last comments, I have been timing the 38 Local, 38 R and 38 BX runs from Park Presidio/Geary to downtown and back. (See attached Excel file) The results show a 10-15 minute difference between the 38 Local and 38 R. This is significant because it conflicts with Figure 3.3.11 in the EIS.

For the 38 Local and 38 R lines, the buses move well once out of downtown. So the timing includes a split at Van Ness Ave. The results clearly show the problem in the bus lines are between Van Ness Avenue and downtown, where average speed of the buses drops dramatically. This indicates a real need to implement a solution downtown.

There is no need to make any changes in the Richmond District. The staff proposal for a bus only lane on Geary Blvd between 27th Ave and Arguello would cause more harm than good, as it would increase traffic congestion, harm local businesses and have no or little impact on travel times in the Richmond District.

One of the main benefits included in the staff proposal is a 30% reduction in time from 48th/Geary and downtown, which is based on Figure 3.3.11. However the actual time I have recorded invalidates Figure 3.3.11, which in turn invalidates the proposed time saving.

Further with the 38 R and 38 BX lines taking approximately 20 minutes in the morning and 25 minutes in the afternoon, the assumed 30% reduction in time is unrealistic which invalidates the staff proposed solution.

I-65.2.2

The EIS also includes ideas of turning the Masonic Tunnel into a transit stop and remove three of the four lanes of vehicle traffic. Where would the traffic go? Up and over would create a huge traffic nightmare. Also putting a bus stop in the tunnel would require elevator service which adds costs and become another graffiti target. Bad idea?

The proposal to fill in the Fillmore Street underpass along Geary is also a bad idea. Traffic on Geary currently flows through easily and quickly. The congestion is caused by the Fillmore Street traffic, one of the main north/south routes in the city. Fillmore Street is narrow and this causes the traffic delays. Maybe covering part of the Fillmore underpass with left turn only lanes would allow the buses to stop at Geary and Fillmore, and speed travel through this intersection.

Pete Geiler
273 16th Avenue
San Francisco, CA 94118

Muni 38 Geary Travel Times, November 2015:

Date	Line	Direction	Board	Van Ness	Off	Elapsed Time	5100 Geary to 1100 O'Farrell	1100 O'Farrell to 695 Market	Avg Speed	Avg Speed
11/5/2015	38BX	Inbound	7:10 AM		7:28 AM	18:00.0	2.9	1.3		
11/6/2015	38BX	Inbound	7:00 AM		7:17 AM	17:00.0				
11/10/2015	38R	Inbound	7:04 AM	7:17 AM	7:24 AM	20:00.0	13:00.0	07:00.0	13.3846	11.1429
11/12/2015	38R	Inbound	7:09 AM	7:23 AM	7:31 AM	22:00.0	14:00.0	08:00.0	12.4286	9.7500
11/16/2015	38R	Inbound	7:16 AM	7:30 AM	7:36 AM	20:00.0	14:00.0	06:00.0	12.4286	13.0000
11/23/2015	38R	Inbound	9:24 AM	9:44 AM	9:52 AM	28:00.0	20:00.0	08:00.0	8.7000	9.7500
11/24/2015	38R	Inbound	7:08 AM	7:20 AM	7:27 AM	19:00.0	12:00.0	07:00.0	14.5000	11.1429
11/30/2015	38BX	Inbound	7:33 AM		7:56 AM	23:00.0				

Date	Line	Direction	Board	Van Ness	Off	Elapsed Time	Van Ness to Van Ness to Park Presidio	Avg Speed	Avg Speed	
11/10/2015	1AX	Outbound	5:51 PM	6:05 PM	6:20 PM	29:00.0	14:00.0	15:00.0	5.5714	15.8182
11/13/2015	1AX	Outbound	5:40 PM	5:51 PM	6:04 PM	24:00.0	11:00.0	13:00.0	7.0909	15.8182
11/16/2015	38R	Outbound	5:35 PM	5:49 PM	6:02 PM	27:00.0	14:00.0	13:00.0	5.5714	13.3846
11/17/2015	38R	Outbound	5:37 PM	5:49 PM	6:07 PM	30:00.0	12:00.0	18:00.0	6.5000	9.6667
11/20/2015	38 Local	Outbound	6:08 PM	6:32 PM	6:55 PM	47:00.0	24:00.0	23:00.0	3.2500	7.5652
11/23/2015	38R	Outbound	5:06 PM	5:17 PM	5:38 PM	32:00.0	11:00.0	21:00.0	7.0909	8.2857
11/24/2015	38 Local	Outbound	1:16 PM	1:33 PM	1:58 PM	42:00.0	17:00.0	25:00.0	4.5882	6.9600

Responses to Comment I-65.2: Geiler, Pete

I-65.2.1 See Master Responses 1a and 2a.

The travel times presented in the EIR/EIS may differ from individual experience, but are reflective of average travel conditions. Moreover, model projections for future scenarios are reflective of future growth, not existing conditions as measured by the commenter. The commenter's travel time calculations are appreciated, but the analysis in the Draft EIS/EIR was based on a larger pool of travel time data from which to more reliably predict year 2020 Geary corridor bus travel times. See Figure 3.3-11 of the Draft EIS/EIR.

I-65.2.2 Neither of those options is part of the Hybrid Alternative/LPA. See Master Response 2a regarding traffic on Geary and diversion to surrounding roadways.

Letter I-66



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Express lines

1 message

Edouard Gendreau <edgendreau@gmail.com>
Reply-To: EdGendreau@gmail.com
To: gearybrt@sfcta.org

Mon, Nov 16, 2015 at 10:10 PM

Hello,

I-66.1

I was thinking any line that has an A and B line, could alternate stops, so that those of us who take the express bus from downtown could take either bus to get home and simply walk a few more blocks.

Best regards,

Ed Gendreau

[4156861836](tel:4156861836)

Responses to Comment I-66: Gendreau, Edouard

- I-66.1 The suggestion is noted. Please refer to Chapter 2 and Master Response 1a and Final EIS Chapter 10, Initial Development and Screening of Alternatives, for a summary of alternatives and key performance indicators considered in the development of the build alternatives carried forward in the Draft EIS/EIR.

From: <apglk@comcast.net>
Date: Thu, Nov 5, 2015 at 4:19 PM
Subject: [GearyBRT] Questions:
To: gearybrt@sfcta.org

Dear Sir/Madam,

I have two general questions and a big (general) concern.

- I-67.1.1 | 1. It's kind of obvious that with the proposed density increase the reasonable way to go would be the underground Muni on Geary. Does it make sense to spend (not a small change) on moving bus lines for 15 minutes gain in the travel time, than to spend more on replacing it with the light rail instead of just doing the right thing? If you are using the underground you know how much faster it is than any surface transportation.
- I-67.1.2 | 2. Why the street cars need to run in the middle of the street - and not on the sides? Is there any reason for this?
- I-67.1.3 | 3. I started looking at these projects out of the concern about the trees. After seeing notices on Masonic where 9 trees on the western median are to be removed to build a stupid ugly plaza -instead of accommodating the existing trees into the design. These trees in NO WAY interfere with the proposed lane shifting. Also, I had consulted a building contractor who said that removing the sidewalk trees is not necessary for the sidewalks widening. He also said that it's done to increase the amount of money going to the contractors.
There is the global warming. There is the air pollution. And the allegedly green city chops down mature, healthy trees right and left.
The talk about the replacement doesn't hold water.
How many saplings do you need to replace the benefits of one medium size mature tree? Would it be 20? Or more? Not all of the new trees survive. I have just seen two newly dead on Bosworth near Glen Canyon Park a week or two ago. There was one big one dead there also. With the drought we will probably see more of those, but I mostly see young, newly planted ones dead.
Please take the trees into account. They are not just green things that stand in the way. They provide important benefits to all of us.

I planned to attend today's meeting at St. Mary's, but it turned out I cannot do that.

I would appreciate your reply.

Thank you,
Anastasia Glikshtern
150 Chaves Ave.
SF, CA 94127



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Geary BRT comment

1 message

apglk@comcast.net <apglk@comcast.net>
To: gearybrt@sfcta.org

Tue, Nov 17, 2015 at 11:14 PM

I-67.2.1

Instead of spending time and money on this BRT project the city should seriously think about the current and future transportation needs and start work on underground line on Geary.

BRT would just be a band-aid and in process would destroy substantial number of mature trees which are in short supply here.

It's much cheaper than metro but it would be much slower too and the metro would be sorely needed very soon (it's actually needed now.)

Money have been already spent on the outreach and the EIR, but it's better to stop now and start working on planning and locating funding for the subway.

Thank you,

Anastasia Glikshtern

Responses to Comment I-67: Glikshtern, Anastasia

I-67.1.1 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives considered and ultimately carried forward for environmental analysis.

I-67.1.2 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives.

The Hybrid Alternative/LPA incorporates elements of the side-running bus service on half of the segment. However, the side-running service is most susceptible to delay due to double parking, vehicles parallel parking, right turning vehicles, and lane violators. The center-running alternatives (Alternatives 3 and 3-Consolidated) would offer the opportunity to improve transit service to a greater degree than would be possible with only side-running BRT lanes.

I-67.1.3 Please see Master Response 4a. Each of the build alternatives would preserve at least 80 percent of Geary corridor trees. Because the project would retain the majority of trees along the Geary corridor and plant an equivalent number of new, healthy, drought-resistant trees for each tree removed, any tree removals that occur under the project would have negligible impacts on ecological, social, and community benefits and replacement plantings would ultimately enhance these benefits in the long term.

I-67.2.1 See Master Responses 1a, 4a, and 6a as well as Final EIS Chapters 2 and 9.

Please see Final EIS Chapter 2 and Master Response 1a regarding how the agencies considered and screened various alternatives. Chapter 10 and the Alternatives Screening Report (May 2009), explain why rail was not carried forward for further alternatives analysis or environmental review.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Get er done

1 message

Evan Goldin <evan.goldin@gmail.com>

Mon, Nov 30, 2015 at 9:42 PM

To: gearybrt@sfcta.org

- I-68.1** | Please, for the love of god, get this project done as fast as possible. I've wasted so much time taking the bus out to the Richmond. These days, I usually just drive instead because the bus ride is unbearably long.

Responses to Comment I-68: Goldin, Evan

I-68.1 Support for the project is noted.

Letter I-69.1



SFMTA
Municipal
Transportation
Agency

Comment Card Geary Corridor Bus Rapid Transit

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Luis Gonzalez

NAME

Richmond District Resident

AFFILIATION (IF APPLICABLE)

katieandluis@prodigy.net

EMAIL OR MAILING ADDRESS

I-69.1

Comments:

I'm a homeowner in the Richmond, I am concerned that Geary is going to be transformed into a giant freeway. I don't want my neighborhood ruined just so some people can save 10 minutes on their bus ride. It seems that a lot of traffic will be diverted to the ancillary streets all this benefit to the residents who will be affected. Don't turn Geary into a freeway.

(continue on other side if necessary)

Responses to Comment I-69.1: Gonzalez, Luis

I-69.1 See Master Response 2a regarding the type and range of project alternatives.

Traffic on Geary will be reduced as some vehicular trips will transition to walk, bike, transit, and ride-sharing trips. Traffic diversions from Geary Boulevard would not be concentrated on any particular street. Instead, they would spread out across all of the parallel streets within the Geary corridor. Higher-capacity streets with the ability to carry more vehicles, such as California and Fulton Streets, would carry relatively greater shares of the diverted traffic. Smaller side streets would carry relatively smaller amounts of diverted traffic.

See Section 3.4.4.4 of the Final EIS for more information pertaining to potential traffic diversions. Overall, diverted traffic would increase on other streets by about 10 percent, generally not more than three to four cars per minute during peak hours.

1 signals and walkways in that area, as there are a lot
2 of children and elderly, the elderly people there. And
3 people drive like maniacs in that particular corridor.
4 And I'm afraid that there will be more pedestrian
5 accidents if that walkway is torn down and there's no
6 change in the signals.

7 I'm a person with disabilities. I use
8 transit. I live on Geary Boulevard, and I ride the
9 38 Geary a lot. So any improvement in picking up
10 passengers, unloading-loading passengers, to me, it is
11 a plus.

12 I know there's a lot of concern here about
13 building. Some people want a no-build. I don't think
14 that's a good solution for the changes that are
15 occurring in the area. The population seems to be
16 increasing. So there need to be an enhancement in
17 the -- the transit corridor system.

18 But my main concern is safety for pedestrians,
19 the elderly, and people with disabilities. That's
20 basically what I want to say.

21 LUIS GONZALEZ: Luis Gonzalez, L-U-I-S, Gonzalez
22 G-O-N-Z-A-L-E-Z.

23 As a homeowner in the Richmond, I am concerned
24 that Geary is going to be transformed into a giant
25 freeway. I don't want my neighborhood ruined just so

I-69.2.1

I-69.2.1
cont.

1 some people can save ten minutes on their bus ride. It
2 seems to me that a lot of traffic would be diverted to
3 the ancillary streets, and this is completely unfair to
4 the residents who will be affected.

5 Do not turn Geary into a big freeway.

6 MELVIN BEETLE: My first name is Melvin,
7 M-E-L-V-I-N. My last name is Beetle, B-E-E-T-L-E, just
8 like the insect.

9 Now, my only comment is I do -- I'm a senior
10 peer counselor. I speak two Philippine languages. I
11 work with disturbing and grieving Filipinos all over
12 the city who can't go back home; they don't have the
13 money.

14 So I travel 38 a lot. The only problem I've
15 ever seen by traveling 38 is left-hand turns onto Geary
16 from the side streets. Left-hand turns off of Geary
17 doesn't create a problem. So the left-hand-turn thing
18 they're talking about in what I read, I would agree
19 with off of side streets onto Geary but not off Geary
20 onto the side streets. Somehow or other it works
21 differently. Thank you.

22 UNCHEEDAH WILSON: Okay. Uncheedah,
23 U-N-C-H-E-E-D-A-H, Wilson, W-I-L-S-O-N.

24 You know, when I looked at the presentation on
25 YouTube, they had it going so that when the -- I live

Responses to Comment I-69.2: Gonzalez, Luis (verbal comment)

I-69.2.1 See Response to Comment I-69.1.

From: 'Aaron Goodman' via GearyBRT <gearybrt@sfcta.org>
Date: Thu, Nov 12, 2015 at 10:09 PM
Subject: [GearyBRT] Geary BRT (EIR/EIS) comments
To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

Letter I-70

Geary BRT EIR/EIS comments as an individual on the issues noted attached and below...

I-70.1

Please see the attached maps pictures of longer bus systems and memo (PDF) format on the concerns about north south transit and the need to look at Light Rail Vehicle systems on the west side of SF in terms of capacity and AHBP issues of density being discussed currently for the sunset and inner and outer Richmond areas.

I-70.2

I am concerned about the linkage and loop of systems from the F-Line out to the Presidio and around the western edge of SF possibly along the Sunset Blvd. and outer 19th Ave. zones that need a secondary system initiated to improve west-side transit due to large projects and lacking mass-transit improvement investment and taxation for transit funding such as light-rail systems, and improved flexibility of systems for increased capacity...

Aaron Goodman
25 Lisbon St.
San Francisco CA, 94112
Email: amgodman@yahoo.com

Attn: Geary BRT EIS/EIR
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
gearybrt@sfcta.org

November 12, 2015

Thank you for giving the opportunity to discuss the Geary BRT EIS/EIR document and concerns about the proposal to place a BRT line system out along the Geary Corridor.

My concerns stem from the issues and EIR/EIS sections noted below;

- I-70.3**
- a) The AHBP “Accessory Housing Bonus Program” proposal for additional density and creation of larger swaths of redevelopment along existing transit lines, which include major east west corridors along Judah, Taraval, and Geary that will undoubtedly increase population and impact transit capacity in major traffic areas of San Francisco. How will the BRT service this additional load of transit riders, and why was there so low a transit impact fee assessed vs. a more adequate transit impact fee to pay for more robust transit light-rail vehicle solutions along Geary Blvd.? How will additional population and capacity of bus systems be addressed due to the already “crush-capacity” of existing bus systems? Will longer newer articulated 5-door bus designs be implemented? How do corporate bus systems play into the use of the red-zones shown in your Nov. presentation, and will these private bus systems continue to be allowed to take priority over the MUNI system?
- I-70.4**
- b) The existing issues with the bus “unit” design currently in terms of the restrictive wheel base design, which causes congestion when multiple people or ADA or disabled users attempt to board busses currently, and if this unit is acceptable for future use for the future BRT system if this bus (2-3 door depending if articulated or extended bus design) and the limited entry systems for card swiping at entry boarding and unboarding is in-efficient and will not meet the capacity needs of an aging population increasing in disabled and limited mobility residents. Why is pre-paid boarding at all doors not being seriously considered? How the swiping and access dimensions of vehicles affects timely boarding and deboarding and bus frequency and capacity of disable riders is also of concern in this same vein. When 2-3 disabled users attempt to board a bus currently many times I have seen the disabled riders be left behind due to lacking space on existing bus systems.
- I-70.5**
- c) The expenditure on BRT is often pre-emptive of light-rail or future conversion to a more durable, and long-range transit planning solution. Has the financial review of options and alternatives looked at the upfront and long range costs of converting to Light Rail Vehicles sooner, to save money and capital costs and not paying for the same re-engineering twice in the development of mass transit systems along Geary, if there is also studies for a BART extension vs. MUNI along the Geary corridor in the “BART to the Beach” proposal seen prior from James Fang, and if there is a need to vet the costs of the BART and or MUNI Light-Rail Vehicle options as part of this EIR/EIS to determine the most cost effective solution to transit systems that may serve the inner-richmond and sunset neighborhoods.
- I-70.6**
- d) Has there been any real comprehensive linkage and looping of systems studied or proposed to bring transit north to south along the 19th Ave. or Sunset Boulevard locations from Geary so that adequate transit new systems are planned to move people northward to the Presidio and Southward to SFSU-CSU

I-70.6
cont.

and Parkmerced, including the eventual connectivity to Daly City BART as a southbound intermodal connective loop for this proposed project. Can BRT service more than one neighborhood in its extension north and southbound instead of just east and west bound, when we already have connector and corridor service on the J and L Muni lines on Judah and Taraval?

I-70.7

e) The proposal for bus lanes in the center median, ignore the impact of reduced turning and driving lanes for many existing families with children and seniors that must utilize vehicular access to their homes and for errands/trips daily. The need is to look at how the central lane disperses auto-traffic to side streets and impacts traffic and neighborhoods due to the lessened vehicle capacity along Geary. Were alternatives studied such as the 5-Fulton Line or Balboa Street for an additional capacity area for transit improvement or location of the light-rail line installation?

I-70.8

Section 2.0 – Alternatives – I would strongly suggest that a light-rail vehicle alternative plan be included and studied in terms of cost savings long-term to build a light-rail vehicle train system out Geary and down sunset blvd. to link to the western edge of Parkmerced or the Sloat Blvd. extension back up to the St. Francis Woods area, or further looping on Lake Merced Blvd. to Daly City and John Daly Blvd.

I-70.9

Section 4.0 – Land-Use – Does not address the AHBP impact on adjoining properties and cumulative properties and development that will occur as a domino effect and impact tremendously the capacity issues of any bus BRT development. The shown effects of the removal of the overpass pedestrian walkways is not a positive solution to the pedestrian safety concerns for crossing wide traffic arterials such as Geary, and solutions need to be provided that discuss the impacts of additional residential density with pedestrian safety and impacts on walkability issues near and adjacent to the transit stops vs. traffic vehicular areas, which may be improved by separating the mass-transit from the car lanes on geary by shifting the bus systems and light-rail future routing to a more southern street like Balboa or Fulton line.

I-70.10

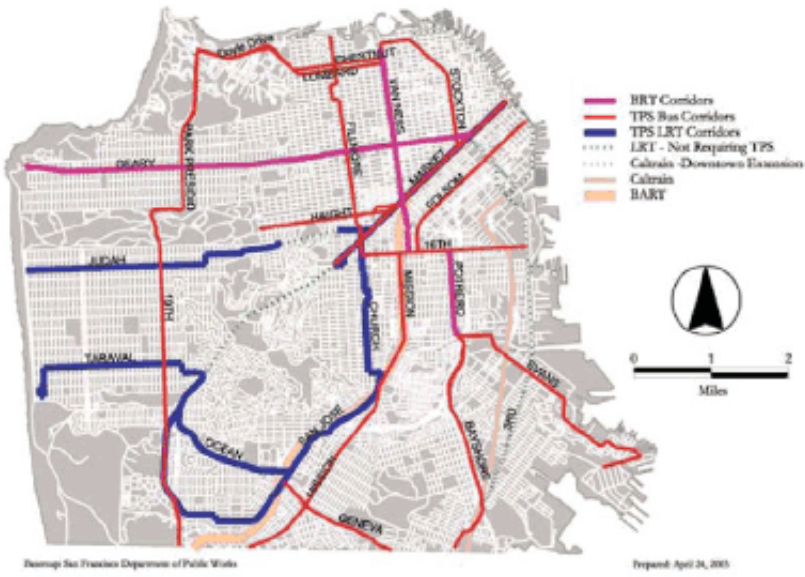
Section 4.16 – Irreversible and Irretrievable Resources – it seems to be counterintuitive to do a BRT system when it will cost doubly environmentally and resource wise when further down the road due to capacity issues Light-Rail Vehicle or larger and more flexible bus systems will need to be implemented due to capacity issues. This segment and section should tackle the environmental costs on Light-rail vehicle system investment and track line work vs. BRT systems and having to replace bus terminal and bus systems due to inadequate capacity of the buses due to future growth needs.

I-70.11

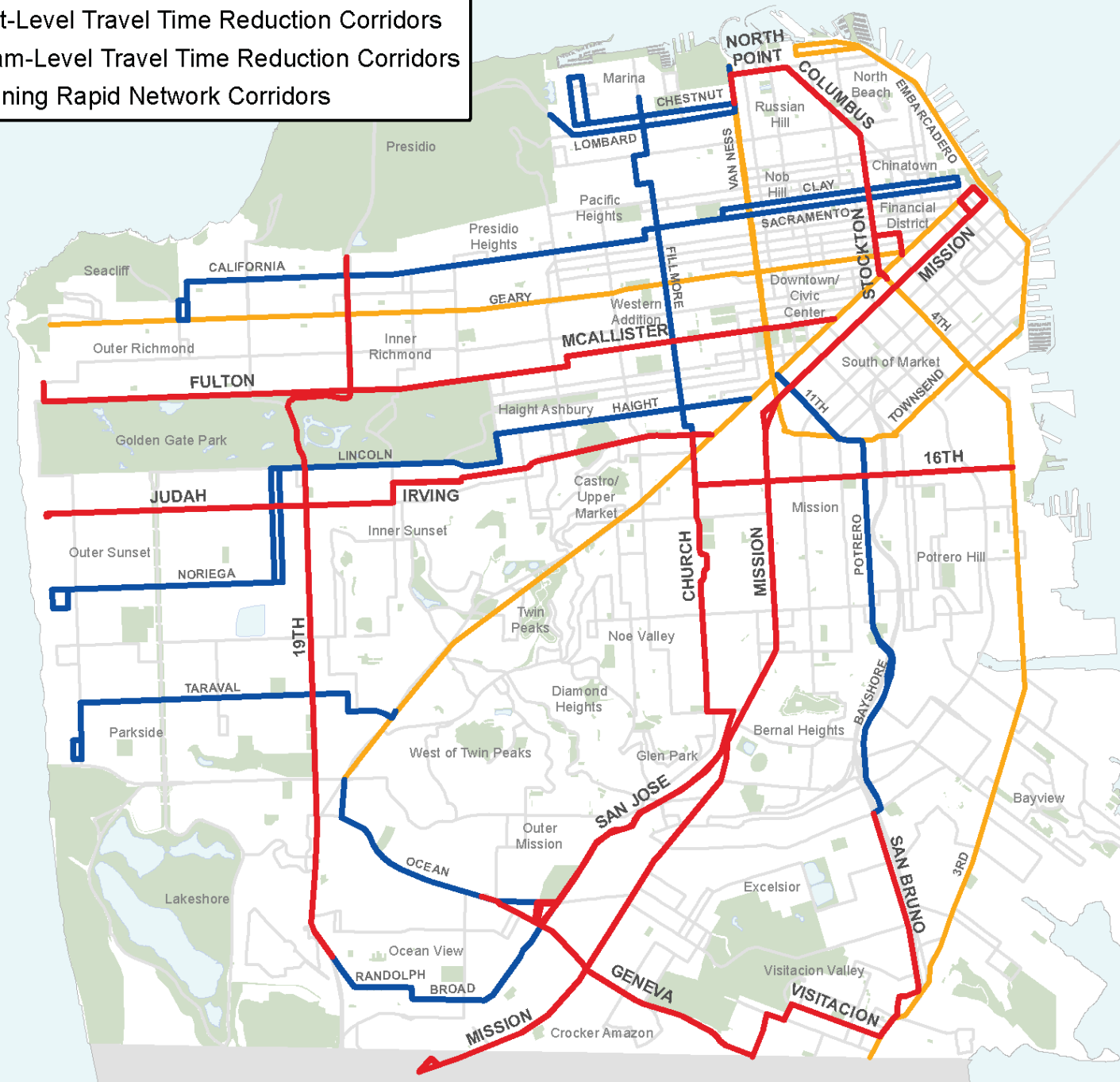
Section 10.0 – Alternative Analysis – Under section 10.2.2 the light-rail surface option and underground options are eliminated due to upfront costs and funding, yet they are being discussed by BART and regional transit agencies, and would provide a better more cost effective way of getting people in the sunset and inner Richmond areas out of their cars. The lacking “backbone” of city agencies to tax adequately the development of high-end housing, business interests, and institutional growth in SF has led to the problem of funding. In addition money that should be “ear-marked” for district solutions has been used for larger over-funded projects like the central subway, and downtown terminals, vs. new light-rail vehicle line extensions and system looping and linkages on the western side of SF. Proper independent analysis on cost effectiveness and the benefits of going with light-rail vehicle investment over BRT bus systems should be presented as part of the EIR/EIS study.

Sincerely

Aaron Goodman (D11)

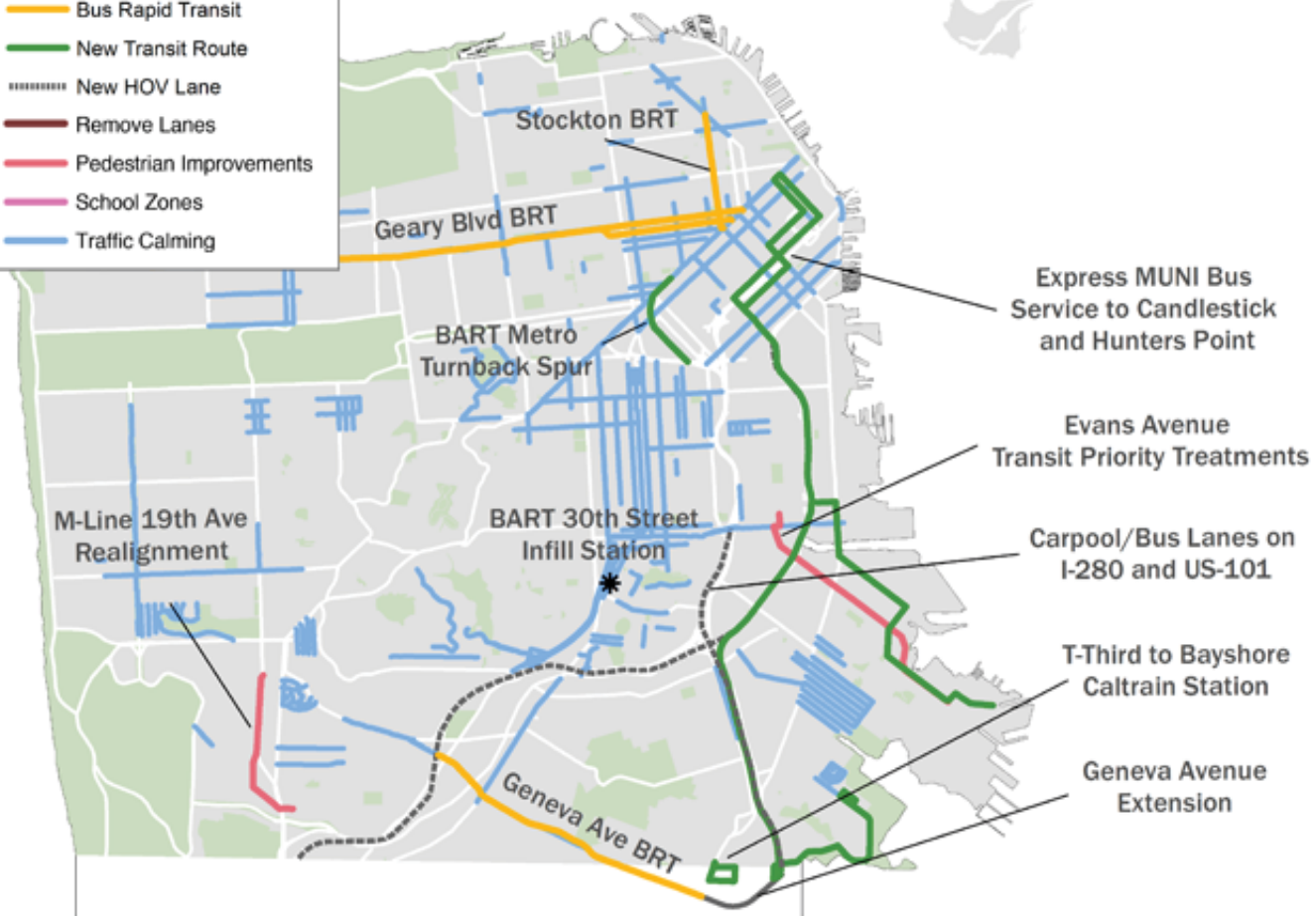


- Project-Level Travel Time Reduction Corridors
- Program-Level Travel Time Reduction Corridors
- Remaining Rapid Network Corridors



Project Types

- * New Transit Station
- Transit Speed & Reliability
- Bus Rapid Transit
- New Transit Route
- - - - - New HOV Lane
- Remove Lanes
- Pedestrian Improvements
- School Zones
- Traffic Calming



Responses to Comment I-70: Goodman, Aaron

- I-70.1 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives considered and ultimately carried forward for environmental analysis. Please see response to comment I-70.3 below regarding the Affordable Housing Bonus Program (AHBP).
- I-70.2 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives considered and ultimately carried forward for environmental analysis.
- I-70.3 Growth projections in the Draft EIS/EIR were based on ABAG's *Projections 2013* which reflected previously approved plans and zoning. A portion of the AHBP related to 100% affordable housing projects was approved in July 2016, after the 2015 publication of the Draft EIS/EIR.

Projects constructed under the AHBP would accommodate projected growth included in ABAG's *Projections 2013*, and would not result in additional population growth above that which is already anticipated. As discussed in Draft EIS/EIR Section 3.3.5, all build alternatives would exceed Muni's 85-percent capacity utilization threshold under Year 2020 and 2035 conditions in the peak direction during the peak hour due to projected population growth.

Additional service hours could be considered for the Geary corridor, consistent with SFMTA's plans as outlined in its TEP, some of which have already been implemented. See Section 3.3.5 of the Final EIS for further details. Regarding the transit impact fee, this question is unrelated to Geary BRT and has no bearing on the environmental analyses in the Draft EIS/EIR or Final EIS. As discussed in Sections 2.2.2.1 and 2.2.3 of the Final EIS, both the No Build and build alternatives include new, low-floor buses, which do not have steps as older traditional buses do.

The City has a Commuter Shuttle Program that provides permits to eligible commuter shuttle operators to use a designated network of stops in San Francisco.³³ However, private shuttles are currently prohibited from using transit lanes or non-permitted stops. The City has several criteria, designed to minimize disruptions to transit operations and traffic circulation, for permitting private shuttle operators to use transit stops, including yielding and giving priority to Muni buses, and pulling all the way parallel to the curb so as not to block travel or bicycle lanes,

³³ More information on the City's Commuter Shuttle Program is available at <https://www.sfmta.com/projects-planning/projects/commuter-shuttle-program-2016-2017>.

among others.³⁴ As of January 2016, the SFMTA Commuter Shuttle Program had six designated stops on the Geary corridor (three in each direction).³⁵ The project's impact on shuttle services themselves would be similar to its impacts on other private vehicles, which are detailed in the traffic analysis in Section 3.4 of the Final EIS. With BRT on the Geary corridor, both private shuttle services and taxis would continue to operate in mixed-flow traffic lanes and would not travel within the dedicated BRT lanes or use BRT stations.

I-70.4 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives and Master Response 2d regarding pedestrian safety and access.

All-door boarding is a feature currently used by Muni. The new bus fleet has more room for wheelchair and other disabled users.

I-70.5 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives considered and ultimately carried forward for environmental analysis.

I-70.6 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives considered and ultimately carried forward for environmental analysis. Please also see the *Geary Bus Rapid Transit Alternatives Screening Report* (May, 2009) for more information pertaining to the selection of feasible alternatives. The local agencies considered other alternative transit lines for improvements but instead chose Geary because it is the most heavily utilized east-west transit route in the area. Other lines, such as the 1-California might warrant a BRT route but, regardless, because of the higher ridership on Geary, the agencies have identified improving bus service on Geary as a core project purpose and need, and thus the focus is on Geary. The comment suggesting a need for stronger north-south transit connectivity is noted, although such a concept is outside the scope of this project.

³⁴ SFMTA. 2015. SFMTA – Commuter Shuttle Program: Exemption from Environmental Review. Accessed August 29, 2016 at <https://www.sfmta.com/sites/default/files/projects/2015/Commuter%20Shuttle%20Program%20Certificate%20of%20Exemption%20from%20Environmental%20Review.pdf>.

³⁵ SFMTA. 2016. SFMTA Commuter Shuttle Pilot Network of Designated Stops (as of 01.31.16). Accessed August 29, 2016 at <https://www.sfmta.com/sites/default/files/projects/2016/Shuttles%20Network%20160131.pdf>.

- I-70.7 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives and Master Response 2a regarding traffic on Geary and diversion to surrounding roadways.

Traffic on Geary will be reduced as vehicular trips will transition to walk, bike, transit, and ride-sharing trips. Traffic diversions from Geary Boulevard would not be concentrated on any particular street. Instead they would spread out across all of the parallel streets within the Geary corridor. Higher-capacity streets with the ability to carry more vehicles, such as California and Fulton Streets, would carry relatively greater shares of the diverted traffic. Smaller side streets would carry relatively smaller amounts of diverted traffic. See Section 3.4.4.4 of the Final EIS for further details on vehicle diversions.

Overall, diverted traffic would increase on other streets by about 10 percent, generally not more than three to four cars per minute during peak hours. Also, the traffic analysis accounted for changes in left-turn opportunities as proposed by the various alternatives. See Section 3.4.4.3 of the Final EIS for a more detailed discussion of left-turn reductions. The project would generally consolidate left turns that are in close succession to one another, retaining alternative left-turn locations in close proximity.

- I-70.8 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives considered and ultimately carried forward for environmental analysis.

- I-70.9 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives and Master Response 2d regarding construction-period effects.

The project accounts for increased future growth both within the City and the region.

The project includes numerous improvements to pedestrian safety, including signalization changes, pedestrian crossing bulbs, new crosswalks, and pedestrian median refuges.

Geary is the most heavily utilized east-west transit route in the area. The agencies have identified improving bus service on Geary as a core project purpose and need, and thus the focus is on Geary.

- I-70.10 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives considered and ultimately carried forward for environmental analysis.

- I-70.11 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives and Final EIS Chapter 9 and Master Response 6a regarding project costs.



Letter I-71

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Geary median

2 messages

whgigg@sbcglobal.net <whgigg@sbcglobal.net>

Mon, Nov 30, 2015 at 12:12 PM

To: gearybrt@sfcta.org

I-71.1 | I'm totally not in favor of this project. I live 5 houses off if Geary.
Pedestrian safety is huge factor. Asking folks to cross into median area is recipe for deaths.
Please do not proceed.
Janet Goodson
160 commonwealth

Sent from my iPhone

Responses to Comment I-71: Goodson, Janet

- I-71.1 Opposition to the project is noted. Please see Master Responses 2d. All build alternatives would enhance pedestrian safety along the Geary corridor, as described in Section 2.2.3.2, Roadway and Multimodal Changes Common to All Build Alternatives, in the Draft EIS/EIR. The build alternatives include pedestrian safety improvements, including new bus bulbs, pedestrian crossing bulbs, new, high-visibility crosswalk striping, and new signalized street crossings at Buchanan and Broderick Streets. Refer to Final EIS Section 3.5.4.4 (Pedestrian Safety) for more details related to the pedestrian safety improvements and Final EIS Chapter 2, for additional pedestrian improvements added to the Hybrid Alternative/LPA in response to public comments on the Draft EIS/EIR.

----- Forwarded message -----

From: **WILLIAM GOODSON** <whg3md@att.net>
Date: Mon, Nov 30, 2015 at 12:26 PM
Subject: Re: [GearyBRT] unintended consequences
To: Colin Dentel-Post <colin.dentel-post@sfcta.org>

Such typos when I looked back. Sorry...

I-72.1 Dear Reviewers,

It may move the buses faster, but ***asking riders to cross traffic to catch the bus is an invitation to disaster.***

There is already experience with cable cars where pedestrians cross traffic to catch a cable car and pretty much ignore traffic and do not look.

I am 69 years old, and ***I ride the 38 Geary several times a week.*** I want the safety of standing out of the street as I wait. And there is not any way that an island in the middle of the street will ever feel as safe. As I get older, I do not want to need to hobble across traffic to get to the bus. You can assume better enforcement of yield-to-pedestrian laws, but ***better enforcement on average will never help me if even just one driver looks at a text while I am in the street.*** The presumed benefits of speeding traffic do not outweigh the risks for myself and all senior citizens who eventually will be dependent on the Muni for our independence.

Please leave bus stops safely on the curb.

Thank you,

William Goodson

160 Commonwealth

Responses to Comment I-72: Goodson, William

- I-72.1 Preference for side-running bus stops is noted. Please see Master Response 2d. All build alternatives would enhance pedestrian safety along the Geary corridor, as described in Section 2.2.3.2, Roadway and Multimodal Changes Common to All Build Alternatives, in the Draft EIS/EIR. The build alternatives include pedestrian safety improvements, including new bus bulbs, pedestrian crossing bulbs, new, high-visibility crosswalk striping, and new signalized street crossings at Buchanan and Broderick Streets. Refer to Final EIS Section 3.5.4.4 (Pedestrian Safety) for more details related to the pedestrian safety improvements and Final EIS Chapter 2, for additional pedestrian improvements added to the Hybrid Alternative/LPA in response to public comments on the Draft EIS/EIR.



Letter I-73

Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] My public comment in favor of improved transit on Geary

2 messages

madawaska2 via GearyBRT <gearybrt@sfcta.org>

Fri, Oct 16, 2015 at 2:49 PM

Reply-To: madawaska2@aol.com

To: gearybrt@sfcta.org

I-73.1

I am a transit rider who has been car-free for 15 years. I use much of the current service that runs along Geary.

In general, I would prefer to see subway and/or light rail, but I do believe that BRT would be an improvement if it encompasses the following:
dedicated transit lanes, center running, low floor buses, transit signal priority at stop lights and bus stop consolidation.

It is important to think long-term and implement a plan that will move us on transit as efficiently, safely and as comfortably as possible, with an eye toward implementing subway and/or light rail.

Thank you,

Bob Gordon
790 Church Street #203
San Francisco, CA 94114

PUBLIC COMMENT SOLICITED

A 45-day public comment period, during which the agencies will accept public comments for official responses, runs from October 2, 2015, to November 16, 2015. After the close of the comment period, the agencies will generate responses to all comments received and produce a Final EIS/EIR, with responses to comments, in spring 2016. After release of the Final EIS/EIR, staff will present the Staff-Recommended Alternative to the Transportation Authority Board of Commissioners and the SFMTA Board of Directors, respectively, to select as the project's Locally Preferred Alternative.

A public comment meeting is scheduled for:

November 5, 2015, 6:30-8:30 p.m.

St. Francis Hall at St. Mary's Cathedral

1111 Gough Street, San Francisco, CA 94109

Comments may also be submitted via email to gearybrt@sfcta.org, or letter to:

San Francisco County Transportation Authority
Attn: Geary BRT
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Responses to Comment I-73: Gordon, Bob

- I-73.1 Support for dedicated transit lanes, center-running, low floor buses, and TSP is noted. See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives considered and ultimately carried forward for environmental analysis.

Letter I-74



SFMTA
Municipal
Transportation
Agency

Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

ADAM GREENFIELD
NAME

AFFILIATION (IF APPLICABLE)

gubbinsteve@yahoo.com
EMAIL OR MAILING ADDRESS

I-74.1

Comments: My recommendations:

- I am pro-transit and support removing as many parking spaces as is necessary. Parking should be a low priority.
- I suggest near-term improvements be implemented soon.
- Please make this the best possible project for public transportation.

(continue on other side if necessary)

Responses to Comment I-74: Greenfield, Adam

- I-74.1 Support for parking removal and near-term improvements is noted. Please refer to Master Response 1a and Final EIS Chapter 2 for a summary of the project improvements that would be implemented under each of the build alternatives.

Letter I-75



SFMTA
Municipal
Transportation
Agency

Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

NAME Maria Grimm

AFFILIATION (IF APPLICABLE) _____

EMAIL OR MAILING ADDRESS Mgrimm84@gmail.com

I-75.1

Comments: I love idea of Geary BRT!

However, as far as 1 for 1 tree removal goes, I think Van Ness BRT has it right. When removing

I-75.2

Mature trees, the City should make an effort to replace with at least double the number of saplings. This is a big project with potential to re-shape a major corridor. Lets seize that moment and make the city greener and more pleasant while we're at it!

(continue on other side if necessary)

Responses to Comment I-75: Grimm, Maria

- I-75.1 Support for BRT along the Geary corridor is noted.
- I-75.2 Please see Master Response 4a. Each of the build alternatives would preserve at least 80 percent of Geary corridor trees. Each build alternative would preserve and incorporate existing mature trees into the project landscape plan as feasible and plant an equivalent number of new, healthy, drought-resistant trees for each tree removed.



SFMTA
Municipal
Transportation
Agency

Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

Kelly Groth
NAME

SF resident/transit rider
AFFILIATION (IF APPLICABLE)

KKgroth@gmail.com
EMAIL OR MAILING ADDRESS

I-76.1

Comments: As a typical car-free SF resident, I rely on MUNI everyday. I have experienced the current 38 service and find it slow and frustrating. I also know how unsafe and dangerous the traffic on Geary is, and am optimistic that the BRT will address and help solve the traffic and injuries along the corridor. I fully support the project, it is very necessary for the betterment of the city's transit system and community health.

(continue on other side if necessary)

Responses to Comment I-76: Groth, Kelly

I-76.1 Support for BRT along the Geary corridor is noted.



Letter I-77

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Support Geary BRT

1 message

GM <towardscarfreecities@gmail.com>

Mon, Nov 30, 2015 at 4:51 PM

To: gearybrt@sfcta.org

Hello,

I am a regular rider of Muni and I walk extensively in the City as well. The current 38 Geary is what I'd call a "slow dinosaur". Walking is sometimes just as fast as waiting for and riding the bus to my destinations. BRT is long overdue. Many poor countries have excellent BRT systems, while SF's bus system is somewhat shameful.

I-77.1

We need to take space away from cars to speed up our buses. A physically-separated BRT lane is the only way to ensure cars and delivery trucks aren't interfering with bus travel. Studies show that taking away parking improves safety (both pedestrian safety and reducing crime) and is actually economically beneficial for businesses along the route as people shift to walking and BRT-ing and can see into businesses more easily. Please make the safety of people walking and biking as the top concern when you design the route, which is likely to be in place for generations. Storage for cars and numerous lanes of car traffic is not important when you are considering human lives and how well Muni functions and attracts riders.

Thanks,

Gwynn

Responses to Comment I-77: Gwynn

- I-77.1 Support for parking removal is noted. Please see Master Responses 2d and 2e, which address pedestrian and bicyclist safety related to the project.

From: **Sarah Gyotoku** <sarahflorida@earthlink.net>
Date: Tue, Nov 10, 2015 at 7:25 PM
Subject: [GearyBRT] Geary BRT
To: gearybrt@sfcta.org

Hello,

I-78.1 | I have lived in the Richmond District for 19 years and my primary bus line is the 38 Geary. I have been very satisfied with the service and have found it to be usually reliable, and not usually slow. The only issue is that there aren't enough buses for the amount of people and would only like to see more buses added because there are numerous riders.

I am not in favor of any of the other changes:

- I-78.2** |
- 1) I don't like the "island" type of bus stops. I don't feel safe standing in the middle with traffic on either side, there's not enough room for large crowds of people. It would also be inconvenient and dangerous if you're down the street and you see your bus coming and you try to hurry and catch it because you'll have to cross traffic to do it.
 - 2) If you provide "bus lanes only", then you will be taking away traffic lanes from the car drivers and traffic is already bad enough on Geary. That would make it even worse for regular drivers.
 - 3) There are already "bus lanes only" downtown to speed through traffic and around cars that are doubleparked, etc.. I don't believe that we need to have them in the local neighborhoods.

Thank you for considering my comments. Please all you need to do really is just add more buses to the route.

Thank you kindly,

Sarah

Sarah Gyotoku

sarahflorida@earthlink.net

415.752.2965

Responses to Comment I-78: Gytoku, Sarah

I-78.1 Request for additional buses is noted. Please refer to Final EIS Sections 2.7.1 as well as Master Response 1a for a summary of the alternatives under consideration and the benefits associated with each, including improved transit times. The Geary BRT project is being proposed because without additional infrastructure changes such as those being proposed, additional bus service would not be sufficient to alleviate the crowding problem because the bus bunching problem would continue to cause bus over-crowding.

I-78.2 See Master Response 2a regarding traffic on Geary and diversion to surrounding roadways and Master Response 2d regarding pedestrian safety and access.

Most transit passengers will catch the bus on one side of the street at the beginning of their initial trip, and arrive on the opposite side of the street at the end of their return trip, hence most passengers will have to cross the street at least once, if assuming a round trip.

The Geary BRT Project aims to reduce crowding at bus stops by providing more frequent stops and reliable service. All build alternatives would enhance pedestrian safety along the Geary corridor, as described in Draft EIS/EIR Section 2.2.3.2, Roadway and Multimodal Changes Common to All Build Alternatives. The build alternatives include pedestrian safety improvements, including new bus bulbs, pedestrian crossing bulbs, new, high-visibility crosswalk striping, and new signalized street crossings at Buchanan and Broderick Streets. With implementation of these pedestrian improvements, the potential for crowding on pedestrian islands, for center stops, would be significantly reduced upon operation of the Geary BRT. Refer to Final EIS Section 3.5.4.4 (Pedestrian Safety) for more details related to the pedestrian safety improvements and Final EIS Chapter 2, for additional pedestrian improvements added to the Hybrid Alternative/LPA in response to public comments on the Draft EIS/EIR.

The median boarding stations will be nine feet wide, which the EIR determined would be adequate capacity for expected ridership.

The City's Transit First Policy identifies the Geary corridor as a Transit Preferential Street. The Transit Preferential Street program includes measures to improve public transit vehicle speeds and to minimize the effects of traffic on transit operations. Policy 1.3 of the San Francisco General Plan states "Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs."

The Hybrid Alternative/LPA would generally result in decreased automobile travel times along the Geary corridor relative to the No Build Alternative. A portion of traffic trips would divert to walk, bicycle, public transit, and ride sharing.



Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] Attn: Geary BRT

2 messages

Tom Haddad <thaddad43@hotmail.com>

Tue, Nov 3, 2015 at 9:49 AM

To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

Cc: suma gona <gona40@hotmail.com>, Tom Haddad <thaddad43@hotmail.com>, may lynn

<morgansuntan@mac.com>

To Whom it May Concern,

Our family lives on Beaumont Avenue between Anza and Geary and would like to voice some of our concerns regarding the proposed GEARY BRT project.

I-79.1

There are multiple families with young children on the block, many under the age 7 (including ours). This section of Beaumont is very busy with driving traffic due to drivers travelling North-South and South-North. Many drivers use Beaumont as a way to avoid traffic on Parker and Arguello streets. Cars are often travelling well above the speed limit to try to, "beat the traffic". A neighborhood proposal and petition to install speed bumps was circulated and sent to the city for review, but speed bumps were never installed. Cars turning North onto Geary from Anza and cars travelling South at unsafe speeds often have near collisions at the Anza/Beaumont corner as the field of view from both Driver's perspectives are limited (from the hill, the trees and due to parked cars on Beaumont).

I-79.2

I have concerns regarding limiting the left hand turn lanes on Geary because I think that any left hand turn lane left in the planning will have greatly increased North/ South traffic, which is already at what I would consider an unsafe level. I understand that Beaumont has been left on some of the BRT plans, and removed on other plans.

I believe keeping numerous left hand turn lanes is the best option for the Geary BRT. Left hand turn lanes are dedicated lanes that do not obstruct traffic flow and allow turning with less risk to pedestrians (who can be seen more easily as the entire crosswalk and sidewalk traffic is clearly visible to the driver turning left). Removing the left hand turn lanes altogether would force all Southward travel from Geary to make right turns in order to eventually travel South (ie. they would have to go around a block to go south). Right hand turns are inherently dangerous to pedestrians due to limited site lines from parked cars and also pose a risk for cyclists travelling in the right hand lane. A recent injury of a small child in a stroller on Euclid and Parker occurred as a car was turning right. Many cyclists have also been injured in right hand turn situations . I believe there will be increased risk to pedestrians and cyclists if right hand turns to travel South become a mandatory (and much more common) action.

I would favor a proposal that kept the left hand turn lanes on the Geary corridor to a maximum. Consideration for left hand turn signals would also increase the safety at large intersections. Speed bumps on smaller streets like Beaumont would help limit unsafe driving speeds in order for cars to try and "beat the traffic". I believe these changes would maintain traffic flow and efficient travel through the Geary corridor and maximize pedestrian and cycling safety.

Thank you for your consideration.

Sincerely,

Thomas K. Haddad, MD and Suma Gona, MD
Resident/owners, 70 Beaumont Avenue

Responses to Comment I-79.1: Haddad, Tom

- I-79.1 Concerns regarding traffic diversion and safety are noted. Please refer to Master Response 2a for a discussion of project-related traffic diversion and 2d for a summary of pedestrian safety enhancements associated with the project.
- I-79.2 Support for retaining left turns is noted. See Master Response 2a regarding traffic on Geary and diversion to surrounding roadways, Master Response 2d regarding pedestrian safety and access and Master Response 2e regarding bicycle safety and access.

Left turns made by vehicles are typically more hazardous because drivers must account for oncoming traffic and crossing pedestrians. Left turns on the Geary corridor currently have permissive signal phasing, which allows vehicles to turn when there is no oncoming through traffic and when pedestrians are not crossing. In this situation, pedestrians may not be fully visible to turning vehicles because drivers may be distracted by other factors on the roadway, such as oncoming traffic and queuing vehicles behind them. As a result, drivers may be less aware of pedestrians in the crosswalk while executing a left turn.

Reducing the number of permitted left turns would contribute to improved pedestrian safety on the Geary corridor. The Hybrid Alternative/LPA would reduce the number of permissive left turns from 37 to 10, and increase the number of protected left turns from three to 18.

Under the build alternatives, several locations with heavy expected right-turn volumes would be designed to include right-turn lanes for automobiles. Due to comparatively increased visibility of pedestrians to drivers, right turns generally result in fewer pedestrian collisions than left turns.^{36/37}

³⁶ Zeeger, C.V., K.S. Opiela, and M.J. Cynecki. 1984. Effect of Pedestrian Signals and Signal Timing on Pedestrian Accidents. In *Transportation Research Record* 959, Transportation Research Board, National Research Council, Washington, D.C. pp. 1-7. Available at <http://onlinepubs.trb.org/Onlinepubs/trr/1982/847/847-012.pdf>.

³⁷ Lord, D., A. Smiley, and A. Haroun. 1998. Pedestrian Accidents with Left-Turning Traffic at Signalized Intersections: Characteristics, Human Factors, and Unconsidered Issues. Presented at the 77th Annual Meeting of the Transportation Research Board, Washington, D.C. Available at http://safety.fhwa.dot.gov/ped_bike/docs/00674.pdf.

1 Both me and my grandmother were -- I was
2 young; she was a little older. It was a way to cross
3 Geary, a huge street, safely. As I've grown up and
4 I've worked in Japantown, especially with summer camp
5 and the elderly in Kimochi, I've realized that crossing
6 the bridge is the safest way to get across Geary.

7 I understand they're going to put islands
8 along the crosswalk. However, what happens when a
9 group of 30 children can't cross the street in one go?
10 They may get stuck right on the islands. And that is a
11 fear of mine, because Geary is a downhill or uphill and
12 going extremely fast. I'm nervous that those kids and
13 maybe the elderly will get hit.

14 Along with the safety issues, I'm concerned
15 that the tradition of going across and going to other
16 Geary merchants will die. The connection between the
17 Geary merchants from Japantown and the Geary merchants
18 on the right side, which would be the Western Addition,
19 the bridge would not be there any longer; the unity
20 would no longer be there.

21 I think that's why I want the Webster Bridge
22 to stay and for this project to not happen moving
23 forward.

24 BOB HAMAGUCHI: I am Bob Hamaguchi,
25 H-A-M-A-G-U-C-H-I, Executive Director, Japantown Task

**I-80.1
cont.**

1 Force, Inc.

2 I have followed the progress of the
3 development and outreach of this GBRT since 2007. JTF
4 was one of the first outreach consultants. We were all
5 looking forward to some significant improvements to the
6 Geary Boulevard through Japantown area.

7 What was once going to be a center-riding or
8 center-running bus line from large stations at Fillmore
9 and a filling of the tunnels has turned into not a
10 significant improvement to what we have today. Geary
11 crossings are not going to be materially improved. The
12 community was told the filling of the tunnels would be
13 cost prohibitive. So we are left with a side-running
14 bus line with no material change to the stops.

15 Pedestrian bridges, which were never planned
16 to be removed, are now planned for removal.

17 Side-running buses are not materially different than
18 what we have today. I just don't see the improvements
19 to Geary Boulevard that were originally envisioned.

20 I was sent this afternoon a memo written today
21 to the CAC from the staff, commenting on the outreach
22 to the community concerns for the removal of the bridge
23 and the response to those concerns.

24 I will reserve making comment to the memo
25 until I have a chance to read it more thoroughly.

Responses to Comment I-80: Hamaguchi, Bob (verbal comment)

I-80.1 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives.

Alternatives 3 and 3/Consolidated include longer center-running segments. While each would provide higher travel time savings, Alternative 3 and 3-Consolidated require filling the Fillmore underpass at high cost, and locating the high-ridership Masonic stop in the difficult-to-access and unattractive Masonic underpass area. The Hybrid Alternative/LPA's proposed center-running operation in just the Richmond area avoids these disadvantages. Filling the Fillmore underpass and restoring the intersection at-grade would further advance project goals for bus performance and pedestrian safety. However, the increased cost of such work caused staff to choose the Hybrid Alternative as the SRA (and SFCTA to adopt the Hybrid Alternative as the LPA).

The pedestrian bridge at Webster Street is no longer proposed for removal under the Hybrid Alternative/LPA. Please refer to Master Response 1b for modifications to the Hybrid Alternative/LPA in response to public comments, including updated information regarding the Webster Street pedestrian bridge and other associated pedestrian safety improvements occurring at Webster Street. The pedestrian bridge at Steiner Street is at the end of its structural life and would block areas needed to provide the dedicated bus lane. The alignments of proposed bus-only lanes within each build alternative would conflict with the piers of existing pedestrian bridge at Steiner Street. As a result, the pedestrian bridge at Steiner Street would be removed under the Hybrid Alternative/LPA. The Hybrid Alternative/LPA would improve the existing crosswalk and also add two new crosswalks at the Webster Street intersection (in addition to retaining the pedestrian bridge there).

1 That's my statement. Thank you.

I-81.1

2 RICHARD HASHIMOTO: Richard Hashimoto,
3 H-A-S-H-I-M-O-T-O. I'm with the Northern California
4 Cherry Blossom Festival. In 2017, the festival will be
5 celebrating its 50th anniversary, and hopefully there
6 will be no impact on traffic that will affect the
7 festival, whether it's construction on the asphalt or
8 traffic signals. Just hopefully there will be no
9 impact because a lot of our visitors do come from out
10 of town.

I-81.2

11 And then, let's see, I'm also the president of
12 the Merchants Association, and the merchants do have
13 concerns with the bridge removal on Webster and Geary.
14 A lot of their customers do come from south of Geary
15 across the bridge into our community.

16 Thank you very much.

17 MYLES DIXON: First name Myles, M-Y-L-E-S, last
18 name Dixon, D-I-X-O-N.

19 I am in favor of the BRT. I especially like
20 wide -- I don't know what you call them, the center
21 lane, the center lanes. But my only concern, my main
22 concern, is, if they're going to tear down the walkway
23 on Webster -- not Webster -- Steiner, near Hamilton
24 Recreation Center and the Kimbell Playground, I would
25 like to see them have vastly improved pedestrian

Responses to Comment I-81: Hashimoto, Richard (verbal comment)

- I-81.1 See Master Response 2a regarding traffic on Geary and diversion to surrounding roadways and Master Response 2b regarding construction-period effects.

To reduce construction-related impacts to adjacent land uses and to the community (such as access disruptions), the unique characteristics of each area would be taken into consideration in construction planning and scheduling, and access would be maintained to the extent feasible. Construction planning would minimize nighttime construction in residential areas and minimize daytime construction affecting retail and commercial areas.

- I-81.2 See Master Responses 2d and 3a.

Letter I-82



SFMTA
Municipal
Transportation
Agency

Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

John W. Hayes
NAME
In-house attendent, Resident, Parent, Common Sense
AFFILIATION (IF APPLICABLE) Individual
2128 Sunset@gmail.com
EMAIL OR MAILING ADDRESS

I-82.1

Comments: I oppose demolishing the pedestrian bridge crossing Geary at Webster based upon the following:

- high concentration of young children and families with strollers who would be put at higher risk of a devastating vehicle accident without the bridge.
- planners must consider bridge use volume not only for regular ^{week} use but also for the many Japan town and Fillmore festivals that take place throughout the year and the impact it would have during those events.
- Geary Street is eight lanes across Webster St and downhill from Laguna Street. →

(continue on other side if necessary)

I-82.1

cont.

[comments, continued from front]

~~Putting~~ With planning it could certainly be nine lanes. Putting pedestrians in the path runs contrary to the city's "Vision Zero" road safety policy to get to zero pedestrian deaths by 2014. <where is the common sense in this?>

● Youth programs as well as elder interaction unite the North/South western Addition daily via two pedestrian safe crossing bridges. The mass transit movement in the East/West Geary Corridor is streamlined without the need of a hazardous proposed multi-second increase by the removal of pedestrian safe crossing bridges.

COMMENTS CAN BE MAILED TO:
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
1455 MARKET STREET, 22ND FLOOR
SAN FRANCISCO, CA 94103

● Any mid-mega street pedestrian shelter has horrific consequences for inhabitants awaiting crossing.

Responses to Comment I-82: Hayes, John

- I-82.1 Opposition to demolishing the Webster Street bridge is noted. Demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.

Letter I-83



SFMTA
Municipal
Transportation
Agency

Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

NAME JIM HERD

AFFILIATION (IF APPLICABLE) _____

EMAIL OR MAILING ADDRESS _____

I-83.1

Comments: KEEP THE PED BRIDGES
STEVEN WEBSTER

(continue on other side if necessary)

Responses to Comment I-83: Herd, Jim

- I-83.1 Opposition to demolishing the Steiner and Webster Street bridges is noted. While the Steiner Street bridge would still be demolished, demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR.



Letter I-84

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Geary BRT Support

1 message

John Hermansen <jkhermansen@gmail.com>

Tue, Dec 1, 2015 at 6:00 PM

To: gearybrt@sfcta.org

I-84.1

I wanted to share my support for the bus rapid transit project on Geary Street. San Francisco needs modern, flexible transportation alternatives to alleviate congestion and accommodate growth. Bus rapid transit has proven an effective solution elsewhere, and I believe is a good fit for our infrastructure requirements.

Thank you,

John Hermansen
2848 California St
San Francisco

Responses to Comment I-84: Hermansen, John

I-84.1 Support for BRT along the Geary corridor is noted.

Letter I-85



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Geary BRT

1 message

Tim Hickey <tahickey@gmail.com>

Mon, Nov 30, 2015 at 8:29 PM

To: gearybrt@sfcta.org

Hello,

I-85.1

Please make this happen ASAP and provide soft hit posts and raised bike lanes between Masonic and Presidio for safe transition of cyclists, especially as this intersection will have many changes coming.

Thanks,
Tim Hickey

Responses to Comment I-85: Hickey, Tim

- I-85.1 Support for the project is noted. Please see Final EIS Chapter 2 and Master Response 1a for a summary of the project improvements that would be implemented under each of the build alternatives, and 2e for a description of bicyclist safety and access enhancements.

November 3, 2015

Attention: Geary BRT
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

sent via email to gearybrt@sfcta.org

SUBJECT: Comments on Geary Corridor Bus Rapid Transit Project DEIS/EIR

Page S-6:

The Hybrid Alternative as described is considered the “staff-recommended alternative.”

Do the Hybrid Alternative and Alternative 2 (Side-Lane BRT) factor in people in wheelchairs or walkers or the disabled and their reasonably foreseeable impact to dwell time for Muni? What timeframes have been factored in for wheelchair boarding and the days/hours of people who are elderly or disabled into the Hybrid Alternative which forces the elderly and disabled to have to go out to the center median to board and unboard?

I-86.1.1

How is that safer to have them go out to a center median than to do so at the sidewalks? Perhaps the seniors and disabled will feel they do not wish to walk out to the center median and not take Muni and this will certainly speed up the dwell time...

Page S-12:

The DEIS/EIR states, “Another improvement to pedestrian safety would be increases in protected left turns for vehicles (i.e., vehicles may only turn left with a left-turn signal), and reductions in permissive left turns (i.e., vehicles may turn left with a green signal, provided there is no conflicting oncoming traffic and/or pedestrian crossing).”

It appears that some neighborhoods are allowed to get more left turns inserted for their stretch of Geary and then other neighborhoods are being asked to eliminate their left turns to the detriment of that neighborhood and against their wishes.

With more vehicles on the road and their getting stuck in congestion, these vehicles will need to get off of Geary so they will cut through the more residential streets with right turns, U-turns, etc. SFMTA needs to maintain the left turns for residentially zoned low-density areas such as Jordan Park (Palm, Jordan, Commonwealth, Parker Avenues).

Adding more left turns defeats the purpose of saving time for the entire trip so why would you add left turns for some “community” sections and not others (delete them)? It appears that the decision is not due to safety reasons as more protected left turns were about to be eliminated by the Mayor as a safety issue at one point in the “Vision Zero” project. It is some other reason which may not have anything to do with speeding up the Muni ride or safety.

Page 2-1:

How did you come up with lumping Jordan Park’s streets into the “Masonic” section of the GearyBRT project in the analysis?

I-86.1.2

Masonic (from Broderick Street to Masonic Avenue) has many large multi-level buildings and commercial properties like Target and Best Buy. On the other hand, Jordan Park (Palm, Jordan, Commonwealth and Parker) is a low-density residential area. To lump Jordan Park with Masonic streets in this analysis in this GearyBRT project analysis skews the outcome that the traffic patterns are the same up near Masonic to the east of Jordan Park as compared to the lower density residential area with fewer boardings until it hits Arguello

(Inner Richmond – in your analysis, not in the “Masonic” bucket). The DEIS/EIR does not differentiate the blocks within the Richmond District as “Inner, Central or Outer” so why categorize Jordan Park as “Masonic”? Why would SFMTA lump Jordan Park in with Masonic for this analysis? What is the target being sought by doing so? It appears that this was based arbitrarily, so it is flawed and was not thoroughly analyzed.

Please also see Page 3.6-9 comments on “Masonic” area.

Page 2-40:

I-86.1.3

Jordan Park Improvement Association and Laurel Heights Improvement Association asked that all of its left turns as in your picture (except to keep Palm as well). Where is the data that shows that taking out left turns in

I-86.1.3 contd

Jordan Park/Laurel Heights will NOT put more cars on certain streets in these neighborhoods? Where is this study and why is it not in the DEIS/EIR?

Page 3.6-7:

I-86.1.4

By lumping Jordan Parks' streets in with all the streets eastward to Broderick, I suspect the 7% reduction of parking spaces under Alternative 3 and the Hybrid Alternative is actually higher due to using the eastern streets in the same bucket with the western streets of Jordan Park area. It also appears erroneous and flawed in Table 3.6-2 that the parking for Alternative 3 and the Hybrid is at 5% reduction when the Alternative 3-Consolidated is at a 4% reduction when 50 more cars spaces are being eliminated there even with the DEIS/EIR footnote stating, "SFCTA rounded to nearest ten. Not all numbers sum correctly due to rounding."

Page 3.6-9:

I-86.1.5

"3.6.4.3.1 Masonic Study Area" defines the "Masonic" area as Collins, Euclid/Bush, Baker and O'Farrell. Yet and still, Jordan Park and Laurel Heights (Palm, Jordan, Commonwealth, Parker, Spruce, Collins) is lumped in with what the DEIS/EIR states, "This area is intended to encompass the retail district surrounding the intersection of Geary Boulevard and Masonic Avenue as one of the areas that could be most affected by parking losses with the project, depending on the alternative selected. Table 3.6-4 shows the total number of existing public parking spaces in the Masonic study area, including on-street parking spaces located both on and off of Geary Boulevard." The DEIS/EIR is flawed when the corridor sections for determining elimination of left turns, addition of left turns, elimination of bus stops, additions of various street appurtenances and other changes to the whole BRT corridor and having Jordan Park lumped in with the "Masonic" section do not sync up with the same streets for the parking loss data or other comparative buckets for the DEIS/EIR. The "Masonic" section and the "Masonic Study Area" are not synced with the same streets so this is a big flaw to determine parking loss, number of stops, left turn insertions and or deletions, etc. What was SFMTA's goal in analyzing the parking with different streets and saying the "Masonic" section are the same streets for parking and for bus stop elimination, left turns, etc.? In order to have a fair and consistent unflawed and unbiased analysis, the streets chosen need to be the same (i.e. compare apples to apples). Inconsistency results in biased outcomes. See also above under "Page 2-1."

Page 2-38:

I-86.1.6

Agree with side-running for Palm to Collins (Jordan Park / Laurel Heights) as a low-density area similar to Sea Cliff and the Outer Richmond which also starts the side-running from 27th Avenue to 48th Avenue.

Page 4.4-29:

I-86.1.7

Why did SFMTA decide for the streetscape analysis, for each of the alternatives, different streets from the parking study, the bus stop consolidation, left turns study, etc.? This DEIS/EIR seems to group streets for the different analysis by choosing streets to put together to come to some conclusion. Different analyses are using different streets that have been grouped into some random study group. This appears to be a flaw in the DEIS/EIR.

Page 4.5-29:

I-86.1.8

Due to older buildings along the lateral streets to Geary, it is better to use the Hybrid Alternative to not have adverse construction effects. Since the buildings along this corridor have not been surveyed, it is hard to say if some historic resources yet unknown will get damaged, especially towards the eastern side of town where the older buildings are located. One of the older settlements west of Masonic is along the Geary corridor on the blocks between Masonic and Arguello. These buildings have not been surveyed for this project so there could be damage. Where is the chart of these older buildings from the 1860's+?

Page 4.13-3:

I-86.1.9

One significant tree per the Tree Assessment done by HORT Science dated April-May 2013 is tree #174 and needs to be re-located as a tree planted for the first major greening project for the City after Golden Gate Park and that was done by Mayor Christopher. It has been explained to both SFMTA staff and supervisors that this tree is important as a Richmond District tree and also for the Greek community with the history of Christopher Dairy business as background for the then-Mayor. It was vetted at the Urban Forestry Council and was noted to be relocated. This should be noted in the DEIS/EIR for the trees for that part of the corridor.

Page 10-22:

I-86.1.10

There are no statistics in the DEIS/EIR for the number of mature trees that will be removed (e.g. street trees vs. median trees, etc.). Without knowing how many trees are to be removed, it appears that, as described under

I-86.1.10 cont.

“Existing trees retained,” “All of the alternatives under consideration would retain most of the existing trees corridor-wide, but some would need to be removed to accommodate street reconfigurations.”

Removing hundreds of mature trees and planting an equal number of younger/smaller trees will not be sufficient to mitigate the noise the neighbors will hear from the traffic for the years it takes for those young trees to get to the canopy coverage which functioned to mitigate the noise. There needs to be a greater than one-for-one planning of trees and sufficient to meet or exceed the canopy coverage that is lost from the removal of all the trees along Geary, especially since we are going to have more people living here.

Why is there no assumption statement that boarding and unboarding times (dwell times) for the entire corridor are based on the use of today’s articulated buses? That is the assumption I’m making when reading this

I-86.1.11

DEIS/EIR but it is not clear. It is misleading. If SFMTA is using a different bus (non-articulated, shorter, longer bus, etc.), the different alternatives outcomes could change. Would there be less impact to removal of bus stops, left turns if you use a bus with more doors such as the one that BART is considering using? Why not have an alternative with the use of a newer designed bus? It’s not just the street changes that make the difference. It is also the bus capacity, how to make boarding quicker (via bus design). You only have so many linear feet of street so eventually, just making the buses longer will NOT remedy things as you’ll end up with buses all lined up with no place to move ahead.

Thank you for allowing me to comment and ask questions.

Rose Hillson
Jordan Park Improvement Association Member

Responses to Comment I-86.1: Hillson, Rose

I-86.1.1 See Master Response 2d regarding pedestrian safety and access.

Transit analysis for average boarding time accounts for a number of standard and local factors involving bus boarding, including, but not limited to, ridership, passengers with special needs, and bus design.

Most transit passengers will catch the bus on one side of the street at the beginning of their initial trip, and arrive on the opposite side of the street at the end of their return trip, hence most passengers will have to cross the street at least once, if assuming a round trip.

Permissive left turns made by vehicles are typically more hazardous because drivers must account for oncoming traffic and crossing pedestrians. Protected left turns reduce these hazards, and on-coming traffic and pedestrians are not allowed during the protected left-turn phase.³⁸ Reducing the number of permitted left turns would contribute to improved pedestrian safety on the Geary corridor. The Hybrid Alternative/LPA would reduce the number of permissive left turns from 37 to 10, and increase the number of protected left turns from three to 18.

Left-turn locations included in the Hybrid Alternative/LPA were selected to accommodate the transit station design, provide access to residential, commercial, employment, and recreational/cultural destinations, and to distribute left-turn opportunities evenly across the corridor.

I-86.1.2 For the purposes of the Draft EIS/EIR's project description and transportation analysis, the Geary corridor was divided into distinct segments to differentiate varying proposed bus facility configurations and service. For example, in Alternative 3 there would be non-consolidated bus service running in center bus lanes between Broderick Street and Palm Avenue. In Alternative 3-Consolidated there would be consolidated bus service running in center lanes between Broderick Street and Palm Avenue. In the Hybrid Alternative/LPA, there would be non-consolidated bus service running in side lanes between Broderick Street and Palm Avenue. The segments were defined solely based on the proposed bus facility configurations and service plans, and were not based on land uses.

I-86.1.3 See Master Response 2a regarding traffic on Geary and diversion to surrounding roadways.

³⁸ Federal Highway Administration, Office of Safety. "Permissive/Protected Left Turn Phasing." Available at http://safety.fhwa.dot.gov/intersection/conventional/signalized/case_studies/fhwasa09015/.

Left-turn locations included in the Hybrid Alternative/LPA were selected to accommodate the transit station design, provide access to residential, commercial, employment, and recreational/cultural destinations, and to distribute left-turn opportunities evenly across the corridor.

Traffic diversions from Geary Boulevard would not be concentrated on any particular street. Instead they would spread out across all of the parallel streets within the Geary corridor. Higher-capacity streets with the ability to carry more vehicles, such as California and Fulton Streets, would carry relatively greater shares of the diverted traffic. Smaller side streets would carry relatively smaller amounts of diverted traffic.

Overall, diverted traffic would increase on other streets by about 10 percent, generally not more than three to four cars per minute during peak hours. The Draft EIS/EIR analyzed the impacts of this increase in Section 3.4.4.3 and accounted for this diversion in its determination of potential traffic effects.

I-86.1.4 The number of existing on-street parking spaces by block and side of street were determined based on field reviews. The potential locations of on-street parking spaces along Geary Boulevard for the various alternatives are illustrated in Appendix A of this Final EIS. The information summarized in Table 3.6-2 in the Draft EIS/EIR is based upon the reviews and plan drawings. The values shown in the table were rounded to the nearest ten. The percent reductions shown in the table are accurate. Please refer to Master Response 2c for more information regarding parking loss along the Geary corridor.

I-86.1.5 The “Masonic Study Area” discussed in Section 3.6.4.3.1 of the Draft EIS/EIR and Section 3.6.4.4.1 of the Final EIS is in regard to overall parking capacity not just along a segment of Geary Boulevard, but also between Collins Street, Euclid Avenue/Bush Street, Baker Street, and O’Farrell Street. This area was considered as a retail district that could be most affected by parking losses with the implementation of the project.

The Masonic “segment” on Geary Boulevard between Broderick Street and Palm Avenue is a distinct segment that, like other Geary corridor segments, was used to differentiate varying proposed bus facility configurations and service (see Response I-86.1.2). In addition, the distinct segments were used to easily differentiate each alternative’s potential effect on on-street parking along Geary Boulevard, left-turns, bus stops, and other features.

The Masonic study area (related to parking), and the Masonic segment (related to bus facility configurations and service), were consistent throughout the analysis of all alternatives, allowing for an “apples to apples” comparison of impacts.

I-86.1.6 Support for side-running lanes from Palm Street to Collins Avenue is noted (Alternative 2 and Hybrid Alternative/LPA).

I-86.1.7 The visual effect analysis in the Draft EIS/EIR selected “landscape units” based on existing and/or potential future unique features within each of the landscape units. For the purposes of the Draft EIS/EIR’s project description and transportation analysis, the Geary corridor was divided into somewhat different distinct segments to distinguish varying proposed bus facility configurations and service.

I-86.1.8 Support for the Hybrid Alternative/LPA is noted.

JRP Historical Consulting, LLC, (JRP) developed the “built environment,” or architectural Area of Potential Effects (APE) for this project in conjunction with SFCTA and their environmental consultant team. Consistent with general cultural resources management practices, the APE for the built environment encompasses areas that could be affected either directly or indirectly by the project. Once the architectural APE was established, JRP staff conducted a reconnaissance field survey of the area to account for all buildings, structures, and objects found within the project APE.

As discussed in Section 4.5.2.3, Historic Architecture in the Draft EIS/EIR, The architectural APE contains 123 buildings or groups of buildings and structures that required formal evaluation. All of these surveyed properties were constructed in 1968 or before - in other words, the properties were at least 45 years old as of 2013. Please refer to Table 4.5-1 for a summary of properties listed in or previously determined eligible for listing in the NRHP. All but one of the properties listed are located east of Van Ness Avenue. Please refer to Appendix E of the Final EIS to review the historic architecture APE map.

As discussed in Draft EIS/EIR Section 4.5.5 (Cultural Resources), no adverse impact to archaeological, historic, architectural, or paleontological resources would occur with implementation of the Hybrid Alternative/LPA with adherence to avoidance and minimization measures. See also Final EIS Section 4.5 for further discussion.

I-86.1.9 Please refer to Master Response 4a.

Commenter’s preference to relocate Tree #174 is noted. The tree survey conducted for the project identified this tree as a semi-mature New Zealand Christmas tree planted on a median, in moderate condition (rating of 3 out of 5), with moderate suitability for preservation and low relocation potential due to its size and location. Alternatives 3 and 3-Consolidated and the Hybrid Alternative/LPA propose to remove this tree to accommodate the center-running busway and a BRT stop. Landmark trees in San Francisco are designated by the Board of Supervisors, and are nominated and considered for the designation on a case-by-case basis. Species is only one of many factors considered, in addition to tree's size, age, condition, form,

prominence, and historical significance. The tree in question is not a designated Landmark tree in the City of San Francisco.

- I-86.1.10 The number of trees preserved and removed, and attributes of removed trees, by build alternative is provided in Master Response 4a. See also Section 4.13.4.2.2 of the Final EIS. Each build alternative would preserve and incorporate existing mature trees into the project landscape plan as feasible and plant an equivalent number of new, healthy, drought-resistant trees for each tree removed. While the Draft EIS/EIR acknowledges that aesthetic quality would temporarily decline in areas where trees are removed (for a period of 3 to 5 years until replacement tree canopies begin to mature), within 5 to 10 years, plantings would further mature and improve the visual setting. According to FHWA *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, vegetation, if it is high enough, wide enough, and dense enough that it cannot be seen through, can decrease highway traffic noise. It is usually impossible, however, to plant enough vegetation along a street in an urban setting like the Geary corridor and achieve measurable reductions. The planting of trees and shrubs provides benefits to humans for visual, privacy, or aesthetic treatment—but not noise abatement. Under existing, no build, and build conditions (including under the Hybrid Alternative/LPA), trees within the roadway median and/or along the roadway edges would have no effect related to noise abatement. Once new plantings mature, they would provide aesthetic and visual quality benefits to the community. Because the Hybrid Alternative/LPA would retain the majority of trees along the Geary corridor, any tree removals that occur under the project would have negligible impacts on ecological, social, and community benefits and replacement plantings would ultimately enhance these benefits in the long term.
- I-86.1.11 Bus boarding and alighting parameters used in the analysis within the Draft EIS/EIR are based on the bus fleet that would be expected to operate. As discussed in Draft EIS/EIR Sections 2.2.2.1 and 2.2.3 both the No Build Alternative and build alternatives include new, low-floor buses, which do not have steps as older traditional buses do, thereby improving accessibility for all riders and reducing boarding and alighting times. See also response to comment I-86.2.9.

Attention: Geary BRT
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

sent via email to gearybrt@sfcta.org

Subject: GearyBRT DEIS/EIR Comments – Part 2 of 2

In addition to my comments dated November 3, 2015, I have the below comments:

The main goal for the Geary BRT (as well as the Van Ness BRT was) is stated on Page S-5, “to enhance the performance, viability, and comfort level of transit and pedestrian travel along the Geary Corridor Between...First and Mission Streets, and 48th Avenue.” The DEIS/EIR lists on Page S-5, under “S.4.2,” the core purpose and fulfillment of NEPA for the project purpose are the following:

I-86.2.1

- * Improve transit performance on the corridor as a key link in the City’s rapid transit network to improve the passenger experience and promote high transit use.
- * Improve pedestrian conditions and pedestrian access to transit.
- * Enhance transit access and the overall passenger experience, while maintaining general vehicular access circulation.

Each of these project purposes is not well-filled by the proposed GearyBRT project.

There is **no substantial transit performance improvement** with the proposed GearyBRT. A savings of 8 minutes for a trip from the beach to the end of the line on Geary of about 30-45 minutes depending on the regular-38 or the rapid-38 for the 6-mile total route means that the bus is going about 4 MPH – 6 MPH. This is hardly a rationale for this miniscule time savings. That’s why people take the car-sharing over Muni even today. The ride times will be pretty comparable to what we have today before this GearyBRT is implemented.

This is not a 21st century earth-shattering time record savings to warrant the spending of the millions of taxpayer dollars. And when the basis for doing the project is not convincing, then that basis cannot be true. The slow time savings will not entice people to use the GearyBRT when it is faster to ride a bike or drive. And even riding a bike will diminish during the rainy season almost upon us. “Fair weather bicyclists” will not bike in the rain! The DEIS/EIR states that among the reasons for doing the GearyBRT project is (Page S-3, under “S.4 Project Need and Purpose”) is that “existing transit service is ...slow...in need of improvement in order to promote high ridership and competitiveness with other travel modes.” It will *still be slow* after the GearyBRT is implemented as explained above with the stated “time savings” SFMTA has determined for it. It seems like some reasons that barely make the grade were used to get the federal and state funding dollars to save 8 minutes while proposing through this project to create “significant and unavoidable” impacts that do not fulfill the goals of a genuinely efficient transit project. It is a flawed need and the need for this project is now more apparent to be unnecessary. But since the Prop K funds have already been expended, the GearyBRT will likely proceed as staff dictates regardless of any group’s or person’s comments.

I-86.2.2

One can only conclude that the **primary reason for this GearyBRT project** (as it was for the Van Ness BRT project) **is the SEWER and WATER LINE REPLACEMENT projects**. The city needs to upgrade them to accommodate all the new housing units forthcoming along these corridors.

This reason makes even more sense based on the information gleaned from the document the SFCTA (comprised of the entire members of the BOS) I have linked here:

<http://www.sfcta.org/sites/default/files/content/Executive/Meetings/cac/2015/09%20Sep%2030/VN%20BRT%202015%20Sep%2030%20CAC%20Update.pdf>

On Page 2 of 5 in the text of and in Figure 1 (“Relationship of Van Ness BRT and Van Ness Corridor Transit Improvements Project”), one notes the “Sewer Line Replacement” and the “Water Line Replacement” circles as part of the “Van NessBRT Corridor Transit Improvement Project.” The way the sewer line replacement can proceed is through making the BRT projects a “transit improvement project” so that federal and state funding dollars can be acquired by the city.

I-86.2.2
cont.

The transit portion of the city’s plan must align with the building and development of housing units. See DEIS/EIR Section 4.3, specifically, Pages 4.3-2 – 4.3-5. The transit dollars inform the housing that will be built. When more housing is built, the **sewer and water** will be taxed so they need to be repaired or completely redone. The way the city gets the funding is to make it a “transit” project. SF is going to get a lot more **housing units coming online** along the “transit corridors” and everybody will be taxing the water and sewer systems and the city has been attempting for years for the taxpayers to pass the bonds to upgrade them to no avail. With the construction of the new buildings going in listed in the reasonably foreseeable projects list on Pages 4.3-4 – 4.3-5, there should be also not just a list of a pick of the city’s “Major” projects as in Table 4.3-3, but more pointedly ALL THE PROJECTS along GearyBRT route that will add more units in the development pipeline through 2035. This will give a more accurate picture of the neighborhoods impacts. Please provide this missing analysis in the DEIS/EIR.

So part of the GearyBRT “transit” project (while we are at digging up the streets) is that the sewer lines will also be replaced as well as the water lines just as the VanNessBRT project has going for it. Both the Van Ness and Geary corridors have ceramic and/or brick 100+ year-old sewer lines under the streets. ***IF* the project were to *just* have the buses running along the center** (remember, no rail is being put in!) the city could remove the existing medians, flatten out the surface and get the GearyBRT buses running above it and it could be done based on a shorter time duration for the project WITHOUT disrupting whole neighborhoods, without removing parking, without putting seniors and people with disabilities at risk by having them board at the center of the street (see more on this below), without putting merchants’ at risk of having to close shop, etc. The reason for the longer time frame for BOTH the projects is due to the re-doing of the sewer lines. It is not about any real time savings for either BRT corridor. The Van NessBRT documents have stated anywhere from 20-13 minutes of time savings along its entire route. Geary BRT states 8 minutes time savings along its entire route. Also, if the center lane of the street does NOT get dug up, how would they have funded the project to re-do the SEWER project? They would not have been able to except to go back to the voters who would likely not pass the bond again and with the housing crisis and development taxing the old sewer system, this was the only alternative or the sewer project will have, well, gone down the sewer.

I-86.2.3

If it does not make sense to do all the “transit upgrades to improve efficiency” for the GearyBRT, then it is not true. 8 minutes overall to get from the beach to downtown is not any big improvement in “efficiency.” You will always have people who take a little longer to get on the buses (e.g. ADA, kids, etc.) and so long as you run the buses down the middle instead of at the sides (Alternative 2), you will have more impact on discouraging ADA, kids, “slow people” to ride the GearyBRT. By choosing all the other alternatives, you will be doing a veiled discriminatory move for these people. Besides, **Alternative 2 has the LEAST environmental impact.** But

then again, if SFMTA/SFCTA chooses that, the city will not get its sewer/water lines replaced with transportation funding, etc.

Sure, the buses will be newer, but they will have less seats for those who cannot stand for certain lengths of time. The city's concern about the Muni riders' "experience" to be a pleasant one is a good concern but it is not the reason the buses are being revamped. They could revamp the buses without digging up the Geary route.

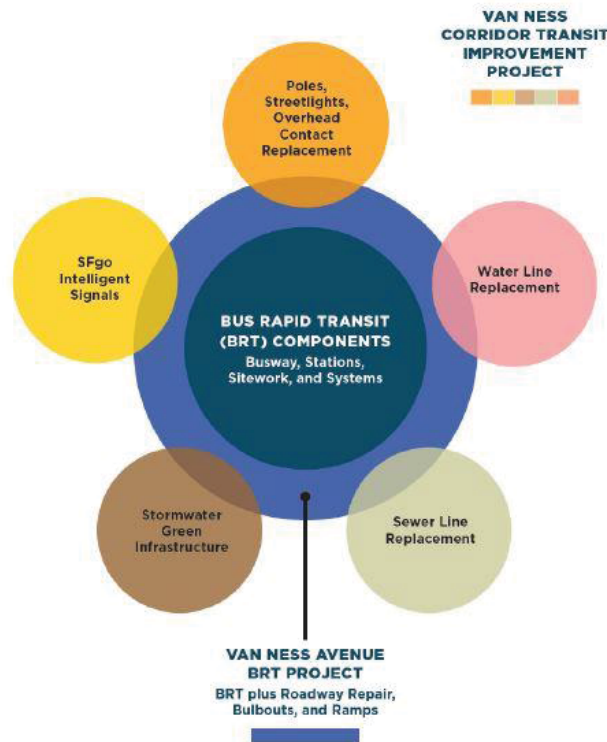
I-86.2.3
cont.

This GearyBRT project also includes light pole replacements, traffic light upgrades, etc. and it seems like a very nice improvement project for the transit route but the real issue, it appears is NOT "time savings," nor concern for the disabled or the elderly or the riders' experience but is to support the housing units coming on line and is the sewer replacement / water lines.

The transit portion seems to be more of a "while we're at replacing the sewer lines, let's "upgrade" the transit" because if SFMTA/SFCTA has already procured the buses for both BRT lines, they will still have the same number of doors to load and unload passengers so the total "dwell time" of roughly ONE MINUTE for the entire length of the GearyBRT corridor is not going to make much of a difference along with the supposed 8 minutes savings from the beach to downtown.

Again, **GearyBRT is a sewer and water replacement line project.** It is not about efficiency for the route, as stated above, with a speed that results in an overall bus rate of 4-6MPH over the entire 6-mile route.

Figure 1: Relationship of Van Ness BRT and Van Ness Corridor Transit Improvements Project



I-86.2.4

The GearyBRT project is also a way to get rid of **parking** assuming people will not drive and park in the neighborhoods. The DEIS/EIR states on Page S-12 that "traffic volumes in the corridor are expected to increase by 2035." It continues with "The build alternatives are projected to result in less traffic relative to the No Build

I-86.2.4 cont. Alternative.” With the Planning Department and the city poised to have more units in the Richmond District and in every other area near the GearyBRT increase in density (density cap removed), people, even without parking in some of the new developments, will still bring cars.

I-86.2.5 There will be **more traffic**, more deliveries with more people wanting goods. This commerce portion affecting GearyBRT has not been studied as to impacts on the traffic. Amazon and other private delivery services have increased with their fleets. The “new economy” car-sharing vehicles have increased, perhaps eclipsing regular private drivers. The SFMTA announced on Nov. 17, 2015 that it will reevaluate the “Residential Parking Permit Program” (RPP) which allowed residents to be able to park near their residences due to the high volume of vehicular visitors in the area. With the reduction in parking spaces along the GearyBRT corridor, and the probably ending or the allowance of very few parking spaces for regular cars in the residential neighborhoods may exacerbate even the scenario painted in the GearyBRT DEIS/EIR. While reasonably foreseeable projects are supposed to be included, it is absolutely vital to note that **this DEIS/EIR does not take into account this new re-evaluation** and possible ending of the RPP announcement which will virtually “drive” the residents crazy looking for on-street parking because there will simply be more cars by 2035. If the RPP is “curbed” for the residents in the Richmond, Jordan Park and Laurel Heights areas, in conjunction with all the other vehicles coming into the area, with an inefficient GearyBRT, there will be a disaster for the neighborhoods along Geary and even within a few blocks from Geary since people will still be looking for parking or having car-share people double-parking and taking up parking space as they wait for their next fare, etc. **Also, for 2035, one of Jordan Park’s street at Parker and Geary will be adversely impacted per your map with the green dot with the “Hybrid Alternative’ (Figure 4.14-3 (“Minority Block Groups and Adverse Traffic Effects in 2035”)) and that is NOT acceptable to impact Jordan Park Streets.** Jordan Park has been on record since the beginning to not remove the left turn lanes between Palm and Spruce but it appears this request has fallen on deaf ears. All the left turns being removed to save 1 minute is due to the fact that even with the proposed GearyBRT, SFMTA has acknowledged that there will be more cars by 2035.

I-86.2.6 At least in the Jordan Park neighborhood (Palm to Parker, Geary to California), **on-street parking has only gotten worse** with the new ADA ramps which took out more parking, with the recent white and red zones painted in for **Livable Streets projects**. The flaw in the GearyBRT DEIS/EIR is that the parking space data and the traffic analysis with the new “ride-sharing” service vehicles and delivery vans and shuttles on the increase are not analyzed in this GearyBRT DEIS/EIR. On Page 4.3-3, it does not list impacts of the Livable Streets Project as a foreseeable impact but changes to on-street parking and other “enhancements” are impacts that will skew the data studied in the GearyBRT DEIS/EIR which is missing. It is incomplete, not thorough, and inaccurate.

I-86.2.7 Now look at the 2nd of the core reasons – to “improve the pedestrian experience and access”: If the pedestrian experience is to be made better, that can be done WITHOUT the GearyBRT project. It’s been going on through the Livable Streets Projects and does not need this GearyBRT Project to continue to improve pedestrian experience in relation to GearyBRT. So the core reason is not entirely true. If the pedestrian is to be a better experience, they would not have to walk to the middle of the street to catch a bus. This is inaccurate. Does one hail a taxi from the middle of the street?

On Page 1-7 through 1-8 of the DEIS/EIR, it states:

“There is also a concentration of senior living and service centers on the corridor and a high percentage of seniors relative to the rest of San Francisco, a group with higher rates of people with disabilities and other mobility-limitations than the overall population. And because most transit riders access the Geary transit stops by walking

cont.

from adjacent neighborhoods, the quality of the pedestrian experience, including as defined by safety and comfort, is an important element affecting the corridor's ability to retain existing riders and attract new ones.”

With the higher percentage of seniors and persons with disabilities in SF, why would the SFMTA/SFCTA essentially make them walk to the center of the street to board? They cannot get there easily. This is prejudicial as a system to these people because it makes it MORE difficult for them to use the GearyBRT. The analysis for where these people are along the corridor has not been studied. What are the cultural mixes of these people along the corridor? There is no analysis in the DEIS/EIR block by block and maybe some blocks along Geary are more affected than others and that data is missing. It is incomplete.

With the high percentage of seniors in the city, these mobility-challenged people cannot easily board the GearyBRT. It makes less sense to put the GearyBRT lanes in the center of the street. The “time savings” (idle time as the bus is loading these people) when less of the mobility-challenged people make it to the center to board will be greater so that may be a small reason why SFMTA/SFCTA is putting the lanes in the center. But again, one has the problem of saving 8 minutes over the 6-mile route. Having the lanes in the middle does not make sense for the fact that there IS, per the DEIS/EIR, “a concentration of senior living and service center on the corridor and a high percentage of seniors relative to the rest of San Francisco, a group with higher rates of people with disabilities and other mobility-limitations than the overall population.” With the IOA (Institute on Aging – senior living facility) across Geary from Jordan Park, that would mean to leave the side-running buses as-is. In fact, SFMTA/DPW/SFPUC would not even have to dig up the center of the street but somehow it probably will be because the sewer and water lines are there.

I-86.2.8

The new GearyBRT buses have fewer seats. This is also bad for seniors and disabled people who cannot stand and is a DETERRANT to them for riding Muni altogether. This is a bias against these people and for safety with passengers standing. It does not hit one of the core purposes as stated on Page 1 of this letter of “enhance...overall passenger experience” for these people. This project is flawed for safety reasons and for using this as a reason for building it. The DEIS/EIR does not analyze how many seats are available for seniors and the disabled. Also, the non-metal hanging straps for passengers to hold onto does nothing for people who cannot hang on due to whatever physical reasons they have (height challenged, inability to raise arms, etc.). This is not a good passenger experience for some as proposed. The GearyBRT project has not been analyzed from a disability and ergonomic standpoint for people with these issues. They also likely do not bike as an alternate means of travel. Further analysis is needed and lacking in the DEIS/EIR. It is incomplete and not thorough as to addressing the stated purpose of the GearyBRT project.

The DEIS/EIR states, Page S-3 (under “S.4.1 ‘Project Need’”): “Geary Boulevard’s wide travel-way and high vehicle travel speeds create unfavorable pedestrian conditions...” as a basis for doing this project. On Page 1 of this letter, one of the 3 core purposes was to “improve pedestrian access to transit.” Pedestrians will have a tougher time accessing the buses out in the middle of the street. That is why the original rails were covered up from the old days and the bus stops put close to the sidewalks in the name of safety. Now we go the opposite way. It is easier to reduce the speed limit on the street. If the GearyBRT really cared about pedestrian safety, they would not have all the riders cross to the center of the street to board the GearyBRT. This is a flawed need. The project is unnecessary for pedestrian safety as other alternatives to slow traffic and put in pedestrian safety measures can be made without the GearyBRT project.

“Enhance transit access” and “overall passenger experience” is also flawed per the core purpose and need for the DEIS/EIR. None of this is proven to be true. Taking away bus stops does not increase access. It decreases it because people are forced to walk farther to catch the bus.

The overall passenger experience” is not enhanced when the bus design is made so that more people are forced to stand for the 30-45 min. trip from the beach to go to work, school, etc. and cling on to the “flexible hanging

I-86.2.8 cont.

straps” rather than being seated in cushy seats as in the Google buses. Although the Muni buses are made for “the (m) asses,” this passenger experience is even more questionable when people are so packed together even standing that they are packed in like sardines. This cannot be a positive or “enhanced overall passenger experience.” The DEIS/EIR conclusion is not true and questions how often the decision-makers even ride the Geary line and experience life on Muni buses.

I-86.2.9

Missing key component in DEIS/EIR analysis – BUS DESIGN impacts all analysis in all CEQA categories:

This GearyBRT DEIS/EIR at no point, factors in the type of bus that will be running once the GearyBRT is done. This is a major FLAW. Did SFMTA/SFCTA already approve the purchase of BRT cars with the current number of doors as on today’s buses? A comparison of different style buses (seat arrangements, number of doors, length, etc.) to use for the GearyBRT is not in the DEIS/EIR and thus it is incomplete.

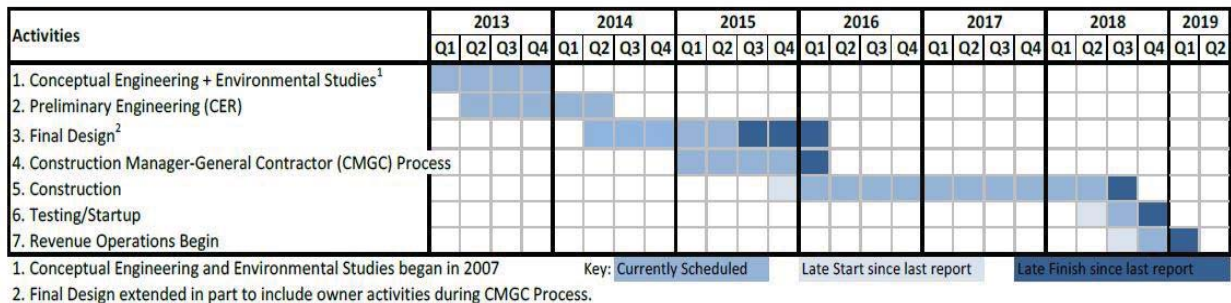
Refer back to Page 1 of this letter, one of the 3 core purposes was to “enhance overall passenger experience” and the goal is not about smooth rides or turns that may or may not jostle people on the buses as has been an excuse to NOT move platforms around the route proposed. The GearyBRT and the entire Muni fleet has decided to take away more seats so more passengers can be stuffed standing.

I-86.2.10

Reasonably foreseeable projects not thoroughly analyzed for delays, etc.:

The GearyBRT DEIS/EIR is deficient in that although the VanNessBRT is listed as reasonably foreseeable impact in table 4.3-3, what is not shown is the analysis of the VanNessBRT Project as it falls behind schedule in relation to the GearyBRT. What are all the other transit projects listed

Figure 2: Van Ness Avenue BRT Project Schedule



What are the environmental impacts to each of the CEQA categories with the delays of 1, 2, 3, 4, 5 years? 10 years? 20 years? This is incomplete in the DEIS/EIR and needs to be included.

I-86.2.11

Traffic Analysis / other non-Muni vehicle impact/lumping into pre-ordained zones:

With both of the BRT projects going forward in overlapping construction years AND with the new housing units that are being built along the corridors and nearby streets with the inhabitants supposedly not bringing cars but may be utilizing the ever-increasing ride-share vehicles that have increased the traffic congestion in the neighborhoods to a great degree, where is the traffic analysis for those scenarios in this DEIR/EIS?

How many of the vehicles on the roads today are from the fare-taking vehicles vs. those who are taking transit vs. vehicle owner drivers? Where is the data analysis for this? Without the data, how can the conclusions be

I-86.2.11 cont. | made? How will traffic be diverted during construction? How many vehicles will be diverted and to which streets?

I-86.2.12 | Where is the street-by-street analysis adjacent to the GearyBRT project in this DEIS/EIR for the 2 zones – “Masonic” and “Fillmore” -- which will see an increase in traffic and the number of cars predicted from start of project to 5 years after project completion, to 2040? This is important for the noise and vibration and air quality to those adjacent streets as they will get impacted. Please provide in the DEIS/EIR.

I-86.2.13 | The DEIS/EIR is flawed in the use of ONLY 2 neighborhood block ZONES – “Masonic” and “Fillmore” for the entire route and then lumping smaller neighborhoods into them for another purpose. Although it lists the various neighborhoods affected (e.g. neighborhood organization names), the link with the establishment of the 2 zones is to match them to the future high-density development of the areas (Masonic area and the Japantown / Fillmore area). The DEIS/EIR is flawed to say there is no impact to the various CEQA categories in the way this DEIS/EIR is written but had it been written with the smaller sections of all the neighborhoods really studied, the impacts would be greater so perhaps that was the way to bypass “significant and unavoidable” impacts and allow the project to proceed.

I-86.2.14 | Where is the analysis of where most of the traffic comes from (Silicon Valley / Peninsula to SF? East Bay to SF to Silicon Valley/Peninsula? East Bay to SF? Intra-SF?)? The DEIS/EIR is incomplete without knowledge of these impacts to GearyBRT. If all cars were taken off the roads, how would the trip from beach to downtown be? That is not in the analysis. All traffic should be on Geary and in the Richmond District, on ARTERIALS only. Residential streets should not be overburdened. 600-750 vehicles a day on one residential street is too much for that residential street when similar adjacent streets only have 275 vehicles a day if even that.

I-86.2.15 | The city’s decision to adopt this DEIS/EIR will be the stamp of approval to divide communities based on the traffic patterns and the baseline grouping of the analysis being used in the DEIS/EIR which do not group based on known “communities” but rather by what appears to be buckets (“Masonic” / “Fillmore”) based on transportation funding to facilitate future intensified development of lots around Geary rather than for any of the asterisk-bulleted 3 core transit purposes stated on Page 1 of this letter.

Per my comments in my earlier submission of comments on this Geary DEIS/EIR, the grouping of Jordan Park into the much more dense and higher height and density of Masonic (Best Buy, Copper Penny (now going to be a 7-8 story condo project on the corner), SFMTA Muni Barn height, e.g.) into the “Masonic” zone for this BRT project analysis is flawed. What about the small community that is the Pt. Lobos Avenue Homestead (Blake, Wood, Cook, Spruce)? That is also lumped in with the “Masonic” zone which are mainly 2-4 stories with many older pre-1900 homes that are still “affordable.” How were the zones determined? That is not explained in the DEIS/EIR and thus is incomplete. It is also inaccurate to say that the lower-density areas such as Jordan Park are the same as the Masonic Avenue area in the analysis. It is a neighborhood quite unlike many others in SF.

I-86.2.16 | **Noise / Canopy Coverage:**
It also does not take into account that the small immature replacement trees, even if doubled or tripled in number along the corridors, do not have the canopy to mitigate noise for years until they reach the existing canopy of today’s mature trees.

I-86.2.16

cont. Please have in the DEIS/EIR the canopy coverage existing today and what is being proposed and how many years it will take to reach today's canopy levels again. Also to consider what amount of canopy will quash noise impact to the neighbors.

I-86.2.17

Speaking of noise, there is no analysis of each of the streets crossing into Geary block-by-block of noise impacts within ¼-mile of the GearyBRT line. Residents need to know the noise impact from the construction of the project as well as the noise levels after the project completion as the road surface would be changed. Just monitoring each side of the corridor along each of the streets for just a dozen spots is not sufficient and should be block-by-block for at least ¼-mile of the active construction work areas. Sounds will echo towards the taller buildings near the lower, less dense, older established homes and will impact sensitive receptors along the corridor. Stating the decibel levels in a chart in the DEIS/EIR is not the same as analyzing the sound that will be directed toward low-density housing along the corridor for *each* of those side-streets and blocks. Where is that analysis? The DEIS/EIR is not thorough and complete.

I-86.2.18

Landfill:

As a result of the GearyBRT project, there is a foreseeable need to put the debris from the project somewhere. There will be a change in the amount of land needed for the debris from the tear out of the GearyBRT. Please provide in the analysis which landfill will be taking on the additional filters. Please have this analyzed in the DEIS/EIR which is missing.

I-86.2.19

Health Impact:

Although the newer buses use a different diesel fuel purported to be "cleaner," the particles are smaller and lodge deeper in the lungs so this is important for sensitive receptors walking about on the roads where these vehicles travel. Although the older buses had the blacker "dirtier" diesel, the particles did not lodge as deep into the lungs. I suspect a worsening of bronchial patients. The health impact and diesel particulates analysis with the "biodiesel" or newer diesel-running buses vs. those of the old diesel type is not in the DEIS/EIR and no study has been done for the number of people affected since the start of the new diesel in the buses citywide. This is also not in the DEIS/EIR. There needs to be a study for alternative fuel impact of the buses. Lately, on TV, there is an ad running that said ethanol was more polluting than regular gasoline. It is important to not have people's lungs compromised. This is a health and safety issue. Please provide as it is incomplete in the DEIS/EIR.

Thank you very much for extending the time of response to November 30, 2015 due to the theft of some comments at your Nov. 5, 2015 meeting at St. Mary's Cathedral on this GearyBRT Project. I appreciate your taking my comments and putting them with my Nov. 3, 2015 (Part 1) comments. I look forward to receiving the CC&Rs document.

Sincerely,

/s

Rose Hillson

Concerned Jordan Park Improvement Association Member

Responses to Comment I-86.2: Hillson, Rose

- I-86.2.1 While the cost of the Hybrid Alternative/LPA is estimated at \$300 million, the analysis shows tangible bus travel time benefits, and the cost provides for additional important community benefits as well, including pedestrian safety and streetscape enhancements. The comments are noted and can be considered by the decision-makers at the time of project approval.
- I-86.2.2 The commenter is asserting that the motivation for the Geary BRT project is unrelated to transportation. Chapter 1 (Project Purpose and Need) of the Final EIS outlines the transportation needs that have been identified for the Geary corridor and serve as the basis for the project purpose. These include unreliable, slow, and crowded existing transit service; unfavorable pedestrian conditions; and a lacking transit passenger experience. These improvements to transit performance and pedestrian conditions are needed to serve the more than 50,000 transit person-trips and tens of thousands of pedestrian trips daily along the Geary corridor. Certain utility improvements are likely to proceed with or without the Geary BRT Project. Depending on the alternative selected, Geary BRT would require some relocation of existing utilities as a byproduct of the project, but not as the objective of the project.

The SFPUC is in the process of upgrading aging sewer infrastructure Citywide, 30 percent of which exceeds 100 years in age and some of which dates to the Gold Rush.³⁹ The SFPUC would assess the condition of the infrastructure on Geary and may capitalize on the opportunity to upgrade systems as needed during construction of the Geary BRT project to minimize construction disturbance. Replacement of infrastructure that is nearing the end of its useful life does not, however, necessarily equate to upsizing infrastructure to accommodate increased development. Increasing development density along the Geary corridor would require environmental review and consideration separate from the Geary BRT project.

- I-86.2.3 The comments are noted.

In a curbside stop configuration, transit passengers board the bus on one side of the street at the beginning of their initial trip, and arrive on the opposite side of the street at the end of their return trip. Hence, most passengers would have to cross the street once, if assuming a round trip. Center boarding platforms require crossing half the street on one end of the trip and half the street on the other, or one street crossing for each passenger if assuming a round trip. The center-running alternatives would

³⁹ San Francisco Public Utilities Commission. 2015. "Sewer Repair Work." Accessed August 29, 2016 at <http://sfwater.org/index.aspx?page=601>.

include the same improved low-floor bus design as Alternative 2 which would be designed to improve accessibility for passengers with special needs.

See response to comment I-86.2.2 regarding the purpose and need for the project.

I-86.2.4 In its assessments of future conditions, the Draft EIS/EIR assumed planned and programmed transportation improvements, regional projections, and several anticipated land development projects, which are described in Final EIS Sections 2.2.2.1 and Section 4.1. Traffic increases are expected based upon planned and programmed land use development projects.

Parking loss would occur as a result of the Hybrid Alternative/LPA. However, retention of parking spaces is not part of the project purpose or need, as described in Chapter 1 of the Final EIS.

I-86.2.5 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives and Master Response 2c regarding parking loss along the Geary corridor.

Opposition to removing the left turn at Palm Avenue is noted. Left-turn locations included in the Hybrid Alternative/LPA were selected to accommodate the transit station design, provide access to residential, commercial, employment, and recreational/cultural destinations, and distribute left-turn opportunities evenly across the corridor.

Traffic diversions from Geary Boulevard would not be concentrated on any particular street. Instead, they would spread out across all of the parallel streets within the Geary corridor. Higher-capacity streets with the ability to carry more vehicles, such as California and Fulton Streets, would carry relatively greater shares of the diverted traffic. Smaller side streets would carry relatively smaller amounts of diverted traffic.

See Section 3.4.4.4 of the Final EIS for more information pertaining to potential traffic diversions. Overall, diverted traffic would increase on other streets by about 10 percent, generally not more than three to four cars per minute during peak hours.

I-86.2.6 See Master Response 2c and response to comment I-86.2.5. Table 4.3-3 on page 4.3-3 of the Draft EIS/EIR listed major planned and reasonably foreseeable transportation and development projects that would be expected to directly increase population or employment through the construction of new housing, office/commercial space, or improved transportation infrastructure and/or capacity. As stated in Draft EIS/EIR Section 4.3.2.3, the table does not provide an exhaustive list, but is representative of the types of development and magnitude projected. Anticipated citywide and regional population growth used in the Draft EIS/EIR analysis are based on ABAG's regional projections (*Projections 2009* and *Projections 2013*), which

are rooted in locally adopted land use plans and zoning; these were revalidated as part of preparing the Final EIS (See Appendix D2-2). The Livable Streets Project is focused on pedestrian and bicyclist safety and would not be expected to directly increase population or employment; as such, it is not included in Table 4.3-3.

The Hybrid Alternative/LPA would result in the loss of some on-street parking spaces (see Final EIS Section 3.6). However, parking loss would be minimized through adopted measures to reduce parking loss and the increase the availability of other off-street parking. The Livable Streets Project would not substantially change on-street parking from what was included in the Draft EIS/EIR. See Final EIS Chapter 2 and Master Response 1b for modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR, which includes no longer adding the proposed BRT stop on the Spruce-Cook block of Geary near the Jordan Park neighborhood and thereby retaining more on-street parking spaces there. Other parking space losses are distributed throughout the corridor.

The project would not result in any adverse effect related to loading space supply, as discussed in Section 3.6.4.6 of the Final EIS.

- I-86.2.7 Please see Final EIS Chapter 2 and Master Response 1a for a summary of all of the alternatives under consideration, including side-running (Alternative 2) and center-running options (Alternatives 3 and 3-Consolidated), as well as a combination of both (Hybrid Alternative/LPA).

Please refer to Master Response 2d, Draft EIS/EIR Section 3.5.4.4, and Final EIS Chapter 2 for a discussion of pedestrian safety improvements associated with the Hybrid Alternative/LPA for all pedestrians, including seniors and people with disabilities. The Hybrid Alternative/LPA would add new crosswalks at intersections where crossings are restricted today, which would benefit seniors and pedestrians with disabilities by providing more frequent crossing opportunities. Several new landscaping and urban design features, such as new ADA-compliant curb ramps, improved bus waiting areas, as well as new pedestrian crossing bulbs, nose cones, and pedestrian-scale lighting, would all promote improved comfort and have potential safety benefits for seniors and people with disabilities. Proximity to senior high injury density corridors was considered in the selection of proposed pedestrian crossing bulb locations. Alternatives 3, 3-Consolidated, and the section of the Hybrid Alternative/LPA west of Palm Avenue would have center-running transit operations. In these locations, protected left-turn signal phasing for automobiles would be provided, thus reducing potential vehicle-pedestrian conflicts at intersections with left-turns from Geary Boulevard to side streets. People with visual impairments may have difficulty identifying locations of bus stops in sections of the corridor with center-running transit operations, but design

features such as tactile cues on signal posts would provide wayfinding information to people with visual impairments.

- I-86.2.8 Refer to Final EIS Section 3.5.4.4 (Pedestrian Safety) for more details related to the pedestrian safety improvements and Final EIS Chapter 2, for additional pedestrian improvements added to the Hybrid Alternative/LPA in response to public comments on the Draft EIS/EIR.

New Geary BRT buses would include the same features as the new low-floor buses which have accessible features for seniors and people with disabilities, including low-floor boarding, wheelchair lifts and ramps, kneelers, accessible stop requests, stanchions, automated stop announcements, tactile vehicle numbers, and priority seating for seniors and people with disabilities.

As discussed in Draft EIS/EIR Section 3.5.4.5 (Access for Seniors and People with Disabilities), the maximum projected increase in average walking distance in any alternative would be about 360 feet under Alternative 3-Consolidated. The maximum estimated increase in average walking distance would be less for the other build alternatives; the Hybrid Alternative/LPA would have the second-largest increase at about 280 feet; this equates to an increase of less than 1/10 of a mile.

The project aims to enhance overall passenger experience. The Hybrid Alternative/LPA would replace the current 38 Rapid service with BRT service between the Transbay Transit Center and 48th Avenue. BRT service would have reduced headways (the time in between one bus and the next) and extended hours of service. New BRT stations would include amenities such as maps, improved signage, lighting, landscaping, and trash receptacles. Pedestrian improvements would include bus bulbs, pedestrian crossing bulbs, high-visibility crosswalk striping, new signalized crossings, updated curb ramps to be ADA compliant, etc. For more information, please refer to Draft EIS/EIR Section 2.2.3, Features Common to All Build Alternatives.

- I-86.2.9 As noted on in Final EIS Section 2.2.3, the Hybrid Alternative/LPA would utilize new, low-floor buses. Low-floor buses do not have multiple steps as in traditional buses, thereby quickening the boarding and alighting process for most passengers. All project alternatives analyzed in the Draft EIS/EIR assumed the same type of fleet of low-floor buses would operate.
- I-86.2.10 The analysis accounted for all reasonably foreseeable projects based on best available knowledge of implementation schedules at the time of publication. It would be speculative to attempt to analyze other implementation schedules. Moreover, the construction period mitigation and improvement measures summarized in Section 4.15 include measures to conduct ongoing

coordination of construction efforts with other city agencies and to implement a Transportation Management Plan.

- I-86.2.11 See Master Responses 2a (overall traffic levels on Geary), 2b (construction period transportation effects), and the response to comment I-86.2.5. As described in Section 3.4.2.2 of the Final EIS, SFCTA and SFMTA consulted the most recent available data (from 2016) to revalidate traffic counts in the Final EIS. The 2016 data show that traffic volumes in the Geary corridor are similar to or lower than the counts used in the Draft EIS/EIR—despite the growth in TNC services.

Notwithstanding, from the standpoint of traffic impacts, a shared-ride trip is similar to a trip in a rider’s own vehicle. Traffic modeling accounts for taxis and carpooling, which are reasonable proxies for other shared-ride services. The traffic analysis methodology used reflects current accepted industry practice.

- I-86.2.12 Expected traffic volumes on streets parallel to the Geary corridor are provided for various locations, including at Masonic Avenue and at Fillmore Street, in Appendix D-7 of the Final EIS. Traffic and transit analysis for these locations are discussed in Section 3.4.4.4.

- I-86.2.13 The analysis of parking and loading effects in the Draft EIS/EIR provided information on these effects at both the corridorwide and segment level for the entire project length. In addition, the “Masonic Study Area” and the “Fillmore Study Area” to which the commenter appears to refer were used for the purpose of supplementary analysis of parking effects, including analysis of current occupancy data. These two areas were selected for targeted analysis within the Draft EIS/EIR because they would have the highest levels of parking supply loss under certain build alternatives and represent important business districts in the Geary corridor. Streets within one to three blocks, depending on block size, were included in these study areas in order to encompass a reasonable walking distance from Geary Boulevard to reach a parking space. Selection of these study areas is not related to any future development or land use changes, and these study area definitions were not used for analysis of any other environmental topic area.

- I-86.2.14 See Master Response 2a regarding traffic on Geary and diversion to surrounding roadways.

The transportation analysis performed as part of the Geary BRT EIS/EIR was based on adopted growth plans. The analysis accounted for future city and regional growth by using the Association of Bay Area Government’s (ABAG) most recent land use assumptions when the Geary BRT transportation analysis commenced (p2009). The forecasts account for land use development, Muni and other transit improvements, and roadway improvements within the city and throughout the greater Bay Area region.

- I-86.2.15 Analyses of some environmental topic areas in the Draft EIS/EIR include information conducted along various segments of the Geary corridor. These segments account for the fact that the character of the Geary corridor differs over its length and are intended to provide more detailed information pertaining to particular areas. These segments or smaller study areas are typically defined based on the characteristics of the BRT alternatives or the Geary corridor itself. The Masonic study area was used only for supplementary analysis of parking effects in this area, and was defined for purposes of that analysis to include blocks within a short walk of Geary Boulevard near the intersection with Masonic Avenue.
- I-86.2.16 Please see Master Response 4a for a discussion of tree removal associated with the project. Although new replacement trees would begin to mature over three to five years, each of the build alternatives would preserve at least 80 percent of existing Geary corridor tree canopy.

According to FHWA *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, vegetation, if it is high enough, wide enough, and dense enough that it cannot be seen through, can decrease highway traffic noise.⁴⁰ A 61-meter width of dense vegetation can reduce noise by 10 decibels, which cuts in half the loudness of traffic noise. It is usually impossible, however, to plant enough vegetation along a road to achieve such reductions particularly in a dense urban area such as San Francisco. The planting of trees and shrubs provides benefits to humans for visual, privacy, or aesthetic treatment – but not noise abatement. Under existing conditions, the No Build Alternative, and the build alternatives, trees within the roadway median and/or along the roadway edges would have no effect related to noise abatement. Once new plantings mature, they would provide aesthetic and visual quality benefits to the community.

Neither CEQA nor NEPA stipulate that an analysis of existing and proposed tree canopy is required. Section 4.4 (Visual Resources) employs widely accepted methodology from the FHWA in terms of measuring changes in visual character and visual quality. These analyses are qualitative. Quantitative analysis, such as the commenter is requesting, is not part of the FHWA methodology. The Draft EIS/EIR is clear that the project will require tree removal and it duly assesses the impacts of tree removal in terms of both visual impacts (Section 4.4; which was prepared per the FHWA methodology) and biological resources (Section 4.13) standpoints, which was prepared pursuant to all

⁴⁰ FTA's noise manual does not discuss vegetative screening as a method of noise reduction. See FHWA's *Highway Traffic Noise Analysis and Abatement Policy and Guidance*.

pertinent federal, state, and local regulations. With adherence to identified mitigation, no adverse effects would occur. Draft EIS/EIR Section 4.4.4.2.2 acknowledges the time needed from the planting of trees to maturity. Larger, taller tree species that are more in scale with the width of the Geary corridor would replace removed trees, ultimately enhancing canopy cover along the corridor. While new trees are growing, there would be a temporary reduction in the corridor's tree canopy; the Draft EIS/EIR discloses visual and biological effects of this in Section 4.4 and Section 4.13 (Biological Resources). The spacing of existing trees on Geary does not provide any measurable degree of acoustical screening. Tree removal would thus not contribute to any change in identified noise effects. Maturation of replacement tree plantings is acknowledged to take 10 years or more, as discussed in Section 4.4.

I-86.2.17 Please see Master Response 2b for a discussion of construction period effects, including noise.

FTA has established noise screening criteria to identify sensitive receptors that may be affected by transit projects. These criteria were used in the Draft EIS/EIR and remain valid for use in the Final EIS. FTA guidance prescribes sensitive receptor screening distances for noise impacts that are dependent on transit mode type, rail type, and other factors. A 200-foot screening distance applies to buses that travel in dedicated transit lanes where no intervening buildings are present, whereas a 500-foot screening distance is recommended for buses that travel in mixed-flow travel lanes without any intervening structures. Given that the only portion of the Geary corridor where buses would travel in mixed-flow travel lanes would be between 34th and 48th Avenues, the noise analysis uses the screening criteria for buses traveling in dedicated bus-only lanes because this portion of the corridor is lined with many intervening structures that would attenuate noise effects. Refer to Section 4.11, Noise and Vibration, for more information regarding the methodology used for evaluation noise impacts along the Geary corridor. See Draft EIS/EIR Section 7.5.11 for a discussion of noise impacts.

Construction noise impacts are discussed in Section 4.11.4.3 of the Final EIS. As shown in the Draft EIS/EIR and Final EIS, the project would comply with the San Francisco Noise Ordinance, DPW Article 2.4, and DPW Order 176,707, thus temporary noise impacts would not be adverse with adherence to mitigation. Nonetheless, construction noise still may disturb nearby sensitive receptors. Section 4.11.5.1 addresses this potential impact through avoidance, minimization, and/or mitigation measures. Please see Final EIS Appendix M (Mitigation Monitoring and Reporting Program) and Draft EIS/EIR Section 7.5.11 for more information.

Table 4.11-7 of the Final EIS lists the sensitive receptors located within the noise screening distances (within 200 feet with unobstructed views of the noise source and within 100 feet with buildings between the receptor and the noise source) along the Geary corridor. The table quantifies operational noise effects for each listed sensitive receptor. As shown in the table, the maximum operational noise increase that would occur at any of the listed sensitive receptors as result from the project is 1 dBA, which is not perceptible to the human ear and would not constitute an adverse effect measured against noise criteria for the land use type. Given that no adverse effects were detected at a distance of 200 feet and noise would attenuate at greater distances, sensitive receptors beyond this distance would not be adversely affected.

- I-86.2.18 Recycling and transfer services are provided by Recology San Francisco. The City's landfill disposal agreement at the Waste Management Altamont Landfill expired in January 2016. The DOE has negotiated a landfill disposal agreement with Recology for disposal at their Hay Road landfill in Solano County. The new disposal agreement allows for 3.4 million tons of waste over 9 years, and includes language to extend the agreement for an additional 6 years and 1.6 million tons, subject to the approval of the Board of Supervisors.⁴¹

⁴¹ City and County of San Francisco, Department of the Environment, Approving Revised Landfill Disposal Agreement between the City and County of San Francisco with Recology San Francisco, http://sfenvironment.org/sites/default/files/notice/attach/sfe_zw_landfill_memo_coe_7_22_15.pdf (accessed May 20, 2016).

In September 2015, the City approved an Agreement with Recology, Inc., for the transport and disposal of the City's municipal solid waste at the Recology Hay Road Landfill in Solano County. The City began disposing its municipal solid waste at Recology Hay Road Landfill in January 2016. San Francisco had a goal of 75 percent solid waste diversion by 2010, which it exceeded at 80 percent diversion, and has a goal of 100 percent solid waste diversion or "zero waste" to landfill or incineration by 2020. San Francisco Ordinance No. 27-06 requires mixed construction and demolition debris be transported by a Registered Transporter and taken to a Registered Facility that must recover for reuse or recycling and divert from landfill at least 65 percent of all received construction and demolition debris. The San Francisco Green Building Code also requires certain projects to submit a Recovery Plan to the Department of the Environment demonstrating recovery or diversion of at least 75 percent of all demolition debris. San Francisco's Mandatory Recycling and Composting Ordinance No. 100-09 requires all properties and everyone in the city to separate their recyclables, compostables, and landfill trash.

As of September 2015, the Altamont Landfill's average annual throughput was 1 million tons of solid waste, with an average annual capacity of 2 million tons. The Hay Road Landfill's average annual solid waste throughput was 250,000-374,999 tons and its estimated capacity is 750,000-999,999 tons per year.⁴² Much of the Geary corridor construction debris would be trees, vegetation, and soils, which would be composted as appropriate. Furthermore, the City adopted an ordinance (No. 27-06) effective on July 1, 2006, that creates a mandatory program to maximize the recycling of mixed construction and demolition (C&D) debris. The Ordinance requires that mixed C&D debris must be transported off-site by a Registered Transporter and taken to a Registered Facility that can process and divert from landfill a minimum of 65 percent of the material generated from construction, demolition or remodeling projects. The project would comply with the ordinance and recycle as much construction debris as is feasible.

Therefore, given that there is existing landfill capacity to serve San Francisco, and construction debris would be composted and recycled to the extent possible, project demolition and construction waste would be accommodated by the existing offsite landfills that serve San Francisco.

⁴² Calrecycle, Facility Operations: Altamont Landfill and Resource Recovery, <http://www.calrecycle.ca.gov/FacIT/Facility/Operations.aspx?FacilityID=13818> (accessed May 20, 2016).

I-86.2.19 As discussed in Draft EIS/EIR Section 4.10.4.1.2, the project would not increase the number of diesel vehicles on the roadway. The Draft EIS/EIR evaluated air quality impacts based on the project's proposed diesel hybrid electric buses; thus, the analysis provides a conservative estimate of air quality impacts, none of which were found to be adverse. In December 2015, after publication of the Draft EIS/EIR, San Francisco switched from petroleum diesel to renewable diesel (i.e., produced from non-petroleum, renewable resources) in the City's fleet.⁴³ The City's contract is for 99 percent pure renewable diesel fuel (denoted as R99). The California Air Resources Board (ARB) evaluated health-relevant emissions of pure renewable diesel (R100). Their study found that, relative to petroleum diesel, R100 had 30 percent lower PM emissions, 10 percent lower NO_x and CO emissions, and 5 percent lower total hydrocarbon emissions.⁴⁴ R99 diesel fuel would yield similar emissions reductions; these emissions reductions from R99 diesel fuel constitute a human health benefit, contrary to the commenter's assertion that "cleaner" diesel would have worse respiratory effects than "dirtier" diesel.

⁴³ Neste Corp. "San Francisco fleets complete switch to renewable diesel." *Biodiesel Magazine*. Available at <http://www.biodieselmagazine.com/articles/645306/san-francisco-fleets-complete-switch-to-renewable-diesel>.

⁴⁴ California Environmental Protection Agency. May 2015. Staff Report: Multimedia Evaluation of Renewable Diesel. Prepared by the Multimedia Working Group. Available at <http://www.calepa.ca.gov/cepc/2015/RenDieselRpt.pdf>.

From: **Samuel Hom** <samuelhom519@gmail.com>
Date: Mon, Nov 9, 2015 at 8:37 PM
Subject: [GearyBRT] Support SFCTA Alternative2
To: gearybrt@sfcta.org

I-87.1 | We wish to support Alternative 2 as the best choice. Thank you. Samuel/Myrna Hom 370 15th Avenue, SF 94118

Response to Comment I-87: Hom, Samuel

I-87.1 Support for Alternative 2 is noted.

Letter I-88



SFMTA
Municipal
Transportation
Agency

Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

BENJAMIN HORNE
NAME

AFFILIATION (IF APPLICABLE)
benahorneservices.com
EMAIL OR MAILING ADDRESS

I-88.1

Comments: I am a resident that lives near

Geary/Fillmore area. I am very much
in favor of the Geary BRT Plan. While
I believe it would be preferable to have
contiguous bus^{only} lanes the entire length of
Geary, I understand why they cannot
the pedestrian bridges on Webster and
Steiner need to go and the improvements
are needed for street level crossing on
both the east and west side of the streets.
The bridges are poorly maintained and are
a divider between the communities
on north & south side of Geary. And

(continue on other side if necessary)

I-88.1 cont.

(comments, continued from front)

they are not ADA compliant which is a huge problem.

People are crossing the streets illegally in these areas and being hurt. We need the BRT improvements to improve pedestrian safety in this area. Children or seniors can use the existing Fillmore crossing or the new proposed Buchanan crossing.

COMMENTS CAN BE MAILED TO:
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
1455 MARKET STREET, 22ND FLOOR
SAN FRANCISCO, CA 94103

Responses to Comment I-88: Horne, Benjamin

I-88.1 Support for the project and removal of the Webster Street bridge is noted.

---o0o---

COMMENTS REPORTED BY DANA DIBASILIO TOGNINI, CSR

CHRISTOPHER HRONES: My name is Christopher Hrones. First name is Christopher, C-H-R-I-S-T-O-P-H-E-R, H-R-O-N-E-S. I am a resident of San Francisco a transit rider and a member of San Francisco Transit Riders Union.

I-89.1

I support Bus Rapid Transit in the Geary Corridor and the certification of this EIR/EIS. Although the staff recommended alternative is not the one that provides the greatest transit benefits, I understand the reasoning for moving forward now with this compromise alternative in order to expedite the implementation of the BRT.

I-89.2

However, raising Geary to grade at Fillmore and potentially Masonic is a step that needs to be taken in the future to enable the extension of center running BRT. That would also eliminate an inappropriate roadway design for a dense urban area and dramatically improve its safety and walkability.

I request that SFMTA provide public comment to pursue this as an additional phase, even as it moves ahead with a less expensive and time-consuming alternative in the shorter term.

I-89.3

1 I can live without owning a car in this city
2 because my home is on a high quality transit corridor
3 (Market Street). Moving ahead with the Geary BRT and
4 improving upon it in the future through enhanced BRT or
5 rail will allow more San Francisco residents to live
6 and prosper without needing to own a vehicle, something
7 we should all support.

8 ALEXANDER POST: My name is Alexander Post,
9 A-L-E-X-A-N-D-E-R, P-O-S-T. I live near the project.
10 I am very excited for the project. I think Bus Rapid
11 Transit is the way to go, much better than the subway,
12 and I am excited to see the project develop. One
13 concern I have is the one-for-one replacement of trees.

14 I understand that building the project will
15 necessitate removal of more mature trees. However,
16 with the Van Ness Rapid Transit Plan, the current
17 discussion is to replace the trees two-for-one,
18 replacing the mature trees with more young trees so as
19 not to lose the vibrant tree cover.

20 If we could get somewhere close to two-for-one
21 on the Geary Corridor, I think that would improve the
22 environmental benefits as well as the aesthetic
23 benefits of the entire Corridor.

24 That's it.

25 RICHARD CORRIEA: My name is Richard Corriea,

Responses to Comment I-89: Hrones, Christopher (verbal comment)

- I-89.1 Support for the project is noted.
- I-89.2 Support for raising Geary to grade at Fillmore and Masonic is noted. Please see Final EIS Chapters 2 and 10 as well as Master Response 1a for a summary of alternatives considered (including the suggested design options) and those carried forward and analyzed in the Draft EIS/EIR.
- I-89.3 Support for the project is noted.



Letter I-90

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Geary BRT, SUPPORT

1 message

Juliet Huntington <juliethuntington@gmail.com>

Mon, Nov 30, 2015 at 11:27 AM

To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

To Whom It Does Concern:

I-90.1 | As a San Franciscan and a person who lives on Geary Boulevard in the inner Richmond, I support the proposed Geary BRT project in its entirety.

Sincerely,

Juliet Huntington
3419 Geary Blvd
SF, CA

Responses to Comment I-90: Huntington, Juliet

I-90.1 Support for the project is noted.

Letter I-91

From: **Aileen 97** <aileen97@hotmail.com>
Date: Thu, Nov 12, 2015 at 9:22 PM
Subject: [GearyBRT] Bus Time Over Safety???
To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

Dear SFCTA,

I am a parent of twin 8-year olds who attend Rosa Parks Elementary School (SFUSD) at Webster & Geary Street.

I-91.1

I have been very dismayed by the plans you have to take down the pedestrian overpass at both Webster & Steiner and Geary Streets.

Likely you will receive numerous objections, complaints, pleas for sanity, demands for correct vision from many in my community. Long story short, the idea that you would take down a well used and NECESSARY pedestrian crossing to increase bus transit time seems extremely misguided.

Would you really place transit time over PEDESTRIAN SAFETY???

Nevermind the issues it may place many adults in jeopardy, but an entire K-5 public elementary school 1 block from the bridge?? Really???. Of course there are many communities of interest in the area that would be adversely affected, but especially the Rosa Park's community.

I'm sure you have heard by now that this school hosts a bilingual Japanese Program (43yr legacy program and a stellar success story within SFUSD). The bridges facilitate a natural linkage with Japantown. Without it, scores of very young children will have to brave crossing the major thoroughfare of Geary Blvd. That is truly insanity.

Is it really true you plan to construct a "refuge" midway across Geary for all those times we just won't make it across that extremely wide thoroughfare? As a parent, I can't wait to be with my young children, stranded mid-way across, with extremely fast traffic zooms past both in front and behind us. A nightmare. It will only take one distracted driver on a cellphone to plow into the "refuge". Believe me, we will assure the press with have a heyday with that one.

I-91.2 But instead, can you please think beyond the mono-focus of wanting your faster buses?? On what seems to be the far periphery of your vision, there are real people, children, senior citizens living here DAILY that need to make this city, corridor and community thrive. Please place the safety of our daily living above your dubious gains in a 15 min faster commute.

I ask again. Really???

Lastly, I'm sure there is some weird study I'm not aware of that explains why waiting for pedestrians (children, handicapped) to cross this impossibly wide street will not cause the traffic, buses or otherwise to have to WAIT while we cross. I'm sure this time 'savings' has been calculated. Or, is the plan to have us all 'refuge' in the middle of the crazy fast traffic street, every time?? While your buses zoom by?? And what about all the traffic from Webster, etc that will have to wait to turn left or right onto Geary? What about them?

Please, please, please reconsider this misguided plan.

Not only do we transit here, we LIVE HERE TOO.

Sincerely,

Aileen Ichikawa

20yr resident of San Francisco (I've seen a lot!), and very concerned mother of 8yr old twins

I-91.3

P.S. Rumor is, you all are just going through the 'motions' of public comment. That SFCTA & MTA officials are just check-boxing community comment. That this plan is already locked and loaded, and you all plan to just plow through us. I sincerely hope this is not the case.

Responses to Comment I-91: Ichikawa, Aileen

- I-91.1 Opposition to removal of the Webster and Steiner Street bridges is noted. While the Steiner Street bridge would still be demolished, demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR.
- I-91.2 See Master Responses 1a, 1b, and 2d. In addition to retaining the Webster Street bridge, new at-grade crosswalks would also be constructed at Webster Street.
- I-91.3 SFCTA listened carefully to community comments in response to the Draft EIS/EIR and worked with stakeholders to address concerns. Master Response 1b provides details on how SFCTA has modified the project plans in response to public comments.

Letter I-92



SFMTA
Municipal
Transportation
Agency

Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

Tai Iwamasa

NAME

AFFILIATION (IF APPLICABLE)

tiwamasa@jucyc.org

EMAIL OR MAILING ADDRESS

I-92.1

Comments: I believe that taking the Webster Bridge down will be a safety hazard due to when the groups of kids cross the street & for traffic reasons. Being a camp participant, & an employee there, we use the bridge to safely have our kids cross the bridge to the post side, where we are located. As for myself when my friends & I cross the bridge, we would not all fit on the island.

(continue on other side if necessary)

Responses to Comment I-92: Iwamasa, Tai

- I-92.1 Opposition to removal of the Webster Street bridge is noted. Demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR.



Letter I-93

Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] [San Francisco County Transportation Authority] Geary corridor transit project (brt)

2 messages

Jma3888@gmail.com <Jma3888@gmail.com>
To: gearybrt@sfcta.org

Fri, Oct 30, 2015 at 7:35 PM

Hello gearybrt,

Jane (Jma3888@gmail.com) has sent you a message via your contact form (<http://www.sfcta.org/user/42/contact>) at San Francisco County Transportation Authority.

If you don't want to receive such e-mails, you can change your settings at <http://www.sfcta.org/user/42/edit>.

Message:

I-93.1

Hi
I want to express my wish that this project will not go forward.
This project will have a negative impact for business on Geary blvd, loss of parking
San Francisco should do more for small business

Responses to Comment I-93: Jane

- I-93.1 Opposition to the project is noted. Please see Master Response 3a for a discussion of impacts to local businesses and Master Response 2c for a discussion of parking loss along the Geary corridor. Please see Final EIS Appendix M (Mitigation Monitoring and Reporting Program) for more information.

Effects of parking and loading changes along the Geary corridor as a result of the project were considered in the development of the build alternatives carried forward and analyzed in the Draft EIS/EIR (see Chapter 10, Initial Development and Screening of Alternatives). The effect of parking loss on local businesses is discussed in Section 4.2.4.3, Operational Effects. Overall parking losses would be offset by new and improved transit service along the corridor; thus the community would not be substantially affected by a loss of available parking. Additionally, the parking supply analysis (see Section 3.6, Parking and Loading Conditions) revealed that the loss of parking spaces along Geary corridor would not create a substantial parking deficit that could not be accommodated by remaining parking capacity in areas adjacent to the Geary corridor.

NOV 16 2015

128 7th Ave.
San Francisco, CA 94118-1207

November 11, 2015

Geary BRT EIS/EIR
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Dear Geary BRT EIS/EIR Representative:

I-94.1 | We have lived in San Francisco for many decades, we visit Japantown and the Fillmore District on a regular basis, and we strongly oppose the proposed removal of the Webster Street Bridge.

Staff has ignored the historic and cultural value of the Webster Street Bridge, and the proposed destruction of the overpass violates CEQA and NEPA requirements to protect cultural and historical resources. The Webster Street Bridge was built, in part, by contributions from Osaka, San Francisco's sister city, to commemorate and symbolize friendship between the two cities and countries. Tearing down the bridge would not only conflict with CEQA and NEPA requirements, it would also contravene the wishes and interests of Japantown, one of only three remaining Japantowns in all of the United States.

I-94.2 | Destroying the bridge would also harm Fillmore residents and visitors, as well as the many school children and retired and low-income residents who must, on a daily basis, walk across Geary, our most hazardous and congested east-west traffic corridor. The Webster Street Bridge is the only safe way for pedestrians to cross dangerous Geary Boulevard, and it is incontrovertibly superior to all alternatives, including the proposed "resting islands" in the middle of Geary Boulevard. Staff promotion of the crosswalk alternative endangers the health and safety of pedestrians at a time when the City is suffering an epidemic of severe and fatal pedestrian injuries. We believe that the staff's position violates both CEQA and NEPA requirements.

I-94.3 | Prior to issuance of the DEIS/EIR, the community repeatedly and emphatically objected to the proposed removal of the Webster Street Bridge. However, the response of staff has been simply to ignore or denigrate these significant objections. This violates both the intent and spirit of CEQA and NEPA.

Sincerely,



David Jesson and Violet Lee
David.Jesson@gmail.com

cc: London Breed, President, Board of Supervisors

Responses to Comment I-94: Jesson, David and Violet Lee

- I-94.1 Opposition to removal of the Webster Street bridge is noted. Demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR.
- I-94.2 Opposition to removal of the Webster Street bridge is noted. Demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. In addition to retaining the bridge, pedestrian crosswalks would also be constructed at Webster Street. These modifications and others are discussed in Master Response 1b. See Master Response 2d regarding pedestrian safety.
- I-94.3 The project team has engaged the public in the development of the alternative carried forward in the Draft EIS/EIR in several ways, as described in Master Response 5a and Final EIS Chapter 8. Public outreach and community input has been of critical importance during all stages of project development. The agencies recognize the importance of reaching out to project stakeholders and the broader community throughout the development process. The public comment period provided the opportunity for the public to provide input on the alternatives under consideration and on the Draft EIS/EIR. All input received during the outreach process was considered in designing the project. All comments received during the Draft EIS/EIR public comment period are responded to in this Final EIS. Please also refer to Draft EIS/EIR Chapter 10, Initial Development and Screening of Alternatives, for a description of the design options considered throughout the history of the project.



NOV 16 2015

Comment Card

Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

Mary Jones **Letter I-95**
NAME

AFFILIATION (IF APPLICABLE)

I-95.1 330 Funston St. CA 94118.
EMAIL OR MAILING ADDRESS

Comments: WE DO NOT NEED THE
"CENTER BUS LANES"

As a mother of two teens, I do not
feel "SAFE" having them wait for
the bus or get off the bus on a
boarding platform in the middle of
heavily-used street (Ex: Joadah
& Taraval out there in the sunset
district). Again I believe
pedestrian safety comes first,
Therefore, The "Center bus lanes"
is not an option for the
Geary Corridor bus rapid Transit

(continue on other side if necessary)

I-95.1 cont.

By keeping the existing "side bus lanes"
is a "no brainer" for:

- (A) Pedestrian safety
- (B) Enhance our seniors & disabled citizens livability.
- (C) millions of tax payers dollars will be saved.
- (D) Happy local merchants support
- (E) min. construction ~~dis~~ disruption

Responses to Comment I-95: Jones, Mary

I-95.1 Support for side-running BRT is noted. Please See Final EIS Chapter 2 and Master Response 1a and Chapter 10, Initial Development and Screening of Alternatives, in the Draft EIS/EIR for a summary of the alternatives development process and refer to Master Response 2d regarding pedestrian safety. Also see Master Responses 2b and 3a for a discussion of construction period effects, and effects to local businesses.

Refer to Final EIS Section 3.5.4.4 (Pedestrian Safety) for more details related to the pedestrian safety improvements and Final EIS Chapter 2 for additional pedestrian improvements added to the Hybrid Alternative/LPA in response to public comments on the Draft EIS/EIR.

From: OTTO Jones
206 Kirkham ST.
S.F. Ca. 94122

San Francisco CA 94111
NOV 2 2015 PM 7 L

NOV 23 2015



Letter I-96

c/o ATTn. Geary BRT/EIR
S.F. Transp. Authority
1455 MKT. ST. 2nd Flr.
S.F., Ca. 94103

5410381991 0001



A Special Note

I-96.1

This is a Great
Idea. 100% support
as a long time
Native & muni user
hope it goes through
Signed,
OTTO Jones

Responses to Comment I-96: Jones, Otto

I-96.1 Support for the project is noted.

Letter I-97



SFMTA
Municipal
Transportation
Agency

Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

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Environmental Impact Report (EIS/EIR). Responses to comments will be published
following the conclusion of the public comment period (October 2–November 16). Include
your email or mailing address if you wish to be notified when responses are published.

Michelle Jayce
NAME

AFFILIATION (IF APPLICABLE)
michelle.jayce23@yahoo.com
EMAIL OR MAILING ADDRESS

I-97.1

Comments: commute time decrease
very important to me. more
room on buses is also important
center bus lanes look like
a good proposal. Standing
buses would be a good
alt. for more people to
get on buses

(continue on other side if necessary)

Responses to Comment I-97: Joyce, Michelle

- I-97.1 Support for center-running BRT is noted. Please see Final EIS Chapter 2 and Master Response 1a and Chapter 10, Initial Development and Screening of Alternatives, for a summary of the alternatives screening process and description of the improvements that would be implemented with each of the build alternatives.



Letter I-98

Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] you screwed up and put the WRONG EMAIL ADDRESS on the EIR Comments link page (seriously?)

9 messages

Jason Jungreis <jasonjungreis@gmail.com>
To: gearybrt@sfcta.org

Tue, Oct 27, 2015 at 10:35 PM

Dear incompetent staffer:

You have listed the Geary BRT EIR comment email address as "gearybrt@sfcta.org" on <http://www.sfcta.org/delivering-transportation-projects/geary-corridor-bus-rapid-transit-home>

I-98.1

Please do the following:

1. Correct the page.
2. Tell me exactly how many days that page has been listing the wrong address.
3. Extend the comment period by the number of days that the incorrect email address has been listed.

Thank you, and I look forward to your response.

Jason Jungreis

Responses to Comment I-98: Jungreis, Jason

- I-98.1 Please see Master Responses 5a and 5b and Chapter 8 of the Final EIS. The agencies have continually strived to provide several opportunities and avenues for the public to comment on the Draft EIS/EIR, including via mail, email, and during the public comment meeting held at St. Mary's Cathedral on November 5, 2015. Notification of the availability of the Draft EIS/EIR, process for submitting comments, and the associated public comment meeting was provided in a variety of mediums, formats, and languages. SFCTA also extended the public comment period an additional 14 days to close on November 30, 2015.



SFMTA
Municipal
Transportation
Agency

Letter I-99 Comment Card

Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/
Environmental Impact Report (EIS/EIR). Responses to comments will be published
following the conclusion of the public comment period (October 2–November 16). Include
your email or mailing address if you wish to be notified when responses are published.

NAME HOLLY KAUFMAN

AFFILIATION (IF APPLICABLE) LOCAL RESIDENT + BUSINESS OWNER

EMAIL OR MAILING ADDRESS hollykaufman@yahoo.com

I-99.1

Comments:

Please ensure that this
welcome project does its
utmost to improve
pedestrian and traffic
safety. Drivers in S.F.
need to be re-trained to
drive cautiously - to slow
at crosswalks, yellow lights,
and to stop at stop signs +
red lights. Please enforce this
with cameras, tickets, etc... and
do major public education @
geary + city wide .

(continue on other side if necessary)

Responses to Comment I-99: Kaufman, Holly

- I-99.1 Please see Master Responses 1a and 2d for a summary of the improvements proposed with each build alternative, including pedestrian safety components.

Letter I-100.1



SFMTA
Municipal
Transportation
Agency

Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2-November 16). Include your email or mailing address if you wish to be notified when responses are published.

ALICE KAWAHATSU
NAME
JAPAN TOWN TASK FORCE (President)
AFFILIATION (IF APPLICABLE)
MASATO KAWAHATSU (MASATOALICE@aol.com)
EMAIL OR MAILING ADDRESS
AKAWAHATSU@japantowntaskforce.com

Comments: _____

WE HAVE HAD A PRESENTATION AT
OUR BOARD MEETING A FEW MONTHS AGO
By MTA. THE MAIN CONCERN IS CENTERED
AROUND THE WEBSTER STREET BRIDGE.

I-100.1

THE JAPANTOWN TASK FORCE IS AGAINST
THE REMOVAL OF THE BRIDGE AS IT IS
A HISTORICAL PART OF JAPANTOWN. IT IS ALSO
THE SAFEST WAY TO CROSS OVER GEARY FOR

I-100.2

OUR CHILDREN/SCHOOL COMMUNITY & LARGE
SENIOR COMMUNITY. PLEASE THINK SERIOUSLY
ABOUT WORKING WITH THE COMMUNITY REGARDING
THIS.

Alice KAWAHATSU
Let's keep this bridge for seniors & children
& ~~to~~ to keep cultural respect for what
the Japantown & Filmore community needs.

Responses to Comment I-100.1: Kawahatsu, Alice

- I-100.1.1 Opposition to removal of the Webster Street bridge is noted. Demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.
- I-100.1.2 The agencies listened carefully to community concerns regarding the proposed removal of the Webster Street bridge. In response to such expressed concerns from the community, the agencies have modified the Hybrid Alternative/LPA to retain the Webster Street bridge, as detailed in Master Response 1b and Final EIS Chapter 2.

1 Nation and the greatest economic inequality in the
2 Nation, the City has a better use its money.

3 (2) The Geary Corridor has a higher priority
4 to rebuild its combined sewer lines so that recycled
5 water can be provided prior to the rebuilding of the
6 transit corridor.

7 (3) Feeder transit access to Geary was not
8 considered.

9 (4) These comments were never made public
10 before and never addressed.

11 (5) Flexibility and efficiency, given the
12 disaster involved, is not considered and would be
13 inhibited by both structures.

14 (6) The City has a diverse population in terms
15 of income, health and occupation that is not
16 specifically addressed in the demographic presentation.
17 That needs to be considered for its impact.

18 (7) The lane's affordability in terms of
19 long-term sustainability and availability to its
20 community is not mentioned."

21 That's it. Thank you.

22 ALICE KAWAHATSU: My first name is Alice,
23 A-L-I-C-E, and my last name is K-A-W-A-H-A-T-S-U.

24 And my affiliation is with the Japantown
25 Taskforce, and I am the President of the Board.

1 And at our Japantown Taskforce meeting a few months
2 ago, we had a presentation of the MTA plans. Many of
3 the attendees and board members were very concerned
4 about the Webster Street Bridge, which connects from
5 Japantown across Geary Street.

I-100.2.1

6 Many of the guests and Board had concerns
7 about that bridge being demolished and had concerns
8 about the safety of students and seniors who need a
9 safe way to get across from Japantown across to Geary.

10 Moreover, they also had the concern that this
11 bridge had cultural significance and how it plays a
12 role with Japantown, bridging Japantown and the Western
13 Addition.

14 There has also been historical studies done on
15 the bridge; why it was built, what our hopes were for
16 that bridge. And those are very strong connections of
17 community building. Many of the school children that
18 are located across Geary Boulevard take that bridge
19 when they come into Japantown for cultural studies, for
20 field trips, visits with their families, go to the
21 restaurants and attend the different events.

22 So the Japantown Taskforce strongly urges that
23 the bridge not be demolished and that alternative plans
24 be made so that the bridge can stay intact and MTA can
25 also continue their plans with the bus lanes and the

I-100.2.2

1 traffic flow.

2 We are also asking that the connection of the
3 crossover to Japantown via the steps leading up to the
4 Peace Plaza be made ADA approved and that it connect
5 directly to the Peace Plaza rather than have to take
6 the stairs, if there is any way to do that.

7 That's it. And I could be reached at
8 akawahatsu@japantaskforce.com. Thank you.

9 AUGIE PHILLIPS: Augie Phillips, A-U-G-I-E,
10 P-H-I-L-L-I-P-S.

11 I have two concerns. One is the environmental
12 impact of using so much red paint on this lane for so
13 many miles. I have asked several of the
14 representatives if this has been studied, and nobody
15 really had an answer.

16 And I asked them if there were alternatives to
17 painting this many gallons of red paint, and they said,
18 really they don't think they have studied this. So I
19 am hoping they can actually check this out.

20 My second comment is really related to my
21 neighborhood. That's why I came here. And it's the
22 bridge at Webster Street and their plans to remove it.
23 Right now this bridge is the 100 percent safe, sure way
24 to cross Geary, and you cannot get hit by anything,
25 other than a bird, walking across this bridge.

Responses to Comment I-100.2: Kawahatsu, Alice (verbal comment)

- I-100.2.1 Opposition to removal of the Webster Street bridge is noted. Demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.
- I-100.2.2 Retrofitting and reconfiguring the Webster Street bridge is beyond the scope of this project. However, as discussed above, the Webster Street bridge would no longer be removed as part of the Hybrid Alternative/LPA; See Final EIS Chapter 2 and Master Response 1b.



Letter I-101

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Comment on Geary Street project

1 message

Nancy Keane <nkeane17@gmail.com>

Mon, Nov 16, 2015 at 12:55 PM

To: gearybrt@sfcta.org

Cc: Nancy Keane <nkeane17@gmail.com>

Thank you for extending the comment period for the Geary Street BRT project.

I-101.1

I live at 16th Avenue & Cabrillo, and I visit Geary Blvd. multiple times each day, as a pedestrian or by car to shop or to use the 38 Geary bus to go downtown. It seems to me that the Geary bus works just fine the way it is. It is clearly the fastest way downtown, and I think it just needs more frequent buses, not a giant expensive fix that requires completely redoing the whole corridor.

I-101.2

The small shops along Geary will clearly suffer under this new plan, even if it could be magically put in place with no construction. If you need to do any errand in a car (grocery shopping, hardware store, shoe repair, mailing packages), it is already difficult to park to drop off and pick up--with the parking reduced even more, it will be terrible, and the whole character of this area will change. I do lots of errands on Geary by foot that don't require a car (like banking), but I also like to do minor grocery shopping while I'm out walking, and the small grocery stores there probably won't survive if no one can park on Geary to use them for more major shopping.

This just seems to me like a project where some big company with political connections is going to make a bundle of money and the people who actually live here in the Richmond District will not benefit at all.

Nancy Keane

Responses to Comment I-101: Keane, Nancy

- I-101.1 Refer to Final EIS Chapter 1 (Project Purpose and Need) for a summary of the need for transit improvements along the Geary corridor, including pedestrian safety enhancements and transit travel time improvements. Final EIS Chapter 2 and Master Response 1a describes each of the build alternative components under consideration to improve transit service on the Geary corridor.

- I-101.2 Please see Master Response 3a for a discussion of impacts to local businesses and Master Response 2c for a discussion of parking loss along the Geary corridor.

Effects of parking and loading changes along the Geary corridor as a result of the project were considered in the development of the build alternatives carried forward and analyzed in the Draft EIS/EIR (see Chapter 10, Initial Development and Screening of Alternatives). Effects on local businesses were discussed in Draft EIS/EIR Section 4.2.4.3 (Operational Effects). Overall parking losses would be offset by new and improved transit service along the corridor; thus the community would not be substantially affected by a loss of available parking. Additionally, the parking supply analysis (see Section 3.6, Parking and Loading Conditions) revealed that the loss of parking spaces along Geary corridor would not create a substantial parking deficit that could not be accommodated by remaining parking capacity in areas adjacent to the Geary corridor.



Letter I-102

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Visual & Environmental Impact

2 messages

drlnkelly via GearyBRT <gearybrt@sfcta.org>

Sun, Nov 29, 2015 at 12:20 PM

Reply-To: drlnkelly@aol.com

To: gearybrt@sfcta.org

I-102.1

It appears that you intend to scrape clean the meridians of Geary Street of trees that have been successfully struggling to thrive there for years. The meridian vegetation is what makes the Geary Corridor gracefully San Franciscan. We want our city environment to continue to have a gracious neo Parisian feel even as we cope with tech boom ravages.

If you rape the meridians of their greenery (I believe your drawings replaced the lushness w/ scrubby shrubs) you will shame all who learned from Herb Caen the meaning of civic pride. There are old proud residents remaining who, like me, hate the prospect of such anti environment, anti beauty standards taking over our streets. Consider your legacy both in visual terms and in evaluations from the future. In that court of judgement, your short-sightedness (& artistic blindness) will tag your plan - and rag it too - for a very long time..

Auxiliary concerns:

I-102.2

I've ridden from the Outer Avenues to downtown for years. It's a rare day when anything, except oddly paced stop lights, can slow down bus traffic in the Outer Richmond. How many seconds are you killing trees to save?

I-102.3

So now the speaking cards mysteriously disappeared. That follows other meeting slight of hand where I appeared at a Richmond District meeting (22nd/Geary) only to find (too late) it was being moved to the Tenderloin area. This is a fertile area of research and critique for those future commentators and evaluators of "What Happened to Our City via BRT?" It promises to be a sad story with values and priorities that Old San Franciscans would not recognize.

D F Kelly

Responses to Comment I-102: Kelly, DF

- I-102.1 Please see Master Response 4a. Each build alternative would preserve and incorporate existing mature trees into the project landscape plan as feasible and plant an equivalent number of new, healthy, drought-resistant trees for each tree removed. While the Draft EIS/EIR acknowledged that aesthetic quality would temporarily decline in areas where trees are removed (for a period of 3 to 5 years until replacement tree canopies begin to mature), within 5 to 10 years, plantings would further mature and improve the visual setting. Because the project would retain the majority of trees along the Geary corridor, any tree removals that occur under the project would have negligible impacts on ecological, social, and community benefits and replacement plantings would ultimately enhance these benefits in the long term.
- I-102.2 Please see Master Response 4a for details regarding tree removal along the corridor. Implementation of the project would reduce travel time by between 10 to 30 percent by 2020, and by 15 to 35 percent by 2035 for the entire Geary corridor, depending on alternative. Refer to Chapter 3.3, Transit Conditions, in the Final EIS for further detail regarding bus travel time reductions.
- I-102.3 Please see Master Responses 5a and 5b for a summary of outreach conducted for the public meetings, various announcements of public meetings, and on ways to comment on the Draft EIS/EIR. The public comment period was extended an additional 14 days as a result of the incident during the November 5, 2015 Public Comment Meeting. As noted in the Master Response, the public comment box was stolen during the meeting with an unknown number of public comment cards inside. A number of comments were returned anonymously to SFCTA. All such comments returned are included within this Final EIS.



Letter I-103

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Geary BRT Statement

1 message

'Hene Kelly' via GearyBRT <gearybrt@sfcta.org>

Mon, Nov 30, 2015 at 3:34 PM

Reply-To: Hene Kelly <henekelly@aol.com>

To: gearybrt@sfcta.org

My name is Hene Kelly, and I live with my husband, Dennis Kelly, at 7040 Geary Boulevard. We have lived in our house since 1975. Previously we lived on 15th and Balboa. I taught at Presidio, and my husband taught at Washington HS. Our children went to public schools in the neighborhood. They both live in the Richmond District.

I-103.1

I am writing in support of the staff recommended alternative for the Geary BRT project. While I believe a neighborhood the size of the Richmond District deserves a subway or BART extension, I also understand that this is the quickest and most affordable path to real improvements. It will also cause the least disruption to the small businesses on Geary.

I-103.2

Additionally, as a long-time advocate for seniors and people with disabilities, I applaud the effort to improve pedestrian safety and mobility access across the entire length of the corridor. (I hold the position of VP and Legislative Director of the California Alliance for Retired Americans, and I am the chair of the CDP Disabilities Caucus. Pedestrian safety and good transportation are priorities for seniors as well as young families with children.)

In solidarity,

Hene Kelly
415-533-5244

Responses to Comment I-103: Kelly, Hene

- I-103.1 Support for the Hybrid Alternative/LPA is noted. Refer to Final EIS Chapter 2 and Master Response 1a for a description of the alternatives screening process and process by which the Staff Recommended Alternative was chosen.
- I-103.2 Support for the pedestrian safety improvements proposed as a part of the project is noted.

Letter I-104

From: **Joshua Kelly** <Joshua.Kelly@nasdaq.com>
Date: Fri, Nov 6, 2015 at 10:21 AM
Subject: [GearyBRT] I support the Geary BRT
To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

Hello,

I'm writing in support of the Geary BRT project.

I-104.1 | I ride the 38L home every day and since the bus-only lanes have gone up in downtown SF I've been getting home 5 or sometimes 10 minutes earlier. Add that up over a week and that is 30 to 50 more minutes I get to spend with my baby daughter every week, to give her a bath and help with her dinner.

Please don't let a few voices afraid of change slow down this project. We need the Geary BRT.

Joshua Kelly
Service Account Manager
NASDAQ



CONFIDENTIALITY NOTICE: This e-mail and any attachments are for the exclusive and confidential use of the intended recipient and may constitute non-public information. If you received this e-mail in error, disclosing, copying, distributing or taking any action in reliance of this e-mail is strictly prohibited and may be unlawful. Instead, please notify us immediately by return e-mail and promptly delete this message and its attachments from your computer system. We do not waive any work product or other applicable legal privilege(s) by the transmission of this message.

Responses to Comment I-104: Kelly, Joshua

I-104.1 Support for the project is noted.



Letter I-105

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Supporting Alt 3-Consolidated

1 message

Brian Kennedy <brian.alex.kennedy@gmail.com>

Mon, Nov 16, 2015 at 12:35 PM

To: gearybrt@sfcta.org

Dear Geary BRT Staff,

I-105.1

After staring at PDFs of traffic data in a zombie like trance for hours, I'm excited to cash it in in the form of a public comment :D

Please run with the Alternative 3-Consolidated plan. It looks like the best balance of encouraging MUNI ridership and providing steady driving times down Geary.

Thank you for your time :)

Brian

Responses to Comment I-105: Kennedy, Brian

- I-105.1 Support for Alternative 3-Consolidated is noted. Please refer to Final EIS Chapter 2 and Master Response 1a for a summary of the transit benefits expected under each of the build alternatives.

Letter I-106



SFMTA
Municipal
Transportation
Agency

Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

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L. E. FROM DISTRICT 6 (JANE KIM)
NAME

AFFILIATION (IF APPLICABLE)

ORANGEANDBLACK12@GMAIL.COM
EMAIL OR MAILING ADDRESS

I-106.1

Comments: IT'S BEYOND TIME TO DEMOLISH THE
WEBSTER ST. PEDESTRIAN BRIDGE.

I-106.2

• HOW SWIFTLY CAN THE CENTER-LANE BUS STOP
MODEL BE IMPLEMENTED? MUNI'S NOW FACING STIFF
COMPETITION FROM CITY COMMUTER SHUTTLE SERVICES.
PEOPLE ARE ACTUALLY WILLING TO PAY MORE FOR
RELIABLE, CLEAN, TIMELY SERVICE.

I-106.3

• WHY DO THESE UPGRADES TAKE SO LONG TO
INCORPORATE? SO MANY OTHER PLACES I'VE LIVED
HAVE HAD THESE FEATURES FOR AGES: BOSTON, D.C.,
CHICAGO, NEW YORK. WE'RE TREADING WATER AND
DOING THINGS PIECEMEAL. THAT'S WHY FOLKS ARE
SO ANGRY, SO FRUSTRATED, AND SO CYNICAL.

(continue on other side if necessary)

I-106.3 (Comments, continued from front)

cont.

• I HAVEN'T LEARNED ANYTHING NEW AT THIS MEETING - NOTHING DIFFERENT FROM THE PAST 6+ YEARS.

I-106.4

• 38 LOCAL HAS TOO MANY STOPS.

I-106.5

• THE NEW STREAMLINED BUSES ACCOMMODATE

I-106.6

FEWER STANDEES. NOT GOOD.

• PLEASE LEARN TO SEIZE CONTROL OF A DISRUPTIVE MEETING AND MOVE THE ASENDA FORWARD.

COMMENTS CAN BE MAILED TO:
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
1455 MARKET STREET, 22ND FLOOR
SAN FRANCISCO, CA 94103

Responses to Comment I-106: E., L.

- I-106.1 Support for removing the Webster Street pedestrian bridge is noted. Based on other public input received, the project is no longer proposing to remove the Webster Street pedestrian bridge.
- I-106.2 As described in Draft EIS/EIR Section 4.15.2.1 (Construction Approaches Considered) once construction starts, completion of all improvements is expected to take 2 to 4 years, including inactive periods. The year 2020 is the earliest year by which any of the build alternatives could be expected to be fully operational.
- I-106.3 The comments regarding the timeline of upgrades and content of the public comment meetings do not relate to an environmental impact or the adequacy of the Draft EIS/EIR, thus no response is required.
- I-106.4 Comment regarding the 38 Local having too many stops is noted. Each of the build alternatives would reduce the number of transit stops. Please see Tables 2-2 and 2-3 in Final EIS Chapter 2 (Descriptions of Project Alternatives) for proposed eastbound and westbound stop locations under each project alternative.
- I-106.5 The 60-foot hybrid vehicles currently entering service have comparable standee room relative to the existing high floor 60-foot motor coach vehicles. Some hybrid buses may have reduced standee room; up to a maximum 10 percent reduction.
- I-106.6 The comment regarding the public comment meeting does not relate to an environmental impact or the adequacy of the Draft EIS/EIR, thus no response is required.



Letter I-107

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Geary Corridor Bus Rapid Transit

1 message

Becky Klawans <hasklaws@mac.com>

Wed, Nov 18, 2015 at 6:43 PM

To: gearybrt@sfcta.org

Dear Project Staff,

I-107.1

The hassle and cost of this project doesn't seem worth it to save 15 min. of commute time to downtown. I take the 38R and I also drive on Geary and it is going to make Geary into a terrible street to drive on. You blithely say that traffic can go onto parallel streets. Geary is the business heart of the district, so that won't work much of the time. It will turn our neighborhood in the Inner and Outer Richmond into having much longer traffic jams. What the Richmond and San Francisco really needs is to extend the underground metro into all areas of the City. I strongly urge you to start planning for extending the metro and not waste so much money on something that doesn't truly solve our neighborhood's and San Francisco's transportation needs.

Sincerely,
Becky Klawans
A Richmond resident

Responses to Comment I-107: Klawans, Becky

- I-107.1 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives considered and ultimately carried forward for environmental analysis.

Letter I-108



SFMTA
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Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

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RICK KLUMP

NAME

AFFILIATION (IF APPLICABLE)

186 COMMUNWORTH AVE

EMAIL OR MAILING ADDRESS

I-108.1

Comments:

• HYBRID ALTERNATIVE
MAKES MOST SENSE

I-108.2

• PROPOSED BULBS BLOCK
FLOW OF TRAFFIC AND
TURNING RIGHT → MORE
CONGESTION & POLLUTION

I-108.3

• FEWER STOPS MAKE SENSE
TO IMPROVE SPEED

I-108.4

• PUTTING STOPS AFTER BUS
CROSS INTERSECTION (continue on other side if necessary)
WILL IMPROVE SPEED - THEY DON'T
HAVE TO WAIT AT RED LIGHTS

Responses to Comment I-108: Komp, Rick

- I-108.1 Preference for the Hybrid Alternative/LPA is noted.
- I-108.2 As discussed in Final EIS Chapter 2, pedestrian crossing bulbs enhance pedestrian safety by increasing pedestrian visibility, reducing crossing distances, slowing turning vehicles, and visually narrowing the roadway. Enhancing pedestrian safety along the Geary corridor is a key project objective.
- I-108.3 The comment that fewer bus stops improve travel time is noted.
- I-108.4 The comment that placing bus stops on the far side of intersections will improve travel time is noted. The proposed designs located BRT bus stops on the far side where feasible. That placement was not possible at every bus stop, as the project incorporated other considerations such as on-street parking placement, existing driveways, and access to residential, commercial, employment, and recreational/cultural destinations for people with disabilities. Please see Final EIS Chapter 2 and Master Response 1a for a summary of improvements proposed under each of the build alternatives.

---o0o---

COMMENTS REPORTED BY DEBORAH FUQUA, CSR

GLENN URBAN: Glenn with two N's, Urban,
U-R-B-A-N.

So the main transportation agency website,
when you look at it, this meeting was not announced.
It said "Next Meeting," "Coming Events," nothing
scheduled. It's been that way since October.

The only meeting they cited was last October.
So if somebody went to the main website, they would not
have been able to know that this meeting was going on.

I didn't think they were involved in this
meeting. I thought it was a home town meeting because
I knew it was scheduled through the Stop Geary BRT. It
didn't say anything on this website. The end.

RONALD KONOPASKI: Full name is Ronald Konopaski,
R-O-N-A-L-D, last name, K-O-N-O-P-A-S-K-I.

Well, I'm not sure exactly where to start, but
before I left my home tonight, my wife said to me, "I
think you're just a waste of time going there because
this thing has already been decided."

I come here to find out that -- this was
presented as being a meeting for public comment. What
I'm seeing is it's just a big sales pitch to try to
force this BRT thing through. And there's no

I-109.1

I-109.1

cont.

1 opportunity, really, other than to come to you or to
2 fill out this thing, all of which is disposable. And
3 it's apparent that the staff has already made up their
4 minds, and they're bound and determined to ram this
5 thing through.

6 Ten or fifteen years ago, we went through this
7 whole same process. We determined and gave our
8 testimony at that time that this was a bad idea. It's
9 still a bad idea. Nothing has changed. And they might
10 have re-dressed it or put some more frills or something
11 else to make it more palatable or to scam the people --
12 because this whole meeting is a scam.

I-109.2

13 However, if this Municipal Transportation
14 Authority and M -- the Muni wants to do something
15 constructive, instead of spending \$2 billion to create
16 some little detour into Chinatown, they should instead
17 go back to what BART had planned 50 years ago. And
18 there was a plan to put a subway under Geary Boulevard.

19 That's what they should be doing instead of
20 this nonsense of the BRT. And this is something that
21 would be far more productive and far more beneficial,
22 to have an underground Muni running under Geary from
23 Market Street out to the ocean. It might be done in
24 stages. However, it would be very beneficial to start
25 the process instead of wasting the taxpayers' money on

I-109.2
cont.

1 this ill-conceived idea that they keep trying to force
2 upon us.

I-109.3

3 We don't want it in the Richmond. It's going
4 to ruin the businesses. It's just another scam to try
5 to take the streets away from the people who drive
6 cars. And the Muni and the transportation people who
7 are in power hate cars. And this is just another means
8 of trying to create obstacles for the cars, the people
9 that drive cars.

10 And to be honest with you, 90 percent of the
11 people in this city drive cars. So why in the hell are
12 they trying to kill us all? Excuse me, but I'm
13 emotional about this because I'm very frustrated to
14 have to be here to do this again after we went through
15 this already 15 years ago. So, I'm sorry, but this is
16 nothing personal to you, now. Okay?

I-109.4

17 No, how do I know -- how would I know if this
18 testimony of mine really gets into the record and the
19 consideration of this project going forward? And I
20 would welcome someone from the Authority to respond to
21 that.

22 STEVE DOWD: Steve, S-T-E-V-E, Dowd, D-O-W-D.

23 You want the affiliation -- well, I can just
24 say I'm a parent of a nine-year-old girl at Rosa Parks
25 Elementary. The bridge is an extremely safe method of

Responses to Comment I-109: Konopaski, Ronald (verbal comment)

- I-109.1 Please see Master Responses 5a and 5b. The agencies have continually provided multiple opportunities and avenues for the public to comment on the Draft EIS/EIR, including via mail, email, and during the public comment meeting held at St. Mary's Cathedral on November 5, 2015. The public comment period provides the opportunity for public to provide input on the alternatives under consideration and all testimony has been included in this response to comments document for public review. The public comment meeting was presented in an open house format. The public had an opportunity to discuss project features with subject experts including engineers and planners on the project development team. There was a 30-minute PowerPoint presentation given during the public meeting, and over two hours were devoted to a Question and Answer session with the development team to provide open dialogue between the public and staff.
- I-109.2 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives considered and ultimately carried forward for environmental analysis. Please see Final EIS Chapter 9 and Master Response 6a regarding costs.
- I-109.3 See Master Responses 2a and 3a.
- I-109.4 The comments are noted and are part of the project record in this chapter.

Letter I-110

NOV 30 2015



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Comment Card Geary Corridor Bus Rapid Transit

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NAME Eva Kwong

AFFILIATION (IF APPLICABLE)
EMAIL OR MAILING ADDRESS 386 15th AVE 94118

Comments:

I-110.1

HAVING A BOARDING PLATFORM
IN THE MIDDLE OF HEAVILY
USED GEARY BLVD IS TOTALLY
UNSAFE FOR ALL MUNI RIDERS
+ PEDESTRIANS
"NO CENTER BUS LANES"

(continue on other side if necessary)

Responses to Comment I-110: Kwong, Eva

- I-110.1 See Master Response 2d regarding pedestrian safety and access. Center boarding platforms in the middle of Geary require the same amount of street crossings as curbside stops. In a curbside stop configuration, transit passengers will board the bus on one side of the street at the beginning of their initial trip, and arrive on the opposite side of the street at the end of their return trip. Hence, most passengers will have to cross the street once, if assuming a round trip. Center boarding platforms require crossing half the street on one end of the trip and half the street on the other, or one street crossing for each passenger if assuming a round trip.



Letter I-111

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] re: Spruce-Cook St Parking

1 message

Ravi Lal <ravi@indiaarts.com>

Mon, Nov 30, 2015 at 4:09 PM

To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

Hello,

I-111.1

I am the owner of The UPS Store located between Spruce and Cook St. We have owned this business for over 10 years (business had been around for 30 years in this location under MBE and now UPS Store) now and have become a reliable source for the shipping needs of our neighborhood. While I understand the need to increase efficiency in the transit system, along with many of the other concerned business interests in this corridor, the parking situation is a concern. After reviewing the documentation on the project, I could not gain a clear understanding on what the street parking will be within this block. If the plan is to remove street parking for this block, it will cripple our business. Customers cannot walk multiple blocks with their heavy packages. Most of the long term parking is filled with students of nearby USF, and the residents tend to fill the rest of the available street parking with their residential permits. The UPS, FEDEX, USPS, DHL, Ontrac carriers will double park and block the flow of traffic on a daily basis twice daily (Drop offs and Pickups). With reduced general traffic lanes, this could cause serious delays. It would seem to me the existing bus stop a block away is a more logical choice for the muni stops since the only adjacent building to this is the Toyota dealership, which has little need for street parking, since they have a parking lot and garage.

Could you please clarify what the leading proposal is for the parking on this block? Also, will the proposal obstruct the visibility of my business?

Thank You,

India Arts, LLC  *Ravi Lal*

20 Heron St.

San Francisco, CA 94103

Ph: (415) 621-1116 | Fax: (415) 621-1634



Responses to Comment I-111: Lal, Ravi

- I-111.1 See Master Responses 2c and 3a and Final EIS Chapter 2. Under the Hybrid Alternative/LPA, the bus stops at Spruce/Cook would remain as local; no new BRT stops would be constructed and thus remove on-street parking in this area.



Letter I-112

Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] SFCTA Alternative 2 !

2 messages

'laureen' via GearyBRT <gearybrt@sfcta.org>

Tue, Nov 10, 2015 at 8:05 AM

Reply-To: laureen <llangland7@yahoo.com>

To: gearybrt@sfcta.org

I-112.1

I live on 15th Avenue between Geary and Clement Streets.

We want the cheapest, quickest BRT solution that has the least negative impact at the least cost!

SFCTA Alternative 2 = painted diamond lanes for buses only during commute times in commute directions.

This won't shift traffic into our neighborhoods during or after construction. This is far cheaper than \$300 million for other options and a lot less disruptive.

The BRT plan works on seldom used Market Street but I feel it would negatively affect Geary Boulevard as a thoroughfare as well as negatively affect the surrounding neighborhoods with too much traffic. We are close to the GG bridge and people will not stop driving into the City.

15th Avenue has already had an issue with the rerouted 2 Clement bus affecting our underground utilities, lets not make this more expensive and lets not open that can of worms and incur even more work and delays and costs.

SFCTA Alternative 2 is the BEST solution.

Thank you.

Laureen Langland
347 15th Avenue
SF CA. 94118
[415-933-8536](tel:4159338536)

Responses to Comment I-112: Langland, Laureen

I-112.1 Preference for Alternative 2 is noted.

Letter I-113



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Comment Card Geary Corridor Bus Rapid Transit

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Brian J. Larkin

NAME

AFFILIATION (IF APPLICABLE)

brian.j.larkin@hotmail.com

EMAIL OR MAILING ADDRESS

I-113.1 Comments:

① If the center-running design becomes the locally preferred alternative, please include duct-banks for future LRT traction power distribution and blocks in the ROW for future running rail installation.

I-113.2

② If one of both of the grade separated intersections in Geary (Masonic & Fillmore) are filled-in, include block-outs for future LRT/Metro tunnel.

(continue on other side if necessary)

Responses to Comment I-113: Larkin, Brian

- I-113.1 The request to provide utilities for future LRT service is noted. See Master Response 1a.
- I-113.2 The request for future transit tunnel infrastructure in the event of filling the grade-separated intersections is noted. See Master Response 1a.



Letter I-114

Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] HURRY UP AND BUILD THE GEARY TRAIN LINE!!!

3 messages

Sam Leahey <sam.leahey@gmail.com>

Sat, Oct 31, 2015 at 6:30 PM

To: gearybrt@sfcta.org

Hello there,

I-114.1

I just moved to San Fran from the east coast and you people's public transportation out here in Cali SUCKS! Please hurry up and build the train on Geary street we San Franciscan's can stop being offensive to the public transportation community. Thank you.

:)

All the best,
Sam Leahey

Responses to Comment I-114: Leahey, Sam

- I-114.1 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives considered and ultimately carried forward for environmental analysis.



Letter I-115

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] I support the Geary BRT

1 message

David Lee <del19@att.net>

Mon, Nov 30, 2015 at 5:39 AM

To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

I-115.1

As a resident, small business owner and nonprofit executive director on Geary Blvd., I support moving forward the the Geary BRT. I believe it is a vitally important to the Richmond District's future and will bring many positive benefits to the businesses and residents. I would urge you to work closely with residents, merchants and small business owners on Geary Blvd. to mitigate any disruptions that may occur during construction. It is imperative that you have a transparent and open process so that everyone who is affected can have input. Please keep me informed of your progress.

Regards,

David Lee
4442 Geary Blvd.
San Francisco, CA 94118
[4153978133](tel:4153978133)

Sent from my iPad

Responses to Comment I-115: Lee, David

- I-115.1 Support for Geary BRT is noted. Ongoing public outreach through construction will be coordinated by SFMTA. For more information on Geary-related announcements and meetings, please see <https://www.sfmta.com/projects/geary-rapid>



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NOV 10 2013

Comment Card
Geary Corridor Letter
Bus Rapid Transit I-116

Draft Environmental Impact Statement/Environmental Impact Report

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NAME Joan Lee

AFFILIATION (IF APPLICABLE)
EMAIL OR MAILING ADDRESS 356-16th Avenue #4118

I-116.1

Comments:

I do not want the
"Center Bus Lanes"

As a senior, I do not
like to wait for the bus
or get off the bus on an
"island" in the middle of a
BUSY street. I feel this
is NOT SAFE!

I prefer the "side bus lanes"

(continue on other side if necessary)

Responses to Comment I-116: Lee, Joan

- I-116.1 Opposition to center bus lanes is noted. See Master Response 2d. Center boarding platforms in the middle of Geary require the same amount of street crossings as curbside stops. In a curbside stop configuration, transit passengers will board the bus on one side of the street at the beginning of their initial trip, and arrive on the opposite side of the street at the end of their return trip. Hence, most passengers will have to cross the street once, if assuming a round trip. Center boarding platforms require crossing half the street on one end of the trip and half the street on the other, or one street crossing for each passenger if assuming a round trip.

Letter I-117



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Comment Card Geary Corridor Bus Rapid Transit

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Marisa Lee

NAME

Japantown Youth Leaders

AFFILIATION (IF APPLICABLE)

marisaalee98@gmail.com

EMAIL OR MAILING ADDRESS

I-117.1

Comments: I am a senior at Lowell High School and I am part of the Japantown Youth Leaders. I was also a counselor for Tomodaehi summer camp. I think the Webster bridge should not be torn down because many people rely on the bridge for crossing Geary safely. Given that I am a camp counselor for kindergarteners and first graders, I know that little kids walk very slow. Even if there was an island in the middle of the

(continue on other side if necessary)

I-117.1

cont.

(comments, continued from front)

proposed crosswalk, in addition
to short amount of time to cross,
it would not be a safe street to
cross. Our groups of twenty or
more children would struggle to
stay together. Children are
always playing in line and
could fall off the island. This
would lead to a car accident
that no one would want to
happen. Crossing on the bridge
brings a feeling of relief that
counselors wouldn't have to worry
about oncoming traffic. The
bridge is a matter of safety
for the children.

COMMENTS CAN BE MAILED TO:
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
1455 MARKET STREET, 22ND FLOOR
SAN FRANCISCO, CA 94103

Responses to Comment I-117: Lee, Marissa

- I-117.1 Demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.

NOV 30 2015

Letter I-118 Comment Card Geary Corridor Bus Rapid Transit



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May Lee

NAME

AFFILIATION (IF APPLICABLE)

746 Clement St. San Francisco CA, 94118

EMAIL OR MAILING ADDRESS

Comments: No "Center Bus Lanes"

I-118.1

"Center Bus Lanes" is UNSAFE for children, seniors, disabled people and all San Franciscans who use the center medians for get-on and get off the buses.

SAFETY IS A TOP CONCERN

I oppose the "Center Bus Lanes."

(continue on other side if necessary)

Responses to Comment I-118: Lee, May

- I-118.1 Opposition to center bus lanes is noted. See Master Response 2d regarding pedestrian safety. Center boarding platforms in the middle of Geary require the same amount of street crossings as curbside stops. In a curbside stop configuration, transit passengers will board the bus on one side of the street at the beginning of their initial trip, and arrive on the opposite side of the street at the end of their return trip. Hence, most passengers will have to cross the street once, if assuming a round trip. Center boarding platforms require crossing half the street on one end of the trip and half the street on the other, or one street crossing for each passenger if assuming a round trip.

Letter I-119



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Comment Card Geary Corridor Bus Rapid Transit

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NAME Faithy Leong

AFFILIATION (IF APPLICABLE)

funktastyk@yahoo.com

EMAIL OR MAILING ADDRESS

I-119.1

Comments:

Stop after 25th Ave (WB) is too far out.

Suggestion: ① Move 29/30th Ave Stops one block over Eastward

② Then move 33rd Ave Stops also one block over Eastward

(I understand that bus lanes change from center to curb lanes after 25th, but it looks like 2 blocks is already more than ~~so~~ enough (continue on other side if necessary) distana to merge)

(comments, continued from front)

I-119.2

Question:

I'd love to find out how much time (percentage wise) taking out stops contributes to the 20% decrease in travel time if BRT is implemented as planned.

Thanks!

38 Riders

Richmond Dist.

Resident

COMMENTS CAN BE MAILED TO:
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
1455 MARKET STREET, 22ND FLOOR
SAN FRANCISCO, CA 94103

Responses to Comment I-119: Leong, Faithy

- I-119.1 The suggestion to relocate the 29th/30th Avenue and 33rd Avenue stops eastward one block is noted. The project proposed stop locations based on a number of considerations, including available curb space, adjacent land uses, traffic flows and configurations, bus stop spacing, and others, and it was not always possible to achieve an even spacing between stops.
- I-119.2 The Draft EIS/EIR analyzed travel time benefits for the full package of transit improvements, including the bus-only lane, transit signal priority, bus stop design, vehicle design, and bus stop removals. The analysis did not analyze the travel time effects of each feature separately.

Stop removal under the Hybrid Alternative/LPA would improve travel time on Geary corridor bus lines by reducing (1) time lost decelerating before and accelerating after stopping at removed stations, and (2) dwell time of buses stopped at removed stations. Changes in stop-related acceleration and deceleration lost time are primarily driven by number of stops, whereas dwell time is also affected by platform height. Higher level platforms under the Hybrid Alternative/LPA would contribute to faster boarding at central median stations in the Richmond between Palm and 27th/28th Avenue).

Due to interactions between stop locations, traffic signalization, traffic conditions and passenger loading it is difficult to fully separate travel time savings related to each element of the bus rapid transit program. The simulation model cannot directly calculate lost time due to acceleration and deceleration, but it can evaluate station dwell time. Therefore, changes in dwell time between different scenarios can serve as a rough approximation of the travel time savings related to stop removal.

After project implementation it is estimated that the Hybrid Alternative/LPA would reduce dwell time by 36 percent on the 38 Local and by 17 percent on the 38 BRT for a full-length, round-trip journey relative to the No Build Alternative. In year 2020, these savings would account for 27 percent of Local bus travel time reductions and 11 percent of BRT bus travel time reductions under the Hybrid Alternative/LPA relative to the No Build Alternative. In the year 2035, these savings would account for 19 percent of local bus travel time reductions and 7 percent of BRT bus travel time reductions under the Hybrid Alternative/LPA relative to the No Build Alternative. The absolute travel time savings of stop consolidation stays relatively constant over time, whereas the travel time savings due to the dedicated bus lane increase over time as background traffic volumes increase and further slows buses under the No Build Alternative. As a result, the relative value of travel time savings due to stop consolidation diminishes over time.



Letter I-120

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Stop to make bus transit on Geary Blvd between Spruce and Cook

1 message

Yvonne Chung <yvc22@sbcglobal.net>

Mon, Nov 30, 2015 at 4:54 PM

To: gearybrt@sfcta.org

I-120.1

My name is Hoa Lieu property owner on 3139-3141 Geary Blvd San Francisco CA94118 I don't want bus stop in front of my property. Stop it please thank you

Sent from my iPhone

Responses to Comment I-120: Lieu, Hoa

- I-120.1 The comment is noted. For more information about proposed changes on Geary Boulevard on the block between Spruce Street and Cook Street, please see Master Response 3a.



Letter I-121

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Spruce to Cook Street do not remove meters

1 message

Joan Loeffler <joanloeffler@zephyrsf.com>

Mon, Nov 30, 2015 at 12:36 PM

To: gearybrt@sfcta.org

I-121.1

To whom it may concern:

Please DO NOT take out the meters and change the bus stops on Geary Blvd. Having people get on the bus in the middle of the block is insane. Pedestrian deaths will soar!

Not everyone can ride their bike or take MUNI to get everywhere. Please stop taking out meters everywhere.

Joan Loeffler
415-816-1335



Joan Loeffler

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t: 415 816-1335 f: 415 277-3725

e: joanloeffler@zephyrsf.com. www.SFRoost.com



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Responses to Comment I-121.1: Loeffler, Joan

I-121.1 See Master Response 2d.

Letter I-122.1



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Michael Locke

NAME

resident

AFFILIATION (IF APPLICABLE)

michael.locke@gmail.com

EMAIL OR MAILING ADDRESS

I-122.1.1

Comments: I support the implementation of this project - as a resident of the Geary corridor area, I feel largely cut off from the central city and agree with the efforts to speed access toward downtown.

If local business interest successfully derail this opportunity to connect the city, I will be much less inclined to patronize them.

(continue on other side if necessary)

Responses to Comment I-122.1: Locke, Michael

I-122.1.1 Support for Geary BRT is noted.

1
I-122.2.1

MICHAEL LOCKE: My name is Michael Locke,
L-O-C-K-E. I support the implementation of this
project. As resident of the Geary Corridor area, I
feel largely cut off from the central city and agree
with the efforts to speed access toward downtown. If
local business interests successfully derail this
opportunity to connect the city, I will be much less
inclined to patronize them.

9 EDEN SMITH: My name is Eden Smith, E-D-E-N, last
10 name Smith, S-M-I-T-H. I am here on behalf of the
11 Friends of the Urban Forest, an advocacy group for San
12 Francisco's tree canopy. And as a resident of San
13 Francisco, I would like the tree removal and replanting
14 project to consider two factors: One, include drip
15 line irrigation at the time of construction to save
16 long-term costs and ensure health of the trees.

17 And further: To consult specialists on the
18 species of trees that will be planted to ensure drought
19 resistance and appropriateness of location, and that
20 specialist should be the Friends of the Urban Forest.

21 MARIA DE ALVA: My name is Maria De Alva, spelled
22 M-A-R-I-A D-E space A-L-V-A. I support the removal of
23 the pedestrian bridge at Webster and Stanyan. There is
24 no need for it. Currently, it feels like pedestrians
25 are second-class citizens and the car is king. The

Responses to Comment I-122.2: Locke, Michael (verbal comment)

I-122.2.1 Support for Geary BRT is noted.



Letter I-123

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Geary BRT

1 message

Dylan Lorimer <write2dylan@gmail.com>

Mon, Nov 30, 2015 at 9:30 PM

To: gearybrt@sfcta.org

I-123.1

Hi. I'm a home owner on 11th Ave in the Richmond. I just wanted to submit my support for the Geary BRT project. I do wish it were a light rail or subway of course, but at this point we're desperate over here in the Richmond for faster ways to get downtown. Please make the BRT a reality. Please do not water it down for merchants. Please make it true BRT that is rapid rapid rapid !

Regards,
Dylan

--

Responses to Comment I-123: Lorimer, Dylan

I-123.1 Support for Geary BRT is noted. See Master Response 1a.

Letter I-124



SFMTA
Municipal
Transportation
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Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

JEANNIE LOW
NAME

AFFILIATION (IF APPLICABLE)
JEANNIE LOW 164 @ YAHOO.COM
EMAIL OR MAILING ADDRESS

Comments: _____

I-124.1

A BUS STOP IS NEEDED
BET. 25TH AVE + 30TH AVE
ON GEARY BLVD.

~~PLEASE STUDY THE AGE~~
~~OF THE~~ THERE ARE
A LOT OF SENIORS IN
THIS AREA.

38 & 38R SHOULD HAVE
DIFFERENT BUS STOPS.

[continue on other side if necessary]

Responses to Comment I-124: Lou, Jeannie

I-124.1 See Master Response 1a.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Geary BRT Comment

1 message

Henry Machtay <machtayh@sfusd.edu>

Wed, Nov 18, 2015 at 11:01 AM

To: gearybrt@sfcta.org

I-125.1

I'd like to address the store owners along Geary Boulevard.

I live in Russian Hill and use public transit. Right now I avoid going to a Geary location because the shlep feels so long. I wouldn't consider living out along Geary because the commute to downtown is too long. With the BRT I will happily travel to Geary to do shopping. Those who think short term and worry about losing business for a few weeks aren't considering the long term. Your business and your property will be more valuable with Geary BRT.

thank you,

Hank Machtay
Media Arts, Galileo Academy, SF

"Behind every classroom misbehavior is a story. If you knew the stories, nine times out of ten they would break your heart."

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Responses to Comment I-125: Machtay, Henry

- I-125.1 For more information on commenter concerns about the project's business impacts, please see Master Response 3a.



Letter I-126

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Geary BRT EIS/EIR

1 message

Mark Maigatter <mmaigatter@gmail.com>

Sat, Nov 28, 2015 at 11:38 AM

To: gearybrt@sfcta.org

I applaud you for taking on a project with much controversy. Any option you chose and quickly implement will improve many of us on the Geary corridor.

I am a Muni commuter and user. I have been in the 18 years we have lived here.

I-126.1

The most expeditious way for me to work would be the 38R to the 47 to the Adobe office in the Design Center area. However the 38R is too unpredictable and normally so packed (both morning and night) that I have abandoned it for the 1BX to the 10 or 12.

Of the options you are considering, the ones that segment the BRT into the middle lanes for the majority of the route before it hits the bus lanes East of Van Ness would be the best. It would provide the most focused and segmented traffic option available and would likely be the best transition to a Muni light-rail line which is what I believe the Geary corridor truly needs.

Mark Maigatter
66 7th Ave
San Francisco 94118
[415-425-5699](tel:415-425-5699)

Responses to Comment I-126: Maigatter, Mark

I-126.1 See Master Response 1a.



Letter I-127

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] In SF, ALL things have a Seismic Pre-requisite/Pop Projections

1 message

Charles Marsteller <cm_marsteller@hotmail.com>

Tue, Dec 1, 2015 at 7:34 AM

To: "Gearybrt@sfcta.org" <Gearybrt@sfcta.org>

Greetings,

I-127.1

1. A context for all things in SF is our seismic risk/forecasts, with system resilience the goal for post-quake recovery.

We can expect two major quakes in the next 40 years (to 2056, the 150th anniv.of 1906): one on Hayward (overdue) and the other on San Andreas. Both will disrupt water distribution/increase fire risk. Per CAPSS II report/2011.

I-127.2

2. SFPUC by Dec.2015 is expected to announce their 5 year update on pop.projections (for Water/Sewer) per State Law. They are expected to announce a pop.of 1.1 million by 2020, based on permit entitlements/expected growth.

There is a goal by some to raise this number with permits let thru Jan.2019--to a number as great as 900,000 (to 2M) from sources known to me.

Charles Marsteller

[415/292.3441](tel:4152923441)

Responses to Comment I-127: Marstellar, Charles

I-127.1 The comment is noted.

I-127.2 The comment is noted.



Letter I-128

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Support for Geary BRT

1 message

Omar <omar.masry@gmail.com>

Tue, Dec 1, 2015 at 6:24 PM

To: gearybrt@sfcta.org

Cc: eric.l.mar@sfgov.org

I-128.1

Hi. As a resident, I am writing to express my profound support for Geary bus rapid transit. I believe this is an important step in creating a cohesive and efficient east-west connection in northern San Francisco.

It will also create a greater "pull" factor, making small businesses along Geary Boulevard a more enticing culinary and shopping destination for those that may not currently venture as far west (from areas like NOPA) via traditional (slower) bus routes.

Sincerely,

Omar Masry
Noe Valley resident

Sent from my iPhone

Responses to Comment I-128: Masry, Omar

I-128.1 Support for Geary BRT is noted.



Letter I-129

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Geary BRT Feedback

1 message

matt@chromeweb.com <matt@chromeweb.com>

Mon, Nov 16, 2015 at 12:30 PM

To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

I-129.1

BRT is asinine. You should extend BART and MUNI down Geary (the same way that people have been asking for for DECADES now). To say there is no budget is just a cop out in a city that has a 9.8 billion dollar budget and throws it around quite liberally on any project that catches its eye. Not only would BART / Metro reduce street traffic, improve commute times, improve air quality, and get you even close to your "Vision Zero" plan (underground trains have an amazingly lower chance of hitting pedestrians in the street above them) but it would bring more people out to the avenues to improve the businesses out there. As it is today, I have no, zero, zilch, interest in riding the "dirty eight Geary" whether it is a regular bus or a tree killing (you're removing all the trees on Van Ness for the other BRT boondoggle), parking space eating, time and money wasting BRT.

Sent from [Mail](#) for Windows 10

Responses to Comment I-129: Matt

I-129.1 See Master Response 1a, 4a, 2c, and 6a.



Letter I-130

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Opposition to Geary BRT stop between Cook & Spruce streets

1 message

Alex Mawhinney <amawhinney@sonic.net>

Mon, Nov 30, 2015 at 4:28 PM

To: gearybrt@sfcta.org

Hello,

I'm writing to voice my objection to the planned creation of a "Grand Central Station" bus stop between Cook and Spruce streets. I actually just found out about the project last week from another business owner on my block. Neither of us were contacted by mail, email, phone, or in person about this project.

I-130.1

The entire block between Cook and Spruce street is lined with store-front businesses that benefit from metered parking. Removing all metered parking would, in my opinion, negatively affect these businesses. Why not use the block between Parker and Spruce instead? There's already a bus stop on that block. Moreover, there are only two, 20-minute parking spaces between Parker and Spruce and no store-front businesses; only a Toyota service lot and the post office on the corner.

The proposed bus station would be directly in front of my business, Touch Thai Bodywork and Massage. Our customers periodically complain about the difficulty finding a parking spot in the area. Completely removing all metered parking would only make the situation worse.

Another major concern we have is the increased noise level. Our business requires the least amount of noise possible so our customers can relax and enjoy their treatments. We have installed double-paned, insulated glass to block out noise from Geary Blvd, but still sometimes get complaints about noise. Having a full-block bus stop would be disastrous to our business. The increased noise from the bus engines starting and stopping, the speakers on the bus announcing the current stop when the doors open, and the noise from passengers getting on/off the bus would all negatively affect our business. There's also the year-long construction work and accompanying noise that would affect our business.

Please use the block between Parker and Spruce for the full-block bus station instead of between Cook and Spruce streets.

Regards,

Alex & Siriluck Mawhinney
Owners of Touch Thai Bodywork and Massage
3121 Geary Blvd.
San Francisco, CA 94118
(415) 279-5380

Responses to Comment I-130: Mawhinney, Alex

I-130.1 See Master Response 3a.



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Letter I-131

Comment Card

Geary Corridor Bus Rapid Transit

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your email or mailing address if you wish to be notified when responses are published.

JACKSON McELMELL

NAME

AFFILIATION (IF APPLICABLE)

271 twenty-first Ave, SF 94121

EMAIL OR MAILING ADDRESS

I-131.1

Comments:

① the public comment meeting on the subject Geary Rapid Transit Project on November 5 was a total waste of time. No one in the room could make a sensible comment about an unexplained EIR.

I-131.2

② If I have any comment to make, it is that the EIR is mere window dressing for a project that the SFMTA, SFCTA and the FTA have for all intents and purposes approved.

③ Since EIR's are essentially a cheering session for promoting a project, there is likely little in this report that has any REAL substance. For public projects every thinking person knows they are written

(continue on other side if necessary)

(over)

(comments, continued from front)

I-131.2 cont.

by bureaucrats who have a vested interest in dressing up the facts. In other words they are worthless at providing any real information, rather they offer one side of a story.

I-131.3

④ For 300 million it would be better to repave SF streets and forget this ~~is~~ crappy solution to a non-problem. A 20% improvement in transit time from the ocean to Van Ness (approximately 50 minutes now) will save an unnoticeable 10 minutes. Whoopee!

⑤ Final comment: why should the folks in Lexington, KY be paying for transit on Gentry Blvd, SF?

COMMENTS CAN BE MAILED TO:
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
1455 MARKET STREET, 22ND FLOOR
SAN FRANCISCO, CA 94103

Responses to Comment I-131: McElmell, Jackson

- I-131.1 The comment is noted.
- I-131.2 The comment is noted. The overarching purpose in preparing an EIR or EIS is to provide the public and decision-makers with detailed information about a project's environmental impacts, ways to avoid or minimize adverse impacts, and reasonable alternatives to the project.
- I-131.3 See Master Response 6a.

Letter I-132



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Comment Card Geary Corridor Bus Rapid Transit

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Brian McNeill

NAME

AFFILIATION (IF APPLICABLE)

342 24th Ave Apt 103

EMAIL OR MAILING ADDRESS

I-132.1

Comments: Overall, I am supportive of the project. While the currently recommended staff alternative meets many of my desired outcomes of the project (namely, more reliability, faster travel times, etc) I feel that the long run benefits of alternatives 3 + 3 consolidated have been overlooked. I am strongly in favor of alternative 3, and I wish for a long run implementation of a light rail line along Geary.

Public transportation use in this city

(continue on other side if necessary)

I-132.1 cont.

(comments, continued from front)

It has skyrocketed in recent years, and with the city's increasing population shows no signs of decreasing. As such, investing in Public transportation now, seriously investing in BRT, will ensure better service for everyone along the Gary Corridor.

COMMENTS CAN BE MAILED TO:
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
1455 MARKET STREET, 22ND FLOOR
SAN FRANCISCO, CA 94103

Responses to Comment I-132: McNeill, Brien

I-132.1 See Master Response 1a.



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Letter I-133 Comment Card Geary Corridor Bus Rapid Transit

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Austin Liu Mello
NAME

Austin M Mello@gmail.com
AFFILIATION (IF APPLICABLE)
EMAIL OR MAILING ADDRESS

I-133.1

Comments: Let's definitely get transit
through, into, and out of the Richmond
more efficient. It'll be simple to do,
good for the city, and worth the
energy.

Responses to Comment I-133: Mello, Austin Liu

I-133.1 Support for Geary BRT is noted.

Re: GEARY BRT

Comments on the draft EIR/EIS for the Geary BRT

My comments are several. Living in the west end, I do not expect my ride downtown to be quick and slick. As long as we have buses instead of LRV, improvements in riders' time are limited.

I-134.1

The planners for this project have found that for every difficulty they try to solve, a new problem is created. I would like to ask that the "no Project" alternative have a variant, which is that the exclusive M lane program be continued and enforced with cameras and citations for offenders who use the M lane during rush hour. That is really all that needs to be done on Geary. Enforcement is the key. Enforcement was never there for the M exclusive lanes so now a new, disruptive and expensive system is the city's preferred project.

Local service which conserves stops at three-block intervals works for the N Judah; the new BRT would erase many of the intermediate stops, and inconvenience all but those who are downtown-bound. The preferred project could operate express buses in the morning and evening rush hours. But during the middle of the day and at night, the local stops should be retained.

MUNI has had a great success and received a lot of praise for the revamp of the No.5 line where express and local buses operate to serve everyone's needs. (Of course, the Geary buses carry more riders and the two lines are not the same.) The same logic, which provides for all users but at different hours during the day, would benefit Geary express riders by limiting stops during the 6:30 to 9:30 morning rush and the 3:30 to 6:30 evening rush, while during the middle of the day, local service would be allowed for the convenience of seniors and shoppers.

MUNI had unrealistic goals for what a change from traditional curbside bus service to BRT would bring and I think that the various users have spoken their concern. The Geary bus is their only line! It should not become the exclusive means for downtown workers to get downtown.

I-134.2

I understand that the ride downtown by BRT would save **two minutes, which is** a lot of money and disruption for so little gain! The EIR should state clearly what savings in time the BRT would give a downtown rider would be if this is just a rumor.

Mary Anne Miller
1239 42nd Avenue
San Francisco 94122

Responses to Comment I-134: Miller, Mary Anne

- I-134.1 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives.

While designated side-running lanes would be a deterrent to violators, center-running lanes would have a much greater likelihood to remain bus-only, would require far less enforcement, and result in significant improvement to transit service. The City will continue to enforce against double parking violators as resources allow.

Providing only Rapid service during commute hours and local service during non-peak hours would not accommodate the existing ridership along the Geary corridor, which has consistently high ridership in both directions throughout the day. The Geary ridership is comprised of able-bodied people, but also seniors, youth, and people with disabilities, all of whom ride the service throughout the day.

- I-134.2 Transit service would improve by more than two minutes. See Tables 3.3-6 and 3.3-9 of the Final EIS.



Letter I-135

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Geary BRT

1 message

Blake Mitchell <blake@barkingspoon.com>

Sat, Nov 14, 2015 at 1:56 PM

To: gearybrt@sfcta.org

I-135.1 | I support the plan to demolish the pedestrian bridges at Webster and Steiner. They attract homeless encampments, and are not practical to use.

Blake
1415 Eddy St.

Responses to Comment I-135: Mitchell, Blake

- I-135.1 Commenter's support for demolishing the pedestrian bridges at Webster Street and Steiner Street is noted.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Geary Traffic Plan

1 message

Total Mac <totalmacrepair@gmail.com>

Mon, Nov 30, 2015 at 11:35 AM

To: gearybrt@sfcta.org

Dear Sirs,

I-136.1

I have found that the Traffic Plan for Geary Blvd involves a " Bus Staging Area" that would take up the entire block between Spruce and Cook on Geary Blvd.

This would make conducting business much more difficult. The Merchants on this block need at least a loading zone for delivery trucks. The UPS store will probably have to move. This is a severe hardship that is being imposed on this block. Please give us a response and if at all possible incorporate a loading zone into the plan.

Andrew Moldvay
The Total Mac
3139 A Geary Blvd
San Francisco, CA 94118
[415-386-4320](tel:415-386-4320)
totalmacrepair@gmail.com



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Handicapped Access to businesses on Geary

1 message

Total Mac <totalmacrepair@gmail.com>

Mon, Nov 30, 2015 at 3:58 PM

To: gearybrt@sfcta.org

Dear BRT Personel,

I-136.2

The " Bus Staging Area" in theTraffic Plan for Geary Blvd that would take up the entire block between Spruce and Cook on Geary Blvd., would make Handicapped access to the businesses in that block impossible in some cases. There are Doctors Offices on that block that treat patients that would not be able to go to their health care professional if this plan is executed as it is currently written.

Andrew Moldvay

3139 A Geary Blvd
San Francisco, CA 94118
415-386-4320
totalmacrepair@gmail.com

Responses to Comment I-136: Moldvay, Andrew

I-136.1 See Master Response 3a.

I-136.2 See Master Responses 2c and 3a.



Letter I-137

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Oppose BRT plan to install bus lanes

1 message

'Therese Moldvay' via GearyBRT <gearybrt@sfcta.org>

Mon, Nov 30, 2015 at 4:06 PM

Reply-To: Therese Moldvay <tmoldvay@yahoo.com>

To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

To Tilly Chang:

We oppose BRT plans to take out parking meters and replace them with bus lanes.

I-137.1

My husband and I are the owners of a computer store The Total Mac 3139 A located on Geary between Spruce and Cook. My understanding is that there is a bus terminal planned on this block and that all the parking meters will be eliminated. Our business needs an area where people can drop off their computers and park their cars so these changes will destroy our business. There are medical offices on our block that need parking for their clients.

Geary Blvd is the home of many small businesses and medical offices that service the needs of San Franciscans. Today there is a healthy mix of public transportation and private cars and pedestrians along Geary Blvd. All are important and yet this plan focuses on just public transportation needs. Without parking many businesses will cease to exist. It is unfair to Senior citizens and pedestrians as well. Handicapped people will not have access to businesses or medical offices should these changes go through.

I-137.2

We strongly oppose this effort. We were not given information about the public meetings and we heard that those opposed to your plan were not given time to express their opinions at the November meeting.

Therese Moldvay (707)332-6651 Cell

Responses to Comment I-137: Moldvay, Therese

I-137.1 See Master Responses 2c and 3a.

I-137.2 See Master Response 5b.

Letter I-138



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] attn Geary BRT eis/

1 message

'a. molinelli' via GearyBRT <gearybrt@sfcta.org>
Reply-To: "a. molinelli" <molinelli@rocketmail.com>
To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

Tue, Nov 17, 2015 at 9:23 AM

Good morning,
I am a resident at 10th ave and Geary and would like to comment on the proposed development.

I-138.1

I think Geary does need some of the improvements suggested - especially the rapid transit and designated bus lanes. I avoid Geary because of the traffic and also think the improvements on bus lanes downtown have been helpful to traffic.

In addition, I think developing the corridor (especially) between Masonic and Arguello makes sense. It makes sense that this is an area that can welcome development on building and traffic.

I-138.2

What is essential and often forgotten is that increased improvements and development may require traffic calming elsewhere. I would ask that in addition to looking at the improvements along Geary blvd. instead of compartmentalizing and possibly creating other problems in the neighborhood that all of the development and traffic issues are looked at in the Richmond District neighborhood. For example - I live on a residential street but have extensive commercial and tour bus traffic on my avenue even though there are libraries, elementary schools, preschools and a playground within a 2-block radius. While some streets should be developed as corridors, others should be calmed and assessed properly. There is a problem in this neighborhood with that and while residents may be upset it is because so much is compartmentalized.

Thank you,
Amy Molinelli
353 10th Ave.
San Francisco, CA 94118

Responses to Comment I-138: Molinelli, Amy

- I-138.1 The comment is noted.
- I-138.2 See Master Responses 1a and 2a.

From: **John D Monroe** <jmonroe@sfsu.edu>
Date: Mon, Nov 9, 2015 at 3:52 PM
Subject: [GearyBRT] BRT Public Comment from 15th Ave Resident
To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>
Cc: "ddippel@pacific.net" <ddippel@pacific.net>

Hello,

I am a resident of the Richmond District in San Francisco. I live on 15th Avenue, between Geary and Clement.

I-139.1

I am writing to support the **SFCTA Alternative 2 to Geary Avenue - painted diamond lanes for commute direction buses, over the other choices presented to the community.**

Note: There has been a significant increase of traffic on our street over the past two-to-three years. The vehicular increase is on the order of 65-70 percent. The quality of life in our neighborhood has been compromised. Speeding IS a problem now. Exiting driveways feels dangerous and walking across the street is frightening. I see commercial vehicles on our street frequently, and MUNI simply does not belong on such a narrow street. In that regard, has anybody surveyed the drivers of the #2 Muni bus to see how they experience the right turn from Geary on to 15th?

It seems that the city planners haphazardly, or carelessly, implemented changes that have resulted in anything ranging from personal discomfort for residents, to jeopardizing the safety of everyone in the neighborhood – ie this summer's gas leak.

The city planners need to thoroughly consider all ramifications before implementing changes to traffic plans. They need to listen to the people they work for – resident tax-payers.

Please consider the community's feedback, and try not to louse-up the neighborhood any more than it already is.

Thank you,

John Monroe

Responses to Comment I-139: Monroe, John

- I-139.1 See Master Response 2a regarding traffic on Geary and diversion to surrounding roadways.

The Hybrid Alternative/LPA includes side-running bus service on approximately half of the Geary corridor. However, the side-running service is most susceptible to delay due to double parking, vehicles parallel parking, right turning vehicles, and lane violators. Center-running portions would see less conflict with other vehicles and thus improved transit service.

Bus travel times along the Geary corridor are expected to decrease by up to 24 percent under the Hybrid Alternative/LPA. Traffic on Geary would be reduced as vehicular trips transition to walking, biking, transit, and ride-sharing trips. Auto traffic diverting from the Geary corridor would not be concentrated on any particular street; instead, trips would spread out across all streets parallel to the Geary corridor. Higher-capacity streets with the ability to carry more vehicles, such as California and Fulton Streets, would carry relatively greater shares of the diverted traffic. Smaller side streets would carry relatively smaller amounts of diverted traffic. See Final EIS Section 3.4.4.4 for more information pertaining to potential vehicle diversions. Overall, diverted traffic would increase on other streets by about 10 percent – generally not more than three to four cars per minute during peak hours.

Under all build alternatives, some segments would have reduced crossing distances due to reductions in the number of lanes, which would result in increased sidewalk widths, reduced pedestrian exposure to vehicle traffic, and opportunities for pedestrian crossing bulbs.



Letter I-140

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Public Comment: Geary Bus Rapid Transit Project

1 message

Chuck Morganson <chuck.morganson@gmail.com>

Mon, Nov 30, 2015 at 4:18 PM

To: gearybrt@sfcta.org

I-140.1

As a Geary corridor home owner and president of the 565 Arguello Blvd Homeowners Association, I support the Geary BRT project. I was disappointed at the behavior of many of the members of the public at the November 5 meeting. I wish the project staff the best at sorting through the issues to lead to the locally preferred alternative and approved environmental document.

I-140.2

I will note that the varied 38 Geary service offerings (38, 38R, AX, BX) function fairly well at present time, all things considered. The project needs to consider closely how the new service will allow buses to pass each other along the route, avoid bunching and decrease crowding on the buses. A clear picture of that overall performance improvement is what the public needs to support the project and get over the fear of the construction period impacts. Finally, if there are significant utility improvements expected to be included in the project, then representatives from SFDPW should explain those benefits separate from the transportation benefits.

Sincerely,

Chuck Morganson
565 Arguello Blvd #4
President, 565 Arguello Blvd Homeowners Association
Former President, 501 Arguello Blvd Condo Owners Association
phone: [415-269-8283](tel:415-269-8283)

Responses to Comment I-140: Morganson, Chuck

- I-140.1 Support for Geary BRT is noted.
- I-140.2 Buses would not be able to pass each other in the center running segment, but would be able to pass in the side-running segment. The dedicated right-of-way and other improvements would improve transit operations and reduce bus bunching by reducing obstacles encountered by the buses.

Improvements to utilities would be incorporated into the project design as opportunities present themselves.

Letter I-141



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Comment Card Geary Corridor Bus Rapid Transit

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lauren morimoto
NAME
Japanese community youth council
AFFILIATION (IF APPLICABLE)
lmorimoto@vcyc.org
EMAIL OR MAILING ADDRESS

I-141.1

Comments: KEEP the bridge!!! i work at the
Japanese community Youth Council. As a program coordinator
of the Tomodachi Summer program & youth leadership
specialist of the Japantown Youth Leaders (JYL), I am responsible
for the safety of over 100 elementary aged youth &
many high school students. The bridge is necessary
for the safety of our program participants. It gives
me a piece of mind that these students are able
to get to our programs without any problems.
I do not want people who I ~~am~~ am
responsible for rushing across the
busy Geary Street. Keep the
bridge. It is important to the

(continue on other side if necessary)

I-141.1

cont. (comments, continued from front)

people of the community

COMMENTS CAN BE MAILED TO:
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
1455 MARKET STREET, 22ND FLOOR
SAN FRANCISCO, CA 94103

Responses to Comment I-141: Morimoto, Lauren

- I-141.1 Demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. See Final EIS Chapter 2 and Master Response 1b for further details and updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR.

----- Forwarded message -----

From: **Michael Morris** <michaelmorris825@gmail.com>

Date: Wed, Nov 4, 2015 at 10:30 AM

Subject: [GearyBRT] Webster Pedestrian Bridge

To: gearyBRT@sfcta.org

I-142.1

I live just north of Geary and use the webster street bridge a lot, mostly when going to safeway. Webster is two lanes in both directions with bike lanes and geary is 4 each way with constant buses. This is a huge intersection.

Many of these drivers are coming from Gough, Franklin and the freeway (not in a city mindset) and in a hurry to get home, the 4 lanes and no pedestrian crossings from Laguna to Scott (1/2 mile) allow them to travel at high speeds. Car traffic on geary needs to be significantly "calmed" before the current pedestrian infrastructure is eliminated.

I'm encouraged by the new street design, but I would urge the city to consider the order of events, if the pedestrian bridge on webster is eliminated before the Geary street re-design the community will be forced to cross a street not designed for pedestrian safety.

Make Geary safe, then eliminate the bridge.

Mike,

Responses to Comment I-142: Morris, Michael

- I-142.1 Demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.

Letter I-143

From: **Victor Morse** <victormorse@comcast.net>
Date: Wed, Nov 11, 2015 at 7:32 AM
Subject: [GearyBRT] Geary BRT
To: gearybrt@sfcta.org

Attn: Geary BRT EIS/EIR
San Francisco County Transportation Authority

I-143.1

I have been a resident of the Richmond District for 30 years. My children attended Alamo, Presidio, and George Washington schools. During that time, I have patronized stores and restaurants up and down Geary Blvd. I have been a car driver, Muni rider (the 38, the former 38 Limited, and 38AX to and from downtown), walker, runner, and cyclist. I strongly support the Geary BRT project. It is essential to improve the transit experience because traffic on Geary is only getting worse. I'm glad to see that the project has a draft environmental report and I hope that it will move forward expeditiously.

Victor Morse
[415-517-2837](tel:415-517-2837)

Responses to Comment I-143: Morse, Victor

I-143.1 Support for Geary BRT is noted.



Letter I-144

Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] [San Francisco County Transportation Authority] Exciting plan

3 messages

mike@subfocal.net <mike@subfocal.net>

Fri, Oct 2, 2015 at 8:18 PM

To: gearybrt@sfcta.org

Hello gearybrt,

Michael Mueller (mike@subfocal.net) has sent you a message via your contact form (<http://www.sfcta.org/user/42/contact>) at San Francisco County Transportation Authority.

If you don't want to receive such e-mails, you can change your settings at <http://www.sfcta.org/user/42/edit>.

Message:

Hi,

I-144.1

I just want to thank you guys for putting together this excellent document outlining some much-needed improvements to the Geary corridor's transit. The 38 is one of the more frustrating and yet most used bus lines in the city.

Dedicated bus lanes make a lot of sense. I worry about the alternative that has the bus lanes next to parking spaces, because that means passenger vehicles will be in and out of the bus lanes all the time and double parked vehicles will impede bus traffic. The center lane makes a lot of sense and seems most appropriate for long-term "rail ready" implementation.

I-144.2

One last thought: Do we have to continue using diesel buses? Their exhaust is really bad for air quality. So many other major bus lines are electrified, is that prohibitively expensive to do here? Diesel exhaust pollution (and engine noise) has a negative effect on all of us.

Thanks again, and good luck!
Mike

Responses to Comment I-144: Mueller, Mike

I-144.1 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives.

Alternatives 3 and 3-Consolidated include a longer center-running segment than the Hybrid Alternative/LPA. While Alternative 3/3-Consolidated would provide more travel time savings, they require filling the Fillmore underpass at a high cost, and locating the high-ridership Masonic stop in the difficult-to-access and unattractive Masonic tunnel area. The Hybrid Alternative/LPA's limitation of center-running operation to just the Richmond area avoids these disadvantages. Filling the Fillmore underpass and restoring the intersection at-grade would further advance project goals for bus performance and pedestrian safety; however, the increased cost of such work caused staff to choose the Hybrid Alternative as the SRA (and SFCTA to adopt the Hybrid Alternative as the LPA).

I-144.2 Electrification of bus lines along the Geary corridor is not part of this project. However, for more information pertaining to the reduction of air quality impacts, refer to Final EIS Section 4.10 as well as Final EIS Appendix M (Mitigation Monitoring and Reporting Program).



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Public Comment on Geary BRT

1 message

Ed Munnich <emunnich@gmail.com>

Sat, Nov 21, 2015 at 3:20 AM

To: gearybrt@sfcta.org

First of all, it is clear that a huge amount of work has gone into the current proposals for Geary BRT--thank you very much! And many thanks also for the informative Public Comment meeting on Nov. 5th. I had several helpful conversations with staff members and the displays made it easy to visualize the proposed changes.

I-145.1 | What I love: I am very excited about the pedestrian improvements. I had an ankle injury a couple of years ago, and it became virtually impossible to cross Geary (cars don't stop for crosswalks, too few crosswalks, and lights do not allow enough time to cross). This experience made me more conscious of what children, elderly people, and people with disabilities deal with on a daily basis. These improvements will be a huge benefit to our neighborhood.

I-145.2 | What seems OK: The improvements in reliability and travel time are modest, but better than nothing. You will always have my support for making transit faster and more reliable, even if only incrementally.

I-145.3 | What is very disappointing: The most essential part of the original Geary BRT proposal was going underground east of Van Ness, and this seems to have been completely scrapped. The best solution would be a subway along Geary, but many of us bought into BRT on the assumption that it would take on the most serious obstacles along the corridor. By contrast, the current recommendation involves lanes east of Gough that cars must cross to park or turn, and which have no physical separation from car traffic. Will there be enough enforcement of the red lane to keep buses moving? And how will officers prove that someone driving in the red lane was not trying to park or turn? I am skeptical of time and reliability estimates that seem to rely on the assumption that traffic will not interfere much with BRT.

When I raised this concern, staff indicated that an underground portion of Geary BRT was off the table due to cost. But if we are making major changes all along the Geary corridor, causing disruption in neighborhoods, why not do it the right way? Why are we not talking about raising height limits along Geary, adding considerable transit-oriented development, and applying developer fees towards major improvements in transit? Why are we not talking about congestion pricing to help reduce traffic and finance the project? San Francisco desperately needs a bold vision for more housing and faster and more reliable transit. When we are ready to think big, please know that I will regularly attend community meetings, reach out to my neighbors--whatever I can do to support it.

We are the world center of technology, the city that was built on gold--why can't we have Gold Standard BRT? Earlier generations could have kept running ferries across the Golden Gate, but they built a bridge that is an icon around the world. Is this really the best we can do in 2015 San Francisco?

All of that said, please don't let my skepticism take anything away from the hard work you all have put into this, including many hours of listening patiently. Again, thank you very much!

Ed Munnich
568 5th Ave. #2
SF CA 94118

Responses to Comment I-145: Munnich, Ed

- I-145.1 The comment is noted.
- I-145.2 The comment is noted.
- I-145.3 See Master Response 1a.

1 bridge is poorly maintained and doesn't feel safe at
2 night.

3 I have questions: What will happen to the
4 spaces at the base of the bridge that have become
5 camping and dumping sites? Are there opportunities to
6 create public spaces?

7 And the other question is: Are there plans to
8 collaborate with the Peace Plaza to create a more open
9 and pedestrian-friendly gateway to the Plaza from Geary
10 Boulevard?

11 GLYNIS NAKAHARA: My full name is Glynis Nakahara,
12 spelled G-L-Y-N-I-S, N-A-K-A-H-A-R-A.

I-146.1

13 The format of this public comment hearing,
14 meeting is galactically a waste of time. I came here
15 to get a distilled presentation of the main points so I
16 don't have to read 750 pages, and I was hoping not only
17 to deliver my personal comments but to benefit from a
18 rich conversation with others about the pros and cons
19 of the proposed improvements. Because this format
20 provides neither, I wasted an hour already of my time.

21 I came here because I thought there would be a
22 lot of people making public comments and it would be a
23 rich conversation, I could really get full
24 understanding of other people's ideas that would
25 influence my own opinions.

1 So this is no different than me being at home,
2 logging on, and in my own silo, delivering my own
3 opinions. It means nothing. I am also a Board
4 Director with the Japantown Taskforce, by the way.

5 JAMES SOTTILE: My name is James Sottile, spelled
6 J-A-M-E-S, last name is spelled S-O-T-T-I-L-E.

7 I will just read this to you slowly: "By its own
8 admission" -- this in quotes -- "project's" -- boldly
9 underlined -- "significant and unavoidable effect is
10 increased delay at certain roadway intersections along
11 and near the Geary Corridor," close quote.

12 As a commuter within the City, Muni has become
13 almost unusable. In addition, pollution along Geary
14 Street has increased because of more idling traffic due
15 to the delays caused by painting the red line down the
16 street.

17 In addition, I have seen no benefits to safety
18 since cars will weave unexpectedly in and out of the
19 red lanes -- although Muni buses still managed to kill
20 a cyclist recently near Market and Second, right on a
21 red line.

22 This project is proving to be ineffective for
23 these reasons: One, it has created gridlock all around
24 the city. Two, idling cars and buses, increased
25 pollution. There are regular sites of gridlock around

Responses to Comment I-146: Nakahara, Glynis

I-146.1 See Master Response 5b.

1 think that the parallel routes -- there are plenty of
2 parallel bus routes within walking distance of the
3 Geary corridor, both to the north and south, for people
4 that are concerned about missing the local routes.

5 And I think that the -- I think that the
6 Alternative 3rd consolidated, since it results in the
7 least loss of parking, will serve people who are
8 disabled as well and their concerns about the distance
9 between the stops on the Alternative 3 consolidated
10 option.

11 I think that having the center isles -- center
12 boarding for the consolidated 3 option will go well if
13 the subway master plan that has recently been passed --
14 or endorsed by the Board of Supervisors comes to
15 fruition, that the real estate necessary for subways
16 will already be dedicated for transit under the
17 Alternative 3 consolidated option.

18 KYLE NAKANISHI: Kyle Nakanishi, K-Y-L-E,
19 N-A-K-A-N-I-S-H-I.

I-147.1

20 So when I was younger, the tradition for me
21 and my grandmother was to walk across this
22 Webster Bridge from Japantown to go see the other Geary
23 merchants. And we did it time and time again, every
24 week, every day. And what I thought was a tradition,
25 when I grew up, I realized was a safety thing.

I-147.1
cont.

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Both me and my grandmother were -- I was young; she was a little older. It was a way to cross Geary, a huge street, safely. As I've grown up and I've worked in Japantown, especially with summer camp and the elderly in Kimochi, I've realized that crossing the bridge is the safest way to get across Geary.

I understand they're going to put islands along the crosswalk. However, what happens when a group of 30 children can't cross the street in one go? They may get stuck right on the islands. And that is a fear of mine, because Geary is a downhill or uphill and going extremely fast. I'm nervous that those kids and maybe the elderly will get hit.

Along with the safety issues, I'm concerned that the tradition of going across and going to other Geary merchants will die. The connection between the Geary merchants from Japantown and the Geary merchants on the right side, which would be the Western Addition, the bridge would not be there any longer; the unity would no longer be there.

I think that's why I want the Webster Bridge to stay and for this project to not happen moving forward.

BOB HAMAGUCHI: I am Bob Hamaguchi,
H-A-M-A-G-U-C-H-I, Executive Director, Japantown Task

Responses to Comment I-147: Nakanishi, Kyle

- I-147.1 Demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.

Letter I-148



Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] Geary BRT DEIR comments

2 messages

Jane Natoli <wafoli@gmail.com>
To: gearybrt@sfcta.org

Thu, Oct 29, 2015 at 10:21 PM

Hello,

Unfortunately, I will not be able to make the upcoming meeting on November 5th due to a prior comment, but I had a chance to peruse the report recently and I wanted to provide my thoughts for the record.

I-148.1

As a resident of Inner Richmond, I'm someone who stands to benefit greatly from increased transit capabilities along Geary, and I'm happy to see this is finally moving forward. While the Hybrid alternative makes sense in terms of accounting for the input of lots of individuals, I feel like we would be better off with the Alternative 3-consolidated. Given how long it's taken to get this going, now is not the time for half-measures. We need better transit options in the Richmond, and I feel the city would benefit more if we committed full to this. While the Hybrid and 3 both at least have center lanes for much of it, I feel like the 3-consolidated would be an even better option. People who drive want legitimate options if they are going to take transit. Let's give them a legitimate option. While it has a higher up front cost, it looks like it delivers more in the long term, and that's what I would love to see out of this: something designed for the long-term needs of San Francisco, not something hobbled by short-term compromises.

Thanks for your consideration.

Jane Natoli

Responses to Comment I-148: Natoli, Jane

I-148.1 Preference for Alternative 3-Consolidated is noted.

From: **Allen Ng** <allen2ng@hotmail.com>
Date: Wed, Nov 11, 2015 at 10:52 AM
Subject: [GearyBRT] Comment per Draft EIS/EIR
To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

- I-149.1** | These are my comments on the Geary BRT project based on the recently released Draft EIS/EIR. I am a Central Richmond district resident and am opposed to the Staff-Recommended Alternative (SRA) for the following reasons.
- I-149.2** | The SRA project will only save 10 minutes for a bus transit from 48th Ave to Transbay Terminal. Most #38 Geary bus riders have a shorter trip and their time saving will be even less. Furthermore, this time saving is offset by the increased transit time that will result for riders in autos, trucks, etc.
- I-149.3** | The SRA project is too expensive. Estimated capital cost is currently \$300 million, and actual cost will probably be higher based on past public projects. In addition, on-going operating and maintenance costs will increase by over\$12 million per year.
- I-149.4** | The SRA project will cause Geary Blvd vehicle traffic to incrementally shift onto adjacent residential streets due to the proposed traffic light controls, reduced left turn intersections, loss of parking spaces, fewer lanes, etc. This increased neighborhood traffic will negatively impact residential street safety, noise, pollution, and road erosion.
- I-149.5** | The SRA project will mean 2 years of inconvenience and nuisance due to construction noise, vibration, and pollution, and disruption of Geary Blvd businesses and traffic (pedestrian, bicycle, auto, truck, and bus as well).

In summary, the SRA project is not justified as its benefits are far outweighed by its negatives.

Responses to Comment I-149: Ng, Allen

- I-149.1 Commenter's opposition to the Hybrid Alternative/LPA is noted.
- I-149.2 See Master Response 2a regarding traffic on Geary and diversion to surrounding roadways.

While the cost of the Hybrid Alternative/LPA is estimated at \$300 million, the analysis shows tangible bus travel time benefits, and the cost provides for additional important community benefits as well, including pedestrian safety and streetscape enhancements. Please see Draft EIS/EIR Section 9.2.1 (Operating Costs) and Final EIS Chapter 9.

Traffic volumes in the corridor are expected to increase by 2035 in the No Build Alternative due to anticipated growth in San Francisco and the region. With the projected traffic volume increase under the No Build Alternative, adverse effects would occur at 21 study intersections (17 on-corridor and four off-corridor). The Hybrid Alternative/LPA would result in adverse effects at a lower number of study intersections (eight; four on-corridor and four off-corridor).

Overall, the Hybrid Alternative/LPA would reduce the number of intersections operating beyond the City's significance threshold and thus would accommodate previously planned/anticipated growth more effectively than the No Build Alternative.

- I-149.3 See Master Response 6a and Final EIS Chapter 9 regarding project costs.

While the cost of the Hybrid Alternative/LPA is estimated at \$300 million, the analysis shows tangible bus travel time benefits, and the cost provides for additional important community benefits as well, including pedestrian safety and streetscape enhancements. Improvements to transit would benefit the City by reducing transit operating costs, as transit service would operate more efficiently. Benefits would also be realized in reduced travel time for transit-riders.

- I-149.4 See Master Response 2a regarding traffic on Geary and diversion to surrounding roadways.

Traffic on Geary would be reduced as some vehicular trips will transition to walk, bike, transit, and ride-sharing trips. Traffic diversions from Geary Boulevard would not be concentrated on any particular street. Instead they would spread out across all of the parallel streets within the Geary corridor. Higher-capacity streets with the ability to carry more vehicles, such as California and Fulton Streets, would carry relatively greater shares of the diverted traffic. Smaller side streets would carry relatively smaller amounts of diverted traffic. See Final EIS Section 3.4.4.4 for more information pertaining to traffic diversions. Overall, diverted traffic would increase on other streets by about 10

percent, generally not more than three to four cars per minute during peak hours.

I-149.5 See Master Responses 2b and 3a.

Letter I-150



Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

NAME Gina Ng

AFFILIATION (IF APPLICABLE)

EMAIL OR MAILING ADDRESS gina_sun@mail.com

I-150.1

Comments: It seems like MUNI does not care about the passengers, who are mostly seniors. Did you ever have a vote from passengers before you draft your project? It is safer for senior to get on the bus from existing sidewalk bus stop now. Islands in the middle would be dangerous for seniors. The senior has to make sure the light is green before crossing to the crosswalk and making sure cars stop for sure. Make sure each bus stop has a street light. Keep all ^{existing} Rapid and Regular bus stops to ^{Geary} make it easier for seniors to take the MUNI.

(continue on other side if necessary)

(over) →

I-150.1

cont

(comments, continued from front)

Taking the Judah + Taraval is ^{windy +} freezing in the city, standing in the middle of the street w/o seats for seniors and no shelter above. MUNI cares about cars, rather than passengers.

I-150.2

It also will cost a lot of taxpayers' money to build your so-called islands and other constructions. The new buses are dangerous. There are less ^{vertical} railings to hold on (only those material loops) for seniors. There are less seats and seniors cannot go to the back. They cannot get up those steps in the back of the bus. Bad planning on buying the new buses. All those existing shelters will be thrown away, using taxpayers' money, of course ^{having} the cars ^{running} on the sides are cumbersome for seniors to bear.

COMMENTS CAN BE MAILED TO:
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
1455 MARKET STREET, 22ND FLOOR
SAN FRANCISCO, CA 94103

Keep the bus stops on the sidewalks.

Responses to Comment I-150: Ng, Gina

- I-150.1 See Master Response 2d regarding the concerns raised about pedestrian safety on proposed center-boarding platforms.
- I-150.2 With regard to the portion of the comment concerning the potential difficulty for some people to climb stairs to board buses, please see Draft EIS/EIR Section 2.2.3.1, which notes that the No Build Alternative and build alternatives include replacement of the existing bus fleet with low-floor buses. Regarding other aspects of the comment speaking to pedestrian safety, passenger comfort, and construction costs, see Master Responses 2b, 2d, and 6a.



Letter I-151

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Geary BRT

1 message

Dan Nunes <Dan.Nunes@riverbed.com>

Mon, Nov 16, 2015 at 3:37 PM

To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

Cc: "dan1964@me.com" <dan1964@me.com>

I-151.1

Please, please, please improve this bus line. Option 3 with the dedicated center lanes are the best solution for a number of reasons:

1. I ride the bus everyday and where the bus has a dedicated lane from Gough to Market, it is considerably faster.
2. The center lane will also look the best and allow for easier integration of bike lanes.
3. More buses. Yes, this has improved recently. However, more buses are still needed. For some reason, there is a 20-minute plus gap in 38R buses between 5:30PM and 6:00PM.
4. With center lanes and timed lights, everyone's commutes will improve.

I'd like to add that I live at 48th and Geary and work at Folsom and 3rd. The 38R takes 40+ minutes in the morning, and 45+ in the evening (not including 5-10 or 20 minutes waiting for a bus). I can drive to 3rd/Folsom St. garage in 30 minutes. And I can ride my single speed bicycle to the office in 37 minutes (45 minutes in the evening—HILLS) and that's going through golden gate park and the panhandle.

Thank you so much for your time! I know this is an uphill battle and appreciate all the work that's gone into this project. Here's hoping it's completed before I retire and move away!

P.S. Can anything be done about policing the people who are not paying to ride the bus???

Daniel Nunes

Marketing Writer

Riverbed Technology

Mobile: [650-576-5255](tel:650-576-5255)

Desk: [415-645-2268](tel:415-645-2268)

Email: dan.nunes@riverbed.com

www.riverbed.com

The logo for Riverbed, featuring the word "riverbed" in a bold, lowercase, sans-serif font. Above the text is a horizontal bar with a gradient from blue to orange.

The Application Performance Company™

Responses to Comment I-151: Nunes, Dan

I-151.1 Preference for Alternative 3 is noted.



Letter I-152.1

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] [San Francisco County Transportation Authority] Suggestion regarding Geary BRT Fillmore area

1 message

sfteachr@pacbell.net <sfteachr@pacbell.net>
To: gearybrt@sfcta.org

Fri, Dec 4, 2015 at 2:26 PM

Hello gearybrt,

Frank O'Connell (sfteachr@pacbell.net) has sent you a message via your contact form (<http://www.sfcta.org/user/42/contact>) at San Francisco County Transportation Authority.

If you don't want to receive such e-mails, you can change your settings at <http://www.sfcta.org/user/42/edit>.

Message:

To SFCTA representative,

I-152.1.1

I have a suggestion regard the next phase of Geary BRT Project. Though I realize you are seeking input for the Geary BRT as designed, I am very concerned with the capacity of the Geary BRT as proposed. My suggestion is that rather than filling in the Geary underpass at Fillmore Street, SFMTA should construct a two lane overpass in the median of the existing Geary Boulevard underpass in order that Muni buses can reach Fillmore Street directly. This overpass should be an exclusive right of way for Muni vehicles to operate between Webster Street and Steiner Streets and would permit direct access to the Fillmore Street crossover at street level. I would think this would remove much of the infrastructure issues and costs have to do with filling in the existing roadway beneath Filmore Street and would provide ability for the 38R and other 38 buses to board and offload passengers at this key intersection and at a higher capacity.

Thank you for your time and consideration,
Frank O'Connell

Responses to Comment I-152.1: O'Connell, Frank

- I-152.1.1 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives.

Filling the Fillmore underpass and restoring the intersection at-grade would further advance project goals for bus performance and pedestrian safety. However, due to the increased cost of such work, staff chose the Hybrid Alternative as the SRA and the SFCTA Board adopted the Hybrid Alternative as the LPA.

Constructing a bridge deck over the Fillmore underpass was considered early but not further pursued. See also the 2014 Design Options Screening Report. Constructing a bridge deck rather than filling Fillmore would be more expensive on a lifecycle basis, as the deck would degrade and need to be replaced periodically. Moreover, the existing Fillmore bridge would need to be incorporated into the bridge deck design.

From: <sfteachr@pacbell.net>
Date: Thu, Dec 10, 2015 at 9:28 AM
Subject: [San Francisco County Transportation Authority] Geary BRT/Fillmore Street Express Bus Access
To: chester.fung@sfcta.org

Letter I-152.2

Hello chester.fung,

Frank O'Connell (sfteachr@pacbell.net) has sent you a message via your contact form (<http://www.sfcta.org/user/46/contact>) at San Francisco County Transportation Authority.

If you don't want to receive such e-mails, you can change your settings at <http://www.sfcta.org/user/46/edit>.

Message:

Hello Mr. Fung,
I-152.2.1

I have a suggestion regard the next phase of Geary BRT Project. I am very concerned with the capacity of the Geary BRT as proposed. My suggestion is that rather than filling in the Geary underpass at Fillmore Street, SFMTA should construct a two lane overpass in the median of the existing Geary Boulevard underpass in order that 38R buses and other buses can reach Fillmore Street directly. This overpass should be an exclusive right of way for Muni vehicles to operate between Webster Street and Steiner Street that would reach the existing Fillmore Street crossover at street level. This would remove much of the infrastructure issues and costs have to do with filling in the existing roadway beneath Filmore Street and would provide ability for the 38R and other 38 buses to board and offload passengers at this key intersection.

Additional advantages:

- Provides direct access to Fillmore Street for the 38R and other express bus services along Geary Blvd for those with a disability
- Provides additional capacity at the side running BRT bus stops
- Keeps road way capacity in place for the driving public
- Ease of construction (versus filling in underpass)

I realize that Tiger funding is both an opportunity and a limitation for the Geary BRT project, but I thought I would offer this suggestion for the follow on phase of the Geary BRT project. In addition, I realize that you oversee a number of projects, but since you had been part of the team making presentations to the public at some of the Geary BRT outreach meetings, I thought that i should bring this to your attention.

Thank you for your time and consideration,
Frank O'Connell

Responses to Comment I-152.2: O'Connell, Frank

I-152.2.1 See response to comment I-152.1.1.

Letter I-153



SFMTA
Municipal
Transportation
Agency

Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

Jon Osaki

NAME

JCYC

AFFILIATION (IF APPLICABLE)

Josaki@jcy.org

EMAIL OR MAILING ADDRESS

I-153.1

Comments:

An alternative option ~~needs~~ needs to be provided which will keep the Webster Street bridge intact. JCYC is a child and youth development organization which transports hundreds of children across the bridge at Webster Street. Providing the current refuge options are not acceptable for large groups of pedestrians. It is not acceptable for SFMTA to tell the community what is good for them. It also does not have the right ~~to~~ to dismiss the concerns of the communities that will be affected.

(continue on other side if necessary)

Responses to Comment I-153: Osaki, John

- I-153.1 In response to community concerns, demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.

Letter I-154



SFMTA
Municipal
Transportation
Agency

Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

Lee Osaki

NAME

Tomodachi Summer Camp/Japantown Youth Leaders

AFFILIATION (IF APPLICABLE)

Hosakina852@gmail.com

EMAIL OR MAILING ADDRESS

I-154.1

Comments: I am a high school student (junior),
I am apart of the Japantown Youth Leaders.
I am also a counselor at Tomodachi
Summer Camp. At Tomodachi Summer Camp,
pretty much all field trips are in the
Richmond District to downtown, so
we take the 38 bus in both directions.
On the way back from our field trips,
we get off at Webster, where the
bridge is, because the kids are not
able to cross Laguna in the time
allotted. We cross the bridge in order
to get back to our facility, but if

(continue on other side if necessary)

I-154.1

cont.

(comments, continued from front)

the bridge is removed, the kids will be in the same situation as they are on Laguna. Similar to Laguna, it will be difficult for the children to be able to make it across the bridge in the time allotted, and that causes a safety problem for them. Also, to me personally, I have used this bridge all my life in order to cross over to Japantown safely and easily. I also think it is one of the historical landmarks that defines Japantown, and San Francisco. Keep the bridge up!

COMMENTS CAN BE MAILED TO:
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
1455 MARKET STREET, 22ND FLOOR
SAN FRANCISCO, CA 94103

Responses to Comment I-154: Osaki, Lee

- I-154.1 Demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.

Letter I-155

bosterweil@sbcglobal.net <bosterweil@sbcglobal.net>

Mon, Nov 30, 2015 at 11:57 AM

Reply-To: bosterweil@sbcglobal.net

To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

The EIR completely and appropriately addresses the issues required by an EIR.

Furthermore, it is urgent that this project move forward.

The positives of the project are:

I-155.1

- For the short distance that the project is center-running, private automobiles will be=mostly unable to interfere with the operation of the transit system.
- Riders have been hearing about improvements since 2004 (at which time the= commencement of operations was scheduled for 2012!). Further delays will only=cause riders to be completely disillusioned with MUNI and transit in general (if they=are not already).
- Our roads are only getting more congested with automobiles and private shuttles;=we must provide a faster, cleaner alternative in order to avoid complete gridlock.

The negatives:

I-155.2

- It isn't a subway
- It isn't light rail
- It isn't center-running for its entire length, so the buses will be held up by right-turning vehicles and double-parked vehicles.
- It doesn't do enough to eliminate automobile parking along its route, so that individuals will be still be operating private vehicles to the detriment of system operation, global warming, air quality, etc.
- The stops are too close together in places.
- IT HAS TAKEN TOO LONG ALREADY

Bruce Osterweil
316 17th Avenue

Responses to Comment I-155: Osterweil, Bruce

- I-155.1 The comment is noted.
- I-155.2 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives.

The agencies explored a longer center-running segment. Alternatives 3 and 3-Consolidated include center running bus lanes from Laguna Street to 27th Avenue. While it would provide higher travel time savings, these alternatives require filling the Fillmore underpass at high cost, and locating the high-ridership Masonic stop in the difficult-to-access and unattractive Masonic underpass area. In light of these disadvantages, the Hybrid Alternative/LPA's center-running operation is limited to just the Richmond between Palm and 27th/28th Avenue. Filling the Fillmore underpass and restoring the intersection at-grade would further advance project goals for bus performance and pedestrian safety; however, it would also add substantially to the project cost.

Letter I-156



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NAME

Doug Pryor

AFFILIATION (IF APPLICABLE)

EMAIL OR MAILING ADDRESS

Comments:

I-156.1

*Is channeling traffic
onto adjacent arterials
really a smart thing?*

I-156.2

Losing Porting?

(continue on other side if necessary)

Responses to Comment I-156: Payor, Doug

- I-156.1 See Master Response 2a regarding traffic on Geary and diversion to surrounding roadways.

Traffic on Geary would be reduced as vehicular trips will transition to walking, biking transit, and ride-sharing trips. Traffic diversions from Geary Boulevard would not be concentrated on any particular street. Instead they would spread out across all of the parallel streets within the Geary corridor. Higher-capacity streets with the ability to carry more vehicles, such as California and Fulton Streets, would carry relatively greater shares of the diverted traffic. Smaller side streets would carry relatively smaller amounts of diverted traffic.

See Final EIS Section 3.4.4.4 for more information pertaining to potential vehicle diversions. Overall, diverted traffic would increase on other streets by about 10 percent – generally not more than three to four cars per minute during peak hours.

- I-156.2 See Master Response 2c regarding parking loss along the Geary corridor.

The Hybrid Alternative/LPA balances potential bus improvements with other community considerations.



Letter I-157

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Geary BRT Public Comment - in favor of Alternative 2

1 message

Melissa-Bill <pearson371@comcast.net>
To: gearybrt@sfcta.org

Mon, Nov 16, 2015 at 6:41 PM

I-157.1

As residents of the outer Richmond district and MUNI riders and supporters, we are strongly in favor of Alternative 2 as the preferred solution to the Geary BRT. Other alternatives are too expensive and disruptive to neighboring commerce and communities, particularly related to the center transit lanes that are questionable with regard to pedestrian safety and transit efficiency. The center lanes approach is also a dead end to future transit improvements which in the long run will require a sub-surface transit system in order to effectively serve a growing population and uphold the "Transit-First" policy along the Geary corridor.

Thank you for your consideration of our concerns,

William and Melissa Pearson, homeowners

371 15th Avenue

San Francisco, CA 94118

Responses to Comment I-157: Pearson, Melissa

I-157.1 Preference for Alternative 2 is noted.

----- Forwarded message -----

From: **Kaytea Petro** <kaytea.petro@gmail.com>
Date: Thu, Nov 5, 2015 at 10:47 AM
Subject: [GearyBRT] Geary Street Pedestrian Bridges
To: gearybrt@sfcta.org, info@japantowntaskforce.org
Cc: Paul Rainville <paul.rainville@gmail.com>

I-158.1

Dear SFMTA and other decisionmakers,

The Japantown Street pedestrian bridges are vital to safely allow cyclists and pedestrians cross Geary Street. Geary=Street near Japantown was widened in the height of the 1950's and 60's urban highway building craze. As such, it is=designed for high speed motor traffic, and not much else. The foot bridges, while an imperfect solution, keep the=people away from the speeding cars and prevent pedestrian deaths.

Added to that, there is a school and a church on one side of the street, and a cultural center and an old folks home=on the other side of the street. Children and elderly people (the people statistically most likely to be killed by=vehicles) need the pedestrian bridges so that they don't get hit by speeding cars.

Be rational. Either build new pedestrian bridges, or work these ones into the design for the new and improved bus=route (which I'm a big fan of, btw).

Best,
Kaytea

Riding a bike through [a city] is like navigating the collective neural pathways of some vast global mind. It really is a=trip inside the collective psyche of a compacted group of people.

-David Byrne

Responses to Comment I-158: Petro, Kaytea

- I-158.1 While the Steiner Street bridge would still be demolished, demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.



Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] Geary corridor

2 messages

Igpetty <lgpetty@juno.com>
Reply-To: lgpetty <lgpetty@juno.com>
To: gearybrt@sfcta.org

Wed, Oct 28, 2015 at 1:27 PM

I-159.1

I am extremely alarmed and object strenuously at the reduction in stops you have made for the 38 Local. Also=the Rapid needs to have more stops. Suggest Local stops every 2 blocks and Rapid every five blocks.

What good is making the rides faster when they sacrifice the needs and health of passengers in between stops.=You don't need to increase frequency of buses except after 7 pm. Just add frequency of stops. This would help=passengers get to homes, work (not everyone works downtown) AND businesses.

Thank you
Lorraine Petty
Registered Voter

American Express Travel<http://ad.doubleclick.net/ddm/clk/289652160;116676809;s>

Responses to Comment I-159: Petty, Lorraine

I-159.1 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives.

Increased stop spacing would result in better transit performance since buses would spend less time pulling out of and into traffic. Passenger walk distances and stop locations were carefully studied to match with intersecting transit lines, schools, hospitals, senior services, and other common trip destinations. Stop consolidation was also considered against potential parking loss.

1 traffic flow.

2 We are also asking that the connection of the
3 crossover to Japantown via the steps leading up to the
4 Peace Plaza be made ADA approved and that it connect
5 directly to the Peace Plaza rather than have to take
6 the stairs, if there is any way to do that.

7 That's it. And I could be reached at
8 akawahatsu@japantaskforce.com. Thank you.

9 AUGIE PHILLIPS: Augie Phillips, A-U-G-I-E,
10 P-H-I-L-L-I-P-S.

11 I have two concerns. One is the environmental
I-160.1 12 impact of using so much red paint on this lane for so
13 many miles. I have asked several of the
14 representatives if this has been studied, and nobody
15 really had an answer.

16 And I asked them if there were alternatives to
17 painting this many gallons of red paint, and they said,
18 really they don't think they have studied this. So I
19 am hoping they can actually check this out.

20 My second comment is really related to my
I-160.2 21 neighborhood. That's why I came here. And it's the
22 bridge at Webster Street and their plans to remove it.
23 Right now this bridge is the 100 percent safe, sure way
24 to cross Geary, and you cannot get hit by anything,
25 other than a bird, walking across this bridge.

I-160.2 cont.

1 think it's actually very possible.

2 We could take out an iconic bridge and replace
3 it with another iconic bridge and get some wonderful
4 design, some great architects, you know, something
5 interesting, and turn it into a plus.

6 The current entrance to Peace Plaza at Geary
7 Street is awkward is not ADA compliant, so this would
8 solve that access as well. So two birds with one
9 stone, and this a happier J-Town community.

10 I guess that's it.

11 ELFEGO FELIS: Elfego, E-L-F-E-G-O, last name
12 Felis, F-E-L-I-S.

13 I noticed that one of the main, first project
14 goals listed is to improve bus travel times and on-time
15 performance.

16 I spoke to three staff. All three of them
17 said that better enforcement of the red bus-only lanes
18 is not within the scope of this project.

19 I ride the 38R, Geary, 38R line between Fifth
20 and Geary and Third and Market every day of the week,
21 and from personal experience, cars coming in and out of
22 the red lane is one of the major problems. I am
23 speaking to the added bus travel time, which, again, is
24 the first goal that is listed in this project's goals.

25 So I would highly encourage and request that

Responses to Comment I-160: Phillips, Augie (verbal comment)

- I-160.1 As noted in Draft EIS/EIR Section 2.2.3.2 (page 2-18), the red coloring of new bus-only lanes could be achieved through a variety of means, including but not limited to paint, thermoplastic coatings, and “color-integrated” or dyed concrete or asphalt. Whatever method is ultimately selected would need to be consistent with existing state and local regulations, including but not limited to state-imposed standards regarding paint and coatings, as well as regional and local environmental standards (described in the Draft EIS/EIR starting at Section 4.10.1.3).

The air quality analysis at Section 4.10.4 of the Draft EIS/EIR identified construction-related air pollutant emissions for several types of construction activity, including roadway striping. Air quality impacts would not be adverse.

- I-160.2 Demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.



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your email or mailing address if you wish to be notified when responses are published.

MARUS J PHILLIPS

NAME

ALLIANCE FOR A BETTER DIST 6

AFFILIATION (IF APPLICABLE)

230 EDDY ST #1206 S.F., CA 94102-6206

EMAIL OR MAILING ADDRESS

Comments: ON P. 7 OF POWER POINT PRINTED GIVEN
SCHEDULE 1 YOU STATE 1-3 PASSENGER
LOADING SPACES LOST.

① PASSENGER LOADING SPACES ALLOW SENIOR'S
WHEELCHAIR + AMBLYATORY DISABLED
ACCESS THEIR PARATRANSIT + TAXI SERVICE
OR FAMILY PICKING UP + DROPPING OFF
RESIDENTS IN THAT BUILDING.
ELIMINATING THIS SERVICE IS A DTS-
SERVICE + HARSHIP PHYSICALLY TO
THOSE WHO NEED THAT SPACE -> HOW DO YOU
PLAN TO ACCOMODATE THOSE INDIVIDUALS
WITH THE BRT SERVICE CHANGES

(continue on other side if necessary)

CWAK ->

I-161.1

(comments, continued from front)

② Handicapped Zone's Allow Disabled
VAN DRIVER'S THE ABILITY TO ACCESS
THEIR COMMUNITY SERVICES IN A TIMELY
FASHION WHERE MOVING THEM CAN IN
AFFECT CAUSE DIS-ADVANTAGES OR
DIS-SUADE SOME FROM ACCESS THAT
PART OF THEIR COMMUNITY. WHAT
IS YOUR PLAN TO ACCOMMODATE THOSE
WHO ACCESS HANDICAPPED PARKING
IN THEIR ACCESS TO HOUSING, SHOPPING
& FOOD SERVICES.

I-161.1 cont.

Man J D. [Signature]

COMMENTS CAN BE MAILED TO:
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
1455 MARKET STREET, 22ND FLOOR
SAN FRANCISCO, CA 94103

Responses to Comment I-161: Phillips, Marvin

I-161.1 See Master Responses 2c and 2d.

As the boards of the San Francisco County Authority (SFCTA), Federal Transit Administration (FTA) and the San Francisco Municipal Transportation Agency (SFMTA) consider the Locally Preferred Alternative (LPA) to the Geary BRT project based on the draft EIS/EIR released in October 2015 I'd like to for them to consider the alternative that would create the most pedestrian and cyclist friendly streetscape for this six mile stretch of Geary.

I-162.1

I am a resident of the St Francis Square Cooperative and live near the corner of Webster and Geary. My two children attend elementary school 2 blocks from this busy intersection, I commute to work via bicycle and my wife rides the 38 bus to work. This stretch of Geary has long suffered with the deleterious affects of the creation of the Geary Expressway and trench built under Fillmore street over 60 years ago. Narrow 7.8' sidewalks, a right of way of 168' with eight lanes of traffic often times moving in excess of 35 miles per hour have all made for a dangerous experience for those walking or riding their bikes in this intersection.

Over the ten years that have passed from the feasibility phase to the current draft EIS/EIR phase we are currently in of this project, feedback from the Japantown and Western Addition neighborhood groups has been consistent in asking for the Fillmore trench to be filled in in order to slow traffic and create a safer pedestrian and transit experience for the Fillmore corridor and historical Japantown area.

I-162.2

It appears a little disingenuous in all the marketing materials for this draft EIS/EIR public comment phase that the SFCTA is only providing maps and graphical layouts of their SRA in their pamphlets distributed to the community and not the 4 other options buried in the EIS/EIR. Pre-biasing the available options in marketing for the 45 day public comment period does not seem fair. My neighbors did not even know there was a no build option until I told them so.

I-162.3

That being said with the agencies goal of improving transit times and the community's goal of wanting a safer Fillmore/Japantown experience for those not in cars, I would like to express my support for Alternative 3-Consolidated which would create center lane BRT service from 27th Street to Laguna Street. I implore the agencies to explore all avenues to fund this radical rebuild of Geary Boulevard wresting priority from individual cars to public transit. This center lane alternative would also be most applicable to a future move to create rail service on Geary. The hybrid SRA would keep intact the tunnels at Masonic and Fillmore and not addressing the safety issue of speeding cars and safe crossing the 168' length of Geary for children and the elderly in this section of Geary.

I-162.4

While I am not necessarily nostalgic for unifying the Western Addition and Japantown neighborhoods by filling in the Fillmore trench, I am keenly interested in a future where cars are not zooming down an 8 lanes expressway and my family can walk across Geary from Fillmore to Buchanan on the street level with a right of way punctuated by a center island BRT stop resplendent with trees and other streetscape enhancing greenery.

Paul Phojanakong
1440 Webster Street #4
San Francisco, CA 94115
paul@upte-cwa.org

Responses to Comment I-162: Phojanakong, Paul

- I-162.1 See Master Responses 1a, 2d, and 2e.
- I-162.2 See Master Response 5b.
- I-162.3 Support for Alternative 3-Consolidated is noted.
- I-162.4 See Master Response 2d.

From: **Genn Pinnick** <genna.pinnick@gmail.com>
Date: Wed, Nov 11, 2015 at 11:25 AM
Subject: [GearyBRT]
To: gearybrt@sfcta.org

From:

Genovefa Pinnick
2446 Anza St.
Richmond Resident

To:

Geary BRT Comments

I-163.1

I am AGAINST the Geary BRT project and want alternative #2 implemented as a less expensive, more impactful, and responsive design for the traffic and bus routes in the Richmond.

Please, respond to me email so I know my voice has been heard.

Thank you,

Genna Pinnick

Details, follow up, and making things happen!
genna.pinnick@gmail.com
(510) 395-4489 Cell

Responses to Comment I-163: Pinnick, Genovefa

- I-163.1 Opposition to Geary BRT and preference for Alternative 2 are noted.

1 I can live without owning a car in this city
2 because my home is on a high quality transit corridor
3 (Market Street). Moving ahead with the Geary BRT and
4 improving upon it in the future through enhanced BRT or
5 rail will allow more San Francisco residents to live
6 and prosper without needing to own a vehicle, something
7 we should all support.

8 ALEXANDER POST: My name is Alexander Post,
9 A-L-E-X-A-N-D-E-R, P-O-S-T. I live near the project.
10 I am very excited for the project. I think Bus Rapid
11 Transit is the way to go, much better than the subway,
12 and I am excited to see the project develop. One
13 concern I have is the one-for-one replacement of trees.

I-164.1.1

I-164.1.2

14 I understand that building the project will
15 necessitate removal of more mature trees. However,
16 with the Van Ness Rapid Transit Plan, the current
17 discussion is to replace the trees two-for-one,
18 replacing the mature trees with more young trees so as
19 not to lose the vibrant tree cover.

20 If we could get somewhere close to two-for-one
21 on the Geary Corridor, I think that would improve the
22 environmental benefits as well as the aesthetic
23 benefits of the entire Corridor.

24 That's it.

25 RICHARD CORRIEA: My name is Richard Corriea,

Responses to Comment I-164.1: Post, Alexander (verbal comment)

I-164.1.1 See Master Response 4a.

I-164.1.2 See Maser Response 4a.



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Alex Post

NAME

Friends of the Urban Forest

AFFILIATION (IF APPLICABLE)

post_alex@hotmail.com

EMAIL OR MAILING ADDRESS

I-164.2.1

Comments:

If goal is pedestrian safety, increased air quality, and an attractive and ecologically beneficial corridor, replacing street trees 2 for 1, instead of 1 for 1, would be a great move.

I know FUF advocates city maintained drip irrigation and consultation with local groups on picking appropriate species. For me, the most important thing is that if we must cut down mature trees for what will be a great transportation project,

(continue on other side if necessary)



(comments, continued from front)

I-164.2.1

cont.

then the least we can do is replace them 2 for 2 with saplings that will eventually make the corridor safer, more beautiful and more environmentally beneficial.

Air pollution reduction, rain water run off, traffic calming, trees are a great benefit. Lets use this project to make Geary green!

COMMENTS CAN BE MAILED TO:
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
1455 MARKET STREET, 22ND FLOOR
SAN FRANCISCO, CA 94103

Responses to Comment I-164.2: Post, Alexander

I-164.2.1 See Master Response 4a.



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Letter I-165.1

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PAUL RAINVILLE

NAME

PARENT OF ROSA PARKS ELEMENTARY STUDENT

AFFILIATION (IF APPLICABLE)

paul.rainville@gmail.com

EMAIL OR MAILING ADDRESS

Comments: I STRONGLY URGE THE PLANNERS AND
DECISION MAKERS OF THIS PROJECT TO
~~PRESERVE~~^{PR} OR RE-DESIGN/RE-CONSTRUCT
THE PEDESTRIAN BRIDGES AT WEBSTER
AND AT STEINER ON GEARY TO BE
PRESERVED WHILE BEING MADE ADA
COMPLIANT. I CHAPERONE STUDENT
FIELD TRIPS WITH KINDERGARDEN AND
FIRST GRADE STUDENTS. AS A GROUP,
THOSE STUDENTS^(20 PER CLASS) AVERAGE ABOUT
ONE FOOT PER SECOND WHEN CROSSING
STREETS. THEY ARE ALSO VERY
UNPREDICTABLE AND COULD NOT BE

(continue on other side if necessary)

I-165.1

I-165.1

(comments, continued from front)

cont.

SAFELY RELIED UPON TO NOT STEP INTO TRAFFIC IF CAUGHT IN A 10 FOOT PEDESTRIAN REFUGE IN THE MIDDLE OF GEARY BOULEVARD. THERE ARE ALREADY PEDESTRIAN DEATHS ON RECORD OF PEOPLE TRYING TO CROSS GEARY AT WEBSTER AND AT STEINER. REMOVING THE PEDESTRIAN BRIDGES AND INCREASING TRAFFIC VOLUME ON GEARY WILL ONLY RESULT IN MORE PEDESTRIAN FATALITIES INVOLVING MOTORIZED VEHICLES. PLEASE ENSURE THAT THE FINAL PLAN INCLUDES PEDESTRIAN BRIDGES EXISTING AT WEBSTER AND STEINER SO MEMBERS OF THE COMMUNITY MAY ACCESS BOTH SIDES OF GEARY WITHOUT RISKING THEIR LIVES.

COMMENTS CAN BE MAILED TO:
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
1455 MARKET STREET, 22ND FLOOR
SAN FRANCISCO, CA 94103

Responses to Comment I-165.1: Rainville, Paul

- I-165.1 Redesigning the pedestrian bridges is not part of this project. While the Steiner Street bridge would still be demolished, demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at the Webster Street intersection. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.

1 then last name is S-H-I-O-Z-A-K-I-dash-W-O-O.

2 So I am acquainted with Nihonmachi Little
3 Friends, N-I-H-O-N-M-A-C-H-I, Little Friends. My
4 e-mail is adrienne.shiozaki@gmail.com.

5 Okay. So our preschool is against the removal
6 of the pedestrian bridge at Webster Street. I believe
7 the bridge is the safest way to cross Geary Boulevard,
8 for pedestrians that are seniors and children, to keep
9 them out of harm's way.

10 The proposed bulbs do not protect them --
11 that's what they are calling them, the pedestrian
12 bump-outs, will not protect them 100 percent like the
13 bridge. If a driver lost control of the car and struck
14 the barriers, what is there to protect them from flying
15 cars or car parts?

16 Is there a way to rebuild the pedestrian
17 bridge to meet the current ADA requirements? Safety is
18 important, and removing the bridges will not be the
19 safest thing to do for our kids and seniors.

20 PAUL RAINVILLE: My name is Paul Rainville,
21 spelled P-A-U-L, R-A-I-N-V-I-L-L-E.

22 I strongly urge the planners and
I-165.2.1 23 decision-makers of this project to redesign or
24 reconstruct the pedestrian bridges at the intersections
25 of Webster and Geary and at Steiner and Geary to be

I-165.2.1

cont. 1

preserved while made ADA compliant. I chaperone field trips for kindergarten and first grade students.

As a group, those students of 20 per class average about one foot per second when crossing streets. They are also very unpredictable and could not be safely relied upon to not step into traffic while waiting in a pedestrian refuge in the middle of Geary Boulevard, even with escorts.

There are already pedestrian deaths on record of people trying to cross Geary at Webster and Steiner. Removing the pedestrian bridges and increasing traffic volumes on Geary will only result in more pedestrian fatalities involving motorized vehicles.

Please ensure that the Final Plan includes pedestrian bridges existing at Webster and Steiner, so members of the community may access both sides of Geary without risking their lives. Thank you.

---o0o---

(Public comment concluded at 8:19 p.m.)

Responses to Comment I-165.2: Rainville, Paul (verbal comment)

- I-165.2.1 Redesigning the pedestrian bridges is outside the scope of the project. While the Steiner Street bridge would still be removed, demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.



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Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

Annette Randall
NAME

Self
AFFILIATION (IF APPLICABLE)

co21b@pacbell.net
EMAIL OR MAILING ADDRESS

I-166.1

Comments: I'm all in favor of improving
pedestrian safety!

(continue on other side if necessary)

Responses to Comment I-166: Randall, Annette

I-166.1 Support for improving pedestrian safety is noted.



Letter I-167

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] VA Medical Center

1 message

Marlon Reynolds <mreyno02@gmail.com>

Mon, Nov 16, 2015 at 11:51 AM

To: gearybrt@sfcta.org

I-167.1 | Since many veterans use the 38 to travel to and from medical appts, please arrange for a stop there.

Marlon Reynolds
mreyno02@gmail.com
about.me/marlon.reynolds

Please do not forward this email without my express permission.

Responses to Comment I-167: Reynolds, Marlon

I-167.1 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives.

Transit service to the VA Hospital would be maintained with the project.

Letter I-168

From: **David Robertson** <lego@sonic.net>
Date: Wed, Nov 11, 2015 at 9:01 PM
Subject: [GearyBRT] in support of Geary BRT changes, thanks
To: gearybrt@sfcta.org

Dear SFCTA

I-168.1

I've lived in SF for 25 years and applaud every street improvement that provides more safety for pedestrians. I am in support of your plans to add more medians (crosswalk islands) and signalized crosswalks and to eliminate dangerous, unprotected left-turns.

I've been partially disabled lately, I can relate to challenging pedestrian environment so I recommend that you also shorten crossing distances with as many bulb-outs as there are intersections and incorporate countdown signals and accessible pedestrian signals

Motorists need to see the vulnerable areas so please paint high-visibility continental (zebra) crosswalk painting at every intersection.

Tied with ped safety is Muni so I urge you to replace traffic lanes with bus-only lanes to calm road speeds and increase Muni reliability

Thank you,

David Robertson

[415-602-3966](tel:415-602-3966)

Responses to Comment I-168: Robertson, David

I-168.1 See Master Response 2d.



Letter I-169.1

Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] Comment on Geary BRT

2 messages

donaldfr <DonaldFR@donaldfrobertson.com>
To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

Mon, Oct 5, 2015 at 10:48 AM

I-169.1.1 | While I would prefer a subway, I am all for BRT as a short-term temporary solution.

--

Donald F. Robertson
San Francisco

DonaldFR@DonaldFRobertson.com
www.DonaldFRobertson.com

The known is finite, the unknown is infinite; intellectually we stand on an islet in the midst of an illimitable ocean of inexplicability. Our business in every generation is to reclaim a little more land.

Sent from my iPhone via [AltaMail](#)

Responses to Comment I-169.1: Robertson, David

- I-169.1.1 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives considered and ultimately carried forward for environmental analysis.



Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] Please register my support for Geary BRT

2 messages

donaldfr <DonaldFR@donaldfrobertson.com>
"Gearybrt@sfcta.org" <Gearybrt@sfcta.org>

Fri, Oct 30, 2015 at 4:45 PM

I-169.2.1 | ^{To:} Short of a real subway, it's a significant improvement that I've waited a long time for. Please don't let a few short-sighed merchants pull it down.

Thanks for listening!

--

Donald F. Robertson
San Francisco

DonaldFR@DonaldFRobertson.com
www.DonaldFRobertson.com

The known is finite, the unknown is infinite; intellectually we stand on an islet in the midst of an illimitable ocean of inexplicability. Our business in every generation is to reclaim a little more land.

Sent from my iPhone *via* [AltaMail](#)

Responses to Comment I-169.2: Robertson, David

I-169.2.1 Support for Geary BRT is noted.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Bus Rapid Transit!

1 message

Omar Rodriguez <tromar@gmail.com>

Mon, Nov 30, 2015 at 10:28 PM

To: gearybrt@sfcta.org

I-170.1

I've been a rider on a Bus Rapid Transit system in Mexico City and it was amazing. It was a cheap and quick way of accessing the city. I would love to see it implemented in San Francisco. And of all streets Geary is most needed! The 38 is embarrassingly slow. BRT on Geary is what we need!

Omar Rodriguez

Responses to Comment I-170: Rodriguez, Omar

I-170.1 Support for Geary BRT is noted.



Letter I-171

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Geary BRT

1 message

'Terry Rolleri' via GearyBRT <gearybrt@sfcta.org>

Mon, Nov 16, 2015 at 12:17 PM

Reply-To: Terry Rolleri <terryrolleri@yahoo.com>

To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

Hello:

I-171.1

I am a homeowner here in the Richmond and although I rarely use the Geary bus, yet I am totally in support of the BRT project. If you have to eliminate car lanes or car parking, that is fine with me. I recognize that we cannot get a more reliable bus system without giving buses the room they need to be efficient. Personally, I ride a bike for about 90% of my transportation needs and divide the remaining 10% between the bus and walking. Unlike some, I recognize that although I do not use the bus very often, I still benefit greatly when others use the bus. When I ride my bike on Geary I give the buses lots of consideration because they are helping me by taking cars off the road. Some in the Richmond see this as cars versus buses. They don't want to give up travel lanes or parking. They only see the supply side of this argument without realizing that an improved bus system will convince others to leave their cars at home and reduce the demand for parking and travel lanes. But the shortsighted cannot imagine that others will give up their cars in favor of an improved bus ride.

Please do not allow the naysayers to stop this project. Get it done.

As a bicyclist I pretty much avoid most of the misery of getting around SF. I feel sorry for those too afraid to try cycling because it really is the way to get around SF. Like the car, the bicycle goes where you want it to go when you want it to go there. But for those unable to use cycling, we should have a first-rate bus system.

Sincerely,

Terry Rolleri

Responses to Comment I-171: Roller, Terry

I-171.1 Support for Geary BRT is noted.

Letter I-172

From: **Richard Rothman** <rrothma@pacbell.net>

Date: Sun, Nov 8, 2015 at 5:22 PM

Subject: [GearyBRT] Cliff House

To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

Cc: Peter Lauterborn <plauterborn@gmail.com>, Sarah Lauterborn <sbelauterborn@gmail.com>, Raquel Redondiez <raquel.redondiez@sfgov.org>

I-172.1 | Hello,
| There needs to be bus service to the Cliff House. How does SFMTA plan to get
| bus service to the Cliff House?

Best,

Richard Rothman
[415 350-7629](tel:4153507629)

Responses to Comment I-172: Rothman, Richard

- I-172.1 Bus service is located approximately one-quarter mile east of the Cliff House.



SFMTA
Municipal
Transportation
Agency

Comment Card Geary Corridor Bus Rapid Transit

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NAME Colin Rudolph

AFFILIATION (IF APPLICABLE) _____

EMAIL OR MAILING ADDRESS colinrudolph@gmail.com

I-173.1

Comments: _____

Restrictions of Left Turns from Geary on to Palm & Jordan will drive increased traffic to Spruce & then around block to Euclid. Both Parker Street & Euclid have large private pre schools. There are a lot of children on these streets that already have increased traffic. There is also a public school with pickups on Palm - Child safety should be a higher priority than reducing traffic on Palm & commuted. The appear to be protected due to their higher ^(over)

(continue on other side if necessary)

(Comments, continued from front)

I-173.1
cont.

priced housing. Parker & Spruce
& Euclid need better efforts
to reduce Traffic.

Would consider moving the
center lane commoent to
Arguello or Stenzen &
mountain left turn on
Palm - or Commonwealth

COMMENTS CAN BE MAILED TO:
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
1455 MARKET STREET, 22ND FLOOR
SAN FRANCISCO, CA 94103

Responses to Comment I-173: Rudolph, Colin

I-173.1 See Master Response 2a regarding traffic on Geary and diversion to surrounding roadways and Master Response 2d regarding pedestrian safety and access.

The project includes numerous improvements to pedestrian safety, including signalization changes, pedestrian crossing bulbs, new crosswalks, and pedestrian median refuges.

Traffic diversions from Geary Boulevard would not be concentrated on any particular street. Instead they would spread out across all of the parallel streets within the Geary corridor. Higher-capacity streets with the ability to carry more vehicles, such as California and Fulton Streets, would carry relatively greater shares of the diverted traffic. Smaller side streets would carry relatively smaller amounts of diverted traffic.

See Section 3.4.4.4 of the Final EIS for more information pertaining to potential vehicle diversions. Overall, diverted traffic would increase on other streets by about 10 percent – generally not more than three to four cars per minute during peak hours.

SFMTA will minimize pedestrian and bicycle circulation effects, wherever feasible.



SFMTA
Municipal
Transportation
Agency

Comment Card Geary Corridor Bus Rapid Transit

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Dyan Ruiz
NAME

Richmond resident
AFFILIATION (IF APPLICABLE)

dyan.ruiz@gmail.com
EMAIL OR MAILING ADDRESS

I-174.1

Comments:

Why are you removing the
Rapid stop at Laguna?

I-174.2

Why can't you keep the
pedestrian crossing budget
and add the ADA
street level crossing?

Responses to Comment I-174: Ruiz, Dyan

- I-174.1 As noted in Master Response 1b, the Hybrid Alternative/LPA was revised to include both local and BRT stops at Laguna Street.
- I-174.2 Modifications to the Hybrid Alternative/LPA in response to public comments include retaining the Webster Street bridge as well as adding at-grade crosswalks at Webster Street. Please See Final EIS Chapter 2 and Master Response 1b for details.

KAREN N. KAI
ROBERT L. RUSKY
159 Beaver Street
San Francisco, CA 94114

Tel: (415) 255-7385
Fax: (775) 310-0610
Email: ruskykai@earthlink.net

November 30, 2015

By Email

San Francisco County Transportation Authority
Attention: Geary BRT
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Re: Geary Corridor BRT Draft EIS/EIR

Dear CTA Staff:

I-175.1

We are writing to formally object to the demolition of the Webster Street and Steiner Street bridges proposed in the Geary Corridor BRT plan. We have been involved in Japantown planning for many years, most recently serving on the Organizing Committee that drafted the Japantown Cultural Heritage and Economic Sustainability Strategy (JCHESS) and on the JTF Land Use-Public Realm committee, and working with a number of community organizations, including Rosa Parks Elementary School, especially its Japanese Bilingual Bicultural Program (JBBP) and Nihonmachi Little Friends through its capital campaign for its new childcare facility adjacent to its historic Julia Morgan building at 1830 Sutter Street. We use the Webster Bridge constantly to travel between Japantown and destinations south of Geary.

We oppose the demolition of the Webster and Steiner Street bridges because they are vitally important resources for the Japantown-Fillmore community: (a) they provide the safest possible access to and between the neighborhoods across Geary Blvd., especially for the community's children, seniors and persons with disabilities; (b) they are emblems of the persistent historical and cultural linkage of the Japantown-Fillmore community, artificially divided by Redevelopment's transformation of Geary from a unifying community commercial hub into a 10-lane expressway between downtown and the Richmond District; and (c) they stand as a dramatic gateway to the Japantown community especially, with considerable potential to support and expand its economic sustainability, consistent with City policy, particularly as expressed through the JCHESS which the City adopted in 2013.

The Bridges Offer Unmatchable Safety

I-175.2

Because the Webster and Steiner Street bridges separate pedestrians from the Geary thoroughway traffic, and allow walkers to proceed entirely at their own pace, they are inherently

the safest way to cross Geary Blvd. This is true for all people, but it is especially true for our community's children and families using the bridge before and after school, including Japantown's afterschool programs, and for our seniors and persons with disabilities who choose to use the bridges as the safest option compatible with their needs and preferences.

- Our Childcare, School and Youth Programs Depend on the Bridges

I-175.2 cont. That the safety of our community's children is paramount should be an unquestionable priority. Nihonmachi Little Friends; the Japanese Community Youth Council (JCYC) through its Youth Leadership program; the Buchanan YMCA, through its Executive Director Rodney Chin, and Rosa Parks Elementary School, through its Principal Paul Jacobsen, the JBBP Parent Teacher Community Council, and the Rosa Parks PTA, have all formally objected to demolition of the bridges, with the safety of their students being their primary reason. The Draft EIS/EIR fails to adequately analyze the adverse effects of the proposed bridge demolitions on this important part of our community, or to consider available alternatives, many already proposed to the CTA/MTA prior to issuance of the DEIS/EIR, that would not involve demolition.

Rosa Parks, for example, is a K-5 elementary school located a half-block south of Geary Blvd., adjacent to the historic St. Francis Square Cooperative Apartments and the historic Buchanan YMCA. Rosa Parks (named Raphael Weill until 1995) has served the families and children of the Fillmore-Japantown neighborhood since 1927. When the 40-year old JBBP moved to Rosa Parks in 2006, the school was able to substantially enhance and expand its ties to the Japantown community, whose main cultural and commercial center is located north of Geary Blvd.

Rosa Parks students are fortunate to be part of the Fillmore-Japantown neighborhood, where they are able to take walking field trips to explore the City's most historically and culturally diverse neighborhoods. Included among the destinations north of Geary are the Hamilton Recreation Center, Western Addition Library, National Japanese American Historical Society (NJAHS), the Japanese Cultural and Community Center of Northern California, and Nihonmachi Little Friends (NLF) Afterschool Program. Also included are the many landmarks of the Fillmore-Japantown's rich jazz and civil rights history, like the former home of Jimbo's Bop City and the Mary Ellen Pleasant Park, which marks the western end of the Underground Railroad.

Each of these explorations involve taking 20-60 children plus adults back and forth across Geary. Rosa Parks classes, like the classes and programs at the community's other youth serving organizations, use the Webster Street and also the Steiner Street bridges to access the community's historical and cultural resources precisely because they offer unparalleled safety in crossing one of the City's busiest and widest streets.

I-175.2
cont.

- Crosswalks Cannot Match the Bridges' Safety

The crosswalks BRT has proposed are not a satisfactory substitute to replace the bridges for many of the constituencies that use them. In order to provide an accessible option for those, like some seniors and persons with disabilities, who cannot or choose not to use the bridge, we support the addition of the proposed crosswalks at Buchanan and at Webster, so long as they can be made safe in light of Geary's size and heavy, fast-moving traffic.¹ But because crosswalks, by definition, place pedestrians in the line of traffic, so they are not and cannot be made as safe as our existing bridges. Enhancements like flashing lights and median islands are important for all pedestrians, but schools and youth programs have particular needs that make the bridges the best way to take children across Geary. Medians are especially problematic for children and again even more especially for groups of children whose immaturity and exuberance often makes them difficult to control. Given these concerns, as well as the cost involved,² demolishing the bridges makes no sense, especially since the BRT has presented no compelling reasons for doing so.

I-175.3

- Additional Measures Proposed By BRT Have Questionable Value

The BRT has proposed additional measures they claim will make crossing Geary at street level safer; lane reductions, bulb outs and speed reductions. Although the BRT proposes to remove a lane from the Geary expressway underpass, it adds red BRT through lanes, so that no actual reduction of the total 8-10 traffic lanes occurs. Bulb outs too are of limited assistance given the size of the roadway, and may, in fact, present additional hazards by placing pedestrians closer to both through and turning traffic with a lesser protective buffer zone. Speed limit reductions could be helpful to pedestrians, but are difficult to enforce in the long term, especially since the roadway's size and the underground expressway configuration are designed for and encourage higher traffic at all.

I-175.4

- No Compelling Reasons Support Removing the Bridges

The CTA's main rationale for proposing to demolish the Webster Bridge is to provide room to include three side-running traffic lanes in the westbound approach to Webster, including a dedicated red Rapid bus lane, which staff estimate would shorten the transit travel

¹ The CTA/MTA 2013 data included in the Draft EIS/EIR as a Supplemental Study, states that about 18% of the north-south pedestrian crossings of Geary are improper street level crossings, supposedly supporting the bridges' demolition. This figure, however, is highly exaggerated. Our own observations indicate that less than 5% of the north-south crossings are at street level. Moreover, even under the CTA/MTA's own study, an overwhelming majority, 82%, of the pedestrians crossing Geary at Webster use the bridge, despite the disincentives the CTA/MTA emphasize. And of this alleged 18% of improper pedestrian crossings, the vast majority, 80%, are on the west side of Webster, making the proposed west side crosswalk, which the bridge does not impact at all, the priority.

² Among other things, the DEIS/EIR indicates that demolition will require asbestos contamination control. DEIS/EIR at Ch. 4.10, pp. 22-23.

I-175.4
cont.

time an average of 18-20 seconds/bus. This estimate appears inflated – since few cars turn right from Geary to Webster at that intersection, transit would not likely be “delayed” but a few seconds, before crossing Webster and immediately being forced by the underpass wall to go to a two-lane configuration from Webster to Steiner.³ Moreover, even assuming for purposes of argument that the 18-20 second estimate is accurate, this savings pales in importance to the enhanced safety the existing bridges afford pedestrians, and again especially our children, seniors and those persons with disabilities who choose to use the bridges. To deprive the public of the safest option to cross Geary is an absurd and unacceptable policy.

- The ADA Does Not Require Demolition of the Bridges

I-175.5

The CTA/MTA has recently argued that demolition is justified because the bridges do not meet current ADA standards. But even if the bridges don’t meet ADA standards, their configuration plainly does not prevent the substantial numbers of children, seniors and adults who regularly use, and who would prefer to use, the bridges to cross Geary Blvd. Moreover, as already discussed, the CTA/MTA has proposed installing ADA compliant crosswalks at Buchanan and possibly Webster as well. The Webster Bridge, however, does not in any way affect installation of either the Buchanan or west side Webster ADA-compliant crosswalks. Nor does the Webster Bridge prevent installation of an eastside crosswalk, which could be designed to cut through the pillar toes and still leave a buffer from the northbound Webster traffic. Removal of the bridges for ADA reasons, therefore, is not necessary or required.

The Bridges are Important Socio-Historical and Cultural Structures

I-175.6

In proposing to demolish the bridges, the CTA/MTA persistently denigrates their character and value (see, e.g., Ch. 3.5, pp. 4-5), despite considerable contrary community feedback, and fails to recognize, or even consider, them as historically and culturally significant properties in themselves and in their relationship to the Fillmore-Japantown community. The bridges were built around 1960 as part of Redevelopment’s Urban Renewal program, which demolished and rebuilt the Fillmore-Japantown neighborhood, including transforming Geary, which had been a typical neighborhood commercial street, into a 10-lane throughway that divided the existing highly integrated, largely Japanese American and African American communities. Redevelopment was touted as the cutting edge of urban planning that would transform a supposedly deteriorating neighborhood into a modern community, but it was largely a disaster for the Japanese American and African American communities – thousands of residents and community businesses were evicted, hundreds of Victorian and Edwardian style

³ The Draft EIS/EIR indicates that unspecified adjustments were made in the side-running configuration between Webster and Fillmore to preserve the existing loading docks. Ch. 2, p. 23. If CTA/MTA can adjust not only to a two-lane configuration between Webster and Steiner but to the merchants’ need for the loading docks, they can certainly adjust their proposal to preserve the existing bridges for the vitally important safety, historical-cultural and community character reasons we and others have repeatedly discussed with them.

I-175.6 cont.

buildings housing residences and businesses were razed, Japantown was virtually destroyed as a Japanese American residential community, and, with Geary's widening, one community was divided in two, with the Japanese American community being predominantly north of Geary and the African American community being predominantly south of Geary.

The Webster and Steiner Street bridges were designed to help maintain the connection between the north and south halves of the once singular Fillmore-Japantown community. Once Geary was widened to an 8-10 lane throughway, pedestrian street-level crossing became a daunting experience. The bridges, however, connected important community, especially youth-serving, institutions. The Webster Bridge – whose soft sweeping arch and solid supporting pillars reflect a Japanese architectural tradition matching the Japan Center's architecture, including its similarly arched enclosed bridge spanning Webster Street (see attached images) – visually and actually connects Japantown's cultural and commercial core with Rosa Parks Elementary School, the Buchanan YMCA, St. Francis Square Coop Apartments. The Steiner Bridge connects Hamilton Recreation Center and field and the Western Addition Library, with its African American and Japanese special collections, with Kimball Field which adjoins the former Franklin Middle School (now Kipp/Gateway programs).

In establishing this connection, the bridges, especially the Webster Bridge, provide a 360 degree, publicly accessible view of the Fillmore-Japantown community unmatched anywhere else. Additionally, because of its unique vantage point, as well as its own history and cultural character, the Webster bridge serves an important educational function as a uniquely appropriate place to teach our community's students about their neighborhood's, and thereby their own, history. Rosa Parks' Jazz Heritage program already uses the bridge in this way on the unit's field trip through important neighborhood places. These physical, visual and cultural assets would be lost if the bridges were demolished, but the Draft EIS/EIR ignores the impacts of these losses as environmental, community character, and policy issues. See Ch. 4, 5; e.g.: ch. 4.1, p. 13; ch. 4.2, p.34; ch. 4.4, p.7. Rather than lose such a resource, however, saving the bridges would allow their educational function to be enhanced, for example, with signage depicting important historical points, including Redevelopment's transformation of the community generally and Geary Blvd. in particular.

In short, the bridges stood, and continue to stand, as important historical and cultural resources, and as actual and symbolic emblems of the connections between the north and south Geary communities. The bridges, and particularly the Webster Bridge because of its Japanese-style architecture, provide a dramatically tangible visual connection between these divided communities. They stand as reminders that these ethnic communities share a resilient cultural and historical vitality that survived Redevelopment, and provide an invitation, in a way that surface-level crosswalks simply cannot, to cross the divide Geary had become to sustain the lives of these communities. Demolition of the bridges would irreplaceably destroy these valuable cultural and historical structures, visiting yet another blow to two historically

I-175.6 cont.

oppressed communities, an “environmental injustice,” see Ch. 5, p.18, the CTA/MTA ignores entirely in its Draft EIS/EIR.

The Webster Bridge, Especially, is a Gateway to Japantown

I-175.7

The Webster Bridge, designed in a Japanese architectural tradition, provides an authentic and exciting gateway to the Japantown community, and thus constitutes a significant economic as well as cultural resource. During the years of planning starting in 2006 and culminating in the City’s adoption of JCHESS in 2013, the need for a dramatic visual statement marking Japantown as a vital community and destination was repeatedly addressed. The Webster Bridge is that gateway statement. It has been neglected – it suffers from deferred maintenance issues and the bases of bridge on both sides needs intelligent and culturally appropriate landscaping – but they could be repaired and enhanced to serve this gateway function so important to the community and the City. Additionally, as already noted the bridges’ inherent educational function could be enhanced both to support the cultural preservation and economic sustainability of the Fillmore-Japantown community. And all of this could be almost certainly accomplished at a fraction of the cost of demolishing these valuable structures.

Conclusion

The DEIS/EIR fails to address the important safety issues posed by the proposal to demolish the bridges, particularly to groups of children from the youth-serving agencies on both sides of Geary; fails to consider alternatives to demolition; fails to recognize the bridges’ irreplaceable nature and function as historical-cultural resources; and fails to recognize or consider their potential, particularly as to the Webster Bridge, as important cultural, educational and economic resources; which would all be lost by demolition. Not only as an environmental issue, but as a matter of sound public policy, demolition of the bridges, particularly the Webster Bridge, makes no sense. A coalition of strong grassroots voices have repeatedly told the CTA/MTA that the bridges are valuable part of the community and need to be preserved. Unlike the ill-advised Urban Renewal of Redevelopment days, CTA/MTA should respect the community’s will and withdraw its proposal to demolish the bridges.

Sincerely,

s/

Karen Kai and Robert Rusky

Encl.

Cc: Supervisors Scott Weiner, Malia Cohen, London Breed
CAC Member Richard Hashimoto

Responses to Comment I-175: Rusky, Robert

- I-175.1 Neither the Webster Street bridge nor the Steiner Street bridge has historic or cultural value pursuant to the National Historic Preservation Act and California Office of Historic Preservation criteria. As such, their demolition would not result in adverse cultural resources impacts, nor would it result in adverse pedestrian safety impacts. While the Steiner Street bridge would still be demolished, demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.
- I-175.2 While the Steiner Street bridge would still be demolished, demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.
- I-175.3 See Master Response 2d.
- I-175.4 See Master Response 2d regarding pedestrian safety and access. As described in Master Response 1b, demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA.
- Please refer to Master Response 1b for details on modifications to the Hybrid Alternative/LPA since the Draft EIS/EIR, including updated information regarding the Webster Street bridge and other associated pedestrian safety improvements occurring at Webster Street. The pedestrian bridge at Steiner Street is at the end of its structural life and would block areas needed to provide the dedicated bus lane. The alignments of proposed bus-only lanes within each build alternative would conflict with the piers of existing pedestrian bridge at Steiner Street. As a result, the reinforced concrete pedestrian bridge at Steiner Street would need to be removed under the Hybrid Alternative/LPA.
- I-175.5 The Webster Street bridge would no longer be removed as part of the Hybrid Alternative/LPA. See Final EIS Chapter 2 and Master Response 1b.

- I-175.6 Neither the Webster Street bridge nor the Steiner Street bridge has historic or cultural value pursuant to the National Historic Preservation Act and California Office of Historic Preservation criteria. While the Steiner Street bridge would still be demolished, demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR.
- I-175.7 The Webster Street bridge would no longer be removed as part of the Hybrid Alternative/LPA. See Final EIS Chapter 2 and Master Response 1b.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Geary BRT Public Comment

1 message

Andrew Salber <salber.andrew@gmail.com>

Sun, Nov 22, 2015 at 8:53 PM

To: gearybrt@sfcta.org

I-176.1

I live in the Richmond and take the 38 or the 38AX a few times each week. Improvements to the 38 can't come soon enough!!

It is absurd that buses carrying more than 50,000 riders each day can be stopped by an inconsiderate right-turning driver, or a double-parked car, or someone stopped in the bus lane. We need a separate lane for buses NOW.

I look forward to seeing the SFCTA recommended plan implemented as soon as possible!

Andrew Salber
305 27th Avenue

Responses to Comment I-176: Salber, Andrew

I-176.1 Support for the Hybrid Alternative/LPA is noted.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Geary Corridor Bus Rapid Transit

1 message

'Svetlana Savchuk' via GearyBRT <gearybrt@sfcta.org>
Reply-To: Svetlana Savchuk <svetlana_savchuk@yahoo.com>
To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

Mon, Nov 30, 2015 at 4:59 PM

To whom it may concern:

- I-177.1 | The proposed project would not serve the public transportation needs of the residents: subway - not BRT - is needed on Geary Corridor. Instead of wasting money on the proposed band-aid the city should plan for underground Muni and secure financing for it.
- I-177.2 | Also, many mature trees would be removed in the current plan. Trees removal is bad for the environment and the replacement trees would only start providing equivalent benefits after many years.

Sincerely,
Svetlana Savchuk and Valentin Ignatovski
1733 7th Ave.
San Francisco, CA 94122

Responses to Comment I-177: Savchuk, Svetlana

I-177.1 See Master Response 1a.

I-177.2 See Master Response 4a.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Public comment on Geary BRT proposals / from Joel Schechter

1 message

Joel R Schechter <jschech@sfsu.edu>

Sun, Nov 29, 2015 at 8:17 PM

To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

November 30, 2015
San Francisco

Attn: Geary BRT Planners
San Francisco County Transportation Authority

From Joel Schechter
San Francisco city resident and teacher

Comments regarding
Geary BRT plans

I have looked at the five options proposed, and I want to express my disappointment with all five. None of the plans offer the alternative plan that I would like to see. Instead of spending hundreds of millions of dollars to build a new rapid bus transportation system on Geary, I suggest that you can accomplish the goals of improving civic transportation, and improving the experience of bus users, and improving the city's transportation system by:

I-178.1

- 1) Closing Geary Boulevard to all traffic except city buses (SFMTA buses) and emergency vehicles. Without private cars, trucks and other vehicles on Geary Boulevard, buses should be able to move at a rapid rate, even with the current traffic light system unchanged. There will be no traffic jams, slow cars or double parking problems on the street.
- 2) Money (hundreds of millions) saved by not constructing a new road or altered surface on the boulevard can be used instead to:
hire more bus drivers and run buses more frequently if needed on Geary. Also to run a few other buses across town,
so Geary riders can gain access to Muni and BART with ease by direct bus routes.
- 3) This plan will encourage more city residents to use the Geary buses, and Muni and BART, and leave their cars at home, because cars will not be allowed on Geary. If frequent and reliable Geary buses are provided, more people will use them and not need their cars. Nor will they need cars to drive to Muni or BART stations, if #2 above is followed.
The goal here is to increase mass transit use at great deal, and make it easy for riders to use the system.
- 4) If the goal of the planning is to make mass transit by bus more appealing and more efficient, I think my plan will
do that at far great cost efficiency than four of the other plans. And the extra bus drivers hired will give the city more jobs for residents who need jobs (if they are not computer industry workers).
- 5) The city also might be able to reduce bus service on other streets (such as California) if more people are attracted to the Geary bus line,
and know it will get them downtown fast. My plan can do this without the high cost of BRT plans now under discussion. At it can start almost immediately,

without new construction.

**I-178.1
cont.**

This is not the same as the "no build" proposal now one of the five options proposed, because my plan (call it #6) does not simply leave the transit system as it is. It improves the Geary bus transit system considerably. It also avoids all the inconveniences that construction proposed in other plans would pose to drivers and pedestrians.

Please let me know if you need more information about my plan, which is inspired by writing on car-free cities (Paul and Percival Goodman, for example) and other documents you may have overlooked in your own planning.

Sincerely,

Joel Schechter, San Francisco resident for over 20 years
jschech@sfsu.edu

Responses to Comment I-178: Schechter, Joel

I-178.1 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives analyzed in the Draft EIS/EIR and why alternatives such as proposed by the commenter were not carried forward.

The commenter suggests improving bus operations by closing Geary to all but SFMTA buses. While doing so would improve bus operations on Geary, it would also create problems of access to land uses along Geary, including businesses that require vehicle access for deliveries, and businesses and residential buildings requiring passenger loading access for people with disabilities or low mobility. Given the volumes of automobile traffic on Geary, such a proposal would also likely result in unknown traffic impacts to nearby (parallel) streets and intersections.



Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] In support of Geary BRT Alternative 3 or 3C

2 messages

Elliot Schwartz <elliot.schwartz@gmail.com>

Fri, Oct 30, 2015 at 5:19 PM

To: gearybrt@sfcta.org

I am writing in support of Geary BRT Alternative 3 or 3C.

I-179.1

Only center-lanes, for as much of the route as possible, will achieve enough of an improvement to make this project worthwhile. Buses in side lanes will get bogged down by right-turning cars, parking cars, and illegally stopped cars; only center-lanes protected by medians will prevent these.

Elliot
Schwartz San
Francisco

Responses to Comment I-179: Schwartz, Elliot

I-179.1 Commenter's support for Alternative 3 or Alternative 3-C is noted.

GEARY BRT – Comment submitted by Diana Scott, Ocean Beach, 11/30/16

I-180.1

If and only if “build we must,” build Alternative 2 seems to make the most sense: it provides continuity with what exists, minimizes construction disruption, and improves those metrics considered as well as, or more than do other options including the Hybrid option recommended by planners. That Alt. 2 costs far less than the other alternatives isn’t given much weight; in general, this report encourages a “leap of faith”: trust in planners’ technical predictions – rather than in rider documentation, or common sense. Breakdown of maintenance/landscaping costs, and consideration of less costly equivalents are missing.

If and when funds become available for central roadway light rail, then moving transit to central median platforms can be considered (along with more flexible options for purchasing new rail cars – that can load from both sides), but not sooner, considering cost and discomfort of passengers waiting in between exhaust-emitting traffic lanes for buses that are projected – even after improvements -- to have delays.

As someone who used buses and subways in New York City for many years before moving to San Francisco in the early ‘90s, I find double-length buses less efficient than larger, shorter size bus fleets, which would not only create more jobs for local residents (yes, I know, personnel costs don’t lend themselves to bond issues!), but require less space for docking to load and discharge passengers.

Retaining closely spaced local stops is very important for those with mobility/endurance issues, many of whom ALREADY rely on bus transportation; gains in metrics measured hardly differ for any alternative (leaving the lay reader to wonder why so many different options were studied at all – including the earlier ones dropped from consideration – given that compiling this data is in itself extremely costly).

One wonders what the underlying agenda really is: netting maximum available federal funds and implementing “cutting edge” (“world class”) technology for its own sake (which may require additional transit bonds), or actually improving the experience of current – and potential – transit riders!

Better bus shelters, signage, and free maps would improve rider experience, as well as more frequent service – both local and express -- along existing curbside lanes. Expensive traffic “bulbs” seem like frills.

I-180.2

Moreover, “mitigation” of tree cutting, after the fact, is less beneficial to the environment than preserving mature tree canopy and while Alt. 2 is preferable in this respect, additional tree preservation for this option, too, is in order. New landscaping with smaller canopy trees, whether curbside or median, diminishes passenger/pedestrian experience, and new trees will take a decade to mature according to city DPW arborists, as well as require copious watering for several years if they are to survive. (The Tree Survey in the DEIR appendix details only 1230 of approximately 1958 trees; criteria/rationale for cutting any is not clearly explained, nor is the omission of the 700+ not detailed.)

While in the 1990s and first decade of this century, greening urban boulevards was an S.F. priority, the reverse trend now threatens to accompany the new push for urban “densification” and displacement of urban residents (even with “affordable housing density bonuses”). Both degrade the urban experience.

I-180.3

Have planners (or sociologists/anthropologists) vs. technicians actually ridden buses and surveyed needs and preferences of regular riders? Are they assuming that future riders who will be enticed to use Geary buses will care most about saving 2-3 minutes on their commute downtown? Transit planning, like city planning in general, is an art as well as a science. Metrics may be completely rational and still diminish rider experience; more frequent bus service vs. complex lane re-configuration can enhance it.

Responses to Comment I-180: Scott, Diana

I-180.1 The agencies are proposing the Hybrid Alternative/LPA as a near-term way to provide transit improvements. See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives considered and ultimately carried forward for environmental analysis. See Final EIS Chapter 9 and Master Response 6a regarding project costs.

The current ridership along the Geary corridor justifies the use of larger buses, which are also more efficient to operate in terms of cost and operator resources.

Wider stop spacing would result in better transit performance since buses would spend less time pulling out of and into traffic. Passenger walk distances and stop locations were carefully studied to match with intersecting transit lines, schools, hospitals, senior services, and other common trip destinations. Stop consolidation was also considered against potential parking loss.

The project includes numerous improvements to pedestrian safety, including signalization changes, pedestrian crossing bulbs, new crosswalks, and pedestrian median refuges.

I-180.2 See Master Responses 1a and 4a.

I-180.3 This comment pertains to the merits of the project and is not related to the adequacy of the Draft EIS/EIR. This comment is noted and is part of the administrative record for this project. Please see Section 3.3.4.5 for further details on travel time savings anticipated under each build alternative. Please see Draft EIS/EIR Section 2.2.3 (Features Common to All Build Alternatives) for ways in which the project aims to enhance rider experience.

November 30, 2015

To: Geary BRT EIR/EIS preparers

From: Lois H. Scott, 85 Cleary Ct, Apt 11, San Francisco CA 94109 – frequent rider of #38, #38R, senior active in Cathedral Hill Neighbors, Japantown Organizing Committee, affordable housing, cooperatives

COMMENTS ON GEARY BRT EIR, EIS, SEPTEMBER 2015

- I-181.1 | 1. Lack of disclosure of impacts on persons/ridership and upon cultural resources from removal of R stops in vicinity of Japantown –e.g. Geary and Laguna (relevant to 3.2.2, 3.5.2, 4.5, 4.7 etc)

I-181.2 | The EIR/EIS should disclose the engineering and service standard for the proposed configuration (hybrid alternative) of R/BRT stop in the Cathedral Hill/Japantown Area. With proposed removal of the existing Laguna Street stop, the distance between the Geary/Van Ness stop and the Geary/Fillmore stop will be more than .6 mile or about 3,150 feet.

I-181.3 | Table 10-2 shows average distance between BRT stops on the entire line is 1,630 ft. At the November 5, 2015 informational meeting, project staff in response to this question said the standard is 1,200 ft. What is the actual standard?

I-181.4 | How is/should this standard be modified for topography (moderately steep), extent of senior and mobility challenged riders (higher than most other parts of the Geary corridor- no inventory of senior housing seemed to have been included) and finally the economic necessity of good transit connections for sustaining the viability of Japantown, a major cultural and tourist destination.
- I-181.5 | 2. Lack of disclosure of funding applications and schedules for other pending transportation projects along the Geary corridor, e.g. such as light rail, that would supersede the proposed project (relevant to S5, Ch 1.3 etc)

I-181.6 | Is there a major risk that duplication/additional expenditures would be incurred? Would station design be able to accommodate rail? If BRT is an interim project, how long would it be in service? Would construction impacts be repeated within a relatively short time span?
- I-181.7 | 3. The human equation is missing! (relevant to 4.14 etc)

I-181.7 | Who is and who will be the real ridership? Partially those who live nearby the corridor, but who are the others and how will changes in service affect residents and commuters and tourists and their lives and needs? The economic justice chapter begs the real question of negative consequences and lowered access to service for some riders.

Responses to Comment I-181: Scott, Lois

- I-181.1 Future Geary corridor ridership and associated impacts are discussed in Draft EIS/EIR Section 3.3.4.2 (Future Geary Corridor Ridership). This discussion takes into account anticipated bus stop service changes along the corridor. The Cultural Resources section of the Final EIS discusses known historical and cultural resources along the Geary corridor. Refer to Section 4.5.4 of the Final EIS, Environmental Consequences, and Section 7.5.4 of the Draft EIS/EIR for a summary of the potential impacts to cultural resources along the Geary corridor as a result of the project. Please also see Section 4.5 of the Final EIS, which explains why a finding of “No Adverse Effect” to cultural resources was determined for the project under NEPA. See Section 7.5.4 of the Draft EIS/EIR for a discussion of why impacts to cultural resources were found not to be adverse (with mitigation for construction)
- I-181.2 The agencies have not adopted a uniform standard for BRT stop spacing in the Geary corridor because stop locations are based on a variety of factors, including ridership, transfer points, and the service pattern in place. Other proposed BRT stops, such as at Arguello Boulevard and Powell Street, have walking distances of 1,000-1,700 feet.
- As noted in Master Response 1b, the Hybrid Alternative/LPA was modified to include both local and BRT stops at Laguna Street. As a result, the distances between BRT stops cited in the comment would be substantially reduced. The distance between the BRT stops at Fillmore Street and Laguna Street would be about 0.3 miles; the distance between such stops at Laguna Street and Van Ness Avenue would be about the same (0.3 miles).
- I-181.3 SFMTA stop spacing guidelines for buses are approximately 800 feet to 1,360 feet, and 900 feet to 1,500 feet for surface rail; Rapid (BRT) and Express stops are spaced on a case-by-case basis.
- I-181.4 An inventory of existing senior centers along the Geary corridor is included in Figure 3.5-2 of the Final EIS. Please see Section 3.5.2.1.6 for a discussion of access for seniors and people with disabilities on the Geary corridor.

SFMTA transit stop guidelines reduce stop spacing distance on steep grades. Per SFMTA's Short Range Transit Plan guidelines, if a grade is over 10 percent, local stop spacing can be as close as 500 feet (less than 10 percent grade stop spacing is 800 feet to 1,360 feet). Rapid (BRT) stops are spaced on a case-by-case basis. Further consideration is given to important transfer points and destinations.

- I-181.5 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives considered and ultimately carried forward for environmental analysis.
- I-181.6 The Hybrid Alternative/LPA would be designed to be "rail-ready," meaning that it would not preclude potential future conversion to rail. The rail-ready requirement of Proposition K neither supports nor precludes a Geary light rail transit project; rather, it anticipates the possibility of a future expansion of the light rail network. The rail-ready approach to BRT design seeks to minimize risk in light of future uncertainties. See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives considered and ultimately carried forward for environmental analysis.
- I-181.7 Changes in bus service that would be expected to occur under the build alternatives include reduced transit time, increased access to transit, and enhanced safety for pedestrians and bicyclists. Residents, commuters, and tourists alike would all be expected to incur these benefits. As discussed in Final EIS Section 4.14, the Hybrid Alternative/LPA would benefit all within the study area, including environmental justice communities, and would be particularly beneficial for residents in the vicinity of the Geary corridor.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Very excited about the possibility of BRT on Geary

1 message

Jay Seiden <Jay.Seiden@cushwake.com>
To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>
Cc: Dionne Woods <dionnewoods@mac.com>

Mon, Nov 16, 2015 at 11:52 AM

Hi there,

As an outer Richmond resident, I couldn't be more eager to get this project underway. In my view, BRT will bring the Geary corridor into the 20th century... I like it for the following reasons:

I-182.1

In my view...

- Aesthetically, it will be more pleasing – especially with the center stops and associated landscaping
- It should speed up traffic
- It should encourage more public transport
- It should bring in more people from the other areas to shop, dine, etc.
- It should be simulative for the local businesses
- It will be cleaner/greener than status quo
- It will be quieter than status quo
- It will be safer than the status quo
- It will be more reliable than status quo
- The parking impact will be negligible

The drawback, in my view, will be the likely increase in traffic on parallel streets like California, Clement, Anza and Balboa. If this occurs, I'd like to see speed bumps placed along these routes. This is an easy fix if/when this problem manifests.

Let's get BRT done!

Thanks - Jay

Jay Seiden

Tenant Advisory Group

Direct: [+1 415 773 3565](tel:+14157733565)Mobile: [+1 415 370 8450](tel:+14153708450)jay.seiden@cushwake.com | [Linkedin](#)www.cushmanwakefield.com

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Responses to Comment I-182: Seiden, Jay

I-182.1 See Master Response 2a regarding traffic on Geary and diversion to surrounding roadways.

The project includes numerous improvements to pedestrian safety, including signalization changes pedestrian crossing, bulbs, new crosswalks, and pedestrian median refuges.

Traffic diversions from Geary Boulevard would not be concentrated on any particular street. Instead they would spread out across all of the parallel streets within the Geary corridor. Higher-capacity streets with the ability to carry more vehicles, such as California and Fulton Streets, would carry relatively greater shares of the diverted traffic. Smaller side streets would carry relatively smaller amounts of diverted traffic.

See Section 3.4.4.4 of the Final EIS for more information pertaining to vehicle diversions. Overall, diverted traffic would increase on other streets by about 10 percent, generally not more than three to four cars per minute during peak hours.

SFMTA would minimize pedestrian and bicycle circulation effects, wherever feasible.

1 back of the bus instead of the front of the bus, so
2 save some time.

3 I think I said -- basically that's it.

4 Oh, one more thing, too. Why spend all the
5 taxpayer money doing something we don't need to do?
6 Okay? So that's it. So, again, I prefer that bus, the
7 side bus lanes option all the way through, from the
8 side bus lane only, all the way through from
9 48th Avenue all the way to Franklin Street, 48th Avenue
10 to Franklin Street, side bus lane only, the bus lane
11 painted red.

12 You have got my address; you got my name, and
13 I'm done.

14 THEA SELBY: T-H-E-A, S-E-L-B-Y.

I-183.1.1

15 Okay. So I encourage SFMTA and SFCTA to
16 complete the EIR. I want to see this EIR completed.
17 Which is not to say that I think the project is
18 perfect. I don't.

19 I think the project is not making significant
20 enough changes and that the time being shaved off isn't
21 enough, is not enough, and that -- let's see. And that
22 it should be going down the center lane more than it is
23 now.

24 And I'm conflicted on the bridge. I'm not
25 sure how I feel about the bridge. As a young mother --

I-183.1.1
cont.

1 not a young mother -- as a mother with young kids, when
2 they went to Rosa Parks, which is right over here, and
3 taking children over that bridge was very difficult.
4 When you're carrying a kid and you have another kid and
5 you have groceries, it's very steep.

6 On the other hand, I've just been told that
7 it's a famous architect that did the bridge itself.
8 And once you get on the bridge, it's quite nice. But
9 the little whirligigs to get on to bridge are very
10 painful. And I think it would be difficult for
11 disabled.

12 So I would like to make sure that the children
13 at Rosa Parks are safe and that there's a safe way to
14 get across that behemoth that is Geary. But I'm not
15 sure it has to be the bridge that we have there now.

16 JOHANNA WARD: Johanna, J-O-H-A-N-N-A, Ward,
17 W-A-R-D.

18 So my comment is the merging of the stop at
19 Fillmore and Webster for the local and the rapid bus is
20 going to create a loading and unloading mess with the
21 numbers of people rushing to either the local or the
22 rapid bus if they're coming close to each other in
23 timing.

24 Laguna and Webster is an example of one of the
25 more, you know, densely populated -- one of the more

Responses to Comment I-183.1: Selby, Thea (verbal comment)

- I-183.1.1 Demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.

1 the Honda -- they're going to build out the Honda
2 property where the San Francisco Honda was.

3 And then I -- you know, I think if you build
4 out the population on Geary corridor, then you could
5 justify more expensive transit with the higher
6 ridership numbers. I forgot the ridership number on
7 there, but -- I think the ridership number is around
8 45,000 trips a day on Geary.

9 So I know that Federal Starts would require
10 doubling that number. In order to get federal funding,
11 you have to prove out that you have a sustainable
12 ridership. Like the Wilshire Boulevard has gone
13 double; it went from 45,000 to 95,000. So in order to
14 get that ridership, you've really got to increase the
15 neighborhood development to match that.

16 And I believe that by really improving --
17 either by -- even the subway on Geary or a light rail
18 system would really link up Japantown. And it would
19 benefit by more tourists going further out in the
20 avenues to visit. I think very few tourists go out
21 that way on Geary as a result of the overcrowded
22 transit system that's there now.

23 All right. That's good. Thank you very much.

I-183.2.1

24 THEA SELBY: Thea Selby. So I have an idea for
25 the bridge, how to fix the bridge problem.

I-183.2.1

cont.

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And that is to take a middle portion of the bridge, put it on the ground where the Buchanan -- there's going to be a big Buchanan Plaza, in the middle of the Buchanan crosswalk, the median.

Put the bridge on the ground with the giant plaque that talks about the importance of the bridge and the bridging of African-American and Japanese cultures, and the architect, the famous Japanese architect. Kids would be able to play on the bridge while they're waiting and we'll be able to take it down because it isn't ADA compliant and all that. Does that make sense? Thank you.

---o0o--

Responses to Comment I-183.2: Selby, Thea (verbal comment)

I-183.2.1 The comment is noted.

From: 'sunny outdoors' via GearyBRT <gearybrt@sfcta.org>
Date: Mon, Nov 9, 2015 at 6:21 PM
Subject: [GearyBRT] Geary Blvd transit improvement
To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

Letter I-184

Dear

Geary BRT Comments
SFCTA
1455 Market Street, 22nd Floor
San Francisco, CA-9410

I live at

362 15th Ave/Geary Blvd

I-184.1

Just a quick suggestion,

We want the cheapest, quickest BRT solution that has the least negative impact-

SFCTA Alternative 2 = painted diamond lanes lanes for buses only during commute times in commute directions.

Feel free to contact me if you have any questions

Winnie Seto
415 990 9861

Responses to Comment I-184: Seto, Winnie

I-184.1 Preference for Alternative 2 is noted.



SFMTA
Municipal
Transportation
Agency

Comment Card
Geary Corridor
Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/
Environmental Impact Report (EIS/EIR). Responses to comments will be published
following the conclusion of the public comment period (October 2–November 16). Include
your email or mailing address if you wish to be notified when responses are published.

JAMIE SHELDON

NAME

Richmond District Resident (Renter)

AFFILIATION (IF APPLICABLE)

EMAIL OR MAILING ADDRESS

jami spirala55@yahoo.com

I-185.1

Business
Emergency
vehicle
3rd St.
parking

Comments: ① The entire presentation/
meeting was poorly run. A sad
state of credibility arises,
from my perspective, about
this long-term project.

I-185.2

② Though percentages are small
per ~~loss~~ loss of parking spaces,
the actual numbers are significant
and will impact neighborhoods, such
as my own, with higher unavail-
ability to park residential cars. Many
renters do not have garages available,
"compete" w/ restaurants (valet parking)

(continue on other side if necessary)

I-185.

2 cont.

restaurant

comments, continued from front)

customers who park in our neighborhood), and other visitors who park in residential neighborhoods along Geary Corridor - inner/outer Richmond District.

I-185.3

③ Residents in Inner + Outer Richmond are aging, + ~~already~~ ~~those~~ will have a difficulty walking more blocks to access MUNI, since there's a reduction of stops scheduled - 1 every 3 blocks or more. 38 currently has 2 blocks per most stops, by the 38R more. These alternatives serve riders more justly - via physical abilities.

I-185.4

④ FAS isn't always the solution to get somewhere, though personal planning is.

I-185.5

⑤ The cost of this project is ludicrous - sure paying for lots of people's jobs. Finances should be put to better, Federally minded cost needs per residents in SF.

COMMENTS CAN BE MAILED TO:

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

1455 MARKET STREET, 22ND FLOOR

SAN FRANCISCO, CA 94103

By Nov. 30, 2015

Responses to Comment I-185: Sheldon, Jamie

I-185.1 See Master Response 5b.

I-185.2 See Master Response 2c regarding parking loss along the Geary corridor.

The project assessed the parking demand and supply per existing uses. The build alternatives are currently designed to minimize the estimated loss of parking and loading spaces while meeting the project purpose and need. However, as urban density increases within the city, the need for individual automobile ownership would decrease with improvements to mass transit, improved bicycle and pedestrian facilities, and new technologies such as ride-sharing services. See Final EIS Section 3.6.4 for more information.

I-185.3 See Master Response 2d.

I-185.4 The comment is noted. Several transportation-improvement needs have been identified in the Geary corridor (as discussed in Final EIS Chapter 1 (Project Purpose and Need) serving as the primary basis for the project's purpose. In addition to improving transit performance, the project's secondary, ancillary purpose aims to improve pedestrian safety along the Geary corridor (which in turn would facilitate transit ridership).

I-185.5 See Final EIS Chapter 9 and Master Response 6a regarding project costs.

While the cost of the Hybrid Alternative/LPA is estimated at \$300 million, the analysis shows tangible bus travel time benefits, and the cost provides for additional important community benefits as well, including pedestrian safety and streetscape enhancements.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Geary Corridor BRT Draft EIS/EIR Public Comment

1 message

WSHEPLAW via GearyBRT <gearybrt@sfcta.org>

Mon, Nov 30, 2015 at 5:25 PM

Reply-To: WSHEPLAW@aol.com

To: gearybrt@sfcta.org

November 30, 2015

Attn: Geary BRT EIS/EIR
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Re: Geary Corridor BRT Draft EIS/EIR Public Comment

Dear SFCTA:

The following are my comments on each of the proposed Alternatives as addressed in the Draft EIS/EIR ("DEIS") for the Geary Corridor BRT ("GBRT") proposal:

I-186.1

1. No Build Alternative. This proposal appears to have least adverse environmental effects of all the current proposals. As the interim improvements to date have been so successful in reducing rider time from downtown to Geary & 25th Avenue, I request that the environmental review process be suspended while more of the project's common features, as described in DEIS Section 2.2.3 – Features Common to All Build Alternatives, are implemented and/or expanded on at least a temporary test basis. Included in this implementation, should be the following three temporary tests, each for at least for a six-month test period on a sequential basis over a period of 18 months for the purpose of evaluating more accurately each component's impact on further reducing rider time. If the test provides solid data confirming an improvement before the test period expires, retain it in place and move on to the next test in the same manner.

a. Temporarily redirect deployment of additional new buses with the low-floor design from other locations to the GBRT for the duration of the test.

b. Temporarily eliminate street parking in the block(s) preceding the current bus stops at Fillmore and Masonic so that there are two lanes in each direction, one as a dedicated bus lane and one as an unrestricted lane. At least, implement this improvement for westbound buses to prevent back-ups between

I-186.1

cont. Webster and Fillmore, and between Baker and Masonic. If possible, also conduct this experiment for eastbound buses.

c. If financially feasible to do so, implement the Transit Signal Priority (TSP) system at a number of locations between Gough and 25th Avenue.

A primary purpose of the above-suggested experiments is to better determine whether there truly is a need for a dramatic change in the delivery of bus service, particularly as to the corridor from Palm to 25th Avenue.

I-186.2

2. Alternative 2. Other than the No Build Alternative, this alternative appears to have the least adverse environmental impact relative to both versions of Alternative 3 and with the Alternative Hybrid, as addressed below. The side-running design offers far greater flexibility, better and safer rider accessibility, and likely shorter rider times than the center-running design, especially for the Hybrid's center-running design from Palm to 27th Avenue, including the traffic disruption and safety issues from bus crossing over active traffic lanes at each end of the corridor.

As established on other Muni routes, such as, California Street, the new blue-outs allow riders with access limitations (wheelchair users, riders on crutches, parents with child strollers, etc.) to relatively-quickly access the buses at curb level. At the same time, non-restricted riders can be quickly accessing other bus doorways from street level without having to eliminate street parking.

I-186.3

3. Alternative 3. Both variations of this alternative call for a center-running design, which would likely create very serious traffic congestion at the Geary-Masonic intersection, which is both a major intersection and a uniquely complex one. The unusually large, irregular blocks on three of the intersection's four corners make it far more difficult to avoid traffic backed-up from the intersection. The addition of high volume vehicle cross traffic from Geary Boulevard at that intersection inevitably would increase the risk of accidents, injuries to pedestrians, bicyclists and vehicle occupants and property damage.

Moreover, heavy traffic congestion at the Geary-Masonic intersection would adversely affect the movement of emergency vehicles – police, fire and ambulance -- on both of these major streets. Currently there are three hospitals on or within three blocks of Geary (Kaiser; UCSF-Mt Zion; St. Francis), and a major new hospital complex is under construction at Geary and Van Ness. There are at least five fire stations on or within three blocks of Geary; and there are at least three police stations within a few blocks of Geary. Geary is the most efficient emergency east-west roadway serving in excess of 100,000 residents, plus tens of thousands of workers, tourists and other visitors. This safety issue cannot be adequately mitigated under either version of Alternative 3, which would replace all vehicles

except Muni buses in the tunnel. The next time a large earthquake or other calamity hits San Francisco, both Geary Blvd and Masonic need to have as much flexibility as possible as primary traffic corridors. The "Transit First" goal is commendable, but Alternative 3 must operate within the realm of common sense, which clearly it would not if buses were to take over the tunnel.

The two alternatives within Alternative 3 are equally troublesome for other segments of Geary, especially from Palm to 27th Avenue. The first, "Dual Median with Passing," contemplates center-running buses in dedicated lanes in both directions with "bus bays" at bus stops to allow BRT buses to pass local buses. Presumably the bus bays would consume an entire traffic lane, and the buses could not pass each other except at the bus bays. Thus, if a bus stalls between bus bays, all the buses behind it would stop. The other sub-alternative, "Consolidated – No Passing," contemplates one bus lane in each direction with no opportunity for a bus to pass another bus, regardless of the circumstances. For this sub-alternative, the top speed of buses would be limited to that of the slowest bus in the path of another bus. Or, if stalled or stopped to take on passengers, the buses behind it would be forced to queue-up behind the stopped, and nothing would move.

I-186.4

4. Alternative "Hybrid." This alternative proposes to merge the best parts of Alternative 2 with what it represents are the best parts of Alternative 3. While the first half of the proposal may make sense, the second part is highly questionable if not flat out incorrect. Under the Hybrid, a center-running bus lane would be constructed in each direction in the middle of Geary between Palm and 27th Avenue, essentially the core of the Richmond commercial district. The existing wide median and its mature trees would all be removed. The potential to add more greenery, improve the natural aesthetics and create a better sense of community (social effects) for this area would be greatly diminished, and instead serve as a barrier down the middle of the street.

I-186.5

The center-running bus design explicitly restricts all Muni buses to a single lane of travel in each direction with no option to pass other buses, and thus inherently is inflexible. No passing includes not being able to pass a slow bus, a stalled bus or temporarily stopped bus. All buses would stop at all bus stops, unlike the current "rapid" line, formerly known as the "limited." An appropriate name for this portion of the Hybrid might prove to be the "Very Limited" line. In this corridor the buses would flow at a top speed of the slowest moving bus; unless, of course, the bus does not move, in which case, none of the other buses behind it would move at all. That scenario totally undermines the stated purpose of installing a BRT system in this area. In an emergency, such as an earthquake, this design would have a high risk of failure due to its inflexibility and serve as a large plug in the midst of a key traffic corridor. Also, with this alternative, where Geary narrows between 15th and 16th Avenues, the vehicle lanes would be further squeezed from 16th to 27th Avenue.

The existing diagonal parking would be replaced by parallel parking, eliminating

- I-186.5 cont. | roughly 50% of the existing street parking spaces, which already is insufficient. Instead of bringing a vibrancy to this struggling commercial area, the proposal may be the final nail in the coffin for many merchants. Cars and trucks would be reduced to crawl at times along Geary, driving customers off to shop elsewhere.
- I-186.6 | Also, under the “Hybrid” alternative from Palm to 27th Avenue, all riders boarding and/or exiting a bus from a center-running bus would be required to use a narrow island boarding area (9’ wide) with traffic moving past them on one side and the buses on the other. They would be at ground level, unprotected by a elevated, concrete platform used for the light-rail system. Those waiting on the boarding area would be vulnerable to a truck or other vehicle crashing on to this boarding area. In sharp contrast, riders waiting to board for a side-running design, are protected by the parked vehicles from being run over by a errant vehicle, and can wait 20 or more feet back from the actual boarding area.
- I-186.7 | Additionally, under the center-running design, all riders would be required to cross one or more active traffic lanes to get to the boarding area 100% of the time. With a side-running design, the typical rider only has to cross a traffic lane once for each round-trip of travel.
- I-186.8 | Moreover, every time an individual uses a center-running bus, she has to stand out in the open in a boarding area, usually with no protection from the wind and little or no protection from rain. It simply is not practical or safe for the riders to take shelter under building overhangs/awnings or doorway and then dart across a traffic lane to catch the bus. With side-running buses, oftentimes one can stay out of the wind and the rain without endangering oneself. Having ridden the Muni daily for over 30 years between 21st Avenue and Montgomery Street, I know the benefit of that kind of shelter from the weather. The proposed center-running boarding area shelters are virtually useless in protecting the riders in outer Richmond weather conditions, where the rain rarely descends vertically at a 90 degree angle.
- I-186.9 | The construction of the center-running design also would not utilize any of the existing boarding stations, and instead require very substantial, wholly unnecessary construction. It naturally follows that the impact of taking two lanes for this restricted 28-block BRT corridor would be to eliminate one of two active vehicle lanes, turning this portion of Geary from a thoroughfare into a crawl.
- I-186.10 | It is difficult to image how one can rationalize that such a massive construction project replacing 28 blocks of a wide median that will eliminate one or more traffic lanes in each direction, eliminating half the street parking, requiring the riders to stand on a narrow island in miserable storm weather, damaging customer traffic for local businesses, endangering the riders waiting at the street-level boarding areas, all for the purported benefit a saving a few minutes of riding time on the bus. As a daily Muni rider, the downside is over-whelming, and I would much rather have a slightly longer ride than having to live with those negatives. Add a modest level of social responsibility to allow for emergency vehicles, utility vehicles and delivery trucks to move about this small corridor, and it becomes abundantly clear that it

cont would be irresponsible to install a center-running bus system in the middle of this portion of Geary.

I-186.11

In contrast to both the No Build Alternative and Alternative 2, the Alternative Hybrid is more likely to result in no reduction of rider time during off-peak periods, and actually may extend the riding time during the more congested busy periods, due in no small part to lack of flexibility of the Hybrid's center-running design.

Thank you for your consideration of the above comments.

Sincerely,

William R. Shepard
51 – 21st Avenue
San Francisco, CA 94121



GBRT-Comments-Shepard-151130.docx

24K

Responses to Comment I-186: Shepard, William

I-186.1 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives.

SFMTA is currently acquiring a new vehicle fleet; however the deployments will be assigned to appropriate routes based on vehicle size, availability, and suitability for the route. SFMTA has recently implementing improvements such as colorized side-running lanes and TSP.

Ultimately, future growth through 2040 indicates the need for transit improvements as the City and region continue to grow.

I-186.2 Commenter's preference for Alternative 2 is noted.

I-186.3 See Master Responses 2a, 2d, and 2e.

The features mentioned are not part of the Hybrid Alternative/LPA.

I-186.4 See Master Response 4a.

I-186.5 See Master Responses 2a, 2c, and 3a.

In the center-running Richmond segment between Palm Avenue and 27th/28th Avenue, the Hybrid Alternative/LPA's stop spacing is wider than existing, which was made necessary by its lack of bus-passing lanes, which required occupying more of the street width. This design enabled the Hybrid Alternative/LPA to minimize on-street parking loss, a strong concern raised repeatedly by merchants along the corridor. The trade-off inherent in the proposal is a longer walking distance to access Local bus stops, coupled with a reduced bus travel times, and minimized parking loss.

Under a breakdown condition, buses would be able to enter into the opposing lane; these instances would be rare.

The City's Transit First Policy identifies the Geary corridor as a Transit Preferential Street. The Transit Preferential Street program includes measures to improve public transit vehicle speeds and to minimize the effects of traffic on transit operations. Policy 1.3 of the San Francisco General Plan states "Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs."

Parking demand is expected to decrease with anticipated increases in transit ridership.

The overall parking supply within one to two blocks of the Geary corridor would decrease by 3 percent with implementation of the Hybrid Alternative/LPA.

The agencies have worked to minimize parking loss through project design principles, wherever feasible, including parking replacement, addition of new parking, and additional infill spaces.

I-186.6 See Master Response 2d.

I-186.7 See Master Response 2d.

I-186.8 See Master Response 2d.

I-186.9 See Master Response 2a regarding traffic on Geary and diversion to surrounding roadways.

As noted in Section 4.15 of the Final EIS, construction period transportation would be guided by a TMP. The TMP would include traffic rerouting, a detour plan, and public information procedures. The TMP would be developed during the design phase (i.e., prior to construction) with participation from local agencies, other major project proponents in the area, local communities, business associations, and affected drivers. Early and well-publicized announcements and other public information measures would be implemented prior to and during construction to minimize confusion, inconvenience, and traffic congestion.

I-186.10 See Master Responses 2a, 2c, 2d, and 3a.

I-186.11 The Hybrid Alternative/LPA would provide transit travel time benefits because the buses would be removed from traffic congestion.

Letter I-187

NOV 25 2015

November 22, 2015

San Francisco County Transportation Authority
Attn: Geary BRT
1455 Market Street, 22nd Floor
San Francisco, CA 94103

TO WHOM IT MAY CONCERN.

I-187.1

I am writing to ask that you avoid tearing down any trees in the traffic lanes of the Geary and Van Ness upcoming construction. I feel that this would be an incredible disservice to our environment as trees, as someone put it so eloquently, are “the lungs of our planet”. They provide so much more than we can ever understand. Some of these trees are over a hundred years old. I know that it’s been said that more trees will be replanted to replace them, but it takes years for trees to reach maturity and in the meantime we are driving down roads without the wonderful trees giving us the oxygen we all need to breathe.

I-187.2

I also have some issue with changing the bus lanes to the center of the roadway. This means that people like small children, the elderly, will have to cross the road from the middle of the street and we all know that both Van Ness and Geary are almost like highways. I believe this puts people in danger.

I-187.3

I’m not sure this construction needs to be done at all, as you are always going to have rush hour traffic problems, no matter what you do. One woman told me at one of the meetings that it will shorten travel time by 10 to 15 minutes. Is 10 or 15 minutes worth tearing down our beloved trees just so we can get somewhere sooner? Also, during the construction period this will make commuter time much slower and we all know how frustrating that can be. We also all know that the predicted construction time always goes over the estimated time.

I truly believe that having the bus lanes curbside is a lot safer. Please do not tear down our trees just to gain a few minutes of time.

Sincerely,



Govinda Sherwood
523 22nd Avenue
San Francisco, CA 94121
furout@sbcglobal.net

Responses to Comment I-187: Sherwood, Govinda

- I-187.1 See Master Response 4a.
- I-187.2 See Master Response 2d.
- I-187.3 See Master Response 2a regarding traffic on Geary and diversion to surrounding roadways and Master Response 2b regarding construction-period effects.

Traffic volumes in the corridor are expected to increase by the year 2035 in the No Build Alternative due to anticipated growth in San Francisco and the region. With the projected traffic volume increase under the No Build Alternative, adverse effects would occur at 21 study intersections (17 on-corridor and four off-corridor). The Hybrid Alternative/LPA would result in adverse effects at eight study intersections (four on-corridor and four off-corridor). While the cost of the Hybrid Alternative/LPA is estimated at \$300 million, the analysis shows tangible bus travel time benefits, and the cost provides for additional important community benefits as well, including pedestrian safety and streetscape enhancements.

As noted in Section 4.15 of the Final EIS, construction-period transportation would be guided by a TMP. The TMP would include traffic rerouting, a detour plan, and public information procedures. The TMP would be developed during the design phase (i.e., prior to construction) with participation from local agencies, other major project proponents in the area, local communities, business associations, and affected drivers. Early and well-publicized announcements and other public information measures would be implemented prior to and during construction to minimize confusion, inconvenience, and traffic congestion.

NOV 25 2015

November 22, 2015

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Attn: Geary BRT
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San Francisco, CA 94103

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I-188.3

I'm not sure this construction needs to be done at all, as you are always going to have rush hour traffic problems, no matter what you do. One woman told me at one of the meetings that it will shorten travel time by 10 to 15 minutes. Is 10 or 15 minutes worth tearing down our beloved trees just so we can get somewhere sooner? Also, during the construction period this will make commuter time much slower and we all know how frustrating that can be. We also all know that the predicted construction time always goes over the estimated time.

I truly believe that having the bus lanes curbside is a lot safer. Please do not tear down our trees just to gain a few minutes of time.

Sincerely,



Linda Sherwood
523 22nd Avenue
San Francisco, CA 94121
furout@sbcglobal.net

Responses to Comment I-188: Sherwood, Linda

- I-188.1 See Master Response 4a.
- I-188.2 See Master Response 2d.
- I-188.3 See response to comment I-187.3.

1 of that. So that was that.

2 Another comment that is a separate topic:

3 I noticed there were 19 intersections as part
4 of the CEQA and NEPA analyses, that basically
5 demonstrated they would be significant, unavoidable
6 mitigation for these 19 intersections. And it's
7 mentioned a couple of times, but they weren't
8 identified in any of the big public plans for the
9 public to be able to easily see where those were.

10 I did ask a couple of the staff, and they
11 pointed me to the detailed EIR package and said that
12 they would identify them there, but I think that's
13 something that is significant enough that that should
14 be clearly marked on these larger maps for the public
15 to see and to react to those. So I would hope at the
16 next public meeting that change is incorporated.

17 And lastly, I want to voice support for the
18 bus-only lanes to be built as soon as possible, west of
19 Van Ness up through 25th Avenue at the very least
20 because I do believe that these would significantly
21 help in improving traffic flow, again, if there is some
22 enforcement presence there and a deterrent of cars
23 actually coming in and out these lanes.

24 ADRIENNE SHIOZAKI-WOO: Hello. My name is
25 Adrienne Shiozaki-Woo, spelled, A-D-R-I-E-N-N-E, and

1 then last name is S-H-I-O-Z-A-K-I-dash-W-O-O.

2 So I am acquainted with Nihonmachi Little
3 Friends, N-I-H-O-N-M-A-C-H-I, Little Friends. My
4 e-mail is adrienne.shiozaki.@gmail.com.

I-189.1.1
5 Okay. So our preschool is against the removal
6 of the pedestrian bridge at Webster Street. I believe
7 the bridge is the safest way to cross Geary Boulevard,
8 for pedestrians that are seniors and children, to keep
9 them out of harm's way.

10 The proposed bulbs do not protect them --
11 that's what they are calling them, the pedestrian
12 bump-outs, will not protect them 100 percent like the
13 bridge. If a driver lost control of the car and struck
14 the barriers, what is there to protect them from flying
15 cars or car parts?

16 Is there a way to rebuild the pedestrian
17 bridge to meet the current ADA requirements? Safety is
18 important, and removing the bridges will not be the
19 safest thing to do for our kids and seniors.

20 PAUL RAINVILLE: My name is Paul Rainville,
21 spelled P-A-U-L, R-A-I-N-V-I-L-L-E.

22 I strongly urge the planners and
23 decision-makers of this project to redesign or
24 reconstruct the pedestrian bridges at the intersections
25 of Webster and Geary and at Steiner and Geary to be

***Responses to Comment I-189.1: Shiozaki-Woo, Adrienne
(verbal comment)***

- I-189.1.1 Rebuilding the Webster Street bridge is not part of this project; however, in response to community opposition, demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.



SFMTA
Municipal
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Comment Card Geary Corridor Bus Rapid Transit

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Adrienne Shiozaki-woo
NAME

Nihonmachi Little Friends
AFFILIATION (IF APPLICABLE)

adrienne.Shiozaki.woo@gmail.com
EMAIL OR MAILING ADDRESS

I-189.2.1

Comments: _____

Our preschool is against the
removal of the pedestrian
bridge at Webster Street.

I believe the bridge is the
safest way to cross Geary Blvd
for pedestrians - seniors and
children. to keep them out of harms way.

The proposed pedestrian bulbs
does not protect them. 100% like
the bridge. If a driver lost control
and struck the barriers, what's
where to protect them from

(continue on other side if necessary)

I-189.2.1

cont.

(comments, continued from front)

flying car parts?

Is there a way to "rebuild"
a pedestrian bridge to meet
the current ADA requirements?

Pedestrian safety is important
Removing the bridges will
not be the safest thing
to do for our kids and
seniors.

COMMENTS CAN BE MAILED TO:
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
1455 MARKET STREET, 22ND FLOOR
SAN FRANCISCO, CA 94103

Responses to Comment I-189.2: Shiozaki-Woo, Adrienne

I-189.2.1 See response to comment I-189.1.1.



Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] [San Francisco County Transportation Authority] Geary Corridor BRT

2 messages

d.sides@att.net <d.sides@att.net>
To: gearybrt@sfcta.org

Mon, Nov 2, 2015 at 11:05 AM

Hello gearybrt,

Dennis Sides (d.sides@att.net) has sent you a message via your contact form (<http://www.sfcta.org/user/42/contact>) at San Francisco County Transportation Authority.

If you don't want to receive such e-mails, you can change your settings at <http://www.sfcta.org/user/42/edit>.

Message:

I-190.1

I vote NO on this project. As a long-time SF resident (100' from Geary) I think this will only make traffic worse, cost a lot of money, and not fix anything. Better to schedule evenly-spaced bus runs, give citations to double-parked vehicles, install better pedestrian crossings (all-stop lights, arrows, etc.), shunt bicycles to lighter-trafficked streets, provide better synchronization of stop lights (especially during rush hours), etc. We now have some bus-only lanes, let's leave it at that. Saving some Richmond commuter a few minutes (possibly) will not offset the traffic problems that will occur for the rest of us. Thank you.

Responses to Comment I-190: Sides, Dennis

I-190.1 See Master Responses 1a, 2a, and 6a.

Several improvements suggested by the comment are part of the project or already enacted, including all-door boarding and TSP. However, the underlying issues adversely affecting transit service and causing poor service outcomes, like bus bunching and irregular arrivals, are a function of buses not having a dedicated right-of-way. While the side-running lanes are a deterrent to violators, center-running lanes have a much greater likelihood to remain bus-only, would require far less enforcement, and result in the greatest improvement to transit service.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] I support Geary BRT!

1 message

Shannon Simonds <smsimonds@hotmail.com>

Mon, Nov 30, 2015 at 2:05 PM

To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

To Whom It May Concern:

I-191.1

I hope this finds you well. I am a San Francisco resident and am writing to express my support for the Geary corridor BRT. I think it can revitalize the Geary corridor while helping to move our public transportation system forward.

Sincerely,
Shannon Simonds

Responses to Comment I-191: Simmonds, Shannon

I-191.1 Support for Geary BRT is noted.



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Paul Slade

NAME

AFFILIATION (IF APPLICABLE)

I-192.1

EMAIL OR MAILING ADDRESS

Comments: *Geary BRT is tied in with re-zoning in the Geary corridor. With BRT^m Geary in the Richmond, will have one lane of traffic with the double parked trucks*

I-192.2

The MTA is anti-auto does it have to be anti-delivery truck also?

I-192.3

Why is the merchants on Geary Blvd opposed to this project?

(continue on other side if necessary)

Responses to Comment I-192: Slade, Paul

- I-192.1 See Master Responses 2a and 2c.
- The center-running portion of the project is designed to separate transit vehicles from illegal behaviors like double parking. The City will continue to enforce against double-parking violators as resources allow.
- I-192.2 The comment is noted.
- I-192.3 Some merchants along the Geary corridor submitted comments primarily expressing concerns about how the project would impact customer access to businesses. Please see Master Response 3a.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Jordan Park & the Geary BRT

1 message

Joyce Small <j_small@sbcglobal.net>
To: gearybrt@sfcta.org

Fri, Nov 20, 2015 at 6:44 AM

I-193.1

As a 40 year resident of Jordan Park, I would like to on the record that I think the DEIS/EIR re BRT does not take into consideration the nature of this small neighborhood (which, by the way, our own Mayor Lee has gone on record saying that neighborhoods are essential to this city, which is defined by them) These neighborhoods are all different from each other in their look & residents.

Jordan Park should not be lumped with the Masonic/Geary zone/section. It should be treated, as all the others along Geary, uniquely.

Please allow the different neighborhoods to have some in-put on your studies.

Joyce Small
84 Palm Avenue
[415 278 1229](tel:4152781229)

Responses to Comment I-193: Small, Joyce

- I-193.1 The project does account for differences among sections of the Geary corridor, and modifications to the alternatives have been made throughout the planning and environmental process in response to input from communities along the corridor. The project team has met with Jordan Park community members to understand the neighborhood's needs.

Analysis of some environmental topic areas in the Draft EIS/EIR included information broken down by segments of the Geary corridor. These segments account for the fact that the character of the Geary corridor differs over its length and are intended to provide more detailed information pertaining to particular areas. These segments or smaller study areas are typically defined based on the characteristics of the BRT alternatives or the Geary corridor itself, not the character or any anticipated development of surrounding neighborhoods. The Masonic study area was used only for supplementary analysis of parking effects in this area, and was defined for purposes of that analysis to include blocks within a short walk of Geary Boulevard near the intersection with Masonic Avenue.

1 MICHAEL LOCKE: My name is Michael Locke,
2 L-O-C-K-E. I support the implementation of this
3 project. As resident of the Geary Corridor area, I
4 feel largely cut off from the central city and agree
5 with the efforts to speed access toward downtown. If
6 local business interests successfully derail this
7 opportunity to connect the city, I will be much less
8 inclined to patronize them.

I-194.1

9 EDEN SMITH: My name is Eden Smith, E-D-E-N, last
10 name Smith, S-M-I-T-H. I am here on behalf of the
11 Friends of the Urban Forest, an advocacy group for San
12 Francisco's tree canopy. And as a resident of San
13 Francisco, I would like the tree removal and replanting
14 project to consider two factors: One, include drip
15 line irrigation at the time of construction to save
16 long-term costs and ensure health of the trees.

17 And further: To consult specialists on the
18 species of trees that will be planted to ensure drought
19 resistance and appropriateness of location, and that
20 specialist should be the Friends of the Urban Forest.

21 MARIA DE ALVA: My name is Maria De Alva, spelled
22 M-A-R-I-A D-E space A-L-V-A. I support the removal of
23 the pedestrian bridge at Webster and Stanyan. There is
24 no need for it. Currently, it feels like pedestrians
25 are second-class citizens and the car is king. The

Responses to Comment I-194: Smith, Eden

I-194.1 See Master Response 4a.



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ANNA SOJOURNER

NAME
Resident - Civic Center

AFFILIATION (IF APPLICABLE)

wd40@lmi.net

EMAIL OR MAILING ADDRESS

I-195.1

Comments: BUILD IT.

I've spent my whole life waiting for the SLOW bus, stuck in car traffic, while DPT and now MTA wring their hands whenever a driver complains. Enough! Give me real FAST transit. I'm out of patience. I sympathize w/ small business owners and their troubles, but I've had enough of watching the minutes of my life tick by waiting for the 49/38, being treated like a 2nd class citizen for not driving. BUILD IT.

(continue on other side if necessary)

Responses to Comment I-195: Sojourner, Anna

I-195.1 Support for Geary BRT is noted.



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JOHN SOLAEGUI

NAME

AFFILIATION (IF APPLICABLE)

JSOLAEGUI@PARAGON-RE.COM

EMAIL OR MAILING ADDRESS

I-196.1

Comments: I think the Hybrid plan is innovative. I would have preferred Alternative #3 because of its transit benefits, however I understand that the hybrid will ~~more~~ minimize parking loss.

Responses to Comment I-196: Solaegui, John

I-196.1 See Master Response 2c.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Fwd: Removal of Existing Parking Spaces Between Spruce and Cook

1 message

Dennis Song <dennissong@gmail.com>
To: gearybrt@sfcta.org

Mon, Nov 30, 2015 at 9:17 AM

To San Francisco County Transportation Authority,

I-197.1 I have been made aware of Geary Rapid Transit project and the radical changes that are being suggested including the removal of the parking spaces and making a hub on this block between Spruce and Cook.

I am a surgeon with three units on the block between Spruce and Cook. My associate surgeon and myself provide surgical care to hundreds of patients a month. These patients range from infants to elderly over 100 years old. Many are placed under deep sedation and general anesthesia upon which they are escorted to the passenger zone in front of the building.

The proposed changes would mean that the entire block would be zoned RED and the patients who require pick up would have no place to do so - or would be breaking the law. They would be placed in DANGER especially CHILDREN and ELDERLY because they will be medicated. They are NOT permitted to take public transportation after surgery so this is a serious hazard. Would you want your family member after surgery to walk several blocks?

Furthermore, there are no parking spaces around the vicinity as it is and this change would worsen the situation. The patients who need to be seen for urgent care are NOT going to arrive by public transportation. Additionally, there are several driveways on this block with vehicles constantly entering and exiting. Passengers waiting for the bus would have to get out of the way every time, posing additional danger to them and to the drivers.

The whole project is poorly thought out, but this specific proposal is even worse! If you were to pick a block, you should do it between Parker and Spruce. There is ONE driveway and NO residences. The only two businesses that exist are the post office and Toyota dealership for the ENTIRE block - a large corporation and a government building! There is even an existing bus stop! What about between Parker and Beaumont - Chase Bank and Mels Diner? Cook and Blake - Gas Station, two small businesses and corner store? They would benefit greatly!

Of the three blocks - WHY would you pick the one block that impacts the existing people the most AND has the most parking spaces? You are not considering the businesses on this block and the negative impact it will have on them. It could result in the closure of the small businesses and present serious safety issues.

Dennis Song, DDS, MD
Owner - 3109 Geary
Owner - 3109A Geary
Owner - 3111 Geary

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Responses to Comment I-197: Song, Dennis

I-197.1 See Master Responses 2c, 2d, and 3a.

Modifications to the Hybrid Alternative/LPA have eliminated the proposed BRT stop on the Spruce-Cook block of Geary Boulevard, retaining approximately 10 more existing parking spaces. Please See Final EIS Chapter 2 and Master Response 1b for details regarding these modifications to the Hybrid Alternative/LPA.

1 So this is no different than me being at home,
2 logging on, and in my own silo, delivering my own
3 opinions. It means nothing. I am also a Board
4 Director with the Japantown Taskforce, by the way.

5 JAMES SOTTILE: My name is James Sottile, spelled
6 J-A-M-E-S, last name is spelled S-O-T-T-I-L-E.

7 I will just read this to you slowly: "By its own
8 admission" -- this in quotes -- "project's" -- boldly
9 underlined -- "significant and unavoidable effect is
10 increased delay at certain roadway intersections along
11 and near the Geary Corridor," close quote.

12 As a commuter within the City, Muni has become
13 almost unusable. In addition, pollution along Geary
14 Street has increased because of more idling traffic due
15 to the delays caused by painting the red line down the
16 street.

17 In addition, I have seen no benefits to safety
18 since cars will weave unexpectedly in and out of the
19 red lanes -- although Muni buses still managed to kill
20 a cyclist recently near Market and Second, right on a
21 red line.

22 This project is proving to be ineffective for
23 these reasons: One, it has created gridlock all around
24 the city. Two, idling cars and buses, increased
25 pollution. There are regular sites of gridlock around

I-198.1.1

I-198.1.2

I-198.1.2
cont.

1 the city following implementation of some of these
2 changes.

I-198.1.3

3 And three: Limits to parking and
4 transportation effectiveness for residents as well as
5 visitors.

I-198.1.4

6 This project should be stopped and defunded.
7 Muni drivers should be better trained to facilitate
8 better scheduling. Sometimes the simple fixes can make
9 a whole world of difference.

10 That's it. Thank you very much.

11 BERNARD CHODEN: Bernard Choden, B-E-R-N-A-R-D,
12 C-H-O-D-E-N. My e-mail is bchoden85@gmail.com.

13 "Need to provide diverse and affordable
14 transit access. Where required, planning expertise and
15 safe general plans directives determine where
16 affordable, safe and sustainable community needs exist.

17 One: City does not have such a General Plan.

18 Two: Since the City does not have such a
19 General Plan, the Study has not based its proposals on
20 such a plan.

21 Three: Impact on existing commercial,
22 residential communities not acknowledged economically.

23 Four: (1) Alternative priorities for use of
24 public expenditures, overtime, not provided. Given the
25 City and County has the highest cost of housing in the

Responses to Comment I-198.1: Sottile, James

I-198.1.1 The No Build Alternative would result in increased delays at 10 study intersections in 2020 and 21 study intersections in 2035; Alternative 2 would result in increased delays at two study intersections in 2020 and five study intersections in 2035; Alternative 3 would result in increased delays at three study intersections in 2020 and nine study intersections in 2035; Alternative 3-Consolidated would result in increased delays at three study intersections in 2020 and nine study intersections in 2035; and the Hybrid Alternative/LPA would result in increased delays at four study intersections in 2020 and eight study intersections in 2035. Section 3.4.5 provides a list of intersections that would be affected by each project alternative in 2020 and 2035.

Project benefits would include improved transit access, reliability, and travel times, as well as improved air quality. The project would also result in improved bicycle safety and accessibility along the Geary corridor by enhancing bicycle connectivity and providing dedicated bike lanes in key locations throughout the corridor.

I-198.1.2 See Master Response 2a regarding traffic on Geary and diversion to surrounding roadways.

The City's Transit First Policy identifies the Geary corridor as a Transit Preferential Street. The Transit Preferential Street program includes measures to improve public transit vehicle speeds and to minimize the effects of traffic on transit operations. Policy 1.3 of the San Francisco General Plan states "Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs."

The Hybrid Alternative/LPA would generally result in decreased automobile travel times along the Geary corridor relative to the No Build Alternative. A portion of traffic trips would divert to walking, bicycling, public transit, and ride-sharing trips.

I-198.1.3 See Master Response 2c regarding parking loss along the Geary corridor.

The agencies balanced the potential bus improvements with other community considerations in developing the Hybrid Alternative/LPA, scaling back the ambitiousness of transit benefits to lessen impacts to the community, given previous community concern regarding potential impacts.

I-198.1.4 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives.

The underlying issues adversely affecting transit service and causing poor service outcomes, like bus bunching and irregular arrivals, are a function of buses not having a dedicated right-of-way and being subject to double parked vehicles and other blockages.



SFMTA
Municipal
Transportation
Agency

Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

James Bittle
NAME

AFFILIATION (IF APPLICABLE)

EMAIL OR MAILING ADDRESS

I-198.2.1

Comments: By its own admission this "project's"
only significant and unavoidable effect is
increased delay at certain roadway intersections
along and near the Geary Corridor."

As a commuter within the city Muni
has become almost unusable.

In addition, pollution along Geary street
has increased because of more idling
traffic due to delays caused by painting
the redline down the street.

In addition I have seen no benefits
to safety since cars will weave
unexpectedly in and out of the lanes

(continue on other side if necessary)

I-198.2.1

cont. (comments, continued from front)

Muni buses still killed a cyclist recently near market and second right on a red line.

I-198.2.2

This project is proving to be ineffective for many reasons:

- It has created gridlock all around the city.
- Idling cars and buses increase pollution. (there are regular sites of gridlock around the city)

I-198.2.3

Limits to parking and transportation effectiveness for residents as well as visitors.

I-198.2.4

This project should be stopped and defended.

Muni drivers should be better trained to facilitate better scheduling.

COMMENTS CAN BE MAILED TO:
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
1455 MARKET STREET, 22ND FLOOR
SAN FRANCISCO, CA 94103

Responses to Comment I-198.2: Sottile, James

I-198.2.1 Please see response to comment I-198.1.1 above.

I-198.2.2 Please see response to comment I-198.1.2 above.

I-198.2.3 Please see response to comment I-198.1.3 above.

I-198.2.4 Please see response to comment I-198.1.4 above.



Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] re: Geary BRT EIS/EIR and potential removal of pedestrian bridges

2 messages

Scott St. John <tofuart@hotmail.com>
To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

Tue, Nov 3, 2015 at 2:50 PM

I cannot attend the meeting on November 5th but I wanted to add my comments regarding the proposed removal of pedestrian bridges at Geary and Webster and Steiner and Webster.

I-199.1

I am a 25+ year San Francisco/Western Addition resident. I do not own a car and cross one of those intersections as pedestrian about 4-8 times each month. I always, always, use the pedestrian bridges.

Please do not remove the pedestrian bridges on Geary.

Removing the bridges would only be viable if Geary Street was radically altered. That would mean decreasing the traffic lanes from two to three in each direction. This plan does not take into accounts cars turning at both intersections as well. When I use the Western Addition branch library I cross Geary without a bridge at Scott and Geary. One needs to be very careful, mainly due to cars turning off of Scott into Geary. Part of the issue with these intersections is at Scott, Steiner and Webster we have three "cut through" streets that are very busy with traffic avoiding Fillmore and Divisadero.

Refurbishing the bridges and making them ADA compliant makes more sense and would make San Francisco safer. In a perfect world pedestrians would be able to cross streets safely, but we all know San Francisco is far from perfect.

Thank you,

Scott St. John

Responses to Comment I-199: St John, Scott

- I-199.1 Retrofitting the pedestrian bridges to make them ADA-compliant is not part of this project. While the Steiner Street bridge is still proposed for removal, demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT]

1 message

'Larry Stadtner' via GearyBRT <gearybrt@sfcta.org>

Sun, Nov 29, 2015 at 11:29 AM

Reply-To: Larry Stadtner <larrysierra@aol.com>

To: gearybrt@sfcta.org

Dear San Francisco County Transportation Authority;

My name is Larry Stadtner.

I am an owner of Sierra Electric. We are a union electrical contracting firm in San Francisco. Our office is located at 3112 Geary. We also own 3114, and 3116 Geary Blvd, all of which lie between Spruce and Cook Street on Geary Blvd.

Last week, a neighbor brought to my attention your plan to eliminate the street parking between Spruce and Cook Street on Geary.

After finding out about your plan, I asked several neighbors, who will be affected by your plan, if they were aware the parking on Geary between Spruce and Cook will be eliminated. Not a single neighbor I spoke with was aware of your plan.

Given the serious impact this plan will have on the businesses on Geary between Spruce and Cook, I strongly encourage the SFMTA to place the plan on hold and work with the businesses in the area to come up with a plan that will work for everyone

I strongly encourage the Transportation Authority to work with the neighbors.

Sincerely,

Larry Stadtner
3112 Geary Blvd.

I-200.1

Responses to Comment I-200: Stadtner, Larry

I-200.1 See Master Responses 2c, 3a, and 5b.

Modifications to the Hybrid Alternative/LPA have eliminated the proposed BRT stop on the Spruce-Cook block of Geary Boulevard, retaining existing on-street parking and loading on both sides of Geary along this block. See Final EIS Chapter 2 and Master Response 1b for details regarding these modifications to the Hybrid Alternative/LPA.

Letter I-201

From: **Starz928** <starz40@pacbell.net>

Date: Tue, Nov 10, 2015 at 10:33 AM

Subject: [GearyBRT] Comments on Draft EIR for the Geary BRT Project

To: gearybrt@sfcta.org

Cc: mark.farrell@sfgov.org

ROBERT F. STARZEL
99 Twenty-Second Avenue
San Francisco, CA 94121

November 10, 2015

To: San Francisco County Transportation Authority
Attn: Geary BRT
1455 Market Street 22nd Floor
San Francisco CA 94105

Upon review of the Draft Environmental Impact Statement/Report on the Geary Corridor dated September 2015, the following defects are apparent:

- I-201.1** (1) The EIS omits discussion of the impacts on businesses located on Geary Boulevard and within the impacted area. Negative business impacts harm the people living in the corridor and reduce the beneficial effects of the project.
- I-201.2** (2) The benefit of shortened transit times does not take into account the number of passengers on-loaded and off-loaded in each segment of the corridor. For that reason the improvement of the transit times may have been overstated, because improvements end-to-end may mask far lower improvements for middle segments. Moreover, the question of comparing costs and benefits cannot be made looking at a percentage only but rather must examine the time savings. That is necessary to answer the question: is this worth the candle?
- I-201.3** (3) Comparisons of alternatives do not include cost-benefit ratios. If, as a hypothesis, a non-build scenario costs \$4 million and creates a 4% transit time reduction, the cost to benefit ratio would be 1:1. Compared to the preferred alternative costing more than \$200 million and producing perhaps a 20% improvement, we would be spending ten times for the benefit obtained.
- I-201.4** (4) No analysis of a no-build alternative with extended bus lanes during commute hours has been considered for a trial period to see what benefits may be obtained.
- I-201.5** (5) The enormous recital of observations and data in the EIS leaves out any common sense analysis of the critical issue for this project: will the people living in this corridor see an improvement in their quality of life, or is this project simply a part of a greater plan to increase density and benefit that population that commutes by bus.
- I-201.6** (6) when considering the benefits against the cost, it is not clear whether the underlying strategy is limited to transit but rather contains intuitive density strategies which may benefit only highly paid residents. That is to say, can greater density be created to include affordable housing.

I-201.7 (7) With reference to (6) above, what will be the impact for private bus services? And if the hypothesis above is correct, that the density can be obtained only by building market rate (expensive) properties, how many of the new residents will be transit users.

I-201.8 (8) It does not appear that transit user growth has been amply addressed.

Sincerely yours,

/s/ ROBERT F. STARZEL

Responses to Comment I-201: Starzel, Robert

- I-201.1 Master Responses 2c and 3a summarize the Draft EIS/EIR's discussion of potential impacts to local businesses in the Geary corridor.
- I-201.2 The agencies acknowledge that passengers boarding and alighting in different segments of the corridor may experience different degrees of time savings. With over 50,000 daily transit-riders on Geary, it is unrealistic to provide travel savings for each possible combination of boarding and alighting. Moreover, systemwide bus bunching issues create delays that cascade throughout the entire corridor. For these reasons, end-to-end travel time savings is the only practical way to focus improvements to transit service on Geary. The bus service analysis presented in Section 3.3 of the Draft EIS/EIR took into account boarding and alighting times based on projected ridership levels and best-available vehicle fleet assumptions. The comment regarding the merits/cost-benefit of the project is noted. See also the response to comment I-201.3 below.
- I-201.3 The costs, benefits, and impacts of each alternative have not been converted into a single cost-benefit ratio because there is no way to quantify all project effects into a single measurement system without including subjective judgments of how different effects should be weighted. Various project stakeholders would likely place different values on the individual project benefits and impacts, such as on transit travel times, reliability, pedestrian safety, parking, trees, and aesthetics, such that even those that could be quantified could not be objectively combined into a single cost-benefit measure. Instead, the Draft EIS/EIR presents the costs of each alternative and the effects by environmental topic area so that the reader, and ultimately the decision-makers, can evaluate how the alternatives compare based on his or her values and priorities.
- I-201.4 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives analyzed in the Draft EIS/EIR. The commenter's proposed alternative is not a true "No Build" alternative, insofar as it proposes implementation of new peak-hour-only bus-only lanes.

As part of the 2009 Alternatives Screening Report, the local agencies considered traffic lanes that convert to bus-only lanes during peak times. However, transit ridership on the Geary corridor is consistently high throughout the day, on weekdays and weekends, and in both the eastbound and westbound directions. Accordingly, the 2009 Alternatives Screening Report dismissed this alternative for having fatal flaws.

SFMTA provides frequent bus service on Geary all day, and the buses need reliability improvements throughout the day, not just during the peak periods. As such an alternative proposed by the commenter would not provide transit benefits outside of peak hours, it would not have fulfilled key aspects of the project

purpose and need or major project objectives as set forth in Chapter 1. As noted in Chapter 2, SFMTA implemented red bus-only lanes on Geary and O'Farrell streets east of Van Ness Avenue in 2014. The success of those lanes has given SFMTA enough information to be satisfied that extending these bus-only lanes further west would provide greater passenger/transit benefits.

- I-201.5 As discussed in Draft EIS/EIR Section 1.3.2 and 7.2, a core purpose of the project is to enhance the performance, viability, and comfort level of transit and pedestrian travel along the Geary corridor. Final EIS Section 4.2, Community Impacts, analyzes social and economic community impacts for each project alternative and concludes that project construction and operation would not result in adverse effects to the community within the study area.
- I-201.6 This project pertains specifically to enhancing transit and pedestrian conditions along the Geary corridor. Provision of affordable housing is beyond the scope of this transportation project. Draft EIS/EIR Chapter 1 describes the project purpose and need.
- I-201.7 The Geary corridor is served by several private shuttle services, as was discussed in Draft EIS/EIR Section 3.3.2.3. Private shuttles are currently prohibited from using transit lanes or non-permitted transit stops. The City has several criteria, designed to minimize disruptions to transit operations and traffic circulation, for permitting private shuttle operators to use transit stops, including yielding and giving priority to Muni buses, and pulling all the way parallel to the curb so as not to block travel or bicycle lanes, among others.⁴⁵ As of January 2016, the SFMTA Commuter Shuttle Program had six designated stops on the Geary corridor (three in each direction).⁴⁶ The project's impact on shuttle services themselves would be similar to its impacts on other private vehicles, which are detailed in the traffic analysis in Section 3.4 of the Final EIS. With BRT on the Geary corridor, both private shuttle services and taxis would continue to operate in mixed-flow traffic lanes and would not travel within the dedicated BRT lanes or use BRT stations. Transit ridership on the Geary corridor is consistently high throughout the day, on

⁴⁵ SFMTA. 2015. SFMTA – Commuter Shuttle Program: Exemption from Environmental Review. Accessed August 29, 2016 at <https://www.sfmta.com/sites/default/files/projects/2015/Commuter%20Shuttle%20Program%20Certificate%20of%20Exemption%20from%20Environmental%20Review.pdf>.

⁴⁶ SFMTA. 2016. SFMTA Commuter Shuttle Pilot Network of Designated Stops (as of 01.31.16). Accessed August 29, 2016 at <https://www.sfmta.com/sites/default/files/projects/2016/Shuttles%20Network%20160131.pdf>.

weekdays and weekends, and in both the eastbound and westbound directions. Projections of future ridership show an increase of approximately 28 percent from 2012 to 2020, with further increases expected to continue in subsequent decades. See Section 3.3.4.1 for detailed information on projections of future Geary corridor transit ridership.

- I-201.8 Projected increases in transit ridership along the Geary corridor are discussed in detail for each project alternative in Section 3.3.4.2 of the Final EIS.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Comment on Geary BRT Environmental Doc

1 message

Alana Stoltzfus <alanastoltzfus@gmail.com>

Mon, Nov 16, 2015 at 4:16 PM

To: gearybrt@sfcta.org

Hello,

I take the 38R daily from Divisadero and Geary to Market and 1st and am relieved to hear there are plans in the works for a Geary BRT. We desperately need to help the overcrowding situation on the bus and reduce the unnecessary waiting time between stops. I do have a few pieces of feedback on the proposal and also in response to other public comments I've seen:

- I-202.1 | **1. Regarding the alternative plans:** I don't see how there can be much of an impact without completely dedicated bus lines with separation. I've seen how the bus operates with just the side red painted lane and it's frequently held up by delivery trucks parked, cars double parked or traffic waiting to turn right. We need a separated bus lane for this to be effective.
- I-202.2 | **2. Regarding opposition to removing pedestrian bridges:** The reason why these bridges were built in the first place is that Geary has become a highway and pedestrians don't feel safe in the sidewalks. Rather than opposing removal of the bridges we should address the root issue which is making Geary a pedestrian friendly road.
- I-202.3 | **3. Regarding plans east of Laguna:** I've found the bus runs slowest between Powell and Market. I'd be interested to see what the plans are to increase bus speeds east of Powell. This may be more related to the separate Market St project but seems that these are so related that it should be included as an appendix to this proposal

Looking forward to seeing the Geary BRT project come to life.

Best,
Alana Stoltzfus

Responses to Comment I-202: Stoltzfus, Alana

I-202.1 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives.

The Hybrid Alternative/LPA includes a center-running bus lane where feasible. The agencies explored a longer center-running segment. Alternatives 3 and 3-Consolidated include center running bus lanes from Laguna Street to 27th Avenue. While it would provide higher travel time savings, these alternatives require filling the Fillmore underpass at high cost, and locating the high-ridership Masonic stop in the difficult-to-access and unattractive Masonic underpass area. In light of these disadvantages the Hybrid Alternative/LPA's center-running operation is limited to just the Richmond area between Palm and 27th/28th Avenue. Filling the Fillmore underpass and restoring the intersection at-grade would further advance project goals for bus performance and pedestrian safety. However, it would also add substantially to the project cost.

I-202.2 The Webster Street bridge is no longer proposed for removal under the Hybrid Alternative/LPA. See Master Responses 1b and 2d.

I-202.3 Project design would reduce typical causes of service delays along the Geary corridor through dedicated bus-only lanes, physical infrastructure improvements, and technological enhancements, discussed in Final EIS Chapter 2. East of Laguna Street to the Transbay Transit Center, side-running bus-only lanes are proposed under all build alternatives (see Figure 2-1 in Chapter 2). The build alternatives also propose to remove some bus stops in this section of the Geary corridor, shown in Tables 2-3 and 2-4 in Chapter 2. As the Better Market Street project is separate from Geary BRT, it is not included as an appendix to this document.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Resident Comment on Geary BRT Project

2 messages

Andrew Stoltzfus <andrewstoltzfus@gmail.com>

Mon, Nov 16, 2015 at 7:39 PM

To: gearybrt@sfcta.org

Cc: monica.munowitch@sfmta.com

The Geary BRT project is an imperative as the city and my neighborhood (NoPa) strive to maintain any even moderately useful level of public transit service. The BRT line needs to be implemented to its fullest capacity as quickly as possible.

I-203.1

This means dedicated AND separated bus lanes for the duration of the bus line, where cars physically cannot enter the dedicated bus lanes. It means traffic lights timed to the arrival of buses. It means more options for express v rapid v local service. It means elevated platforms and more doors on dedicated buses to speed loading/unloading. It means no left turns for drivers across the bus lanes.

It also means the removal of the pedestrian bridges will cause significantly more good than harm. The current setup of the pedestrian bridges renders them nearly unusable - the stairs and ramps are steep and take forever to climb and descend. Instead, pedestrian islands in the middle of Geary - of sufficient size to safely accomodate the necessary amount of people - will make a potentially treacherous crossing for slower/disabled citizens twice as easy. They'll only have to cross half the distance in the 20-odd seconds allocated for the walk signal.

This needs to be the model we replicate, I had the privilege of riding Mexico City's BRT last month and it is unparalleled: <https://sustainabledevelopment.un.org/index.php?page=view&type=99&nr=49&menu=1449>

Anything short of that is simply another "express" bus line, still stuck in traffic. The investment in BRT needs to cut in half the amount of time to travel to/from downtown.

This is the time to create an effective BRT in the whole. Doing it piecemeal - expecting to upgrade it at an unknown later date - will constitute a failure.

The city is growing rapidly. Public transit - especially the 38 line - is stretched past its limit already. People need to be able to get back and forth from downtown to the growing population centers to the West along the Geary corridor.

While I live on the 5 corridor, I often ride the 38 because the existing dedicated bus lanes on the 38 route make it a faster ride, and the increased capacity means I can actually get on a bus (the 5 is often too crowded). But it still takes way longer than it would in a private vehicle, which needs to change - and a BRT infrastructure is the only way to change that.

More driving lanes is not an option. A subway is not a feasible option today. A slightly improved bus service is not an option. A dedicated, separated, fully-implemented BRT is the only way to meet the city's needs today, and especially tomorrow.

--

Andrew Stoltzfus
andrewstoltzfus@gmail.com

Andrew Stoltzfus <andrewstoltzfus@gmail.com>

Tue, Nov 17, 2015 at 11:27 AM

To: gearybrt@sfcta.org

Cc: monica.munowitch@sfmta.com

I-203.1
cont.

Another important thing to keep in mind: the 38 Geary route - initially the B Streetcar line - when launched in 1920, transported passengers from the Ferry Building to Ocean Beach **IN 35 MINUTES**.

In 1920, the B line, replaced by the busy 38-Geary in 1956, departed from the spot where the ferry building stands today and zoomed out to near Ocean Beach in 35 minutes. The fare was a nickel.

Today a similar \$2 trip on the 38-Geary takes 54 minutes, while the 38 Limited, which makes fewer stops, takes 43 minutes.

Many of the early Muni lines were faster because of "less competition for street space — there was no surface traffic, and the streetcars would fly through," said Rick Laubscher, president of Market Street Railway, a nonprofit group dedicated to preserving Muni's history.

Yes, there are plenty more obstacles and traffic in the way today. BUT, the BRT should remove those obstacles and return us to an era where - with virtually no technology - San Franciscans could commute across the city with a modicum of efficiency.

Let's bring that back.

Source: http://www.nytimes.com/2012/04/01/us/san-francisco-muni-strives-to-recapture-streetcar-speeds-of-1912.html?_r=2

[Quoted text hidden]

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Andrew Stoltzfus
andrewjstoltzfus@gmail.com

Responses to Comment I-203: Stoltzfus, Andrew

I-203.1 See Master Response 1a.

Letter I-204

From: **Howard Strassner** <ruthow1@gmail.com>
Date: Mon, Nov 9, 2015 at 9:54 AM
Subject: [GearyBRT] Sierra Club EIR comments
To: gearybrt@sfcta.org

I-204.1 | Muni needs at lot of work to get better. The blog <http://bettermuni.wordpress.com/> offers some suggestions for some first steps.

Responses to Comment I-204: Strassner, Howard

I-204.1 The comment is noted.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Geary Spruce to Cook Transit Station NO

1 message

imac <sunspot@comcast.net>

Wed, Nov 25, 2015 at 6:55 AM

To: gearybrt@sfcta.org

Dear Sirs,

I-205.1 | The planned removal of parking between Spruce and Cook will severely impact the businesses there. You may figure it is just collateral damage in pursuit of your dream but it is peoples livelihoods and real services to the San Francisco community.
A Bus Transit Station is unnecessary .

Responses to Comment I-205: Sunspot@comcast.net

I-205.1 See Master Responses 2c and 3a.

Letter I-206

From: **Cassandra Sweet** <cass.sweet@gmail.com>
Date: Thu, Nov 12, 2015 at 12:46 PM
Subject: [GearyBRT] Geary BRT should keep Webster pedestrian bridge for safety
To: gearybrt@sfcta.org

Scott Wiener
Chair
San Francisco County Transportation Authority Board
1455 Market Street, 22nd Floor
San Francisco, CA 94103

I-206.1

Dear Mr. Wiener,

I am writing to express my deep concern that the staff recommended alternative plan for the Geary Corridor Bus Rapid Transit project will have a serious impact on safety for my children and other students at Rosa Parks Elementary School and their families who use the Geary/Webster St. overpass.

My children and I depend on the Webster St. bridge to safely cross Geary Blvd., as do many other students, teachers, families and caregivers at our school and at other schools in the area.

As a parent, I am concerned about rising traffic-related injuries in San Francisco. Geary, in particular, is a high-pedestrian-injury corridor, according to the Mayor's Pedestrian Strategy and WalkFirst Study.

The Geary/Webster bridge is the safest, most convenient way to cross this very busy, dangerous thoroughfare. Removing the bridge will put my children and other Rosa Parks students at risk of being hit and seriously or fatally injured by a moving vehicle.

I urge you, the board, the SFMTA and the Department of Transportation to make the safety of San Francisco's youngest residents a priority, ahead of the desire of some regional transit agencies to move some of their buses more quickly through the Webster intersection.

I respectfully request that you revise the project proposal to keep the Webster St. pedestrian bridge.

Sincerely,

Cassandra Sweet
44 Barcelona Ave.
San Francisco

Responses to Comment I-206: Sweet, Cassandra

- I-206.1 In response to community concerns, demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.

STEPHEN L. TABER

1170 Green Street
San Francisco, CA 94109
Stephen@sstaber.com

November 23, 2015

I-207.1

The purpose of this letter is to point out a serious deficiency in the draft EIR and to request that it be remedied in the manner set forth below.

Under the California Environmental Quality Act and, in particular, regulations Section 15165, it is required that when project is a “phased project,” it is necessary that the EIR comment on the “cumulative effect.” The draft EIR is defective in failing to do so, as described below.

Background.

The Geary BRT is the current manifestation of a project that dates back to the 1930’s, when a proposed subway-surface line was proposed on Geary, proceeding downtown to connect to a subway-surface line to North Beach. This proposal was defeated by the voters. In the 1960’s, it was proposed that a BART line be extended out Geary to 6th Avenue, where it would have turned North to extend to Marin County via the Golden Gate Bridge. It was abandoned when Marin County pulled out of BART.

As part of the BART project, San Francisco was promised an effort to provide transit on Geary, which resulted in the NorthWest Extension Study in the 1970’s. Subsequent efforts included studies published in 1989 and in 1996, each of which pointed toward subway-surface light rail as likely solutions.

The current BRT project was born of the realization that resources will not be available for many years to build a rail line out Geary and that an interim solution is necessary to ameliorate congestion and slow operating speeds until a rail project can be pursued. As evidence of this, the SFMTA 20 year capital plan contains a Geary rail project.

Discussion

As noted above, the Geary alignment is part of the a corridor development that has been identified as needing rapid transit improvements many times over the years. As noted above, in the current 20 year capital plan, recently adopted by the Municipal Transportation Agency, the BRT program and a rail alternative are both set forth. In discussions with MTA staff, including questions asked at a public meeting of the MTA Citizens Advisory Council the staff of the MTA made it clear that they viewed the BRT project as an interim step to improve transportation in the Geary Corridor in the short run, with the ultimate objective of developing the rail project when funds are available.

**I-207.1
cont.**

It is established law that the EIR must contain “cumulative impacts,” where another probable future project, cumulated with the project under consideration, could be significant. Included in the category of “probable future project” are “projects included in an adopted capital improvements program . . .” (see, Gordon and Herson, *Demystifying CEQA’s Cumulative Impact Analysis Requirements: guidance for Defensible EIR Evaluation*, California Environmental Law Reporter, September 2011). In this case, the inclusion of the Geary rail project in the MTA 20 year capital plan would subject it to this requirement.

Given this requirement, it is necessary for you to determine whether the rail project could, cumulated with the BRT project, have a significant environmental impact. I believe that the facts would clearly indicate such. As proposed, the BRT project would involve significant capital improvements, construction of which would necessarily result in significant noise, traffic disruption and other factors. This would be particularly acute for the roughly 30 blocks of Geary between Palm Avenue and 27th Avenue. In the event that the planned rail project is constructed, it is reasonable, based on work done in the 1989 and 1996 studies, to assume that it would likely involve surface rail exclusive right of way operation on the same 30 blocks of Geary. If the BRT plan is pursued as proposed, this would necessitate that this stretch of street would need to be torn up again, with a second round of significant adverse environmental effects. This cumulative impact is never mentioned in the draft EIR, nor are potential mitigations to this impact mentioned, such as the “rail ready” construction of this segment so that the street need be torn up only once.

Notwithstanding that the rail project is in the 20 year capital plan, the only mention made of the rail project is perfunctory, with the statement that it was not considered as an alternative because it was too expensive and that it would not be precluded by the project. This analysis, with no mention made of the rail project’s inclusion in the 20 year capital plan, is materially misleading, since the current draft EIR would lead the reader to conclude that the rail project is an alternative to the BRT project, rather than what is obviously intended, which is that the rail project will succeed the BRT project at some point in the future, with its attending cumulative adverse impacts. No mention is made of these cumulative adverse environmental effects nor the potential of mitigation by making building the Richmond District segment “rail ready.”

In conclusion, I urge that the EIR be revised with the addition of the following:

- I-207.2** | 1. A discussion of the project as a “phased project,” with the rail project as set forth in the 20 year capital plan as a cumulative addition to the BRT project.
- I-207.3** | 2. An analysis of the alternative of making the segment of exclusive right of way from Palm Avenue to 27th Avenue “rail ready,” meaning that subsurface work, track bed and rails be included in the BRT project so that this segment would not need to be dug up and rebuilt when the rail project is pursued.
- I-207.4** | 3. An analysis of the alternative of deferring the exclusive right of way from Palm Avenue to 27th Avenue until the rail project is pursued, in the event that it is not financially feasible to build it “rail ready.”

Thank you for your consideration of the foregoing.

Very Truly Yours,

Stephen L. Taber
2550313.1

Responses to Comment I-207: Taber, Stephen

- I-207.1 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives considered and ultimately carried forward for environmental analysis.

As discussed in Chapter 5, Cumulative Impacts, “reasonably foreseeable actions” are those that are likely to occur or probable, rather than those that are merely possible. While constructing a light rail transit line along the Geary corridor may be a *possible* future project, it is not a *probable* future project that would require cumulative context consideration. The 20-year Capital Plan, which includes a light rail line along the Geary corridor, is a financially unconstrained plan of all potential capital needs the SFMTA could invest in; it is a long-range planning document and does not represent a commitment to implement the projects described therein. The 20-year Capital Plan provides the basis for prioritizing capital needs for inclusion in the 5-year Capital Improvement Program, which is a financially constrained program of projects. A light rail project on the Geary corridor is not included in the SFMTA 5-year Capital Improvement Program and there is no other funding for rail in the Geary corridor such that a rail alternative would be considered reasonably foreseeable in the cumulative context. As such, the cumulative impact analysis contained in the Draft EIS/EIR is appropriately focused on impacts that are sufficiently likely to occur (i.e., related to projects that have been funded).

Should SFMTA in the future decide to propose implementation of light rail along the Geary corridor, that project would be subject to its own detailed environmental review.

- I-207.2 As discussed in Response to Comment I-207.1, Geary BRT is not phase 1 of a light rail transit project. The 20-year Capital Plan is a financially unconstrained plan of all potential capital needs the SFMTA could invest in; it is a long-range planning document and does not represent a commitment to implement the projects described therein. However, implementation of Geary BRT would in no foreseeable way preclude any future rededication of portions of Geary as a rail corridor. On this point, see Master Response 1a.

- I-207.3 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives considered and ultimately carried forward for environmental analysis.

Including the construction of a rail section beneath the proposed BRT lanes would be subject to high risk given there has been no decision on transit service on Geary beyond this project's planning horizon.

I-207.4 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives considered and ultimately carried forward for environmental analysis.

Center-running lanes have a much greater likelihood to remain bus-only, would require far less enforcement, and result in the greatest improvement to transit service.



SFMTA
Municipal
Transportation
Agency

Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

ERIKA TAMURA

NAME

JAPANESE COMMUNITY YOUTH COUNCIL

AFFILIATION (IF APPLICABLE)

ETAMURA@JCYC.ORG

EMAIL OR MAILING ADDRESS

I-208.1

Comments:

Pringing down the Webster street bridge is a safety issue for the children, youth, families and seniors of our Japantown community. JCYC runs a summer day camp program and getting groups of children safely across Geary Street is a challenge. If the children weren't able to get across in one light, the proposed islands are too small for them to safely stand as cars are whizzing by. Also, those wide red lanes that have been popping up around the city and are proposed

(continue on other side if necessary)

I-208.1

cont.

(comments, continued from front)

to be added in Cary, have caused
major congestion and have caused
cars to make ^{the} unsafe choice to zip
into the red lane to get ahead of
other cars. I have seen plenty of close
calls and a number of irate drivers.
Please consider keeping the Webster
Street bridge as a safe option for
the people of Serrano and the
Western Addition.

COMMENTS CAN BE MAILED TO:
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
1455 MARKET STREET, 22ND FLOOR
SAN FRANCISCO, CA 94103

Responses to Comment I-208: Tamura, Erika

- I-208.1 In response to community concerns, demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Please Move Forward with Geary BRT

1 message

'Sprague Terplan' via GearyBRT <gearybrt@sfcta.org>

Tue, Nov 17, 2015 at 11:45 PM

Reply-To: Sprague Terplan <spragueterplan@yahoo.com>

To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

Cc: "ed.reiskin@sfmta.com" <ed.reiskin@sfmta.com>

I-209.1

To the SFCTA,

As someone who works on Geary Boulevard at 6th Avenue, improvements to Geary Boulevard's transit service can not occur soon enough. The 38 R is okay but it is still cumbersome and slow. Dedicated, exclusive transit-only lanes from Market Street until at least 25th Avenue are necessary to speed up Muni. Once built, such transit-only lanes will likely require adequate enforcement by the SFPD.

Please stop the delays and resist the urge to heed the vocal, yet few, naysayers. Muni riders are long-suffering and deserve serious improvements to transit service. Geary Blvd. is very wide and can easily accommodate the necessary lane changes for true BRT service. Please build and implement Geary BRT without any further delay! (And, please also speed up transit along routes 33, 24, 22 and many, many others!)

Thank you very much,
Sprague Terplan (and family)
San Francisco

Responses to Comment I-209: Terplan, Sprague

I-209.1 Support for Geary BRT is noted.

Letter I-210



SFMTA
Municipal
Transportation
Agency

Comment Card

**Geary Corridor
Bus Rapid Transit**

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/
Environmental Impact Report (EIS/EIR). Responses to comments will be published
following the conclusion of the public comment period (October 2–November 16). Include
your email or mailing address if you wish to be notified when responses are published.

William Theaker

NAME

AFFILIATION (IF APPLICABLE)

EMAIL OR MAILING ADDRESS

I-210.1

Comments: I strongly support
this project, with Alternative 3
being my preferred build out.
I would like to state my
support for a future dedicated
light rail line running on or
below Geary. The plan for the
BRT should also include more
buses at peak hours. Every
night on the way home from
work I end up crammed
in the stair well.

(continue on other side if necessary)

Responses to Comment I-210: Theaker, William

I-210.1 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives considered and ultimately carried forward for environmental analysis.

Each of the build alternatives would increase transit frequency. Each build alternative would add dedicated bus lanes, which would allow buses to run more frequently, quickly, and reliably, with fewer obstructions, resulting in more transit service and less transit crowding.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Revive Cabrillo and La Playa Terminus

1 message

Craig Tjerandsen <craig_tjerandsen@calypso.com>

Mon, Nov 16, 2015 at 12:51 PM

To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

I-211.1 | I'd imagine that the Geary corridor will make the 38 the superior choice to the 5 or 31 express for outer Richmond commuters. Please consider reinstating the terminus at the beach for some trips.

Thanks and regards,
Craig Tjerandsen
Homeowner Ocean Beach Condominiums

Responses to Comment I-211: Tjerandsen, Craig

I-211.1 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives.

The distribution of bus trips to west-end destinations is based on ridership demand and available layover space. Muni operations will adjust trip destinations as conditions change.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] keep Geary bridge overpass

2 messages

Gregory Tobey <jarvis@sprintmail.com>

Fri, Nov 13, 2015 at 6:39 PM

To: Mayor Ed Lee <mayoredwinlee@sfgov.org>, Supervisor London Breed <London.Breed@sfgov.org>, gearybrt@sfcta.org

Cc: Janine Aiello <janine.aiello@att.net>, David Goff <dkg415@aol.com>, Loretta Ippolito <lorettajippolito@gmail.com>

I-212.1

I am not in favor of removing the two pedestrian bridges over Geary due to concerns for the safety for the walking public. When using the bridges to Japantown, I feel much safer transversing over the Geary vehicle traffic than crossing at a traffic signal or stop sign.

The BRT engineers need to go back to the drawing board.

Sincerely,
Gregory Tobey

1470 Golden Gate Avenue
San Francisco, CA 94115

Responses to Comment I-212: Tobey, Gregory

- I-212.1 While the Steiner Street bridge would still be removed, demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Keep the Geary & Webster pedestrian bridge

1 message

'Alexander Tonisson' via GearyBRT <gearybrt@sfcta.org>

Mon, Nov 30, 2015 at 3:46 PM

Reply-To: Alexander Tonisson <atonisson@yahoo.com>

To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

I-213.1

My family and I walk to Japantown on a regular basis and use the pedestrian bridge to safely get across Geary street. Pushing a stroller across six lanes of traffic is not something I want to do in the future. I do support building the Geary BRT line but do not support the demolition of the Webster/Geary pedestrian bridge to Japantown.

I also think the BRT line should be a center lane design the entire length of the line. We want a true BRT "rail ready" design.

-Alex Tonisson
264 Oak Street
San Francisco 94102

Responses to Comment I-213: Tonisson, Alex

- I-213.1 The Hybrid Alternative/LPA has been revised so as to retain the Webster Street bridge. See Final EIS Chapter 2 and Master Response 1b for details. See also Master Responses 1a and 2d.

From: **Patrick Traughber** <patricktraughber@gmail.com>
Date: Fri, Nov 6, 2015 at 4:09 PM
Subject: [GearyBRT] Public comment on Geary BRT
To: gearybrt@sfcta.org

Letter I-214

Hello
I-214.1

I am writing in support of the BRT project on Geary. The project will provide a huge benefit to the people of San Francisco, especially folks like me who live along the project corridor, and even people around the world through the cutting of carbon emissions the BRT project will bring. I hope SFMTA and CTA and DPW get all of the resources you need to complete the project quickly.

I'm particularly excited about the safety improvements the project will usher in for pedestrians, and all road users. The economic impacts are awesome too.

I have two areas of emphasis I would like to see with the project:

I-214.2

1) Complete separation between Muni buses and traffic so that Muni buses are not obstructed or held up by private auto traffic along the corridor.

2) Improved bicycle and pedestrian infrastructure along the corridor. Protected bike lanes would be a huge benefit along the corridor and will further help cut down on traffic, carbon emissions, and safety of all road users. Pedestrian facilities like refuge islands and widened sidewalks, and traffic calming will also do a great deal for improving the corridor. If protected bike lanes can't be included on Geary, it would be great to see them installed along parallel streets to Geary so people have a safe way to ride along the Geary corridor without the fear of being run over by a vehicle.

I'm really excited for this project to be completed. It is long overdue and sorely needed for our community. This will be a huge boon for the businesses along the corridor, the people who use Geary for getting to and from work and our homes, and visitors.

Please build this as quickly as you possibly can.

Thanks,

Patrick Traughber

--

Patrick Traughber
patricktraughber@gmail.com
310.940.3273
San Francisco, CA

Responses to Comment I-214: Traugher, Patrick

I-214.1 Support for Geary BRT is noted.

I-214.2 See Master Responses 1a, 2d, and 2e.



Letter I-215

Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] Bus Rapid Transit Project

2 messages

'Paul Uhov' via GearyBRT <gearybrt@sfcta.org>
 Reply-To: Paul Uhov <pauluhovscore@yahoo.com>
 To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

Mon, Oct 12, 2015 at 4:12 PM

Gentlemen/Madams:

I wish to express my comments based on the leaflet your sent me.

We are a society that values convenience and speed. Therefore the proposed project should be regarded as highly desirable. May be it is. However if you take a moment to analyzed it:

I-215.1

1) Who principally benefit from this project: In my opinion the commuters especially Richmond District residents travelling to downtown area. This is a good thing.

2) But what about the businesses and residents along the route of this Rapid Transit Corridor? Erection of Bus Stop Safety Islands creates, in my opinion, undue congestions and can create a traffic hazard. Example:

a) Bus Stop at Geary and 25th Ave is a busy bus stop. Express A and B and Rapid Bus and Regular Bus all stop here. During morning commute hours there are always many people waiting for a bus - not any bus but some people are waiting for "A" express, others "B" express, or Geary-R or Geary regular. They wait until their bus arrives. If you erect a bus stop island in the middle of the roadway as depicted in your brochure, it will create a big congestion. Not all people can fit on the island and so some will be waiting on the sidewalk. When the desired bus arrives there will be a mad rush to get into the bus by people including those on the sidewalk regardless of the vehicular traffic, creating a dangerous situation.

I-215.21

b) What about the businesses along the Geary commercial district. Your proposed project of necessity needs to eliminate parking space for the shopper in my opinion. What if I wish to drive to the Post Office to drop off a piece of mail will I be able to find a parking close to the Post Office?

I-215.3

3) My point is one needs to consider (and protect) "quality of life" for the residents of Richmond District. \

Paul Uhov

Responses to Comment I-215: Uhov, Paul

I-215.1 See Master Responses 2a and 2d.

Most transit passengers will catch the bus on one side of the street at the beginning of their initial trip, and arrive on the opposite side of the street at the end of their return trip, hence most passengers will have to cross the street at least once, if assuming a round trip.

The project will improve pedestrian safety by providing pedestrian crossing bulbs and median refuge islands at transit stops.

The median boarding stations will be 9 feet wide and nearly 1 block long, which the Draft EIS/EIR determined would be adequate capacity for expected ridership.

I-215.2 See Master Responses 2c and 3a.

The project assessed the parking demand and supply per existing uses. However, as urban density increases within the City, the need for individual automobile ownership is expected to decrease with improvements to mass transit, improved bicycle and pedestrian facilities, and new technologies such as ride-sharing services. Parking in front of businesses was maintained to the extent possible or mitigated with replacement on adjacent streets.

I-215.3 The comment is noted.



SFMTA
Municipal
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Letter I-216.1

Comment Card

Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

Corey Urban

NAME

owner Shell Car Wash 3035 Geary

AFFILIATION (IF APPLICABLE)

Shell Car Wash @ AOL . com

EMAIL OR MAILING ADDRESS

I-216.1.1

Comments:

The 750+ Page DRAFT/EIR

IS FLAWED & BIASED!

All Build Alternatives remove 18% - 54% of current 38 BUS Stops

- No Build ~~at~~ analysis/removes zero BUS Stops

- Common Sense dictates a comparison of 30-35% of existing BUS stops ^{removed} with all lanes of traffic open ~~to~~ to all modes of transportation

- The Draft EIR is irrelevant because of the above.

(over)

(continue on other side if necessary)

Please come back to the Geary corridor community when you have a relevant "apples to apples" analysis for all options with a removal of 18% - 55% of stops for NO BUILD AS WELL.

- This is an ongoing BOONDOGLER! Any BUILD OPTION will result in disruption of the majority immediately upon BUILD start. It will continue in Perpetuity.
- Per Draft EIR by 2020, increase in auto traffic 2% in area and DECREASE in Geary auto traffic 25% to 65%. That = 27% to 67% of ~~as~~ autos on parallel streets including Bike routes of Cabrillo + Lake.
- Businesses along corridor will be crushed!

COMMENTS CAN BE MAILED TO:
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
1455 MARKET STREET, 22ND FLOOR
SAN FRANCISCO, CA 94103

Corey Urban
Corey Urban

Responses to Comment I-216.1: Urban, Corey

- I-216.1.1 The comment suggests other alternatives should have been considered. Please see Master Response 1a. The comment also asserts potential impacts to businesses along the Geary corridor. Master Response 3a summarizes the Draft EIS/EIR analysis of such potential impacts and please see Final EIS Appendix M (Mitigation Monitoring and Reporting Program) for more information regarding reducing impacts to local businesses.



Letter I-216.2

Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] Shell Gas Station and Car Wash - 3035 Geary (x Cook) Boulevard - Corey Urban & Glenn Urban

8 messages

'Corey Urban' via GearyBRT<gearybrt@sfcta.org>

Mon, Oct 26, 2015 at 1:41 PM

Reply-To: Corey Urban <clurban@aol.com>

To: GearyBRT@sfcta.org, glennurban@yahoo.com, Clurban@yahoo.com, BLEAUSHARK@aol.com, tbleau@bleafox.com, DDecota@aol.com, president@cioma.com

Dear Geary BRT Committee and To Whom it May Concern

I-216.2.1

My name is Corey Urban. My brother Glenn Urban and I own the Shell Gas Station and Car Wash located at 3035 Geary Blvd. We have owned and operated our business since December 21, 1991. In 2010, we scraped together our life savings to purchase the real property underlying our business. Through long hours of hard work and dedication as well as borrowing against our homes during lean years to keep our business a going concern, we have persevered in establishing what is now a growing and profitable business.

The business model of a gas station and car wash is based on easy ingress, egress and high volume.

Upon a brief perusal of your Geary Bus Rapid Transit (BRT) plans we see that your preferred option is to put a RED, "BUS AND TAXIS ONLY" lane in front of our business. This plan will absolutely KILL OUR BUSINESS! For motorists heading east bound, our business is visible one-third of a block away. To think that customers can SAFELY negotiate crossing a lane of traffic to access our business and/or for motorists to think that they can even drive in the RED, "BUSES AND TAXIS ONLY" lane to access our business is naive and defies logic. Our business will die! **Note: There is no access to our business for motorists traveling west bound on Geary.**

We find it curious that all other gas stations on Geary, especially the Chevron corporate operated stations at 24th/Geary and Geary/Arguello, do not face the pending RED, "BUSES AND TAXIS ONLY" lane restricting/impeding/prohibiting ingress and egress of their businesses.

Please be advised that we **do not agree** with any Geary BRT plan that places a RED, "BUSES AND TAXIS ONLY" lane contiguous to 3035 Geary Boulevard and/or from Palm Street to Masonic Avenue in the east bound direction of traffic. (**NOTE Again: There is no access to our business for motorists traveling west bound on Geary**) Please also be advised that we will take all action necessary going forward to preserve the current SAFE, all traffic accepted, lane of east bound traffic which enables Shell Car Wash to survive.

Please feel free to contact me at any time to discuss our concerns in more detail.

Thank You.

Corey Urban
Shell Car Wash
3035 Geary Boulevard
San Francisco, CA 94118
[415-752-4171](tel:415-752-4171)

Responses to Comment I-216.2: Urban, Corey

- I-216.2.1 See Master Response 3a regarding the implementation of bus-only lanes and integration with businesses with automobile access on Geary. As noted in Master Response 3a, bus-only lanes would not be expected to preclude drivers from accessing auto-oriented businesses. Section 7.2.72 of the San Francisco Transportation Code specifically exempts vehicles in the process of making a turn from violations of driving in bus-only areas. Given this, autos trying to access ancillary businesses would not be prohibited from making turns through red lanes.

Letter I-216.3

From: Corey Urban <clurban@aol.com>

To: colin.dentel-post <colin.dentel-post@sfcta.org>

Cc: GearyBRT <GearyBRT@sfcta.org>; glennurban <glennurban@yahoo.com>; Clurban <Clurban@yahoo.com>; tbleau <tbleau@bleaufox.com>; DDecota <DDecota@aol.com>; chester.fung <chester.fung@sfcta.org>

Subject: Re: [GearyBRT] Shell Gas Station and Car Wash - 3035 Geary (x Cook) Boulevard -Corey Urban & Glenn Urban Comment Cards Disappearing From PUBLIC Comment Meeting of 11/05/15

Date: Mon, Nov 9, 2015 3:29 pm

Attachments: GearyBRTCommentCard1of2.jpg (4543K), GearyBRTCommentCard2of2.jpg (4440K)

November 9, 2015

Sent Via Email and US Postal Service Certified Mail, Return Receipt 7015-1730-0000-3199-8767

Attn: Geary BRT
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

To: Geary BRT Staff and to Whom it May Concern:

I-216.3.1

My brother Glenn Urban and I attended the, "Geary BRT Public Comment Meeting" at 1111 Gough Street on 11/05/15. We were disturbed by the fact that a true public comment period did not take place such that a dialogue could take place with live, real time conversation among the Geary BRT community and San Francisco BRT staff. Instead, we were instructed to fill out a comment card and/or speak to a court reporter to make an official statement which would then be responded to in the Final EIR. Unfortunately, media in attendance could not report on community conversations regarding Geary BRT. Any answers to questions and comments will supposedly be (buried) in an EIR at a future date avoiding a proper community dialogue with local newspaper and television coverage.

Within the last 15-minutes of this meeting, there was an announcement that the "sign-in sheets" and at least one box of comment cards had been stolen/walked off with/disappeared! I searched for my comment card with a BRT staff member and mine could not be located. Noteworthy is the fact that there were only about 20 comment cards to sift through with an attendance estimated to be 300. I assume that 80% of the "comment cards" disappeared. Also, when walking out of the meeting room at the end of the night, BRT staff asked people to sign an informal sign-in sheet a second time as the original was stolen/disappeared. I did not hear any BRT staff asking people to fill out an additional comment card.

The two attachments here are front and back photos that I took of my comment card before handing it off to staff at approximately 6:45PM on 11/05/15. I also watched my card being dropped into the comment card box.

Based on the above facts, I must presume that an "Official Community Public Comment Meeting" did not actually take place because 80% of the comment cards disappeared. Therefore, I assume that the 45-day comment period to the Draft EIR will be extended indefinitely until a proper, official, Community Comment Meeting is rescheduled? At that time, the public should be allowed to speak out so that a proper dialogue may begin.

I would appreciate a reply to this email/letter when possible.

Thank You.

Corey Urban
Shell Car Wash
3035 Geary Boulevard
San Francisco, CA 94118
415-752-4171

Responses to Comment I-216.3: Urban, Corey

I-216.3.1 See Master Responses 5a and 5b.

----- Forwarded message -----

From: **Corey Urban** <clurban@aol.com>

Date: Wed, Nov 18, 2015 at 5:59 PM

Subject: Fwd: Garage Entry Ways / Driveways on Geary, Spruce to Cook Street

To: clurban@aol.com, wahid.Amiri@sfmta.com, Britt.Tanner@sfmta.com, colin.dental-post@sfcta.org, glennurban@yahoo.com, shellcarwash@aol.com

Letter I-216.4

Sorry, I had Colin's name/email spelled incorrectly in previous email sent.

Here's the info one more time.

Thank You.

Corey Urban
Shell Car Wash
3035 Geary Boulevard
San Francisco, CA 94118
[415-752-4171](tel:415-752-4171)
[415-722-8245](tel:415-722-8245)

-----Original Message-----

From: Corey Urban <clurban@aol.com>

To: wahid.Amiri <wahid.Amiri@sfmta.com>; Britt.Tanner <Britt.Tanner@sfmta.com>; colin.dental-post

<colin.dental-post@sfcta.org>; glennurban <glennurban@yahoo.com>; shellcarwash <shellcarwash@aol.com> Sent: Wed, Nov 18, 2015 5:42 pm

Subject: Fwd: Garage Entry Ways / Driveways on Geary, Spruce to Cook Street

I-216.4.1

Hello-

Following up on the driveways/garages on Geary Blvd., between Spruce and Cook, please see two photos. One is located east of 3121 Geary and the other is west of 3129 Geary. The driveway cut with no garage, has a parking meter and is located in front of the Macintosh Sales and Repair shop, 3139A Geary.

Daniel Mackowski did not provide an email address. Please forward to him so that he has this information.

Thank You.

Corey Urban
Shell Car Wash
3035 Geary Boulevard
San Francisco, CA 94118
[415-752-4171](tel:415-752-4171)
[415-722-8245](tel:415-722-8245)

-----Original Message-----

From: Corey <clurban@aol.com>

To: Corey Urban <clurban@aol.com>

Sent: Wed, Nov 18, 2015 5:27 pm

Responses to Comment I-216.4: Urban, Corey

- I-216.4.1 The comment is noted and is part of the administrative record for this project. The comment is not related to the adequacy of the Draft EIS/EIR. See Master Responses 1b.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] EIS/EIR Red BUSES ONLY Transit Lanes

1 message

shellcarwash via GearyBRT <gearybrt@sfcta.org>

Sat, Nov 21, 2015 at 12:06 PM

Reply-To: shellcarwash@aol.com

To: gearybrt@sfcta.org, glennurban@yahoo.com, clurban@aol.com, ShellCarWash@aol.com

Attn: Geary BRT EIS/EIR
 San Francisco County Transportation Authority
 1455 Market Street, 22nd Floor
 San Francisco, CA 94118

To: Geary Bus Rapid Transit EIS/EIR Committee

-I-216.5.1

This is a follow up to an email previously sent on October 26, 2015

My name is Corey Urban. My brother, Glenn Urban, and I have owned and operated our Shell Gas Station and Car Wash at 3035 Geary (x Cook) since December 1991. Our work, passion and life savings have been invested in our business for 24 years! The gas station and car wash has served the Geary corridor community since 1972.

Proposed Geary Bust Rapid Transit – Hybrid Build Option, 3.2C

According to our research, RED BUSES ONLY transit lanes are an EXPERIMENT granted to the City and County of San Francisco from the California Traffic Control Devices Committee, the Federal Highway Administration and Cal Trans.

Please understand that a gas station and car wash business is based on easy ingress and egress and that ANY RED BUSES ONLY transit lane(s), in front of, or in the blocks leading up to, our Shell Gas Station and Car Wash, will have negative, or even detrimental impacts to our business. The RED BUSES ONLY transit lanes would restrict traffic, restrict access and prove to be extremely dangerous for vehicles attempting to negotiate traffic to enter our business! We adamantly oppose any and all RED BUSES ONLY transit lanes (or similar) installed in the blocks leading up to or in front of 3035 Geary Boulevard, San Francisco California, 94118. We do not approve, or grant permission to the city of San Francisco, the aforementioned state and federal agencies or any other City, State or Federal agency.

Sincerely,

Corey Urban

Glenn Urban

Responses to Comment I-216.5: Urban, Corey

- I-216.5.1 See Master Responses 2a and 3a. Bus-only lanes have been implemented in several locations throughout San Francisco beyond the Geary corridor. As noted in Master Response 3a, bus-only lanes would not be expected to preclude drivers from accessing auto-oriented businesses. Section 7.2.72 of the San Francisco Transportation Code specifically exempts vehicles in the process of making a turn from violations of driving in bus-only areas.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] 38 Rapid Inbound and Outbound Travel Times, November 2015

1 message

'Corey Urban' via GearyBRT <gearybrt@sfcta.org>

Fri, Nov 27, 2015 at 12:42 PM

Reply-To: Corey Urban <clurban@aol.com>

To: gearybrt@sfcta.org, glennurban@yahoo.com, ShellCarWash@aol.com, david@beautynetwork.com, antoniowhite@mac.com, editor@sfrichmondreview.com

November 27, 2015

To: gearybrt@sfcta.org

I-216.6.1 | The 9-page attachment shows Page 10-20 from your Geary BRT Draft EIS/EIR. Also included are the SFMTA's 38-Rapid, Inbound and Outbound schedules, current as of November 2015.

The No-Build Alternative, year 2020, "best guess" peak travel time for the 38BRT or 38R is 53:50. In fact, current 38R Inbound shows 44-minutes, average peak commute travel times in the AM, with buses running every 4-minutes. The outbound peak commute in the PM shows a small window of 50-minutes but averaging about 48-minutes. Between 6:00AM and 7:30AM, the average 38R Inbound makes its way from 48th/Point Lobos to Beale/Howard in an average of 37 minutes, 54-seconds! Please note that there are actually sixteen (16), 38R bus stops between 48th/Point Lobos and Van Ness Avenue.

Your "best guess" year 2020 peak travel time for the Alternate 3.2C Hybrid Build Option is 44:45.

Please explain to local, state and federal tax payers what the cost benefit analysis is in spending more than

\$300 plus million for this proposed Hybrid Alternative 3.2C (2013 estimate). Please explain why it makes sense to disrupt the lives of the businesses, residents and overall majority along the Geary corridor going forward when the hoped for 38R or 38BRT travel times are already met. Please explain why it makes sense to spend an additional \$12.5 million annually in maintenance costs, why it makes sense to remove 195 trees, why it makes sense to remove 370 parking spots, and why it makes sense to divert 25% minimum of Geary Boulevard's vehicle traffic to parallel streets to compete with bicycles, pedestrians and other vehicles when the hoped for benefit of the Hybrid Build Alternate 3.2C travel times are already met.

The above mentioned figures for the No Build are based on current stops, not the removal of stops as planned in the Hybrid 3.2C (Average Stop Spacing, No Build 1540 feet. - ALT 3.2C 1630 feet). Logically, a "No Build" with spaced out stops similar to the ALT 3.2 Hybrid would result in even faster travel times.

With regard to safety, the competition on other streets is already mentioned. Not mentioned is the inability of handicapped and the elderly to make their way accross Geary Boulevard for median boarding in the ALT 3.2 Hybrid.

All tax payers look forward to your response to all questions asked.

Thank you.

Corey Urban
Shell Car Wash
3035 Geary Blvd.
San Francisco, CA 94118

-----Original Message-----

From: Corey Urban <clurban@aol.com>

Responses to Comment I-216.6: Urban, Corey

I-216.6.1 See Master Responses 2a, 2b, 2c, 2d, 3a, 4a, and 6a.

1 approved by the Congress, they mentioned that there was
2 going to be a bare-bones -- this is a bare-bones budget
3 that they approved. There's very few funds for
4 innovative ideas for cities or municipalities. And I'm
5 wondering, is there money for all -- is there money in
6 the budget for some -- for the alternative plans that
7 we're looking at tonight?

I-216.7.1

8 COREY URBAN: C-O-R-E-Y, Urban, U-R-B-A-N. I own
9 the Shell gas station and car wash at the corner of
10 Geary and Cook.

11 I'd like to say that the Draft EIR is flawed
12 and biased just on its foundation. The build
13 alternatives are all based on increasing efficiency by
14 eliminating bus stops, anywhere from 18 percent
15 elimination to 54 percent elimination.

16 The no-build alternative is not remove any bus
17 stops and therefore is doomed from the start.

18 If you remove bus stops, the buses become more
19 efficient. And that's -- the Draft EIR should be
20 redone on a valid basis. It's -- the whole, all the
21 statistics, all the graphs, all the keywords, they're
22 all moot. It's not an apples-to-apples comparison.
23 It's a rotten apple-to-apple pie comparison.

24 ROGER BAZELEY: My name is Roger Bazeley,
25 R-O-G-E-R, B-A-Z-E-L-E-Y.

Responses to Comment I-216.7: Urban, Corey (verbal comment)

- I-216.7.1 See Master Response 1a. An EIS/EIR need not consider every conceivable alternative, but only alternatives that can feasibly meet major project objectives/achieve a project's purpose and need and avoid or reduce environmental impacts. The commenter states that the Draft EIS/EIR should have considered an alternative that simply removed bus stops as a means to improve transit speeds on the Geary corridor. (The commenter further asserts that such alternative should have been considered as part of the "No Build" Alternative analysis, but the proposal to remove bus stops as suggested could not realistically be construed as a "No Build" or "No Action" alternative. The No Build Alternative is included in CEQA and NEPA analyses to provide a baseline allowing for comparative analysis of action (or build) alternatives against existing conditions).

An alternative that simply removed bus stops was not considered in the Draft EIS/EIR as it would not have achieved two of the project's three purposes: 1) improving pedestrian conditions and pedestrian access to transit and 2) enhancing transit access and the overall passenger experience, while maintaining general vehicular access and circulation. Stop spacing guidelines for both bus and light-rail transit systems were taken into effect in developing the project alternatives. Removing bus stops as suggested by the commenter would likely have deleterious effects on improving pedestrian and general access to transit by cutting the number of bus stops and doing nothing to improve pedestrian conditions in the Geary corridor.



SFMTA
Municipal
Transportation
Agency

Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

Coleen Urban

NAME

AFFILIATION (IF APPLICABLE)

Coleen Urban @ Yahoo.com

EMAIL OR MAILING ADDRESS

I-217.1.1

Comments:

*The No Build Option is
not even being considered by the City.
If Bus stops were removed
under the No Build option,
the travel time would increase.
This whole EIR is a
guess. A GUESS.
It will kill business by
taking traffic off of
Geary & Flshy if down
parallel streets.
Residential streets!
It is a predetermined plan*

(continue on other side if necessary)

I-217.1.1

cont.

To spend money so short
term constructed jobs and
Public officials can stay employed.

All the statistical Analysis
is just a guess. Negligent stats
will be finished with cost.

What about doing current
total time analysis? The
total time are 2 year old.

New buses, less bus stops.

Take any bus stops if you
want to compare apples to apples
under the build plan.

NO

Responses to Comment I-217.1: Urban, Glenn

I-217.1.1 See Master Responses 2a and 3a.

Letter I-217.2

From: 'Glenn Urban' via GearyBRT <gearybrt@sfcta.org>

Date: Thu, Nov 5, 2015 at 4:00 PM

Subject: [GearyBRT] The No Build plan on Geary vs the Hybrid

To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>, "ERIC.L.MAR@SFGOV.ORG" <ERIC.L.MAR@sfgov.org>

Hi Tilly-

I-217.2.1

I am a business owner along Geary Blvd, but also a cyclist in the City, and a member of the SF Bike Coalition.

I have read the entire preliminary EIR for the Geary BRT, and I wonder if you have as well.

According to Chester Fung, one of the lead planners for the Geary BRT project, **the travel time baselines or "as-is" times are about a year and a half old and were taken PRIOR to the red coloring added to the O Farrell BRT lanes heading downtown.**

Also, from my research, the travel times **do not include the new transponder technology, which is incredibly misleading to those reading "statistics" within this report.**

The major item which is NOT ADDRESSED DIRECTLY is that the travel times for the hybrid design are primarily faster due to a **lower number of bus stops under the Hybrid Plan. IF THE BUSES STOP LESS UNDER THE HYBRID PLAN, THEY WILL BE FASTER, OF COURSE!!**

How can any comparison or cost/benefit analysis be applied when the EIR does not compare apples to apples?

If the same amount of stops were utilized in an analysis of the No-Build vs the Hybrid, if a newer, more recent baseline travel time was obtained, and all the new technology as far as transponders and new buses were considered in these new travel times, I would bet that the no-build is much closer to your "predicted" travel times for the Hybrid. Even without removing bus stops, which is preferred by the elderly, the handicapped, and students, and likely by worker bees heading downtown out of convenience, the NO BUILD plan, with more stops, is likely very close to the hybrid times.

If the time to travel along the Geary BRT is actually much closer under the No Build vs the Hybrid or any other design, and if I follow MUNI logic, that the faster the travel time, the more ridership will increase, then we have also narrowed the 2020 differential of 7100 riders between the two choices CONSIDERABLY. So what will the ridership increase be if travel times are actually only five minutes different between the two plans? Or two minutes? There may be no increase in ridership because travel time is not the only reason people don't ride MUNI. Do you ride MUNI? Safety and cleanliness are other reasons people don't ride MUNI.

I-217.2.2

\$300 Million plus \$12.5 Million per year for what? Travel times that could be almost equated under the No Build plan? Without going in the direct opposite direction to Vision Zero? You will force transit riders to cross Geary Blvd to board buses at many locations. The first person hit by a car on Geary Blvd due to this choice will result in a lawsuit against the City of San Francisco. Cars will clog parallel streets to Geary Blvd where bicycle traffic is currently much heavier. Auto vs Bicyclists is never a good thing. This will up the ante with the San Francisco Bicycle Coalition, I guarantee it.

I-217.2.3

Eric Mar, the Supervisor for District 1, may or may not have read the EIR, but it is my goal to educate him on what is a complete waste of taxpayer money. I am hoping that you will start the wheels rolling in the direction of the NO BUILD model, as it is the most cost-effective, and most logical choice based upon the EXISTING NUMBERS IN THE PRELIMINARY EIR. Based upon the fact that there have been no new transit travel time studies done since the implementation of the red transit line along O'Farrell and the transponders, this EIR is a joke. It is a no brainer that anything other than the NO BUILD option is a complete waste of money, will cause increased traffic accidents involving motorists and bicyclists along parallel streets, and will endanger citizens along Geary Blvd as well. A person is killed almost yearly near Cook Street on Geary Blvd. They will be putting in a signal there, Thank God. If the SFPD would enforce speed limits along Geary, it would enable Buses to navigate easier back into traffic as well, increasing the efficiency of MUNI even more.

Please do the right thing and get past the egos, the potential job creation for MUNI (lots of short term, not so much long term), and the risk of having an albatross hung around SFTCA's neck for the future. Traffic patterns changed forever? For the worse? Please go with the NO BUILD option. And show the public the government doesn't always have to spend money on bridges to nowhere to justify themselves.

If you were to promote the No Build option, and use the pretty basic reasoning I present above, you could probably become Mayor of San Francisco next year. You would please everyone. Those interested in seeing efficient Bus Transportation down Geary, those who work and live in the Richmond (particularly those along adjacent arterials to Geary) and pedestrians and bicyclists that do not want to see the adjacent arterials to Geary clogged with vehicle traffic. You would also restore faith in The System. In Government. It is absolutely amazing that this project has gotten this far based upon statistical analysis that is

I-217.2.3
cont.

completely without basis.

Safer, Cheaper, Logical. The No Build Option is the choice. If the Hybrid option is picked, it will be against any form of logic I can think of. The preliminary EIR, based upon old travel times for the buses, should be thrown out.

Please do the right thing.

Sincerely,

Glenn Urban

Responses to Comment I-217.2: Urban, Glenn

I-217.2.1 As established in CEQA and related case law, the baseline for assessing significance of impacts is usually the physical environmental conditions at the time the notice of preparation is published, which for this project was in November 2008. And as noted in Draft EIS/EIR Section 3.4.3.2, roadway traffic volumes used in the transportation analysis were collected in 2010 and 2012. Additional counts in 2015 found that volumes in the Geary corridor had decreased relative to earlier measurements; and as noted in Final EIS Section 3.4.2.2, further revalidation efforts were conducted in 2016. Accordingly, as noted in Final EIS Section 3.4.2.2, auto-transit related impacts may thus be overstated and transit travel time improvements may have lessened somewhat.

Please refer to Final EIS Section 3.3.3.2 for the methodology used in the transit operations analysis. As discussed in Section 3.3.3.2, the No Build Alternative and all build alternatives were assumed to have TSP technology installed at all signalized intersections from 25th Avenue to Gough Street.

As the commenter points out, high bus stop density contributes to slow operating speeds; as such, reducing the number of bus stops is a means for speeding up bus service. The comparison of the No Build Alternative, which does not propose bus stop removal, with the build alternatives, which would consolidate some bus stops, is appropriate and required by CEQA and NEPA. CEQA and NEPA require that an EIR or EIS evaluate the environmental effects of a “No Project” or “No Action” alternative, which serves as the baseline scenario if none of the proposed build alternatives were implemented. Please refer to Draft EIS/EIR Section 2.2.2 for details on the No Build Alternative, which includes physical infrastructure and transit service changes associated with other City projects that are planned or programmed to be implemented by 2020. See also the response to comment I -216.7.1.

I-217.2.2 See Master Responses 2a, 2d, 2e, and 6a.

I-217.2.3 See Master Responses 2d, 2e, and 6a.

Letter I-217.3

From: **Glenn Urban** <glennurban@yahoo.com>

Date: Fri, Nov 13, 2015 at 5:52 PM

Subject: Re: Thursday, November 12 meeting with Urbans

To: Colin Dentel-Post <colin.dentel-post@sfcta.org>, "Wahid.Amiri@sfmta.com" <Wahid.Amiri@sfmta.com>, "Britt.tanner@sfmta.com" <Britt.tanner@sfmta.com>, "Daniel.mackowski@sfmta.com" <Daniel.mackowski@sfmta.com>

To Colin, Wahid, Britt, and Daniel-

I-217.3.1

Thank you for meeting with Corey and me yesterday. We appreciate that a meeting was brought together quickly at our request, and conversations took place as to possible modifications of the Transit Buildout/painting schemes as preliminarily proposed in the latest Geary BRT info.

We feel the meeting was productive, and that you folks appeared to listen to our concerns. However, we would like to re-iterate in this email that the idea that vehicles can access our site from the middle of Geary Boulevard, while crossing the Cook Street intersection, with 70 feet of space to do it, is unsafe.

Corey and I have been researching transit lanes and laws throughout the country for most of the day today, and we found that while San Francisco Transit laws are sparse in detail, allowing private vehicles to only enter or cross Transit Lanes in order to ingress and egress from a parking spot, or to make a turn, or to access a private driveway, ***New York guidelines specifically allow traversing of a Transit Only Lane by a private vehicle for up to 200 lineal feet to access a driveway.***

This would seem to be an attempt to avoid loss of access and other property rights disputes between private property owners and public agencies, and provide a means of allowing vehicles safe access to a business or a church or a private residence or any other destination, which seems logical and a necessity.

If agencies look to other municipalities for guidance and "Best Practices", ***we feel that allowing private vehicles a safe queuing distance of 200 feet minimum to access a private property within a transit lane, like New York, should be an immediate point of examination by the Powers That Be.*** Also, as my brother points out, there is nothing set forth in the California Vehicle Code, that we can find, which identifies specific law(s) as applicable to Transit Only lanes. Drivers with licenses receive their privilege to drive through all parts of California based upon the 2015 California Vehicle Code, not San Francisco Transit laws. If a person is cited for driving in a Transit Only Lane within the City of San Francisco, what part of the California Vehicle Code is the citation referencing?

Regarding the unique situation Corey and I are facing in regards to unsafe access based upon the current preferred build-out plan, we are hoping to schedule another follow-up meeting in two to three weeks to see if there have been any new potential design ideas that could move forward.

Please let us know if this would be possible, and again, Thank You for the meeting yesterday.

Sincerely,

Glenn Urban

Responses to Comment I-217.3: Urban, Glenn

- I-217.3.1 Safety concerns over access are noted. Both prior to and after publication of the Draft EIS/EIR, the local agencies met with the commenter in an effort to achieve a mutually workable solution. As a result of these meetings, the local agencies agreed, prior to publication of the Final EIR in December 2016, that final design and final design drawings of the Hybrid Alternative/LPA in this area will include a dashed red bus-only lane on the portion of Geary between Cook Street and Blake Street at the driveway to the commenter's business. Such a change would introduce no change in bus operations or any environmental effect.

Letter I-217.4

From: **Glenn Urban** <glennurban@yahoo.com>
Date: Mon, Dec 7, 2015 at 7:41 AM
Subject: Our meeting and Geary BRT
To: Colin Dentel-Post <colin.dentel-post@sfcta.org>, Wahid Amiri <wahid.amiri@sfmta.com>, Britt Tanner <britt.tanner@sfmta.com>, "daniel.mackowski@sfmta.com" <daniel.mackowski@sfmta.com>, Chester Fung <chester.fung@sfcta.org>
Cc: Corey Urban <clurban@aol.com>

Dear Colin, Wahid, Daniel, Britt and Chester-

I-217.4.1 While Corey and I wait for a meeting with you again to discuss our property located at 3035 Geary Boulevard, we hope that any idea of a full time, dedicated bus transit lane running in front of our property as depicted in the Geary BRT preliminary EIR and other areas will have been scuttled.

From our research, full time, dedicated bus lanes, either "curb-side" or the right hand lane "off-set" from the parking areas, are not considered "Best Practices" by other transit engineers and transit planners in other parts of the country. Most of the papers and documents I have read promote that these lanes should be used "most often" or "exclusively" for "peak time" transit use only.

There are many examples of part time transit lanes in the City as I am sure you are aware.

I-217.4.2

I-217.4.3 We also note that the current bus stop location between Parker and Spruce is likely the most "community-friendly" location, as it has been there for some time. I do not know if you are aware of this or not, but according to the broker that sold the post office building at the corner of Geary and Parker, the post office will not be renewing their lease at that location. I bring this up because after finding out the SFMTA was unaware of the driveways along the south line of Geary Blvd between Cook Street and Spruce Street where they were contemplating a new bus stop, I felt compelled to pass on what I know about the Post Office building. While there are three parking spaces in front of the Post Office currently, and of course they are used by customers of the Post Office, the post office won't be using them for long. If the post office re-signed a lease with the new owners, that would be news to me and the listing broker. As Toyota uses their site as a light industrial use (repairs) with the ability to work around buses parked in front, I would think that a bus stop there would be the least intrusive choice for all concerned in relation to the Geary BRT.

Corey and I look forward to a meeting as soon as possible to find out more about the current Geary BRT plans, particularly as it relates to the area from Palm to Collins.

Sincerely,

Glenn Urban
Shell Car Wash
3035 Geary Blvd
San Francisco, CA
94118
(925) 785-6198

Responses to Comment I-217.4: Urban, Glenn

- I-217.4.1 The alternatives screening process evaluated peak-hour-only bus lanes for segments of the Geary corridor west of Gough Street, discussed in Section 10.2.4 of the Final EIS. Analysis showed that this treatment was not effective in meeting the project purpose and need because Geary transit experiences delays and reliability problems throughout the day and in both directions, and transit ridership on Geary is robust throughout the day, not just during weekday peak periods.
- I-217.4.2 Commenter's opinion that the current bus stop location between Parker Street and Spruce Street is community friendly is noted.
- I-217.4.3 See Final EIS Chapter 2 and Master Response 1b regarding modifications to the Hybrid Alternative/LPA since the Draft EIS/EIR, including at Spruce Street. The Hybrid Alternative/LPA has been modified to retain the existing eastbound bus stop location in front of the Toyota facility.

---o0o---

COMMENTS REPORTED BY DEBORAH FUQUA, CSR

GLENN URBAN: Glenn with two N's, Urban,
U-R-B-A-N.

So the main transportation agency website,
when you look at it, this meeting was not announced.
It said "Next Meeting," "Coming Events," nothing
scheduled. It's been that way since October.

The only meeting they cited was last October.
So if somebody went to the main website, they would not
have been able to know that this meeting was going on.

I didn't think they were involved in this
meeting. I thought it was a home town meeting because
I knew it was scheduled through the Stop Geary BRT. It
didn't say anything on this website. The end.

RONALD KONOPASKI: Full name is Ronald Konopaski,
R-O-N-A-L-D, last name, K-O-N-O-P-A-S-K-I.

Well, I'm not sure exactly where to start, but
before I left my home tonight, my wife said to me, "I
think you're just a waste of time going there because
this thing has already been decided."

I come here to find out that -- this was
presented as being a meeting for public comment. What
I'm seeing is it's just a big sales pitch to try to
force this BRT thing through. And there's no

I-217.5.1

Responses to Comment I-217.5: Urban, Glenn (verbal comment)

I-217.5.1 See Master Response 5b.



SFMTA
Municipal
Transportation
Agency

Letter I-218 Comment Card

Geary Corridor
Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

FRANK VALLECILLO

NAME

FRIENDS OF S.F. PUBLIC LIBRARY

AFFILIATION (IF APPLICABLE)

1978-35TH AVE, SAN FRANCISCO, CA 94116

EMAIL OR MAILING ADDRESS

I-218.1

Comments:

1. I am interested in being well-informed on the findings in the Draft Environmental Impact Statement/Environmental Impact Report.

2. It would be very important to make transit improvements on the 6.5 mile corridor for the 38-Geary Bus Rapid Transit project.

3. My friends, whom, live in the Outer Richmond District of San Francisco, need to be well-informed about the transit improvements for the 38-Geary Bus Rapid Transit Project.

4. The staff at the open house, greeted the community members, in a nice, friendly and respectful manner, and, were ~~to the~~ kind enough to respond to the public's questions,

(continue on other side if necessary)

~~and~~ concerns, and comments:

I-218.1
cont.

(comments, continued from front)

5. I do know that the current ~~38~~
38 Geary Bus line is very crowded,
and can be unreliable, thus, GEARY ~~BRT~~
BRT PROJECT improvements should
be very essential.

6. It is very important for
the community members, to, focus
on the transit, traffic, parking,
and pedestrian topic areas, for
this GEARY BRT PROJECT.

7. The feelings, and, thoughts of the
general public, toward, this GEARY BRT
PROJECT can vary.

8. It is very important, for, the
general public to submit/provide
input and feedback, that, should be
included in the GEARY BRT PROJECT
DRAFT CENS/ETD) to help them have a
better understanding of the evaluated

COMMENTS CAN BE MAILED TO:
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
1455 MARKET STREET, 22ND FLOOR
SAN FRANCISCO, CA 94103

~~at~~
alternatives.

Responses to Comment I-218: Valloillo, Frank

I-218.1 Support for Geary BRT is noted.

Letter I-219

From: **Yuki van den Ende** <yukivandenende@gmail.com>
Date: Mon, Nov 9, 2015 at 5:34 PM
Subject: [GearyBRT] SFCTA Alternative 2
To: gearybrt@sfcta.org

Dear Sir or Madam,

I-219.1

We prefer SFCTA Alternative 2 to the other proposed BRT solutions.
Thank you.

Lennart van den Ende
Yuki van den Ende
Naomi Lane

15th avenue, SF. CA 94118

Responses to Comment I-219: Van den Ende, Yuki

I-219.1 Preference for Alternative 2 is noted.



SFMTA
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Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

Jade Vargo Nelson
NAME

Mhonn machi Little Friends a Rosa Parks Plom.
AFFILIATION (IF APPLICABLE)

JVNelson77@gmail.com
EMAIL OR MAILING ADDRESS

I-220.1

Comments: Removal of the bridges

directly impacts the safety

of students and seniors

that use the Webster and

Skinner bridges. These are

heavily used pedestrian walkways

that are safer for these

vulnerable populations than any

cross walk alternatives.

Students and other

community members must

come out and removal

of the ped. bridges will

increase the opportunity for

(continue on other side if necessary)

Responses to Comment I-220: Vargo, Jade

- I-220.1 While the Steiner Street bridge would still be removed, demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.



SFMTA
Municipal
Transportation
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Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

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Claine Vlach

NAME

AFFILIATION (IF APPLICABLE)

EMAIL OR MAILING ADDRESS

I-221.1

Comments:

I support fast, reliable BRT through the whole corridor. Please build it as soon as possible. Don't allow detractors to get in the way of all the benefits this project would provide. No response necessary.

(continue on other side if necessary)

Responses to Comment I-221: Vlach, Claire

I-221.1 Support for Geary BRT is noted.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Yes to Geary BRT!

1 message

Sasha Vodnik <sasha@quietquake.com>

Fri, Nov 13, 2015 at 1:55 PM

To: gearybrt@sfcta.org

I-222.1

Just weighing in on the Geary BRT to let you know that I'm strongly in favor. I also support the demolition of the pedestrian bridges.

Many thanks for your work,

Sasha Vodnik

Castro

Responses to Comment I-222: Vodnik, Sasha

I-222.1 Support for Geary BRT is noted.



Letter I-223

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Geary Plan

1 message

George von Liphart <gvl@penreca.com>

Mon, Nov 16, 2015 at 11:39 AM

Reply-To: gvl@penreca.com

To: gearybrt@sfcta.org

To whom it may concern,

I-223.1

This plan is clearly in conflict with Vision Zero. Any plan which contemplates the removal of the pedestrian bridges over Geary will inevitably result in MORE pedestrian casualties. The city should be planning more, not fewer, bridges.

Regards

George von Liphart

--

George von Liphart
Managing Director
Peninsula Real Estate Capital Advisors
2443 Fillmore Street, #357
San Francisco, CA 94115

(T): +1 415 951-0751

(M): +1 415 350-5160

Skype: gvonl1

Responses to Comment I-223: Von Liphart, George

- I-223.1 While the Steiner Street bridge would still be removed, demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.



Letter I-224

Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] Limited Bus of #1 Route

2 messages

annie wang <annie.shih@att.net>
Reply-To: annie wang <annie.shih@att.net>
To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

Mon, Oct 5, 2015 at 9:55 AM

I-224.1

Please consider to have limited buses of # 1 Route from Geary/33 Ave to Stockton St. Currently, it takes at least one hour to arrive at Chinatown.
Thank you Annie Wang [415-750-1086](tel:415-750-1086)

Responses to Comment I-224: Wang, Annie

I-224.1 See Master Response 1a.



Letter I-225

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Stop Removal of Existing Metered Street Parking Spaces between Cook and Spruce

1 message

Maelinc via GearyBRT <gearybrt@sfcta.org>

Sun, Nov 29, 2015 at 8:09 PM

Reply-To: Maelinc@aol.com

To: gearybrt@sfcta.org

Cc: Maelinc@aol.com

Dear San Francisco County Transportation Authority, Geary BRT,

I-225.1

I am the owner of 3119 Geary Boulevard, occupying the retail space on the ground floor for my real estate business. We have a total of 5 sales agents and two on-call part time support staff members. I have buyers, sellers, property owners, tenants and prospective clients who come to our office to meet with us for various aspects of the real estate. Presently, there are metered street parking spaces for their conveniences. To remove the existing street parking spaces would adversely impact my business, let alone the crowd of passengers standing in my recessed door way to block my visibility while waiting to board or leave the buses with their garbage and debris trailing at my front door.

I respectfully request that you stop the removal of the existing metered street parking spaces. These existing spaces should remain as they are right now so that our business would not be affected.

Very truly yours,

Maelin Wang

Responses to Comment I-225: Wang, Maelin

I-225.1 See Master Responses 2c and 3a.

1 not a young mother -- as a mother with young kids, when
2 they went to Rosa Parks, which is right over here, and
3 taking children over that bridge was very difficult.
4 When you're carrying a kid and you have another kid and
5 you have groceries, it's very steep.

6 On the other hand, I've just been told that
7 it's a famous architect that did the bridge itself.
8 And once you get on the bridge, it's quite nice. But
9 the little whirligigs to get on to bridge are very
10 painful. And I think it would be difficult for
11 disabled.

12 So I would like to make sure that the children
13 at Rosa Parks are safe and that there's a safe way to
14 get across that behemoth that is Geary. But I'm not
15 sure it has to be the bridge that we have there now.

16 JOHANNA WARD: Johanna, J-O-H-A-N-N-A, Ward,
17 W-A-R-D.

I-226.1

18 So my comment is the merging of the stop at
19 Fillmore and Webster for the local and the rapid bus is
20 going to create a loading and unloading mess with the
21 numbers of people rushing to either the local or the
22 rapid bus if they're coming close to each other in
23 timing.

24 Laguna and Webster is an example of one of the
25 more, you know, densely populated -- one of the more

I-226.1

cont.1

1 busy stops, one of the more busy stops where we have a
2 local and a rapid stopping at the same stop. So my --
3 you know, I think this is not a good idea unless you
4 have it in the middle -- they have the, you know, the
5 alternative in the middle -- because otherwise it's
6 really going to create a loading and unloading, you
7 know, nightmare, I would think.

I-226.2

8 The other comment that I have is that my sense
9 is it is going to inordinately impact Japantown. Once
10 you're on a rapid bus and you're a tourist -- because
11 we have a lot of tourists in this town -- you know, I
12 just can't see -- I think they're going to become
13 disoriented as to where they're going to get off, where
14 the businesses are, where the restaurants are and that
15 sort of thing.

I-226.3

16 The situation with the staggered bus lines --
17 I mean the staggered stops, the local stops and rapid
18 stops, is certainly a better one for businesses. And
19 it's easier to -- for someone new to the city to
20 navigate.

I-226.4

21 Other than that, I think that the alternative
22 with the center, you know, the center buses is better
23 than using the side lanes. Okay?

I-226.5

24 Oh, the other question I had was with the
25 current transportation budget which just recently was

I-226.5
cont.

1 approved by the Congress, they mentioned that there was
2 going to be a bare-bones -- this is a bare-bones budget
3 that they approved. There's very few funds for
4 innovative ideas for cities or municipalities. And I'm
5 wondering, is there money for all -- is there money in
6 the budget for some -- for the alternative plans that
7 we're looking at tonight?

8 COREY URBAN: C-O-R-E-Y, Urban, U-R-B-A-N. I own
9 the Shell gas station and car wash at the corner of
10 Geary and Cook.

11 I'd like to say that the Draft EIR is flawed
12 and biased just on its foundation. The build
13 alternatives are all based on increasing efficiency by
14 eliminating bus stops, anywhere from 18 percent
15 elimination to 54 percent elimination.

16 The no-build alternative is not remove any bus
17 stops and therefore is doomed from the start.

18 If you remove bus stops, the buses become more
19 efficient. And that's -- the Draft EIR should be
20 redone on a valid basis. It's -- the whole, all the
21 statistics, all the graphs, all the keywords, they're
22 all moot. It's not an apples-to-apples comparison.
23 It's a rotten apple-to-apple pie comparison.

24 ROGER BAZELEY: My name is Roger Bazeley,
25 R-O-G-E-R, B-A-Z-E-L-E-Y.

Responses to Comment I-226: Ward, Johanna (verbal comment)

- I-226.1 Future BRT and Local buses would both stop at many stops along the Geary corridor, similar to how the Rapid and Local buses share stops in the Geary corridor today. Section 3.3.4.9.1 of the Final EIS evaluates platform crowding, including at the Fillmore Street stop, finding that sufficient space would be available at the station for the expected number of riders waiting to board.
- I-226.2 Enhancements to the Muni Rapid network (discussed in Section 2.2.2 of the Final EIS) would occur under the No Build Alternative as well as all build alternatives. These enhancements will make finding and navigating the Muni network easier. BRT is not anticipated to have a negative impact on tourists visiting Japantown.
- I-226.3 Opposition to consolidated bus service is noted.
- I-226.4 Preference for alternatives involving center bus lanes is noted.
- I-226.5 See Master Response 6a regarding project costs. The project will compete for federal funds and given its high transit ridership is expected to be very competitive.



Letter I-227

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] [San Francisco County Transportation Authority] Please publish the sequence of approval actions

2 messages

paul@pw-sc.com <paul@pw-sc.com>
To: gearybrt@sfcta.org

Wed, Nov 18, 2015 at 5:40 PM

Hello gearybrt,

Paul Wermer (paul@pw-sc.com) has sent you a message via your contact form (<http://www.sfcta.org/user/42/contact>) at San Francisco County Transportation Authority.

If you don't want to receive such e-mails, you can change your settings at <http://www.sfcta.org/user/42/edit>.

Message:

I-227.1

AT the Nov 5 meeting, I requested that the sequence of approval actions - e.g. publication of comment and response document, and any approval hearings at SFCTA, SFMTA, etc = be published.

Who are the bodies that will ratify this?

What is the estimated elapsed time from the publication of the Comment and Response document to the first he approval hearing?

If there is more than one approval body, will the hearing be joint or sequential

Thanks,
Paul

Responses to Comment I-227: Wermer, Paul

I-227.1 See Master Response 5b.

1 some people can save ten minutes on their bus ride. It
2 seems to me that a lot of traffic would be diverted to
3 the ancillary streets, and this is completely unfair to
4 the residents who will be affected.

5 Do not turn Geary into a big freeway.

6 MELVIN BEETLE: My first name is Melvin,
7 M-E-L-V-I-N. My last name is Beetle, B-E-E-T-L-E, just
8 like the insect.

9 Now, my only comment is I do -- I'm a senior
10 peer counselor. I speak two Philippine languages. I
11 work with disturbing and grieving Filipinos all over
12 the city who can't go back home; they don't have the
13 money.

14 So I travel 38 a lot. The only problem I've
15 ever seen by traveling 38 is left-hand turns onto Geary
16 from the side streets. Left-hand turns off of Geary
17 doesn't create a problem. So the left-hand-turn thing
18 they're talking about in what I read, I would agree
19 with off of side streets onto Geary but not off Geary
20 onto the side streets. Somehow or other it works
21 differently. Thank you.

22 UNCHEEDAH WILSON: Okay. Uncheedah,
23 U-N-C-H-E-E-D-A-H, Wilson, W-I-L-S-O-N.

24 You know, when I looked at the presentation on
25 YouTube, they had it going so that when the -- I live

I-228.1.1

25

I-228.1.1
cont.

1 off of Geary and Laguna -- the bus was going in the
2 middle of Geary Boulevard. The bus line was in the
3 middle.

4 So when I looked at the map over here and I
5 talked with someone, she said it was going to go to the
6 side. And I -- I don't go along with that plan.
7 The -- first of all, it's going to eliminate all that
8 parking. A lot of people live between Laguna down to
9 Fillmore. A lot of people live there, a lot of seniors
10 and handicapped people. So now they can park there.
11 They can park and unload.

12 With the bus line being toward the side, that
13 can't happen. So I don't think that -- I recommended
14 that -- you know, the change is fine as long as it's
15 out in the center of Geary Boulevard because -- right
16 now, because of the Chinese Consulate, they've already
17 eliminated -- they've eliminated the parking from
18 Laguna to Cleary Court; there's no parking in that
19 block, or on Laguna, from Laguna Street to almost half
20 a block where the Chinese Consulate is. There's no
21 parking.

22 So -- and I know that the City wants to -- for
23 them it's transit first, but the reality is people are
24 going to continue to drive. So let's be considerate of
25 taxpayers' and residents' concerns.

***Responses to Comment I-228.1: Wilson, Uncheedah
(verbal comment)***

- I-228.1.1 Preference for center-running bus lanes near the Geary Boulevard and Laguna Street intersection is noted. Please see Table 2-1 in Draft EIS/EIR Chapter 2, which provides a breakdown of proposed bus-only lane configurations by alternative. As shown in the table, Alternative 2 calls for side-running bus lanes along the entire corridor, Alternatives 3 and 3-Consolidated proposed side-running bus lanes from Gough Street to Laguna Street and center-running bus lanes from Laguna Street to 27th Avenue, and the Hybrid Alternative/LPA incorporates side-running bus lanes from Gough Street to Palm Avenue and center-running bus lanes from Palm Avenue to 27th Avenue (inbound)/28th Avenue (outbound).

Please see Final EIS Section 3.6.4.4.2, which provides a detailed parking analysis for the commenter's area of concern. The alternatives would result in the loss of 2 to 4 percent of parking spaces in the area, and the number eliminated would be substantially fewer than the number of spaces currently unoccupied at peak times, indicating that sufficient parking capacity would remain to accommodate demand.



SFMTA
Municipal
Transportation
Agency

Letter I-228.2 Comment Card

Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

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Necheedah Wilson
NAME

AFFILIATION (IF APPLICABLE)

LITANUGEL6@Comcast.net
EMAIL OR MAILING ADDRESS

I-228.2.1

Comments: I recommend that the bus lane
from Laguna to Gough be in the
middle of Geary Blvd. There is no
parking from Laguna to Cleary Ct.
or Laguna to Cleary. Many people
live in this area, + many are seniors
or handicap.

[continue on other side if necessary]

Responses to Comment I-228.2: Wilson, Uncheedah

I-228.2.1 See Master Response 1a.



Letter I-229

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Opposition to the current BRT proposals

1 message

laurel winzler <flaurel1@gmail.com>

Tue, Nov 17, 2015 at 11:31 AM

Reply-To: flaurel1@gmail.com

To: gearybrt@sfcta.org

Hello -

I live on Anza St. at 20th Avenue, and am very opposed to the current proposals for BRT on Geary Blvd. My objections and concerns are as follows:

- I-229.1 | 1) Why do we need something that will change the configuration of the street 24/7, when the greatest usage is during morning and evening commute hours? Can we not have diamond bus lanes (such as already exist on Mission St. and other high-traffic corridors) that are in effect during commute hours, but leave the street available to all traffic the rest of the day?
- I-229.2 | 2) Loss of parking in the Richmond commercial section of Geary (14th Ave. -23rd Ave.) will have a huge impact on the rest of the neighborhood, and will increase congestion on Geary and the side streets as people search for available spaces. The current diagonal parking is ideal for this neighborhood, since it works for quick turnover without the need for parallel parking, which takes far longer and jams up traffic.
- I-229.3 | 3) The impact on neighboring streets, such as my street (Anza) will be horrific. Between the 4-ways stops at every single intersection, and the traffic that is sure to move off of Geary to avoid the congestion, my street will be gridlocked. This will happen during construction and after the system is in place, and will have a huge negative impact on the quality of life for all of us who live on side streets such as Clement, Balboa and Anza. If we wanted to live on streets with major traffic, we would have made that choice - but you are now imposing that on us without our consent. Nothing that I have read in any of your news releases or reports gives any consideration to this, and you gloss over these kinds of impacts as if "the greater good" of minimal transit improvement is the only thing that matters. It isn't.
- I-229.4 | 4) I'm not a business owner, but can sympathize with those whose businesses will be severely impacted by the construction and by the subsequent difficulty in travelling on Geary Blvd.

I-229.5 | In order to improve travel times for bus riders by 20% you are planning to disrupt the entire neighborhood and implement a system that is unnecessary to solve the problem. Give the current improvements, such as the new Geary Rapid and signal prioritizing, a chance to work and THEN decide if our neighborhood needs to be subjected to such upheaval.

I-229.6 | I'm absolutely certain that none of what I've said here will receive any consideration from your department, since the attitude at every public meeting I've attended has been totally patronizing towards this neighborhood's residents. You believe you know what's best, without actually living here or giving any real consideration to the day-to-day impact your ideas will have on our actual lives. It seems to be more important to you to go with the newest buzz-words and concepts like BRT than it is to study what the neighborhood actually needs and what might work that is less impactful on those of us who live here.

Laurel Ann Winzler
[415.386.8360](tel:415.386.8360)

Responses to Comment I-229: Winzler, Laurel

I-229.1 See Final EIS Chapter 2 and Master Response 1a regarding the type and range of project alternatives.

The agencies considered traffic lanes that convert to bus-only lanes during peak times. However, SFMTA provides frequent bus service on Geary all day, and the buses need reliability improvements throughout the day, not just during the peak periods. As noted in Chapter 2 of the Final EIS, SFMTA implemented red bus-only lanes on Geary and O’Farrell streets east of Van Ness Avenue in 2014. The success of those lanes has given SFMTA enough information to be satisfied that extending these bus-only lanes further west would provide greater passenger/transit benefits.

I-229.2 See Master Responses 2a and 2c.

The project assessed the parking demand and supply per existing uses. However, as urban density increases within the City, the need for individual automobile ownership is expected to decrease with improvements to mass transit, improved bicycle and pedestrian facilities, and new technologies such as ride-sharing services. Parking in front of businesses was maintained to the extent possible or mitigated with replacement on adjacent streets.

I-229.3 See Master Responses 2a and 2b.

I-229.4 See Master Responses 2b and 3a.

I-229.5 See Master Responses 2a and 2c.

Please see Final EIS Section 4.15 (Construction Methods and Impacts) for an overview of anticipated construction activities, including construction stages and their duration. Project construction would be phased using a Staggered Multiple Block Construction Approach to reduce the period of disruption at any particular location to the shortest practical length of time. See Final EIS Section 4.15.5 for a detailed description of the TMP, which would be developed and implemented to mitigate impacts related to accessing the Geary corridor during construction.

I-229.6 See Master Response 5b.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Attn: Geary BRT

1 message

Geary Print <gearyprintshop@gmail.com>
To: gearybrt@sfcta.org

Tue, Nov 24, 2015 at 2:52 PM

From:

Geary Print Shop

11/24/15

To:

San Francisco County Transportation Authority

Attn: Geary BRT

To whom it may concern,

I-230.1

I would like to formally and vehemently express my opposition to the closing of Geary Blvd. for the construction of the 38-Bus Grand Central Station.

I cannot stress enough how devastating this process would be for my small business, located at 3000 Geary. The last time construction was being done in front of my building, my daily business dropped by about 50%. The projected *three years* of construction for the BRT will make it impossible for my business (and those around me) to survive these already difficult times.

I've also been told that the project would involve the removal of over 195 trees in the area.

I fully oppose this proposition and urge you to reconsider for the public good.

Thank you,

Anna Wong

--

Geary Print Shop
3000 Geary Boulevard
San Francisco, Ca 94118

Responses to Comment I-230: Wong, Anna

I-230.1 See Master Responses 2b, 3a, and 4a.

From: **G Wong** <gregboy52@gmail.com>
Date: Wed, Nov 4, 2015 at 11:39 PM
Subject: [GearyBRT] Geary BRT
To: gearybrt@sfcta.org

Letter I-231

- I-231.1** | Geary BRT is a great project and is long overdue. It will make MUNI faster, more reliable, and make Geary Blvd safer for all it's users. While I would push for more, fully center running, and fewer stops than proposed, I believe the current plan is a fair compromise.
- I-231.2** | With regards to the pedestrian bridges by Japantown, I have used them countless times but while I able bodied and enjoy their complete separation from cars, it is not what we need for the future. We need walkable streets and traffic calming, which BRT will help provide. Geary Blvd is like an expressway in the area especially with the tunnels, but while these two bridges provide safe crossing at these intersections, they do nothing for any of the others.
- I-231.3** | We need walkable streets all around, and bring vehicles back down to city speeds. While having center running BRT would help create pedestrian islands, I understand that side running BRT is slated for the near term, but I believe that a street level crossing on Geary can be made as safe as any other street if not safer. Please, focus on pedestrians, as every passenger is a pedestrian at the beginning and end of their rides, but let's do this right, let's make a change for the neighborhood, not just imagine that these ped bridges will magically save our elders and kids. Make a change for safer crossings throughout the Geary corridor.

Responses to Comment I-231: Wong, G

- I-231.1 Support for Geary BRT is noted.
- I-231.2 Support for Geary BRT is noted.
- I-231.3 As discussed in Draft EIS/EIR Section 1.3.2, improving pedestrian conditions along the Geary corridor is one of the project's objectives.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] COMMENTS: GEARY DRAFT BRT EIS/ EIR

1 message

WongAIA via GearyBRT <gearybrt@sfcta.org>

Mon, Nov 16, 2015 at 1:12 AM

Reply-To: WongAIA@aol.com

To: gearybrt@sfcta.org



SaveMuni

I-232.1

TO: San Francisco County Transportation Authority, gearybrt@sfcta.org

GEARY CORRIDOR BRT DRAFT EIS/ EIR: COMMENTS

An Alternative: The Geary Red Ribbon

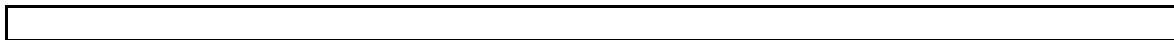
A world-class Geary BRT Alternative is needed in the EIS/ EIR. San Francisco is missing an opportunity for a world-class Bus Rapid Transit (BRT) corridor for the entire length of Geary Boulevard and Market Street—connecting the entire width of the City from the Bay to the Ocean.

We need a master plan and a vision for the future, even if it is phased in stages.

The Draft EIS/ EIR makes compromises that hamper the goals of true BRT systems. True dedicated transit lanes are not hindered by car parking, bicyclists, double-parking, weaving between side-running and center-running dedicated lanes and turning traffic. Otherwise, the large costs of money will gain marginal transit benefits.

Pacific Ocean

Transbay Terminal



VISIONARY ALTERNATIVE: THE GEARY RED RIBBON

Center-Running BRT stretching from the Transbay Terminal to the Pacific Ocean.

- Thinking simplicity, focus on the cost of red-colored dedicated bus lanes, transit stops, paint, signage, safety, strategic lighting.....
- Future Phasing: Separate the costs for concrete median strips, landscaping, other lighting....
- Re-imagine traffic—reverting Geary to two-way traffic or at minimum, two-way bus traffic.
- Re-imagine parking—to manage and increase each neighborhood’s net parking.
- Re-imagine a really “cool” Geary Red Ribbon: Clean, high courtesy, high status...
- Emphasize full-fledged BRT systems: Dedicated bus lanes, pre-boarding payment machines, on-board payment machines, low-floor buses, all-door boarding, synchronized traffic signals, digital schedules, information kiosks....

CONTACT: Howard Wong, AIA, wongaia@aol.com

SaveMuni = FRISC

Fast, Frequent, Reliable, Inexpensive, Safe, Clean and “Cool”.

SaveMuni is San Francisco’s only independent transportation think tank,

dedicated to improving the entire Muni transit system in every neighborhood quickly and inexpensively---with best practices from around the world, transit-preferential streets, bus rapid networks and high benefit-to-cost infrastructure projects.

SaveMuni

GEARY RED RIBBON: A Simple Continuous Line

A center-laned, dedicated bus corridor, stretching from the Transbay Terminal to the Pacific Ocean---for a high-speed, 22nd Century Geary BRT.

THINK SIMPLICITY: Efficiently using funds, Geary BRT's first phase is to create two center lanes for buses---stretching continuously from the Transbay Terminal to the Pacific Ocean. Funding priorities are for signage, paint, precast dividers/ medians, restriping of traffic lanes and reverting Geary to two-way traffic. Over time, continue to fund concrete curbs, medians, landscaping, lighting....

Pacific Ocean	Lincoln Park	Park Presidio	Richmond	Masonic	Divisadero	Japantown	Van Ness	Union Square	Transbay Terminal
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PHASED OPTIMAL MASTER PLAN is a legally-mandated alternative for the EIR process. The Geary Red Ribbon provides the fastest speed, greatest safety and highest increases in transit ridership. The Geary Red Ribbon has the least impact on businesses, sidewalks and parking.



GUANGZHOU Bus Rapid Transit

https://en.m.wikipedia.org/wiki/Guangzhou_BRT

It handles approximately 1,000,000 passenger trips daily with a peak passenger flow of 26,900 pphpd (second only to the TransMilenio BRT system in Bogota). Zhongshan Dadao Bus Rapid Transit Trial Line (Chinese:

中山大道快速公交试验线) is the first and only line in operation of Guangzhou BRT. The line is laid out along Zhongshan Dadao, whose innermost lanes form a dedicated BRT corridor [22 km = 13 miles].

WIKIPEDIA: List of bus rapid systems

https://en.m.wikipedia.org/wiki/List_of_bus_rapid_transit_systems

This is a list of bus rapid transit (BRT) systems that are either currently in operation or have begun construction. The term "BRT" has been applied to a wide range of bus services. In 2012, the Institute for Transportation and

Development Policy (ITDP) published a "BRT Standard" to make it easier to standardize and compare different bus services.

NOTE: BRT systems are often phased and implemented over time. Built in 148 cities over six continents, BRT has the performance and comfort of a modern rail-based transit system but at a fraction of the cost. BRT can be very futuristic in design.

HOLISTIC PLANNING: The Geary Red Ribbon will integrate new parking management---to increase net parking in every neighborhood. The Geary Red Ribbon will integrate new traffic management---to simplify traffic flow, turns, signals, signal synchronization... Streets and sidewalks would be re-imagined---to create transit/ pedestrian-only streets where it facilitates BRT.



If you can visualize the Geary Red Ribbon, than it can be actualized.

CONTACT: Howard Wong, AIA, wongaia@aol.com INFORMATION: www.savemuni.org

Responses to Comment I-232: Wong, Howard

I-232.1 See Master Response 1a.



Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] Removing Geary BRT stop @ Laguna

1 message

Alan Woolman <skydriver007@gmail.com>

Sun, Nov 15, 2015 at 5:24 PM

To: gearybrt@sfcta.org

I-233.1

I don't know who thought up the idea of removing the BRT stop at Laguna and Geary as it is a stupid and ill-considered idea. First, there is easy pedestrian access to the stop at Laguna via existing sidewalks on Laguna going towards Post and across Geary. Second, there is an easy transfer to either the #2 or #3 over on Post and Laguna. And third, there is demand there for traffic going to the Chinese Consulate on Laguna and Geary.

Leave the Limited and Local Geary stops at Laguna!

- Alan Woolman

Responses to Comment I-233: Woolman, Alan

I-233.1 See Master Response 2a.

As noted in Master Response 1b, the Hybrid Alternative/LPA has been modified to include BRT stops at Laguna Street.



Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] I oppose Geary BRT

2 messages

jfang10@hotmail.com <jfang10@hotmail.com>
To: gearybrt@sfcta.org, jfang10 <jfang10@hotmail.com>

Sun, Nov 1, 2015 at 11:30 AM

I-234.1

I am an 11 year resident of the Richmond district. I commute daily and have ridden the 38/38L (now R) and also drive and bike downtown a few days a week.

The 38 is one of the most efficiently run lines. It's fast and flexible in case of accidents or incidents. This new BRT would be clogged up so fast that I can guarantee run times will be slower than they are now.

Do you ride the 38 every day?

If so, you'd focus funding and traffic nightmares on another line that needs it. Don't ruin our neighborhood with more traffic due to decreased left turn lanes and a giant artery that will get clogged with buses backed up like NJudah trains.

Please!

Sincerely,
Janie Worster
3rd Avenue resident

Responses to Comment I-234: Worster, Janie

I-234.1 See Master Response 2a.

The existing transit service suffers from slow travel speeds, irregular arrivals, and other problems that decrease its utility for the many riders that use it every day. The project would improve the transit service and reliability for these riders, along with improving safety for pedestrians along much of the Geary corridor.

Left turns made by vehicles are typically more hazardous because drivers must account for oncoming traffic and crossing pedestrians. Reducing the number of permitted left turns would contribute to improved pedestrian safety on the Geary corridor. The Hybrid Alternative/LPA would reduce the number of permissive left turns from 37 to 10, and increase the number of protected left turns from three to 18.

Left-turn locations included in the Hybrid Alternative/LPA were selected to provide accommodate the transit station design, provide access to residential, commercial, employment, and recreational/cultural destinations, and to distribute left-turn opportunities evenly across the corridor.

Letter I-235.1



SFMTA
Municipal
Transportation
Agency

Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

Michiko Yamada
NAME

Japantown Resident
AFFILIATION (IF APPLICABLE)

Michiko Yamada5@gmail.com
EMAIL OR MAILING ADDRESS

I-235.1.1

Comments: I'm a longtime resident of

Japantown. I come tonight to ask

you to keep the Webster St Bridge.

It's the safest way to cross Geary Blvd

+ I use it to go shopping at Safeway

+ work out at the Buchanan YMCA.

The Webster Bridge is an integral

part of J-Town + Fillmore since it

connects both communities. The

Bridge is used daily by seniors at

the Carlisle, Nihonmachi Terrace,

Sequoias, St Francis Sq + by school children

(continue on other side if necessary)

I-235.1.1 cont.

(Comments, continued from front)

at Nihonmachi Little Friends, Rosa Parks +
YMCA. Without the Bridge, it would negatively
impact our lives. Rather than demolish the
Bridge, please use those funds to seismically
upgrade + maintain the Bridge w/ paint upkeep
+ graffiti removal.

The Geary BRT is intended to help San
Franciscans - to make our lives easier +
safer + develop public transportation +
pedestrian safety. you reiterate that
you'll incorporate public comment + feedback.
However I've noticed that in spite of
all your "outreach" meetings, you do not
seem receptive or listen to community
needs ~~or~~ but disregard public comment.
Instead BRT seems to ^{bully,} bulldoze + have
their own agenda which is to do
what they want to do.

COMMENTS CAN BE MAILED TO:
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
1455 MARKET STREET, 22ND FLOOR
SAN FRANCISCO, CA 94103

I-235.1.1

ps. This Nov 5, EIR mtg was a disaster!
you "lost" the sign-in sheet + everyone's
comments. Also, people wanted to "talk" +
have their voices heard which you disregarded.

Responses to Comment I-235.1: Yamada, Michiko

- I-235.1.1 Demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.
- I-235.1.2 See Master Response 5b.

NOV 12 2015

November 10, 2015

Geary BRT EIS/EIR
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Dear Geary BRT EIS/EIR Representative

I-235.2.1

I am a longtime resident of Japantown and I am opposed to the removal of the Webster Street Bridge. The Bridge is used on a daily basis by school children and residents who live in the neighborhood, many of whom are seniors. The Webster Street Bridge is the safest way for pedestrians to cross Geary Boulevard. Having "resting islands" in the middle of Geary Boulevard is not a safer solution.

I-235.2.2

Furthermore, the Webster Street Bridge has historical and cultural importance to Japantown. Parts were donated from Osaka, San Francisco's sister city, to commemorate and symbolize their friendship and bond, similar to the Peace Pagoda, which is currently in the process of being designated as a historical and cultural landmark of San Francisco. As you are aware, there are only three remaining Japantowns in all of the United States: Los Angeles, San Francisco, and San Jose. It is the consensus and wish of Japantown to retain the Webster Street Bridge.

I-235.2.3

The community has repeatedly conveyed objections about the proposed removal of the Webster Street Bridge to staff prior to the issuance of the Draft EIS/EIR. However, the response seems intended to preserve staff recommendation by denigrating both the Webster Street and Steiner Street Bridges and promoting proposed crosswalks rather than considering the community's view. These alternatives neither provide the safety of the bridges nor account for the Webster Street Bridge's cultural importance and value.

Sincerely,

Michiko Yamada

Michiko Yamada
1959 Sutter Street # B
San Francisco, CA 94115
MichikoYamada5@gmail.com

Responses to Comment I-235.2: Yamada, Michiko

- I-235.2.1 Demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.
- I-235.2.2 As described in Master Response 1b, SFCTA has modified the Hybrid Alternative/LPA to retain the Webster Street bridge.
- I-235.2.3 While the Steiner Street bridge would still be removed, the Webster Street bridge would no longer be removed as part of the Hybrid Alternative/LPA. See Master Responses 1b and 2d.

November 12, 2015

Letter I-235.3

NOV 16 2015

Tilly Chang
Executive Director, SFCTA
1455 Market St., 22nd Floor
San Francisco CA 94103

Ed Reiskin
Director, SFMTA
1 South Van Ness
San Francisco, CA 94103

Dear Executive Director Chang and Director Reiskin

I-235.3.1

I am a longtime resident of Japantown. On November 5, 2015, I attended the Geary BRT community meeting at St. Mary's Cathedral, to voice my opposition of the proposed removal of the Webster Street Bridge. The Bridge is used on a daily basis by school children and residents who live in the neighborhood, many of whom are seniors. The Webster Street Bridge is the safest way for pedestrians to cross Geary Boulevard. Having "resting islands" in the middle of Geary Boulevard is not a safer solution.

Unfortunately, the meeting was chaotic, contentious, and disorganized. The sign-in sheets with our names, addresses, phone numbers and e-mail addresses, as well as our comment cards were "misplaced" and "lost" during the meeting. This was not only disturbing but highly unprofessional. Many attendees wished to make public statements. Although there was sufficient time, staff did not allow the attendees to make public comments and statements even though this meeting had been advertised as a public, community meeting. This created unnecessary tension and conflict. Many attendees left angry and frustrated because their voices were not heard nor valued.

I have attended several BRT outreach meetings. It is apparent that staff are not interested in hearing the concerns of the residents who will be most affected by this Geary BRT project. Instead, they are only focused on furthering their own agenda and the outreach meetings are just a vehicle for informing residents what they intend to do.

The mission and purpose of the Geary BRT project is to benefit San Franciscans, to promote pedestrian safety and public transportation, and improve our quality of life. Staff should be representing our needs, addressing our concerns, since this project is for the betterment of this city and the people who reside and work here. The Geary BRT project will have lasting effects, good or bad, for all of San Francisco. Please do not let this project cause harm to the very people you wish to help.

Sincerely,

Michiko Yamada

Michiko Yamada
1959 Sutter Street # B
San Francisco, CA 94115
MichikoYamada5@gmail.com

Responses to Comment I-235.3: Yamada, Michiko

I-235.3.1 See Master Responses 1b, 2d and 5b.



Letter I-236

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] SAVE THE WEBSTER/GEARY OVERPASS

1 message

'peter yamamoto' via GearyBRT <gearybrt@sfcta.org>

Mon, Nov 16, 2015 at 2:53 PM

Reply-To: peter yamamoto <peteryamamoto@yahoo.com>

To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>, "info@japantowntaskforce.org" <info@japantowntaskforce.org>

To whom it may concern,

I-236.1

I am a person who works in Japantown, San Francisco, though I don't live there. However, I have occasion to use the Webster St. at Geary Boulevard overpass often. Especially when it is raining. I am a regular client at Da Vita Dialysis Center at Geary Boulevard and Webster Street. I leave Da Vita Dialysis 3 times a week at about 1:00 p.m. and walk to Japantown where I volunteer. Though I admit sometimes I jaywalk, I appreciate fully the overpass and the 100% safety factor that it exemplifies. Particularly when it is raining and visibility is so bad. I can easily attest to the safety for groups of schoolkids who need adequate crossing time, and Seniors who walk so slowly, of this bridge.

Though I don't live in the Japantown area, my parents do, living in St. Francis Square Cooperative and they concur with my view. Both of them are over 80 years of age. I see significant use of this bridge, not only by myself but also in what I observe at the time of my arrival every other day at its location. I can see many people, young and old, disabled and healthy actually using the bridge. IT SEES SIGNIFICANT USE and is a needed bridge between the South of Geary Boulevard, and THE JAPAN TRADE CENTER and JAPANTOWN.

If anything, it should be extended to go INTO the TRADE CENTER and thus INTO JAPANTOWN. The issue is one of safety. Again, it sees significant use and this cannot be denied.

Thank you for your consideration. I am a 61 year old individual living on SSI Disability and a San Francisco resident who spends significant time in Japantown.

Peter Kenichi Yamamoto
668 Clay Street #46
San Francisco, 94111-25042
[415-374-1595](tel:415-374-1595)

Responses to Comment I-236: Yamamoto, Peter

- I-236.1 Demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.



SFMTA
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Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

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Jeffrey Yasskin

NAME

Transit Riders' Union

AFFILIATION (IF APPLICABLE)

jyasskin@gmail.com

EMAIL OR MAILING ADDRESS

Comments: I strongly support removing parking spots when it improves transit and pedestrian conditions.

I wish you could do more between Van Ness & Market.

Have you quantified the ^{environmental} impact of delaying this project for a year? It's probably bad due to extra car trips.

I-237.1

(continue on other side if necessary)

Responses to Comment I-237: Yaskin, Jeffrey

- I-237.1 Support for Geary BRT is noted. Project objectives include improving transit performance and pedestrian conditions along the Geary corridor. The environmental impacts of vehicle trips occurring over a one-year delay in the project were not quantified; however, Section 3.4, Automobile Transportation, of the Final EIS, describes projected traffic conditions under each alternative. All build alternatives are projected to reduce traffic by 2020 due to the reduction in traffic capacity caused by the removal of mixed-flow travel lanes and improved transit service.



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Comment Card
Geary Corridor
Bus Rapid Transit

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following the conclusion of the public comment period (October 2–November 16). Include
your email or mailing address if you wish to be notified when responses are published.

ALFRED YEE
NAME

AFFILIATION (IF APPLICABLE)
392 15TH AVE 94118
EMAIL OR MAILING ADDRESS

Comments: "CENTER BUS LANS"
IS TOTALLY UNNECESSARY
AND ITS UN-SAFE

I-238.1

Responses to Comment I-238: Yee, Alfred

I-238.1 See Master Response 2d.

Letter I-239

NOV 30 2015



SFMTA
Municipal
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Comment Card Geary Corridor Bus Rapid Transit

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NAME JENNY YEE

AFFILIATION (IF APPLICABLE)
EMAIL OR MAILING ADDRESS 390-15TH AVE 94118

Comments: "center BUS Lane" IS
DANGEROUS.
"NO CENTER BUS LANE."
SAFETY IS A TOP CONCERN

I-239.1

(continue on other side if necessary)

Responses to Comment I-239: Yee, Jenny

I-239.1 See Master Response 2d.



Letter I-240

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] GEARY CORRIDOR BUS RAPID TRANSIT PROJECT

1 message

LUCY YEE <lyee@universaltaxservice.com>

Mon, Nov 30, 2015 at 10:34 AM

To: gearybrt@sfcta.org

I-240.1

I own the business condo located at 3107 Geary Blvd and operate my business at this location which is on the block on Geary between Cook and Spruce. I understand that the Geary Corridor Bus Project involves removing all parking spaces on our block and the block across the street. I am totally against this aspect of the project. There is very limited parking spaces in this area for customers. By removing the spaces, customers will have an even harder time to find parking. This will have a huge impact on business for all of the small businesses on our block and the block across the street. There are better locations for this stop. For example, at the next block which is between Spruce and Parker, there are far fewer businesses so less people would be impacted. Please review carefully where to locate the stop.

Lucy Yee

Small Business Owner

Universal Tax Service

Responses to Comment I-240: Yee, Lucy

I-240.1 See Master Responses 2c and 3a.

Modifications to the Hybrid Alternative/LPA have eliminated the proposed BRT stop on the Spruce-Cook block of Geary Boulevard, retaining existing on-street parking and loading on both sides of Geary along this block. Please See Final EIS Chapter 2 and Master Response 1b for details regarding these modifications to the Hybrid Alternative/LPA.



SFMTA
Municipal
Transportation
Agency

Comment Card Geary Corridor Bus Rapid Transit

Draft Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR). Responses to comments will be published following the conclusion of the public comment period (October 2–November 16). Include your email or mailing address if you wish to be notified when responses are published.

Eric Yup

NAME

Japantown Youth Leaders

AFFILIATION (IF APPLICABLE)

eric.yup1@gmail.com

EMAIL OR MAILING ADDRESS

I-241.1

Comments: I am a 17 year old

Lowell High School Senior and a member of the Japantown Youth Leaders. As a high schooler, Japantown and its community ~~are a great~~ are close to the hearts of myself and my friends. High schoolers take the bus to Japantown, ~~crossing~~ and crossing the bridge is integral to getting there, and pushing packs of boisterous high schoolers with large bags & backpacks onto a single concrete island is a huge safety concern, especially when talking other people into account.

(continue on other side if necessary)

I-241.1

(comments, continued from front)

cont.

The islands are a safety hazard for youth and the people around them in the midst of Geary traffic. The bridge is what has historically provided a safe crossing for people of all ages, youth such as myself included. As a Japantown Youth Leader, we hold meetings weekly, and most people in the program do take the bus to Japantown and rely on the Webster bridge. Crossing Geary without the bridge is a huge safety concern for youth and the people around us, even with concrete islands in between. The preservation of the bridge is a great concern among youth.

COMMENTS CAN BE MAILED TO:
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
1455 MARKET STREET, 22ND FLOOR
SAN FRANCISCO, CA 94103

Responses to Comment I-241: Yup, Eric

- I-241.1 Demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/LPA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIS Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/LPA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.

Letter I-242

665 Geary Street, #207
San Francisco, CA 94102

October 5, 2015

OCT 07 2015

San Francisco County Transportation Authority
Attn: Geary BRT
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Dear People:

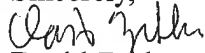
This is regarding the Geary Corridor Bus Rapid Transit Project (BRT).

I-242.1

My concern about the BRT is how it will impact bicyclists. While I don't see a problem to the extent that buses run in the middle of the street, I am concerned about where bicyclists will ride when the right lane is reserved for buses only. Are bicyclists expected to ride between the buses and other motor vehicles? I feel vulnerable enough on a bicycle having vehicles much faster, larger, and more powerful than mine on my left. Having such vehicles on both sides of me would make me feel even less safe.

I hope bicyclists are considered in implementing the BRT

Sincerely,


David Zebker

Responses to Comment I-242: Zebker, David

- I-242.1 See Master Response 2e regarding bicycle safety and access. Bicycles are allowed to ride in the bus lane; however, the City Bicycle Plan has designated parallel streets as preferred bicycle routes.



Letter I-243

Emily Kettell <emily.kettell@sfcta.org>

[GearyBRT] I support Geary BRT

1 message

PETER ZERZAN <peter.zerzan@obamaalumni.com>

Mon, Nov 30, 2015 at 1:20 PM

To: gearybrt@sfcta.org

I-243.1

I wanted to have my voice heard regarding the Geary BRT proposal. I am a resident of the Richmond. I live on 7th Ave and Geary, right next to the 6th and Geary 38 bus stop. I constantly use the 38, the 1, and the 5 to get downtown for work and to see family and friends. I constantly complain about how slow bus service can be. With the BRT project, getting downtown will be less of a hassle. I support your efforts. Continue the good work!

Peter Zerzan
420 7th Ave #305
San Francisco, CA 94118

Responses to Comment I-243: Zerzan, Peter

I-243.1 Support for Geary BRT is noted.

Letter I-244

----- Forwarded message -----

From: **sam zimmerman** <shmoils@hotmail.com>

Date: Thu, Nov 5, 2015 at 3:46 PM

Subject: [GearyBRT] Geary BRT Comment

To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

Dear SFCTA,

I-244.1

As a resident of the Richmond (26th Ave.), I would just like to lend my enthusiastic support for the BRT project. It has been a long time (way too long in my opinion) in the planning process, and I think it's time the City moved forward with it.

You are presumably receiving lots of opposition from business owners, but I'd just like to pass on my support (and that of my neighbors). Please get this project underway.

Sincerely,

Sam Zimmerman
253 26th Ave

Responses to Comment I-244: Zimmerman, Sam

I-244.1 Support for Geary BRT is noted.

L.3.4 Comments Received after the Draft EIS/EIR Public Review Period



Letter L-1

Steve Stamos <steve.stamos@sfcta.org>

Fwd: [GearyBRT] Laguna St 38R stop

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: Sandy Amos

Date: Fri Dec 30 2016 16:52:58 GMT+1100 (AEDT)

Subject: [GearyBRT] Laguna St 38R stop

To: GearyBRT@sfcta.org

I am writing to urge to reconsider the elimination of the 38R stop at Laguna street. This is an essential stop to many seniors and students in the area who would be greatly disadvantaged by the elimination of this stop. This stop is an important element of this community and we would be greatly damaged if it were to go away. Thank you for your consideration and I would sincerely hope reconsider this decision. All the best, Sandy Amos

Letter L-2

January 5, 2017

Attn: Hon. Aaron Peskin, Chair
Hon. Eric Mar, Vice Chair
SFCTA Commissioners
RE: Geary BRT Service

Dear Chair Peskin, Vice Chair Mar, and Commissioners:

My name is Wendy Aragon, and I have lived in the Richmond District since 2008. I am also the President of The Richmond District Democratic Club, and 30 year old neighborhood organization that has been active not only in championing progressive issues within the Democratic Party, but more importantly elevating the voices of our neighborhood around local policy and infrastructure. The RDDC has been steadfast in our support for the BRT, because we know that it will benefit the traffic flow in our neighborhood immensely.

I apologize that I cannot be here in person today, having come down with this nasty cold that has been going around. However, I deeply care about the future of BRT and the impact that it will have on our neighborhood and I would be remiss, if I did not address that.

I commute to and from work along the Geary Corridor every day. I take the 38AX from 25th Ave. all the way to the Financial District, and then transfer underground, backtracking to Civic Center which is a two block walk from my office. Then I make the reverse commute home. That commute takes me roughly 30 minutes if everything lines up just right. The express buses are small coaches with very little standing room. And even in winter, with all of those bodies packed into a small space, the ride can become even more uncomfortable because it gets incredibly overheated. I make a commute that takes me further out of my way, because it's faster than taking the 38 Rapid and then transferring on Polk St, Van Ness, or even Union Square. I've timed it, and it can take roughly thirty minutes just to get that far and then I have to make anywhere from one, sometimes two more transfers. From my experience, it's taken me anywhere from 45 minutes to an hour to get to work using any of those options. My 4.5 mile commute, without express buses, often takes the same amount of time that it takes Caltrain's Baby Bullet to make the 42 mile trip from Downtown San Jose to 4th and Townsend. Granted, Caltrain doesn't stop every few blocks like Muni does, but it's still a stark reminder of why the Richmond District, though part of this city, seems like a distant suburb to most of San Francisco.

I love the Richmond because of its character. We are a neighborhood that is often left out of conversations, but we are not shy about speaking up for our community. And right now, this community has been greatly divided by future of the Geary BRT. And much of that division has been caused by much misinformation around the project.

One of those false facts is that the BRT will kill small business. We have a walkability score of 95%. Like many here, I can walk outside my door and shop the neighborhood, and I walk everywhere in the district. Our sidewalks on inner Clement and central Geary are usually bustling with neighbors. So the argument that the BRT will negatively impact our small business, is reflective mostly of patrons from outside the Richmond. And if those visiting patrons had a much more efficient way to get to the Richmond, it would reduce the dependence on cars traffic, making pedestrian and bike traffic much safer. It will bring platforms and bulb-outs that will keep members of our community who are seniors, disabled, or with small children from being crowded at a bus shelter along the curb. Most importantly, if we truly want to have world-class transit system, the Richmond needs to be part of the conversation.

I urge you to approve the Geary BRT to move it forward, so that we may continue to keep Richmond District residents moving forward as well.

Sincerely,
Wendy Aragon
President
Richmond District Democratic Club



Letter L-3

Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] Changes to the 38R Route

Judy Auerbach <judithd.auerbach@gmail.com>
To: GearyBRT@sfcta.org

Thu, Jan 5, 2017 at 1:36 PM

Dear MUNI,

It has come to my attention that you are planning to eliminate the 38R stop at Laguna and Geary. I believe this would be a very bad decision for the local community.

I am a native San Franciscan, and live in Western Addition, one block from the 38L stop in question. This bus stop is a busy one, given its proximity to the Chinese consulate and Japantown. Moreover, the 38R bus provides local residents quick access to downtown and, in the other direction, Kaiser Permanente and UCSF medical offices. This kind of access is important to a population that is comprised of a significant number of elderly and disabled individuals, for whom having to ride on the regular 38 adds time, discomfort, and aggravation.

While it may seem a minor inconvenience for people to have to take the regular 38, there is more to it than that. Often, the 38 is so crowded that it rolls right past the Laguna stop without allowing any new passengers to embark. This will be made even worse if the 38R disappears to handle some of the crowd.

I honestly don't know why eliminating this stop from the 38R route is even being contemplated, given its popularity and usefulness to both locals and tourists.

I strongly urge you to reconsider.

Thank you.

Dr. Judith D. Auerbach
66 Cleary Court

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Judith D. Auerbach, Ph.D.
Science & Policy Consultant, and
Professor, School of Medicine
University of California, San Francisco
San Francisco, CA USA
[+1 415 926 3311](tel:+14159263311)
judithd.auerbach@gmail.com



Fwd: [GearyBRT] Elimination of Laguna street stop for 38R Geary

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: Judith Baker

Date: Mon Jan 02 2017 04:02:01 GMT+1100 (AEDT)

Subject: [GearyBRT] Elimination of Laguna street stop for 38R Geary

To: GearyBRT@sfcta.org

To whom it may concern: I am one of the many seniors who live near the Laguna/38 Geary bus stop. I think there are 3 senior residences and other complexes such as ours, St. Francis Square, that house mostly seniors. I have severe osteoarthritis as well as other illnesses which make it difficult to walk. I rely on this bus stop to get downtown and to medical appointments. Removing this bus stop would make it impossible to travel by Muni. Do not eliminate this stop that we seniors rely on. Thank you. Judith Baker **REDACTED** Laguna Street Sent from my iPhone Judith Baker **REDACTED**



SFCTA Consideration of Geary BRT Final EIR

Jean Barish <REDACTED>

Wed, Dec 28, 2016 at 4:49 AM

To: "Board.of.Supervisors@sfgov.org" <Board.of.Supervisors@sfgov.org>, "clerk@sfcta.org" <clerk@sfcta.org>, "London.Breed@sfgov.org" <London.Breed@sfgov.org>, "Aaron.Peskin@sfgov.org" <Aaron.Peskin@sfgov.org>, "Malia.Cohen@sfgov.org" <Malia.Cohen@sfgov.org>, "Mark.Farrell@sfgov.org" <Mark.Farrell@sfgov.org>, "Jane.Kim@sfgov.org" <Jane.Kim@sfgov.org>, "Eric.L.Mar@sfgov.org" <Eric.L.Mar@sfgov.org>, "Katy.Tang@sfgov.org" <Katy.Tang@sfgov.org>, "David.Campos@sfgov.org" <David.Campos@sfgov.org>, "Norman.Yee@sfgov.org" <Norman.Yee@sfgov.org>, "kanishka.karunaratne@sfgov.org" <kanishka.karunaratne@sfgov.org>, "hillary.ronen@sfgov.org" <hillary.ronen@sfgov.org>, "REDACTED" <REDACTED>, "REDACTED" <REDACTED>, "jess.montejano@sfgov.org" <jess.montejano@sfgov.org>, "conor.johnston@sfgov.org" <conor.johnston@sfgov.org>, "margaux.kelly@sfgov.org" <margaux.kelly@sfgov.org>, "John.Avalos@sfgov.org" <John.Avalos@sfgov.org>, "sunny.angulo@sfgov.org" <sunny.angulo@sfgov.org>, "Dyan.Ruiz@sfgov.org" <Dyan.Ruiz@sfgov.org>, "REDACTED" <REDACTED>

Dear Supervisors/Board Members of the SF County Transportation Authority,

I strongly urge you, as members and prospective members of the San Francisco County Transportation Authority, to postpone your consideration of the Geary BRT Final Environmental Impact Report for at least thirty days after the currently scheduled SFCTA meeting on January 5, 2017.

This rush to judgement is unfair and unprecedented. The SFCTA waited almost three months, until December 9, 2016, to make public the Final EIR for the Geary BRT. It then scheduled the vote to certify the FEIR for January 5, 2017. This leaves the public and your Board only 27 calendar days and 17 working days to review and analyze a Final EIR with many new sections, new information, and 870 pages of comments. During this time, many interested members of the public well as Board members and staff will be traveling or otherwise engaged in holiday celebrations with family and friends.

This abbreviated comment period during the holidays is not long enough for either the Board or the public to meaningfully review and understand this massive document. The public deserves at least the legally required 30 day review and comment time. There is no need to rush the vote to certify this FEIR.

Additionally, this hearing will be held right before the newly elected members of the Board of Supervisors will be sworn in. One of the new Supervisors is Sandra Lee Fewer, representing District 1. This project will significantly impact her constituents. It is only fair, therefore, that she should be allowed to participate in the SFCTA review.

Instead of rushing to judgement at the expense of full and careful consideration, and in deference to Supervisor-elect Fewer and other newly elected Supervisors, I urge you to vote to continue consideration of the Final EIR for the Geary BRT for at least thirty days after the currently scheduled SFCTA meeting on January 5, 2017.

Thank you very much for your consideration.

Sincerely,

Jean B Barish

Opposition to Palm/Arguello-27th ave construction project

Sydney Bernier <REDACTED>

Wed, Jan 4, 2017 at 10:30 AM

To: "Board.of.Supervisors@sfgov.org" <Board.of.Supervisors@sfgov.org>, "clerk@sfcta.org" <clerk@sfcta.org>, "London.Breed@sfgov.org" <London.Breed@sfgov.org>, "Aaron.Peskin@sfgov.org" <Aaron.Peskin@sfgov.org>, "Malia.Cohen@sfgov.org" <Malia.Cohen@sfgov.org>, "Mark.Farrell@sfgov.org" <Mark.Farrell@sfgov.org>, "Jane.Kim@sfgov.org" <Jane.Kim@sfgov.org>, "Eric.L.Mar@sfgov.org" <Eric.L.Mar@sfgov.org>, "Katy.Tang@sfgov.org" <Katy.Tang@sfgov.org>, "David.Campos@sfgov.org" <David.Campos@sfgov.org>, "Norman.Yee@sfgov.org" <Norman.Yee@sfgov.org>, "kanishka.karunaratne@sfgov.org" <kanishka.karunaratne@sfgov.org>, "hillary.ronen@sfgov.org" <hillary.ronen@sfgov.org>, "REDACTED" <REDACTED>, "REDACTED" <REDACTED>, "jess.montejano@sfgov.org" <jess.montejano@sfgov.org>, "conor.johnston@sfgov.org" <conor.johnston@sfgov.org>, "margaux.kelly@sfgov.org" <margaux.kelly@sfgov.org>, "John.Avalos@sfgov.org" <John.Avalos@sfgov.org>, "sunny.angulo@sfgov.org" <sunny.angulo@sfgov.org>, "Dyan.Ruiz@sfgov.org" <Dyan.Ruiz@sfgov.org>, "REDACTED" <REDACTED>

As a lifelong resident of the Richmond district, I urge you to oppose Muni's plan for Geary Blvd. The process has been secretive and undemocratic, the cost ridiculously excessive and the result is bad for local business and is shockingly ignorant of our future traffic needs. I demand that you NOT spend my tax payer money on this ill-conceived project. In case you haven't read this article, I'm copying it here to let you know I support the position of San Franciscans for Sensible Transit. Here's an idea: you want to fix congestion on our streets? Start ticketing people for double-parking. The city would be swimming in cash!

By David Hirtz on January 1, 2017 1:00 am

Transit planners have been at work for many years to come up with a plan to improve bus service for all of Geary Boulevard, but let's just talk about the 2.2-mile western portion from Masonic Avenue to 27th Avenue. Planners envision the median there with more than 100 trees replaced by two, red-painted central bus-only lanes for 24 hours a day. Riders would board from narrow platforms in the middle of the roadway, between the bus lanes and other traffic.

Riders now are accustomed to two levels of service: the infrequently stopping Rapid, and the Local that makes stops every two blocks or so. With only one lane for buses, there will be just one quality of service: Local, as all buses will back up behind the slowest moving one. But Local service will have fewer stops, as statistically that will reduce rider times — even if you have to walk farther to find one.

That certainly won't save you any rider time if you like the Rapid.

Planners, their consultants and a small number of appointed citizens have met over eight years on this plan. In that time, the world has changed, and the future is arriving in the form of driverless vehicles of all sizes. Ride-hail services are snatching riders away from buses, including the BART from downtown to the airport that is hemorrhaging fare money. It is a poor idea to invest \$300 million in public money for hard infrastructure for buses alone, imagining they are the only future.

A public-spirited citizens group offered comment to Muni and officials with the San Francisco County Transportation Authority on this project and were summarily dismissed. They then founded San Franciscans for Sensible Transit to advocate for transit issues all over San Francisco. After much study, they support a number of improvements — more buses, better schedules, holding green lights for buses, street paving and others — at a cost of \$50 million as a more sensible idea. See what you can get for these proven steps, they say. Their cost-benefit comparisons are on the website of both the Muni-favored version, called the Hybrid, and the Sensible Transit concept.

For many, the Rapid service at present is excellent. A rider embarking at 20th Avenue can, on average, get to Union Square in 21 minutes riding the 38R — as fast as cars. In a story in the San Francisco Examiner

— “Transit officials offer tweaks to Geary BRT project” — a Muni planner claimed that rider times could be cut by 20 minutes by this project. Really? It’s time to look at this project more critically.

Planners have controlled the landscape here, and citizens at large have not had a part of the dialogue, which is perhaps the most egregious part of this process. It is, sadly, a transit agency behavior exhibited in big projects on Mission, Van Ness, Taraval and others. It is not honest, nor fair, to citizens who are being asked to live through four years of construction and traffic flow changes that will make their lives difficult.

Our Transit First Policy first requires that all transportation projects ensure the quality of life and economic health of the community. No studies of economic health were done for the planners, who dismiss concerns about quality of life as well. The potential loss of many small businesses and their jobs is also ignored.

A representative of Mayor Ed Lee told Sensible Transit that we already have too much retail at street level. If many of these valued shops fall to the huge interruption for their businesses, not many others will want to come into the chaos. That could easily become blight, and that, indeed, is very hard to correct.

Other vehicles on high-traffic volume Geary Boulevard would be reduced to two lanes. Except when delivery vehicles are double parking, as they do with impunity, then cars and trucks would have to merge to one lane, while the bus lane may be empty at that moment. Left turns would be greatly reduced, and parking will be cut back, too. So there would be swarms of drivers hoping to find a place to stop on the adjacent streets to Geary. Good luck. Parking there is already congested. Do you suppose people would just quit trying to come to Geary stores and shops?

Thank you,

Sydney Fisher Bernier

Richmond District Resident



Please Vote to Postpone Approval of Geary BRT Final EIR

Jim Billings <REDACTED>

Mon, Dec 12, 2016 at 5:26 PM

To: Board.of.Supervisors@sfgov.org, clerk@sfcta.org, John.Avalos@sfgov.org, London.Breed@sfgov.org, David.Campos@sfgov.org, Aaron.Peskin@sfgov.org, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org, Norman.Yee@sfgov.org, kanishka.karunaratne@sfgov.org, margaux.kelly@sfgov.org, jess.montejano@sfgov.org, conor.johnston@sfgov.org, camposstaff@sfgov.org

Dear Supervisors and Board Members of the SF County Transportation Authority,

I am writing to you in your role as a member of the Transportation Authority. At tomorrow's meeting, as a key member of the Authority, I urge to vote to postpone your consideration of the Geary Street BRT Final EIR for a minimum of 30 days after the presently scheduled SFCTA meeting on January 5, 2017.

The Transportation Authority choose to not make public the Final EIR (FEIR) for the Geary BRT until this past Friday, which had been delayed for almost three months. Now the SFCTA wants a rush to judgment to approve and certify the FEIR. This prevents due consideration and review of the FEIR. By scheduling the meeting for January 5, 2017, it leaves the public and your Board only 27 calendar days and only 17 working days to review and analyze a FEIR with many new portions and information, as well as 870 pages of comments. And during this time, many interested members of the public well as Board members and staff will be traveling or otherwise engaged in holiday celebrations with family and friends for Christmas, Hanukkah, and the New Year.

During these 17 working days over the holidays, the Board must be able to review the FEIR and be able to say that the FEIR reflects its independent judgment. The December 9 package contains a proposed Statement of Overriding Considerations. Thus, in addition to 870 pages of comments and responses, the reviewing Board members and your staff as well as the public must evaluate the SFCTA's reasoning for overriding the significant impacts which this massive FEIR found could not be mitigated. In addition, the recommended alternative has modifications to the Draft EIR. Thus, in addition to the comments and responses and the reasoning for overriding the conclusions, the Board members and your staff as well as the public must understand a modified proposed alternative. And beyond the CEQA document and findings, City regulations require certain findings and assessments. Non-CEQA findings have not been publicized or reviewed. Again, how will the Board be able to review, digest and independently arrive at all these new findings in only 17 working days?

In short, this extremely abbreviated period over the holidays is not enough time for the Board to meaningfully review and understand this massive document and to honestly arrive at the conclusion that the FEIR reflects its independent professional opinion, as the Board is not allowed to just rubber stamp this document.

And there is no need to rush through the vote to certify the FEIR.

Although the draft EIR was published on September 15, 2015, it took nearly 15 months to prepare and issue the Final EIR on December 9, 2016. This period of review is just too short for the public and the Board to adequately review the Final EIR.

In addition, new District One Supervisor Sandra Fewer will not be sworn in until after the January 5, 2017, SFCTA meeting, thus denying District One representatives the vote by their newly elected Supervisor/SFCTA Board Member on this critical District One issue.

At your December 13, 2016, meeting, please vote to postpone the vote on the Geary BRT FEIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

Thank you for your assistance with this critical matter.

Jim Billings

San Francisco Resident and Voter



Geary BRT Final EIR Consideration and Postponement of Vote

Jim Billings <REDACTED>

Tue, Jan 3, 2017 at 4:38 PM

To: Board.of.Supervisors@sfgov.org, clerk@sfcta.org, London.Breed@sfgov.org, Aaron.Peskin@sfgov.org, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org, David.Campos@sfgov.org, Norman.Yee@sfgov.org, kanishka.karunaratne@sfgov.org, hillary.ronen@sfgov.org, REDACTED, REDACTED, jess.montejano@sfgov.org, conor.johnston@sfgov.org, margaux.kelly@sfgov.org, John.Avalos@sfgov.org, sunny.angulo@sfgov.org, Dyan.Ruiz@sfgov.org, REDACTED

Dear Supervisors and Board Members of the San Francisco County Transportation Authority,

Last Friday, I sent the following letter (below my signature) to Aaron Peskin, the current chair of San Francisco County Transportation Authority and Supervisor Norman Yee, regarding the Final EIR for the Geary BRT. I would appreciate it if you would review the letter and consider postponing the vote on the Geary BRT Final EIR for the reasons stated below..

Thank you.

Best Regards,

Jim Billings

To: Supervisor Aaron Peskin, Chairman, SFCTA Board of Commissioners

Fr: Jim Billings, San Francisco Resident for 33 Years

Re: Geary BRT Final EIR Consideration and Postponement of Vote

Date: December 30, 2016

I am writing in regards to the Geary BRT Final EIR. In your position as the new Chair of the San Francisco County Transportation Authority (SFCTA) Board, I am requesting you propose to your fellow commissioners a one month postponement of the vote on the Final EIR for the Geary BRT at your meeting on Thursday, January 5, 2017.

I believe a postponement is necessary for the following reasons:

1. If it took almost 15 months for the draft EIR to be reviewed, revised and prepared, how is the SFCTA supposed to review and approve the more than 1,000 page Final EIR in less than 30 days?
2. SFCTA Commissioners and members of the public who are impacted by the Geary BRT have not been given ample time to digest the 1,000-plus pages of the Final EIR since it was only released on

December 9th. The board is legally required to provide a period of 30 days for public review and comment after an EIR is released. Now is not the time to risk a possible protracted lawsuit.

3. Why is there a rush to get the Final EIR approved when it was released only three weeks ago for review? Are there issues with the Final EIR that the SFMTA doesn't want commissioners and community members to find? Given the \$300 - \$350 Million cost of this project, I believe there needs to be a public discussion and thorough review of this very expensive project by the newly-constituted SFCTA board for a minimum of 30 days as the law requires.

4. At your January 5th meeting, four SFCTA commission members are lame-ducks to be replaced four days later by newly-elected Supervisors when they are sworn in on January 9th. Don't you think new board members should have an opportunity to review and vote on the EIR and the possible implementation of the Geary BRT, since they will be responsible for oversight for the next four to eight years?

5. Fast-tracked approvals of significant expenditures are often used to choke off public debate and prevent alternative solutions from being considered. By rushing to approve the Final EIR by a board that includes four lame-duck commissioners, the SFCTA is going against the tenets of democracy that require an open and transparent government.

We are asking you to propose to your fellow commissioners the postponement of the Geary BRT Final EIR vote to give the newly-elected supervisors and soon-to-be commissioners the opportunity to study the report and give it due consideration as required by law. This additional time will also give constituents the opportunity to thoroughly review the report and offer input to their individual supervisors/commissioners.

Thank you for your assistance in this matter.

Best Regards,

Jim Billings

cc: Supervisor/Board Commissioner Norman Yee



Fwd: [GearyBRT] 1 request and 1 proposal

Colin Dentel-Post <colin.dentel-post@sfcta.org>
To: Steve Stamos <steve.stamos@sfcta.org>

Tue, Jan 3, 2017 at 9:22 PM



Colin Dentel-Post
Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

----- Forwarded message -----

From: **diana binunskaya** <REDACTED>
Date: Wed, Jan 4, 2017 at 12:15 AM
Subject: [GearyBRT] 1 request and 1 proposal
To: "GearyBRT@sfcta.org" <GearyBRT@sfcta.org>

Hi, Project Team,

1 request:

Please, don't close a 38R bus stop. There are so many elder and disable people in this area who use it every day. Many of seniors already signed a petition for keeping 38R stop, but I am not sure you got it.

1 proposal:

Please, find a great computer programmer to create a GREEN WAVE on Geary. It will make a big difference! All cars and buses usually waste their time stopping and waiting, because traffic lights work in wrong schedule. Thank you,

Diana Binunskaya
71 years old

Fwd: [GearyBRT] Geary BRT stops

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: "'Deetje B' via GearyBRT"
Date: Tue Jan 03 2017 17:06:53 GMT+1100 (AEDT)
Subject: [GearyBRT] Geary BRT stops
To: gearybrt@sfcta.org

To whom it may concern:

Please know that any elimination of **any** bus stops is an affront to all Muni riders who are elderly or disabled or have any kind of impairment in ambulation, including persons traveling with young children or carrying packages. Have you ever done a survey to account for the proportions of these riding Muni, these people who do not have the alternative of driving cars instead of riding the bus? So: return all eliminated bus stops and bus lines (e.g., the Valencia Street line, the cut-off section at the end of the Clement bus line, etc.) And anyway, for the sake of the environment, you should be designing a system that will get as many people, disabled, elderly, burdened or not, out of their cars and onto public transit. The best way to do this is to make bus-riding comfortable and convenient, not just a few minutes faster for a particular trip. I believe that's called "comprehensive" planning?

It enrages me to be confronted with planners' bone-head thinking that focuses only on speed, ignoring the most essential considerations of bus riders: 1) safety (e.g., adding any extra crossings on foot of intersections, dealing with traffic to get to and from bus stops); 2) length of time it takes to get from home and back to and from bus stops on foot (i.e., elimination of bus stops and even of whole bus lines!); and 3) crowdedness once on bus (being forced to stand when the bus is too full of passengers). The designers should be making their plans from the point of view of these various needs of the passengers, not just the speed of the bus route. Exception: Perhaps to meet the needs of employed commuters for fast trips, extra express buses could run during the morning and evening rush hours. It is also a downright **shame** that on weekends people are forced to stand crammed onto buses that are too crowded to allow seating for all. What are we: cattle????

Our transit funds should be spent on adding more buses and runs to the fleet in order to handle all the passengers so that they have ready access to neighborhood bus stops, seating capacity for all once on the buses, etc. instead of on expensive BRT street redesigns or on all the high-paid planners who think from the wrong point of view (i.e., cutting minutes off route times instead of meeting the needs and comforts of the travelers).

One last thing: we should be buying buses with better suspension than those low-slung ones that have recently been added to the fleet: they're going to shake themselves apart in no time -- and meanwhile shake the passengers apart from the spine and throughout the body. Have you ever tried riding over the wheels on one of them as the disabled must, up at front? Well, good luck -- a tip of advice: don't lean back, sit forward on the seat to minimize the impact. And please don't tell me as bus drivers have that it'll be smoother when the streets are repaved. They even vibrate on smooth sections.

To repeat the most important point: DO NOT eliminate ANY Muni bus stops. They are needed. (And, by the way, it used to be stated as a point of pride by Muni management that there was a maximum distance adhered to between bus stops. Whatever happened to that operating principle?? Down the drain with SFCTA Muni management. Lost in the bureaucratic maze.)

Very, very sincerely,

Deetje Boler



Letter L-10

Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] Keep the 38R Laguna stop...

Mitos Briones <mitosb@gmail.com>

Fri, Jan 6, 2017 at 12:17 AM

To: gearybrt@sfcta.org

...please! This stop is so vital to many residents/workers of Cathedral Hill & Japantown who have to make it to downtown and back specially during rush hour. Forget about even driving thru Union Square at peak times. Many students, workers and more importantly seniors rely on this stop to quickly connect to BART. Don't forget the many events held in Japantown that generate a high volume of visitors.

Traffic in SF can be a pain, taking away a convenience such as this will just give the residents of San Francisco another thing to worry about.

Please save the Laguna rapid stop!
Thank you!



Fwd: [GearyBRT] Native tree use in Geary Blvd bus corridor

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---
From: Martha Brown
Date: Tue Jan 03 2017 01:40:15 GMT+1100 (AEDT)
Subject: [GearyBRT] Native tree use in Geary Blvd bus corridor
To: GearyBRT@sfcta.org

Dear San Francisco County Transportation Authority Board,

Thank you for your work on planning bus rapid transit and improved streetscapes along Geary Boulevard, San Francisco. My comment is in relation to mitigation measure 11-I, I VQ-2 of the EIR, which proposes using a consistent palette of street tree types throughout the Geary corridor.

Please consider using native tree species in the project in order to create quality habitat for songbirds, pollinators, and other native wildlife. There are a number of California native trees that would enhance wildlife habitat, including California buckeye (*Aesculus californica*), coast live oak (*Quercus agrifolia*), bigleaf maple (*Acer macrophyllum*), California black walnut (*Juglans californica*), or western sycamore (*Platanus racemosa*). All these species are recommended by nurseries for street planting, are aesthetically pleasing, and would provide excellent habitat qualities for native songbirds and insects.

If none of these species are ultimately suitable, I recommend using species that provide similar habitat features as locally native species, such as *Quercus tomentella* or a *Ceanothus* species, both of which are found on the Recommended San Francisco Street Tree List.

Use of native trees would both enhance wildlife habitat and improve aesthetics of the area. Please consider this in your plan.

Thank you,

Martha Brown



SFMTA
Municipal
Transportation
Agency



Edwin M. Lee, *Mayor*

Tom Nolan, *Chairman*

Cheryl Brinkman, *Vice-Chairman*

Gwyneth Borden, *Director*

Edward D. Reiskin, *Director of Transportation*

Malcolm Heinicke, *Director*

Joél Ramos, *Director*

Cristina Rubke, *Director*

July 29, 2016

Letter L-12

**Holy Virgin Cathedral
6210 Geary Boulevard
San Francisco, CA 94121**

Subject: Holy Virgin Cathedral Response to Comment Letter

Comment #1: BRT will adversely affect businesses between 25th and 33rd avenues because of parking loss.

Commercial businesses comprise approximately 30 percent of the ground-floor land uses along Geary Boulevard between 25th and 33rd avenues. Most of the adjoining land uses along this section are residential or other non-commercial uses.

A visitor intercept study was conducted by the project team in 2013. Results indicated that a large majority of the visitors arrive by bus, walking, or biking, and approximately 20 percent of visitors arrive by car. The majority of the customer base of the businesses along Geary is therefore not adversely affected by removal of four percent of the existing on-street parking supply available within one block of Geary Boulevard.

The agencies, however, acknowledge the concern about on-street parking loss along Geary and are exploring ways to accommodate more parking on side streets.

Comment #2: The Environmental Document did not consider the cumulative effect of parking loss caused by the BRT when combined with San Francisco's Vision Zero program.

The Environmental Document considered other projects when describing cumulative impacts in the discussion under Chapter 5 Cumulative Impacts.

The chapter notes that no major development projects are anticipated for the Geary corridor west of Gough Street, and that other transportation projects could result in pedestrian and/or signal enhancements, but are not anticipated to result in substantial parking loss. The potential parking loss from these projects would have little impact on the corridors supply of publicly available parking and loading. Transit and pedestrian enhancing aspects of these projects would help reduce demand for parking, offsetting potential negative effects. Please see the Environmental document's [Chapter 5 Cumulative Impacts](#) for the full discussion.

Vision Zero is a high-priority city policy committing to safer streets with the goal of eliminating all traffic deaths by 2024. In the segment of Geary between 25th and 33rd avenues, the Vision Zero program includes implementing multiple safety features, including crosswalk striping

enhancements, signal timing changes, and ‘daylighting’, which removes on-street parking spaces at street corners to improve the visibility of crossing pedestrians and vehicles.

Daylighting has been implemented at one location: Geary and 26th Avenue, where up to two spaces were removed in order to improve pedestrian crossing visibility. The photo below, showing a pick-up truck parked very close to the corner and possibly blocking visibility for crossing pedestrians, illustrates the visibility issue that the daylighting project is intended to address.



No other location on Geary between 25th and 33rd avenues is planned for daylighting. Therefore, the parking loss described in the Environmental Document adequately discloses the cumulative effect of parking loss caused by the BRT and the Vision Zero program in this area.

Comment #3: The BRT will reduce pedestrian safety for people with disabilities, the elderly, and school children.

The specific issue raised here is the effect of the project on the existing passenger loading zone on the north side of Geary between 26th and 27th avenues near the church front door, with spaces currently arranged diagonally. The project’s proposed design includes changing the on-street parking on this block to parallel parking and retaining the loading zone in the same location. The concern is that, under the Hybrid Alternative as the staff recommended design, westbound buses, emerging from the 26th Avenue intersection in the center bus-only lane and shifting to the outside

lane of the street, may cause safety conflicts with the loading zone that is to remain on that same block.

The agencies chose the proposed location for the bus center-to-side transition zone between 25th and 27th avenues in consideration of several factors. They include: the desire to retain the eastbound left turn at 27th Avenue that would preclude locating the transition anywhere between 27th and 29th avenues; the ridership pattern reflecting much lower ridership west of 25th Avenue in relation to the high cost of center-running bus lanes that requires high ridership to justify; and the steep grade beginning at 28th Avenue to be avoided because of the more difficult bus transition conditions involved at that location for visibility and acceleration.

Bus operations at the proposed transition would not conflict with the passenger loading zone. Outbound buses emerging from the 26th Avenue intersection would not immediately cross two lanes of traffic from the center to reach the right-most lane of Geary Boulevard, as might be inferred from the striping plan. The buses would have two blocks to make the full transition from center to side; they only need to be in the right lane by 28th Avenue, the location of the first curbside bus stop.

Bus operators would be trained to watch for opportunities to shift lanes and use judgment and caution to determine the appropriate time to make lane changes between these two blocks. Buses would emerge from the 26th Avenue intersection in the left-most travel lane. It is expected that, if the operators were to observe passenger loading activity in the Cathedral's loading zone, they would remain in one of the left-side travel lanes until the bus passes that location and they can safely change lanes without conflicting with the passenger loading. The striping plan is only intended to shift the vehicle traffic away from the right lane to provide buses a buffer space if needed. This type of bus operation is standard practice in the industry in situations where buses shift travel lanes and will also be used for the Van Ness BRT Project, which is slated to begin construction later this year.

For additional details on the expected operation of the transition, please see the video simulation of this bus transition at: <https://www.youtube.com/watch?v=1AoAy8Ruww0>

Comment #4: The EIR did not address the BRT project's parking impact in relation to San Francisco General Plan Policy 33.2 "Protect neighborhoods from the parking impacts of nearby traffic generators."

The staff recommended design would result in a loss in on-street parking of about four percent of the existing supply, defined as including on-street spaces along Geary and within one block of Geary. This level of impact is not considered significant. Throughout the corridor bus stops relocated or consolidated would be converted into usable on-street parking spaces, offsetting some of the losses, particularly between Arguello Boulevard and 25th Avenue where the bus would operate in the center converting existing curbside stops to on-street parking and corner bulb outs.

Comment #5: The BRT would increase air pollution in the Outer Richmond.

In general, the project will result in more travelers choosing transit and fewer choosing to drive, resulting in lower overall emissions. The Environmental Document used an industry-accepted methodology for describing air quality impacts. This methodology focuses on the biggest sources of mobile-source air emissions, including all vehicle trips to, from, and through the neighborhoods along the Geary corridor. Passenger vehicle emissions were estimated using Vehicle Miles Traveled (VMT) and traffic speed data. Implementation of any of the build alternatives would generate operational emissions associated with a shift in regional passenger VMT and new buses servicing the Geary corridor. The operational air quality analysis focused on estimating emissions associated with changes to transit and non-transit VMT.

Vehicles traveling additional distance while looking for parking as a result of removal of 40 parking spaces constitute a very small source of emissions compared to the overall total and therefore would not result in substantially worsened air quality. Alternatively drivers may also drive less (i.e., stop two blocks before their destination and grab the first available parking spot rather than try to park directly in front). Furthermore, as shown in [Table 4.10-6](#) of the Draft Environmental Document, regional VMT would be reduced under all of the build alternatives relative to the No Build Alternative. By 2035, regional emissions of criteria pollutants and greenhouse gases would also be substantially reduced (see [Table 4.10-7](#)). Thus, implementation of any of the build alternatives would benefit the corridor by improving regional air quality, and no substantial increase in emissions would be expected in the Richmond or any other neighborhood along the corridor.

Comment #6: The Environmental Document did not adequately consider alternatives to BRT.

The agencies considered many other alternatives during the previous project phase, including non-BRT designs, narrowing the list down to those described in the Environmental Document was a multi-year effort that included multiple rounds of community outreach. Please see the Environmental Document's [Chapter 10 Alternatives Analysis](#) for further details on other alternatives considered but rejected.

The environmental document analyzed five alternatives, as follows:

- No-build, which, instead of additional bus-only lanes, features already-planned minor improvements to existing infrastructure, including traffic signals, pedestrian crossings, service increases, and bus stop enhancements
- Alternative 2: Side-running BRT from Market Street to 34th Avenue
- Alternative 3: Center-running BRT with passing lanes from Gough Street to 27th Avenue
- Alternative 3c: Center-running BRT with no passing lanes from Gough Street to 27th Avenue
- Hybrid Alternative (SRA): Side Running BRT from Market Street to Arguello Avenue, 27th to 34th avenues, and center running BRT from Arguello Avenue to 25th Avenue.

Comment #7: Requested measures to address the above concerns:

7.1 Provide 40 off-street parking spaces within one block of Geary, and open the grounds of the Presidio Middle School to public parking during non-school hours

The SFMTA and the SFCTA have discussed this idea with the Presidio Middle School. The school has replied that, in the near term, before 2019, a planned renovation of school grounds will preclude the use of the school parking lot by any non-school users. The school indicated a willingness to re-visit the discussion after the school renovation is completed.

Separately, the SFMTA is exploring ways to accommodate more on-street parking spaces on side streets near the Holy Virgin Cathedral to address the loss of spaces along Geary Boulevard.

7.2 Suspend implementation of the Vision Zero program between 25th and 33rd Avenue

Please see the response provided for Comment #2 above.

7.3 Terminate the BRT lanes at 25th Avenue

Please see the Environmental Document's [Chapter 10 Alternatives Analysis](#) for the full discussion on alternatives considered but rejected. Regarding the extent of the bus lanes at the western end of the corridor, 33rd Avenue was chosen as the end of the bus-only lanes in order to provide students with more reliable transportation to/from Presidio Middle School and Washington High School at 31st and 32nd avenues.

Sincerely,

Wahid
Project Manager
San Francisco Municipal Transportation Agency
One South Van Ness
San Francisco, CA 94103
(415) 646-2151

Colin Dentel-Post
Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
415.522.4836



MAY 27 2016



Русская Православная Церковь Заграницей
Кафедральный Собор
Пресвятой Богородицы Всех Скорбящих Радости
ЦЕРКОВНО-ПРИХОДСКОЙ СОВЕТ
The Holy Virgin Community of San Francisco Inc.
Church Parish Council
6210 Geary Blvd. San Francisco, CA 94121 Tel: 221-3255

May 22, 2016

Mr. Chester Fong, Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 2nd Floor
San Francisco, CA 94103

Dear Mr. Fong:

We are writing to express our opposition to extension of the Geary Corridor Bus Rapid Transit Project (BRT) west of 25th Avenue and to provide our comments on the inadequate draft EIR/EIS developed to evaluate the environmental impacts of the project.

The San Francisco County Transportation Authority (CTA) and the San Francisco Municipal Transportation Agency (MTA) are proposing to implement a bus rapid transit project along Geary Boulevard from Market Street to 48th Avenue. During scoping meetings for the EIR/EIS held several years ago, we met with CTA/MTA staff to voice our concerns. Staff listened, informed us that the project as proposed would have a “devastating” impact on our Church, and assured us that the project would be modified to address our concerns. Relying on their assurances, we stopped paying attention to the project. Imagine our surprise when we learned earlier this year from new staff members that the BRT was proceeding as planned. We are deeply disappointed at this perceived bad faith communication.

We are, therefore, providing this letter so our concerns may be addressed in the EIR/EIS even though the deadline for comments has passed.

UNFORESEEN ENVIRONMENTAL IMPACTS

The BRT will kill businesses between 25th Avenue and 33rd Avenue. The EIR/EIS states that the BRT will eliminate 40 of the 130 parking spaces along this part of Geary Boulevard. This will have a devastating effect on stores, restaurants, residents, and our Church. We have not seen parking occupancy studies for this area except for a general statement on page 4.2-37 of the EIR/EIS that “...changes in on-street parking associated with the build alternatives would not result in adverse effects to the economic and business environment.” Really? Eliminating 1/3 of available parking would not affect businesses? This could only happen if some of the businesses/restaurants ceased to operate. AC Transit’s BRT project in Oakland, which is very similar to this BRT, is providing two off street parking lots to mitigate parking loss.

The EIR/EIS failed to consider the cumulative effect of parking loss caused by the BRT when combined with San Francisco’s failed *Better Streets Plan*. The *Better Streets Plan* is eliminating corner parking throughout the City, ostensibly to increase visibility of pedestrians. This has eliminated dozens of parking spaces on or adjacent to Geary Boulevard between 25th and 33rd Avenues with no apparent benefit. (See Michael Cabanatuan’s report in the March 27, 2016, edition of the SF Chronicle under the headline “Deaths in traffic not down as hoped. Reduction effort faces resistance over parking” which states that seven pedestrian

deaths occurred this year compared to one last year and seven the year before.) Merchants throughout the City, including the People of Parkside are objecting to the failed *Better Streets Plan*.

Similarly, Mr. Cabanatuan's article in the April 14, 2016, SF Chronicle headlined "Mission Street users on road to rebellion" describes that "... transit-only lanes and changes to driving routes that force cars onto other streets angered drivers and merchants, caused traffic backups, and filled the air with horn-honking and cursing...". It appears that the City's anti-car policies are having an effect other than the ones sold to elected officials by staff and described in the EIR/EIS.

The BRT will reduce pedestrian safety for our most vulnerable residents - the disabled, elderly and school children. West of 25th Avenue, traffic along Geary Boulevard flows freely with little interruption. The BRT recognizes this by ending center bus lanes at 25th Avenue. However, instead of allowing buses to flow with traffic, the BRT provides an exclusive bus lane which moves from the center of the street to the side. This occurs directly in front of our Church in the area where our elderly and disabled churchgoers are dropped off and attendees at the two schools located in our Church are picked up. The result is that buses are directed into the same space where vehicles are stopping. The potential for injury and rear end accidents directly caused by aiming buses into loading areas has not been adequately addressed.

The EIR does not address the fact that the BRT violates San Francisco General Plan Policy 33.2: "Protect residential neighborhoods from the parking impacts of nearby traffic generators." Prior city planning provided extensive parking along Geary Boulevard in front of the businesses, restaurants, and Churches which generate traffic. Eliminating 40 of these parking spaces will not reduce demand, but will force people who use Geary Boulevard businesses to park in the adjacent neighborhood. This will result in increased congestion, people parking partially or fully in driveways (at least "temporarily"), increase competition with neighborhood residents for the few available parking spaces.

The BRT would significantly increase air pollution in the Outer Richmond. At present, because of the high demand for parking, worshipers at our Church join business and restaurant goers in spending an average of 20 minutes circling the area looking for a parking space. Eliminating 40 more parking spaces increases vehicle travel by $40 \times 365 \text{ days} \times 5 \text{ periods (2 hour meter parking from 10 am to 8 pm = at least five vehicles per parking space)} = 73,000$ vehicle trips approximately three miles each at the low speed/idle which generates the most pollutants. The issue of increased air pollution caused by people circling and looking for parking spaces is not addressed in the EIR/EIS.

The EIR/EIS is fatally flawed in failing to adequately consider alternatives to the BRT. Every alternative studied in the EIR/EIS assumes that the BRT must run from Market Street to 48th Avenue. What would happen if the BRT ended at 25th Avenue? Savings in travel time would be negligible since traffic flows freely beyond 25th Avenue. The cost of the project would be reduced (a significant benefit for a project which is currently not fully funded). The result would be a more cost effective project. Time to start thinking outside the box?

REQUIRED MITIGATION MEASURES

To mitigate the negative environmental impacts of this project, the BRT should implement the following measures:

1. Provide 40 off-street parking spaces within one block of Geary Boulevard between 25th Avenue and 33rd Avenue – the same mitigation measure adopted by AC Transit's BRT Project.
2. Open the grounds of Presidio Middle School to public parking during non-school hours.
3. Suspend implementation of the failed *Better Streets Program* between within one block of Geary Boulevard between 25th Avenue and 33rd Avenue. The program isn't working anyway, so at least give businesses a break.
4. Terminate the BRT at 25th Avenue and allow buses to move with existing light traffic west of 25th Avenue.

NEXT STEPS

1. We are requesting that the above comments be addressed in revisions to the current Draft EIR/EIS.

2. We would appreciate the opportunity to meet with decision makers to discuss ways to preserve the needs of businesses, restaurants, Churches and residents between Anza Street and Clement and between 25th Avenue and 33rd Avenue.
3. We are requesting that a moratorium be placed on any further implementation of the City's Better Streets Plan between Anza Street and Clement and between 25th Avenue and 33rd Avenue until the plan can demonstrate concrete improvements in reduction of pedestrian accidents.
4. Under no circumstances should the striping of bus-only lanes, currently scheduled for Fall, be implemented until these issues are resolved.

For questions/comments about this letter, please contact

Mr. Vitaly B. Troyan
Parish Council Member



Yours truly,

A handwritten signature in black ink, appearing to read 'NB', written over a white background.

Nick Buick, Warden
Holy Virgin Community of San Francisco

C:
Scott Weiner, Chair
SF County Transportation Authority
1455 Market Street, 2nd Floor
San Francisco, CA 94103

Ed Reiskin Director of Transportation
SF Municipal Transportation Authority
1 South Van Ness
San Francisco, CA 94103



Fwd: [GearyBRT] Geary Street Project

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: "'Cal' via GearyBRT"

Date: Tue Dec 27 2016 08:49:05 GMT+1100 (AEDT)

Subject: [GearyBRT] Geary Street Project

To: GearyBRT@sfcta.org

Please reconsider bulking out sidewalks. It only means pedestrians will attempt to beat traffic signals to get onto a bus causing more accidents with vehicles. I am a third generation S.F. native and drive this street daily. In my years of living here, I constantly see pedestrians running to beat traffic signals. You are only tempting them to beat more signals to make it across the street. Thank you. Cal~



Fwd: [GearyBRT] Re: Geary Blvd Bus Rapid Transit Final EIR Comment

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: Ryan Carle
Date: Thu Dec 29 2016 11:28:21 GMT+1100 (AEDT)
Subject: [GearyBRT] Re: Geary Blvd Bus Rapid Transit Final EIR Comment
To: GearyBRT@sfcta.org

Hello,
I forgot to include my contact information in my previous comment I submitted:

It is
Ryan Carle
REDACTED
Soquel CA 95073
REDACTED

My comment is reattached below.

Dear San Francisco County Transportation Authority Board,

Thank you for your work on planning bus rapid transit and improved streetscapes along Geary Boulevard, San Francisco. My comment is in relation to mitigation measure 11-I, I VQ-2 of the EIR, which proposes using a consistent palette of street tree types throughout the Geary corridor. I encourage the project to select a palette of tree species that provide quality habitat quality for native wildlife such as insects and migratory and resident songbirds. California-native and Bay Area-native tree species are the ideal candidates to provide habitat for native animal species. The Recommended San Francisco Street Tree Species List (<http://sfpublicworks.org/sites/default/files/SF%20Street%20Tree%20Species%20List%202016%20Adopted.pdf>) is limited in information on habitat quality and on native tree species. However, this project affords a great opportunity to demonstrate that native trees can perform well in the urban landscape. Please explore using California- and Bay Area- native species like California buckeye (*Aesculus californica*), coast live oak (*Quercus agrifolia*), bigleaf maple (*Acer macrophyllum*), California black walnut (*Juglans californica*), or western sycamore (*Platanus racemosa*). All these species are recommended by nurseries for street planting, are aesthetically pleasing, and would provide excellent habitat qualities for native songbirds and insects. If none of these species are ultimately suitable, I recommend using species that provide similar habitat features as locally native species, such as *Quercus tomentella* or a *Ceanothus* species, both of which are found on the Recommended San Francisco Street Tree List. These habitat-providing species would improve connectivity between habitat patches in the rest of San Francisco.

Thank you,

Ryan Carle

On Tue, Dec 27, 2016 at 10:38 PM, Ryan Carle <**REDACTED**> wrote:

Dear San Francisco County Transportation Authority Board,

Thank you for your work on planning bus rapid transit and improved streetscapes along Geary Boulevard, San Francisco. My comment is in relation to mitigation measure 11-I, I VQ-2 of the EIR, which proposes using a consistent palette of street tree types throughout the Geary corridor. I encourage the project to select a palette of tree

species that provide quality habitat quality for native wildlife such as insects and migratory and resident songbirds. California-native and Bay Area-native tree species are the ideal candidates to provide habitat for native animal species. The Recommended San Francisco Street Tree Species List (<http://sfpublicworks.org/sites/default/files/SF%20Street%20Tree%20Species%20List%202016%20Adopted.pdf>) is limited in information on habitat quality and on native tree species. However, this project affords a great opportunity to demonstrate that native trees can perform well in the urban landscape. Please explore using California- and Bay Area- native species like California buckeye (*Aesculus californica*), coast live oak (*Quercus agrifolia*), bigleaf maple (*Acer macrophyllum*), California black walnut (*Juglans californica*), or western sycamore (*Platanus racemosa*). All these species are recommended by nurseries for street planting, are aesthetically pleasing, and would provide excellent habitat qualities for native songbirds and insects. If none of these species are ultimately suitable, I recommend using species that provide similar habitat features as locally native species, such as *Quercus tomentella* or a *Ceanothus* species, both of which are found on the Recommended San Francisco Street Tree List. These habitat-providing species would improve connectivity between habitat patches in the rest of San Francisco.

Thank you,

Ryan Carle

Letter L-15

From: Lynn Catchings
Date: Fri Feb 19 2016 00:55:29 GMT+0530 (IST)
Subject: Fwd: [GearyBRT] BRT
To: Colin Dentel-Post

Traffic control. I hate spell check I

Sent from my iPhone

Begin forwarded message:

From: Lynn Catchings <REDACTED>
Date: February 18, 2016 at 11:23:34 AM PST
To: Colin Dentel-Post <colin.dentel-post@sfcta.org>
Cc: eric.l.mar@sfgov.org
Subject: Re: [GearyBRT] BRT

Thanks for your reply. Obviously you have closed the door on tweaking the plan while hypocritically eliciting public input.

It confirms my opinion. You are going forward with this whether tax paying residents want it or not. That's the arrogance we have come to expect as you cram your half baked projects down our throats. No one in my neighborhood believes this will work, even though they seek pedestrian safety and smooth transit.

We should be working toward a subway NOW. Had New York or Paris or even LA (light rail) waited till bureaucrats like you frittered away money on non solutions there would be total gridlock in those cities.

You have failed to address the issue of working people with no control over their schedules, families and commuters. Like Donald Trump, it appears you would build a wall around the City and watch smugly while it dies.

You have not addressed MTAs failure to conduct adequate traffic. Ontario despite your huge use of overtime.

Go back to the drawing board. Or at least get out of your office to see what's at stake.

L

Sent from my iPhone

On Feb 18, 2016, at 10:24 AM, Colin Dentel-Post <colin.dentel-post@sfcta.org> wrote:

Ms. Jimenez Catchings,

Thank you for sharing your views on the proposed Geary Bus Rapid Transit project.

Although improving transit service by 10-15 minutes for the more than 50,000 daily bus riders in the corridor is a key reason we are proposing BRT, we are very aware of the need to improve conditions for all users of the corridor, including pedestrians and drivers.

In addition to transit improvements, the project includes a full street repaving, new and upgraded traffic signals, and extensive pedestrian safety improvements. The project would maintain two traffic lanes in each direction throughout the corridor.

We conducted a detailed traffic analysis of the project, which found that traffic conditions would actually be better overall with the Geary BRT Project than without, as some drivers will switch to improved transit service or decide to drive during off-peak times or take different routes. For more information on the traffic effects of the project, please see the [project FAQ](#) or the traffic section of the [draft environmental document](#) (Section 3.4).

Lastly, while rail transit may be in the future for the Geary corridor, a subway would cost billions of dollars in funding that is not currently available. BRT can improve transportation in the near term at a fraction of the cost, and would not preclude future rail construction.

Thanks again for sharing your concerns about the project, and please let me know if you have further thoughts or questions. I will also make sure you are notified about future public meetings about the Geary project.

Best,

Colin

Colin Dentel-Post

Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

On Tue, Feb 16, 2016 at 7:42 PM, Lynn Catchings <REDACTED> wrote:

Hello,

I am writing to express my opinion of the BRT plan proposed for Geary Street. It's terrible.

As a caregiver for several of my elderly relatives who live in San Francisco, I must travel by car to different neighborhoods on a regular basis. (I do grocery shopping, transport equipment and take people over 80 to the doctor.) I have had occasion to observe the MTA'S handiwork on such streets as Randolph in the Ocean View, and Bay in the Marina, as well as O'Farrell and other downtown streets. What are you people smoking?

Please, do not implement the Geary Street BRT plan. You will reduce the City's main east west corridor to a crawl, just as a new, "improved" plan has on Randolph. You will turn the side streets into throughways. You will irreparably damage small businesses and restaurants along the corridor. You will harm the quality of life for hundreds of thousands of people.

The rationale for this ridiculous Geary Street plan is to speed up bus service by somewhere around 7 minutes and to get people out of their cars.

The reality is that most people who live and work in the City try to take public transit whenever possible.

But the other reality is that Geary brings commuters from Marin through the City to jobs at medical centers in Mission Bay and tech jobs south of Market, and other jobs at offices and restaurants downtown. It also serves people who drive trucks to deliver goods, parents with kids at two different schools, people who work odd shifts, and the disabled and elderly.

Most working people, especially families can't afford to live in SF. So, who will fill the medical jobs, the teaching jobs, the tech jobs?

MTA doesn't care. It paints the streets but doesn't fix the potholes. It fines people for blocking the box, but fails to provide traffic control officers to deal with numerous closed lanes and streets due to construction and double parked delivery trucks. It puts balky parking meters in, but fails to maintain them. (I've pulled into spots with 5 minutes left and tried to use my meter card to park for a doctor's appointment to no avail at least once a week.)

And though I like helping bike riders move safely through the City, I believe they should be licensed to help pay for improvements and that MTA has gone WAY too far in some areas to designate separate lanes even when bike traffic volume doesn't warrant it.

I take the 38 when I can, but I truly believe Geary Street should be served by a SUBWAY. That would improve the public commute by way more than 7 minutes. It would connect San Franciscans living on the northwest side of the City to BART, a service we pay for, but for the most part, can't use unless we're going to the East Bay from downtown.

The surface streets can be used by delivery vehicles, shuttles, buses, bikes, pedestrians and yes, for out of town commuters who must use their cars to get to work or must use them in the course of their work. The side streets won't be clogged. And once construction is done, small business can flourish. We could retain some of the parking you want to eliminate, and the City will be more livable for EVERYONE.

I have little hope you'll listen to us. You haven't so far. You have been arrogant and tone deaf. You behave as though anyone who has a different opinion than you is resistant to any change or is selfish. That's not true. Some of us try to see both sides and seek compromise. And some of us have been around long enough to know when money is being poorly spent to nibble around the edges of a problem rather than to deal with core issues.

You can tell by the tone of this letter that I'm fed up. I also vote, and influence other votes. I will not vote for anyone now or in the future who is supporting or has supported this plan. And I promise you, I will become active in upcoming campaigns should this plan be shoved down our throats.

Lynn Jimenez Catchings

From: Colin Dentel-Post
Date: Fri Nov 11 2016 13:36:02 GMT+1100 (AEDT)
Subject: Re: [GearyBRT] Geary BRT - SFMTA Update
To: gerald cauthen
Cc: GearyBRT, [REDACTED] Howard Wong

Letter L-16.1

Greetings Mr. Cauthen,

Thanks for your input on the Geary Bus Rapid Transit project, and I appreciate hearing your concerns with the current service on the corridor.

It is true that transit delays along the entire corridor need to be addressed in order to most effectively improve reliability of the entire line, which is why the BRT project proposes bus-only lanes extending from Gough Street to 34th Avenue.

A variety of issues currently delay buses along the corridor, including traffic signal delays, closely-spaced curbside stops that require buses to pull in and out of traffic, double-parked vehicles, queues of turning traffic, and other general traffic congestion. Exclusive bus-only lanes (with double-parking enforcement using vehicle-mounted cameras), traffic signal upgrades, right turn lanes where needed, stop location optimization, and construction of new station platforms will together address all of these issues to the extent possible. As a result, we expect transit reliability to improve by about 20 percent.

Admittedly, the general noise and rider behavior issues you mentioned are larger issues than the BRT project can address, but paving work will help with the vibration you currently experience. You're right that the pavement quality along Geary Boulevard is poor in many areas. Pavement repairs are currently underway to address the most critical problem areas and smooth the bus ride, to be followed by full street resurfacing together with the BRT project.

Finally, we are still working to fill in the funding plan for the BRT project (approximately \$100 million of the \$300 million total remains to be identified); but the project has scored very well in a recent regional project performance assessment and also performs very well against Federal project ranking criteria, so we expect it to be very competitive for a variety of funding sources.

Thanks again for sharing your thoughts. Please feel free to reach out again in the future, and I will add you to our email list so you are notified of upcoming project milestones and public hearing dates.

Best,

Colin



Colin Dentel-Post
Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

On Mon, Nov 7, 2016 at 12:13 PM, [REDACTED] via GearyBRT <gearybrt@sfcta.org> wrote:

Geary BRT works only if transit vehicles are given reliable priority along the entire route, including in particular the congested commercial sections east of Octavia and between 15th and 27th Avenues.

Bus travel along Geary is currently substandard, but not necessarily because of traffic congestion. What makes the current ride unacceptable for many riders are:

- a.) the excessive interior noise, caused largely by the rattles of poorly- designed articulated buses.
- b.) the excessive vibration, caused partly by neglected street surfaces, but also partly by the inferior riding qualities of poorly-designed articulated buses.
- c.) the SFMTA's continued willingness to tolerate the bad behavior of the few who drive away the many.

Transportation resources have traditionally been hard to acquire and will probably remain so. For this reason it is important that available funds be allocated and used with forethought and care.

Fwd: Geary BRT

REDACTED <REDACTED>

Sun, Dec 11, 2016 at 4:24 PM

To: John.Avalos@sfgov.org, London.Breed@sfgov.org, David.Campos@sfgov.org, Aaron.Peskin@sfgov.org, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org, Norman.Yee@sfgov.org, Board.of.Supervisors@sfgov.org, clerk@sfcta.org
Cc: REDACTED, REDACTED

Save Muni

Dear Supervisors:

As you can see people are asking for more time to review the Geary BRT Final EIR. Apparently the report wasn't released until December 9th, after having taken staff almost a year to prepare. For this reason getting the matter "wrapped up" by January 5th seems a little rushed. We suggest that the matter be put over until at least February 2nd. Thank you.

Gerald Cauthen
for SaveMuni

From: REDACTED
To: REDACTED
Sent: 12/11/2016 2:23:54 P.M. Pacific Standard Time
Subj: Geary BRT

SFMTA is trying to rush their Geary BRT project through without time for the public review and comments.

[View this email in your browser](#)



Stop the Fast Tracking of the Geary BRT

Let the supervisors and Mayor know that you voted to oppose the sales tax because of these tactics being used by the SFMTA. Let them know that you oppose the fast tracking tactics of the SFMTA Geary BRT hybrid plan. Let them know that you prefer a less expensive plan that will **inconvenience Muni riders and residents less than this plan.**

WHY DOES SFMTA ALWAYS CHOOSE THE MOST EXPENSIVE WAY TO DO EVERYTHING? DIDN'T THEY GET THE MESSAGE THAT THE VOTERS ARE NOT SUPPORTING THEIR SPENDING HABITS WHEN THEY VOTED AGAINST THE SALES TAX?

Sensible Transit Protests Rush to review Geary BRT Final EIR

The San Francisco County Transportation Authority (Transportation Authority) executives and planners have demonstrated their rejection of the will of the voters in District One by setting an unreasonable schedule in order to push through their recommended Hybrid version of the Geary BRT project, which would kill the boulevard and damage businesses. The voters of District One overwhelmingly voted for the two top women on the ballot who expressed doubt and opposition to the Hybrid option.

After a delay of almost three months in making public the final EIR for the Geary BRT late this past Friday, the Transportation Authority calls for its board to approve the final EIR and the Hybrid on January 5. This gives the public only 10 work days to review, criticize and challenge hundreds of pages of the document during the holiday season when at least two weeks are not available.

This rush to decision negates entirely the assertion that public comment is honored. Instead it is a crude maneuver to assure that the critical thinking of the new District One Supervisor will not be heard by the board. Sandra Fewer will be sworn in a mere four days later and will be handed a flawed project.

Please express your concerns immediately by email to all Supervisors because they constitute the board of the Transportation Authority. If you can, please attend the December 13 meeting of that board at 11 a.m. in Room 250 of City Hall. The agenda is attached at <http://www.sfcta.org/board-december->

Thank you.

David Hirtz
David Dippel
Robert Starzel
Directors of San Franciscans for Sensible Transit
www.sfsensibletransit.org

Supervisors' emails: John.Avalos@sfgov.org; London.Breed@sfgov.org;
David.Campos@sfgov.org; Aaron.Peskin@sfgov.org; Malia.Cohen@sfgov.org;
Mark.Farrell@sfgov.org; Jane.Kim@sfgov.org; Eric.L.Mar@sfgov.org;
Katy.Tang@sfgov.org; Norman.Yee@sfgov.org;
Board.of.Supervisors@sfgov.org; clerk@sfcta.org

For bullet points please see the following:

Additional points for emails or public statements December 13:

The period of review is too short to adequately review the Final EIR. The January 5 meeting should be postponed.

1. Final EIR was published in the afternoon of Friday December 9.

Currently the Board plans to determine whether to certify the FEIR on January 5, 2017. This period of time for review is only 27 calendar days and that is only 17 working days.

2. This period of review falls over the Christmas/Hanukah/Winter holiday season where some members of the public (and even the Board members!) may be traveling and/or spending time with family.

3. During these 17 days over the holidays, the BOARD MUST ALSO REVIEW the FEIR and it must be able to say that it reflects its independent judgment.

4. The Final EIR has many new portions and information

a. Over 600 written and transcribed comment responses. Appendix B contains 870 pages worth of comments and responses (incorrectly dated "November 2016", it was published December 9, 2016)

b. **The comments and responses are dense** – it took SFCTA almost a year to compile and publish them.

c. **The December 9 package contains a proposed Statement of Overriding Considerations** -- Thus, in addition to 870 pages of comments and responses, the reviewing Board members and public must evaluate the SFCTA's reasoning for overriding the significant impacts which this massive EIR found could not be mitigated.

d. **The recommended alternative has modifications since the Draft EIR** -
- Thus, in addition to the comments and responses and the reasoning for overriding the conclusions, the Board members and public must understand a modified proposed alternative.

5. Non-CEQA findings. Beyond the CEQA document and findings, the City regulations require certain findings and assessments. **Non-CEQA findings have not been publicized or reviewed.** Again, will the Board be able to review, digest and independently arrive at all these new findings?

In short, this abbreviated period over the holidays is not enough time for the Board to meaningfully review and understand this massive document and to honestly arrive at the conclusion that this document reflects its independent professional opinion. Remember, this is not a rubber stamp.

6. **Release at holiday time is not fair** – members of the public would like to celebrate the holidays and see family and friends, not “cram” for a January 5 hearing.

7. **We would like to think maybe the City didn't realize this unfortunate timing.** The cynic thinks it is purposeful and that the City is acting in bad faith.

a. The Draft EIR published September 15, 2015 -- 15 months ago.

- i. Why is the Board meeting on the Final scheduled so soon?
- ii. Why rush now?

b. **Publishing at the holidays punishes the public who take this matter seriously and want to continue participating**

c. **Some believe the January 5 hearing is being scheduled to take advantage of the changing political landscape** -- new Board members

on January 8. Could this rush, after 15 months between Draft and Final – be politically motivated?

d. Even if not politically motivated, the City is acting in bad faith by publishing over the holidays.

Please postpone the consideration of the Final EIR until after the holidays, at least 30 days after the currently scheduled meeting.

ENUF, Eastern Neighborhoods United Front



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Save San Francisco for the Residents

Our mailing address is:

ENUF
475 Alabama Street, San Francisco, CA, United States
San Francisco, CA 94110

[Add us to your address book](#)

Want to change how you receive these emails?
You can [update your preferences](#) or [unsubscribe from this list](#)



APR 25 2016

Letter L-17

April 20, 2016

Colin Dentel-Post
SFCTA Transportation Planner
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Dear Colin:

Many thanks to you and the SFMTA team (Wahid Amiri, Kate Elliot and Lulu Feliciano) for coming to the Sequoias yesterday to update community residents on the Geary BRT project and to hear strong community opinion about retaining the Laguna stop as both a Rapid and Local Stop.

To further support the community position and urge you to amend the current plan to add a Rapid stop at Laguna, enclosed are Petitions from residents and staff at The Sequoias, 1400 Geary Blvd., and residents at The Carlisle, 1450 Post St., Western Park Apts., 1280 Laguna St., and 1200 Gough St. There are 282 signatures on the Petitions.

As you know, we had many residents raise significant reasons for reconsidering the nature of the Laguna stop which serves the largest concentration of Seniors in San Francisco. As one commenter pointed out, even without Laguna being a transfer point, we still have 2900 daily riders, many of whom are severely mobility challenged. The steep grade from either Van Ness or Fillmore to Laguna, coupled with the demographics of the neighborhood population, and the safety issue for particularly vulnerable Seniors argue strongly for consideration of the special needs of this community served by the Laguna stop on the #38 Geary line. While travel time shortening is your ultimate goal, some other overriding issues need to be incorporated -- even if time is slightly lengthened.

We thank you for listening and hope that our comments conveyed the strong and valid need for your re-consideration.

Sincerely,



Kathie Cheatham
Sequoias Resident/Meeting Coordinator

**PETITION TO
BOARD OF SUPERVISORS PRESIDENT, LONDON BREED
SFMTA/SFCTA**

Since Cathedral Hill and Japantown have a large population of Senior residents, many of whom are both solely dependent on public transit and are mobility challenged, the undersigned hereby strongly urge you to reconsider and make the proposed Geary BRT project's Laguna St. stop a **Rapid Stop**.

Among the reasons for this request are: (1) mistakes made in boarding a Rapid bus (in areas where every stop is both a rapid and a local stop) instead of a local bus and then having to walk or cross the street to back track to a Laguna St. destination (with a steep street grade change in either direction), (2) extending the wait time as part of a trip to distant destinations and (3) the two long blocks (due to superblock planning in the 1960s) between the nearest other stops at ~~Geary~~ ^{Van Ness} and Fillmore).

Senior residents are among the most mobility challenged, health challenged and vulnerable in the city's population. Even if ridership numbers seem low compared to other Rapid Stops, we urge you to consider the special needs of our Cathedral Hill/Japantown community.

April 19, 2016

Signed:

1. *[Signature]*
2. *[Signature]*
3. *[Signature]*
4. *marjorie Erickson*
5. *Rena Sizzoni*
6. *Carmen Cornelius*
7. *[Signature]*
8. *Rita Pieri*
9. *Cynthia Joe*
10. *Kathleen F. Harrington*
11. *J. H. Klein*

ALL SEQUOIAS RESIDENTS
(AND STAFF)
1400 GEARY BLVD.
94109

12. Suzi Karsinagi

13. Betty Ozawa

14. Anna Liu

15. Daisy Kaganella

16. Joan Brownstein

17. Morris Del

18. L. Allen

19. Th. Bier

20. Yoko Samida

21. Sharon Phillips

22. Roger Kallen

23. Glenn Beal

24. Ray Ho

25. Ann Preston

26. Kiki Hawaii

27. Sachi Fukami

28. Richard Wanner

29. Carole Bailey

30. Pat Hasky

31. Kousa Kubash

32. Morgan Barkoul

33. Ann Jorgensen

34. Arnold Delli

35. Neil Gordon
36. Elizabeth Passarisi
37. Quok Pursey
38. Grace Loh
39. Alice Daniels
40. Al Scheffer
41. Joan Dillin
42. Bob Holmes
43. Bob Albert
44. Bob Poyer
45. Gene Berman
46. Tony Scortico
47. Geno Tanaka
48. Brenda Fryke
49. Phillip Barb
50. Sharon Adichin
51. Shirley Costello
52. Maria Kelli
53. Barbara Jones
54. Doris Gundersen
55. Hiroko (Qu)
56. Ann Purcell
57. Donna Ellis

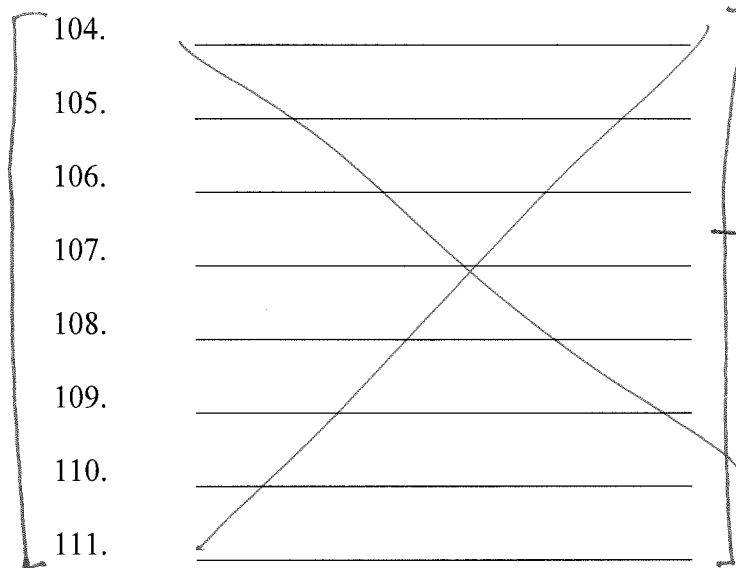
58. Beverly Rosenberg
59. Laura K. Jacobson
60. Mary Lou Brydon
61. Ralph Harris
62. ~~Edna O'Connor~~
63. Kathleen v. Huel
64. Miss Paul
65. Lillian Kreisk
66. Nancy Lee
67. Betty Cardach
68. Wilma Krueger
69. Wilma Hae
70. Dennis Smith
71. Eleanor Kim
72. ~~Martha~~
73. Ruth Lee
74. Robert Werdhauer
75. ~~Ann Smith~~
76. Barry Olmsted
77. Judi Kantor
78. ~~Joe Kantor~~
79. ~~John Rice~~
80. Bill Roten

- | | | | |
|------|---------------------------|------|------------------------------------|
| 81. | <u>Marilyn Kreegil</u> | 106 | <u>Rin Fano</u> |
| 82. | <u>Willy D. Uebach</u> | 107 | <u>Jun Saeriki</u> |
| 83. | <u>Murako Kurada</u> | 108 | <u>Yoshi Saeriki</u> |
| 84. | <u>Anne V. Ticks</u> | 109 | <u>Patricia Hultgen</u> |
| 85. | <u>Swan Brown</u> | 110 | <u>Julian Hultgen</u> |
| 86. | <u>Willy Yamamoto</u> | 111 | <u>Wade Woo</u> |
| 87. | <u>Jeff Scammell</u> | 112 | <u>Emile Raito</u> |
| 88. | <u>Shah Koedman</u> | 113. | <u>Thomas DeAlba (Dining Room)</u> |
| 89. | <u>Sandra Dussan</u> | | |
| 90. | <u>P. Pennell</u> | | |
| 91. | <u>Britt-Marie Bonan</u> | | |
| 92. | <u>Tom Street</u> | | |
| 93. | <u>Koreyn Goldstein</u> | | |
| 94. | <u>James R. Coran</u> | | |
| 95. | <u>Georgette Geymes</u> | | |
| 96. | <u>John Apple</u> | | |
| 97. | <u>Margaret M. Lippin</u> | | |
| 98. | <u>Pauline Johnson</u> | | |
| 99. | <u>Katy Gough</u> | | |
| 100. | <u>Donna Dale</u> | | |
| 101. | <u>Andry R. Hayes</u> | | |
| 102. | <u>Patrick Yen</u> | | |
| 103. | <u>Lily Chen</u> | | |
| 104. | <u>Glenn Leticia</u> | | |
| 105. | <u>Warren K. DeFlu</u> | | |

Where & what
time?

AUDITORIUM 2PM
FLIER WILL BE POSTED
ON THE 16th

SEE PREVIOUS PAGE



112. Al Schaffer

113. Roy Brekeman

114. Susan Goldsmith

115. Kingsford Rogers

116. Steve White

117. Ron Kay

118. Bob

119. James Boza

120. Barbara Resnik

121. Gloria Pastore

122. Barbara Aase

123. Lillian Chen

124. Isaac Hashimoto

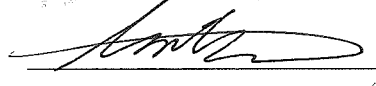
125. S. H. 4

126. Wilma Hall

127. Nelda Richards
128. Nileen Wigfield
129. Donald Houghton
130. Virginia Lane
131. Algo
132. Jean Wiley
133. Ann LandAU
134. Patty Beyer
135. Marge Kurikawa
136. Frank T. Pua
137. Barbara Aase
138. adi Wms
139. Gen. Kuyote
140. My Kusche
141. Michael Zuperski
142. Ely H. DeG
143. Kois Chapman
144. Michael Sam
145. Glomerberry
146. Robert J. J. J. J.
147. Judi Karter
148. Bar Karter
149. W.H. Rose

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- 172.

William Seater



Patricia Nicholson

Renee Takasaki

Alyssa Yang

Nicole Medina

Mark Jodis

Marie Fathger

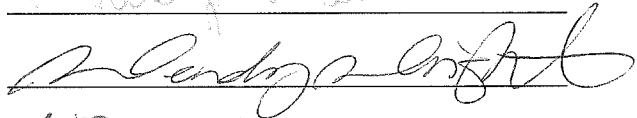
Hilda O'Leary

Christine Belle

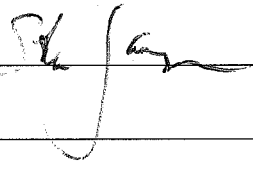
Kay Matsumoto

Kay Harrington

Tandy Alter



Wendy Curtis



PETITION TO BOARD OF SUPERVISORS PRESIDENT, LONDON BREED SFMTA/SFCTA

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Senior residents are among the most mobility challenged, health challenged and vulnerable in the city's population. Even if ridership numbers seem low compared to other Rapid Stops, we urge you to consider the special needs of our Cathedral Hill/Japantown community.

April 19, 2016

Signed:

		<i>THE CARLISLE</i>			
		<u>1450 POST street</u>			
1.	<u><i>Paul [unclear]</i></u>				
2.	<u><i>Fra G. [unclear]</i></u>	u	u	u	u
3.	<u><i>Wanda [unclear]</i></u>	u	u	u	u
4.	<u><i>[unclear] Lewis</i></u>	u	u	u	u
5.	<u><i>[unclear]</i></u>	u	u	u	u
6.	<u><i>Jin [unclear]</i></u>	u	u	u	u
7.	<u><i>Kay Fyler</i></u>			u	u
8.	<u><i>Sally Taylor</i></u>	u			
9.	<u><i>[unclear]</i></u>	u	u	u	u
10.	<u><i>[unclear]</i></u>	u	u	u	u
11.	<u><i>[unclear]</i></u>	u	u	u	u

- | | | | | |
|-----|--------------------------------|---------------|---|---|
| 12. | <u>Carolee Dotes</u> | 1450 Post St. | | |
| 13. | <u>Lucille Dipiano</u> | " | " | " |
| 14. | <u>Audreine Labovitz</u> | " | " | " |
| 15. | <u>Fran Tokas</u> | " | " | " |
| 16. | <u>Roy John</u> | " | " | " |
| 17. | <u>Georgie Hesse</u> | " | " | " |
| 18. | <u>Louise J Brown</u> | " | " | " |
| 19. | <u>Alan Austin</u> | " | " | " |
| 20. | <u>Phyllis</u> | " | " | " |
| 21. | <u>Phyllis Eggert</u> | " | " | " |
| 22. | <u>John Johnson</u> | " | " | " |
| 23. | <u>Orville</u> | " | " | " |
| 24. | <u>Rakelly Schick</u> | " | " | " |
| 25. | <u>MaryAnn Cronson</u> | " | " | " |
| 26. | <u>Heda Bencauer</u> | " | " | " |
| 27. | <u>Nancy C.</u> | " | " | " |
| 28. | <u>As Fur</u> | " | " | " |
| 29. | <u>Alexia Baker</u> | " | " | " |
| 30. | <u>Garina CUBB</u> | " | " | " |
| 31. | <u>Ann Swinehart</u> | " | " | " |
| 32. | <u>Barbara Huber</u> | " | " | " |
| 33. | <u>Berwin Solomon</u> | " | " | " |
| 34. | <u>Mrs. Labovitz</u> | " | " | " |

all residing at 1450 Post

- 35. ~~Ross Matsuda~~
- 36. ~~George H. Matsuda~~
- 37. Art Gordon
- 38. Marge B. Warren
- 39. Otto Hoffmann
- 40. Dorothy Alderson
- 41. Phyllis J. Eggert
- 42. Wilbur C. Fisher
- 43. ~~W. L. ...~~
- 44. Shudlap
- 45. Terry Amelin
- 46. Deborah Solonson
- 47. Sophia Lee
- 48. Gamba Giul
- 49. Bill Wagner
- 50. R. Germit
- 51. Jane R. Burt
- 52. Mary Gordon
- 53. J. J. ...
- 54. G. H. ...
- 55. Inge Solway
- 56. S. Bamoler
- 57. ~~...~~

**PETITION TO
BOARD OF SUPERVISORS PRESIDENT, LONDON BREED
SFMTA/SFCTA**

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April 19, 2016

Signed:

1. Al Rodriguez
2. Aida Rodriguez
3. Dia Espinoza
4. Mia Stageberg
5. Johanne Petty
6. Richard West
7. [Signature]
8. [Signature] mendoza
9. Yang U. Kang
10. John A. Gargan
11. [Signature]

WESTERN PARK APTS.
1280 LAGUNA ST.

GLENDA ROMERO
D

LAGUNA SHOULD CONTINUE RAPID + LOCAL
Jingchen Yue

12. Harry Vandeman

13. T. Colaco

14. Veronica Espada

15. Smirnov

16. TILSIT. HAMZA

17. Barbara Gray

18. Jeoffe Bolin

19. P. P. G. GOVENDER.

20. Don A. Gray

21. Yun. Cho

22. Anna Kuchonovich

23. Zhdanova Alisa

24. Leyzerovich Semen

25. Sydorenko Lidija

26. Mykola Kordic

27. Alice D. Gibbons

28. Wang

29. Mohammed Taifi

30. Aspandolur

31. Thudya noka

32. Kenda Barnett

33. Donny Zhang

34. Helen Tsai

35. John S Tsai
36. Vilk Olona
37. Irina Dilya
38. Kepernt
39. Marion Sher
40. Juliana Li
41. Mardyn Govender
42. Chen
43. Lyubov
44. Janice McDuffee
45. Diana Binunskaya
46. Luona Wang
47. Alfred Ho
48. Jessica Jin
49. Xue Xian Zhuy
50. Grace Ho
51. Yu-Min Lu
52. Paul Lopez
53. M. Urman
54. Roxie Moazzami
55.
56.
57.

**PETITION TO
BOARD OF SUPERVISORS PRESIDENT, LONDON BREED
SFMTA/SFCTA**

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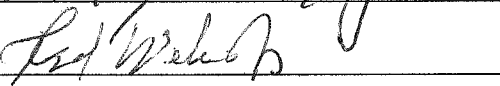
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April 19, 2016

1200 GOUGH ST.

Signed:

1. 
2. 
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____
11. _____



Letter L-18

Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] PLEASE KEEP LAGUNA STREET A GEARY RAPID STOP!!

'Debbie Chen' via GearyBRT <gearybrt@sfcta.org>
 Reply-To: Debbie Chen <debschen1@yahoo.com>
 To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

Thu, Jan 5, 2017 at 2:06 PM

Hello,

My name is Debbie Chen, and I have been a San Francisco resident for nearly 40 years and have been riding Muni all of my life. It is my main means of transportation. I do not have a car or any other means of transport. Over the last 25yrs, I have been taking the Geary Rapid (previously the Limited) bus, specifically, from the Laguna Street bus stop and it has been my lifeline to get anywhere and everywhere.

My mother who also uses the Geary Rapid from Laguna Street told me there is a threat that Laguna Street will be removed as a Rapid stop and that would be a HORRIBLE decision. Please consider my reasons as a long time resident and Muni rider, as someone who lives and works in SF. I have been home sick for 6 days (my first EVER days off of work due to illness in my over 20yrs of working) and I got myself out of bed to write this email - because it would affect us all in this community for the worst in every possible way!!

1) The crowds-

I don't need to tell you how crowded the buses have become... The Laguna Stop is one of the most crowded stops during the work commute, where often times the buses would pass us up in the morning altogether. If we don't have the 38R stop there, that means less buses to pick up the crowds. The crowds would amass to uncontrolled amounts and you will get nothing but frustrated and angry riders. It is bad enough already, as it is! Having 38 Rapid buses pass this very important stop is going to wreak havoc on this community! Having no 38 Rapid stop for such a long stretch is not going to benefit a huge population of people... in fact, it would be detrimental. Laguna is a huge pick-up stop... Van Ness is a huge drop-off stop. Fillmore is both a huge pick-up and drop-off as well. There is a reason these were picked as Rapid stops to begin with...please don't mess it up.

2) The community-

This community that uses the Laguna Stop is filled with students, young professionals, new families, elderly, and tourists. We need this resource badly. It's already at breaking point as it is. Please do not take away this much needed resource! I've seen the make up of this community grow through out the last 25yrs. The areas around have several senior homes and young families that need more frequent and reliable bus service. To take away the 38 Rapid stop would be devastating. First, the seniors and families with small children cannot walk the far distance to Fillmore or up the hill and over to Van Ness just to catch a Rapid bus. My mother, who keeps busy as a 75yr old, goes food shopping sometimes several rounds in a day, and needs Laguna to remain a Rapid stop. These seniors who need a quick way to get to Kaiser or UCSF deserve to have a quick and comfortable Rapid bus service to get them there! Secondly, we've experienced first-hand the difference between a Rapid and a Regular, and the time it saves us. If there was not a Rapid bus stop on Laguna, I could likely add on 20-30min to my work commute waiting for the next Regular bus or simply adding time due to the longer ride with more frequent stops of the Regular bus. It is bad enough as it is!! This multiplies a hundred-fold, as all the young professionals who currently use this stop, will now have less resources and buses to pick us up

here on Laguna. I've seen the crowds of professionals who use this stop, those who live near Japantown, those from further in Pacific Heights, those from Western Addition and beyond. The crowds in the morning are again at breaking point, as it is. To remove this resource that at least cuts the commute time once we ACTUALLY get on a bus, would be such an insult and added injury to our already high Muni costs we pay because it decreases our already over-packed and much needed services. Thirdly, this is a major lifeline for tourists visiting Japantown. We need this stop to remain a Rapid stop just for this reason alone!! Have you ever SEEN the crowds that build up on the Cherry Blossom Festival weekends?? There are literally a HUNDRED people at the Laguna bus stop... And you want to take away the 38 Rapid lifeline??? Are you kidding me? Nevermind about the Nihonmachi Fair, the J-pop events, Anime Festival, the Sumo Festival, the Soy Festival, and countless other events that go on in this community!!! Even just a lovely weekend day will bring in the tourists and residents alike who want to enjoy Japantown. Don't make it harder for everyone. For the sake of tourists and SF residents alike, save the Laguna Street Rapid bus stop. I beg of you. I sometimes can't even go out on these days due to the masses of people on Laguna Street and the bus wait times. Without the Rapid, we are literally up the creek without a paddle.

3) the conclusion-

I have been a Muni rider all my life. If the 38 Rapid is taken away from us on Laguna Street, I may have to bail once and for all on Muni. It is not worth all the stress and trouble and cost anymore. Having the Rapid was the last saving grace... I don't need to tell you the amount of unsavory and sometimes dangerous people who get on Muni now without a Clipper card on the back doors. The difference between a Regular bus and a Rapid bus is huge when it means I can start feeling safe again faster with a Rapid bus. I feel like I have to carry pepper spray everywhere I go on Muni now, as the amount of mentally ill homeless people have become an everyday part of my commute. I just want to have a safe and comfortable ride. Instead there are people inhaling solvents, screaming profanities, or threatening my safety. It's bad enough the new buses seem to hold less people in a less comfortable way... there seem to be less seats and less room to stand. Getting passed others to get off the bus is ridiculously hard (take it from a Muni-lifer). I sprained my ankle badly for the first time ever, last year getting off the new Muni bus. There is only so much one can take! This is just my personal story. But I feel like I'm qualified to speak as I have used Muni my entire life in SF and I am now currently 42 yrs old. I've seen how it's changed for good and bad over the years. But I'm also in a profession where I've spoken to many who feel the same way. You can multiply my story a hundred times over, I guarantee it.

To reiterate, for this particular location and the massive population and community of residents and tourists it serves, the Rapid bus is a vital and much needed service that must remain on the Laguna Street Bus stop. Please, please do not take that away. The community you serve will greatly suffer for it. We need this Rapid bus stop to remain here on Laguna Street.

I pray you hear our pleas to keep our 38 Rapid stop here on Laguna Street. I know I speak for many of my neighbors, young and old, who use this stop on a daily basis. Please do not drop the ball on this one.

We thank you for listening.

Sincerely,
A Very Concerned Citizen and Lifetime Muni rider -
Debbie Chen

Letter L-19



Transportation
Research and
Improvement
Project

December 28, 2016

Supervisor Aaron Peskin
Chair, SF County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94133

Re: Geary BRT and 38R stop at Geary & Laguna Streets

Dear Supervisor Peskin:

I am writing to you as a co-chair of the Chinatown Transportation Research and Improvement Project (TRIP) and as the Board Chair of the Chinatown Community Development Center (Chinatown CDC). We are supportive of the Geary BRT but we are very concerned about the elimination of the stop for the 38R at Geary and Laguna Streets. The elimination of the 38R stop at Geary and Laguna may be enough for us to withdraw our support for the project.

That stop serves numerous housing complexes serving the elderly and disabled. The largest is the Sequoias, a massive building owned by Northern California Presbyterian Homes that houses several hundred seniors along with individuals with various levels of disabilities. Kimochi Home, a senior housing and care facility for Japanese-Americans is also clustered near the Geary and Laguna stop. Finally, Chinatown CDC also owns and operates a senior/disabled facility known as the Namiki Apartments which depend on that stop.

Elimination of this 38R stop would result in a de facto service reduction of about 50% for residents in these senior housing facilities and that is unacceptable. The fact that the majority of residents around the stop are seniors also means that the stop elimination may constitute a violation of the equity framework that we developed with the SFCTA and SFMTA two years ago.

We urge you to exercise your leadership on the SFCTA to oppose the stop removal and select the variant that combines one stop for both the 38 local and the 38R. Please feel free to give me a call if you have any questions. Thank you!

Sincerely,

A handwritten signature in black ink, appearing to read "Phil Chin", with a long horizontal flourish extending to the right.

Phil Chin, Co-Chair
Chinatown Transportation Research & Improvement Project
Board Chair, Chinatown CDC

NOV 07 2016

JAPAN CENTER WEST ASSOCIATES, LP

1770 POST STREET, BOX 297
SAN FRANCISCO, CA 94115
TEL: 415 440-1171
FAX: 415 440-1181

Letter L-20

November 4, 2016

Mr. Colin Dentel-Post
Senior Transportation Planner
San Francisco County Transportation authority
145 5 Market Street, 22nd Floor
San Francisco, CA 94103-1300

Dear Mr. Dentel-Post,

Re: Opposition to the SFCTA Staff Recommendation to Not Have a Rapid Stop At Laguna Street


We are the Building Office for the Japan Center East Mall and Japan Center West Mall, two shopping malls in Japantown located at 22 Peace Plaza and 1737 Post Street, San Francisco respectively. We object the recommendation to not have a rapid stop at Laguna Street.

Many of our customers/visitors, especially seniors, rely on public transportation as their travel means; limiting the bus stop at Laguna/Geary Street will create inconvenience and limitation for people to come. We anticipate it will not just adversely impacting the merchants in our malls but affecting all merchants doing business in Japantown too. Please take into consideration that lots of merchants and their employees are also rely on the public transportation to come to work daily.

We highly urge you to withdraw the recommendation and allow the Geary/Laguna Bus Stop to remain both a "local" and "rapid" stop.

Your attention to the above is highly appreciated.

Yours sincerely,
Japan Center West Associates, LP


Sheron Chiu
Property Manager

Letter L-21

From: Bernard Choden

Date: Tue Dec 13 2016 06:44:51 GMT+1100 (AEDT)

Subject: [GearyBRT] Re: Geary BRT Final Environmental Impact Report Released and Upcoming Public Meetings

To: San Francisco County Transportation Authority

Cc: SFT

My earlier comments remain unanswered. 1. The BRT ignores the City/County capitalized future General Plan that is required by State Government Code; ssans a General Plan, the BRT cannot go forward including the particular status of the SF County as an "Administrative District of the State" which over rides State Codes governing the City's status as a Charter City. 2. The BRT has no EIR impact analysis precluding it's projected plan as to enterprises and housing affordable and operational futures. 3. Feeder lines as sustaining operations outcomes are insufficient for future planning. 4. Cost sustainability and impacts are neither guaranteed nor protected by a performance bond beyond the City's "Gook Faith and Credit" inadequate guarantees.; 5. Alternatives requirements are insufficient; 6. operational impacts for Japan Town operations and handicapped access for Express Service are neither guaranteed nor studied especially with regard proposed elimination of the depressed Geary Blvd. and it's pedestrian status.

Bernard Choden at [REDACTED]

On Dec 12, 2016, at 8:58 AM, San Francisco County Transportation Authority <gearybrt@sfcta.org> wrote:



Geary BRT Final Environmental Impact Report Released and Upcoming Public Meetings

Dear Geary Neighbors and Stakeholders,

We are pleased to let you know that the Final Environmental Impact Report (EIR) is now available and scheduled for an approval hearing by the Transportation Authority Board. You can view the document:

- Online at GearyBRT.org.
- At public libraries near the Geary corridor.
- At the front desk of Transportation Authority, 1455 Market Street, 22nd floor. Compact discs can be provided upon request.

More information about viewing the document, as well as the Notice of Availability, are at GearyBRT.org.

Three key changes have been made to the project's staff-recommended alternative outlined in the Final Environmental Impact Report in response to community comments and feedback we received on the draft environmental document and over the last year. Those changes include:

- Retaining the Webster Street pedestrian bridge
- Preserving merchant parking and loading by converting the Spruce Street stop to local bus service only
- Adding more pedestrian safety improvements along Geary to intersections with high collision rates

To provide input on the Final Environmental Impact Report and preferred design for BRT the public is invited to:

- Attend the Geary BRT Citizens Advisory Committee (CAC) meeting on Jan. 4, 2017, 6 p.m., San Francisco County Transportation Authority Offices, 1455 Market Street, 22nd floor. The Geary CAC will vote on whether to recommend project approval.

- Attend the Transportation Authority Board Hearing on Jan. 5, 2017, 2pm, San Francisco City Hall, 1 Dr. Carlton B. Goodlett Place, Room 250. The Transportation Authority Board will hold a hearing and take action to approve the Final Environmental Impact Report, approve the project, and select a preferred design alternative.
- Write, call or email the Geary BRT project team at San Francisco County Transportation Authority, Attn: Geary BRT, 1455 Market St., 22nd Floor, San Francisco, CA 94103; [415\) 522-4800](tel:4155224800); GearyBRT@sfcta.org.

Interested in project updates via text message? Text "YES" to [628-600-1675](tel:6286001675).

As always, please feel free to contact us with any questions. Thank you.

Colin Dentel-Post

Geary BRT Project Lead

San Francisco County Transportation Authority

CONNECT WITH US

For more project information and hearing dates, visit GearyBRT.org. To view the Geary CAC meeting schedule online, visit GearyCAC.org. Contact us by email at GearyBRT@sfcta.org, by phone at [415.522.4800](tel:4155224800), or write to us at:

San Francisco County Transportation Authority

Attn: Geary BRT

1455 Market St., 22nd Floor

San Francisco, CA 94103.



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

You are receiving this email because of your interest or involvement in a San Francisco County Transportation Authority project/study.

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SFCTA

1455 Market Street

22nd Floor

San Francisco, CA 94103

[Add us to your address book](#)



Final EIR for the Geary BRT

Don Clark <REDACTED>

Sun, Dec 11, 2016 at 6:07 PM

To: John.Avalos@sfgov.org, London.Breed@sfgov.org, David.Campos@sfgov.org, Aaron.Peskin@sfgov.org, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org, Norman.Yee@sfgov.org, Board.of.Supervisors@sfgov.org, clerk@sfcta.org

The period of review is too short to adequately review the Final EIR. The January 5 meeting should be postponed.

1. **Final EIR was published in the afternoon of Friday December 9.** Currently the Board plans to determine whether to certify the FEIR on January 5, 2017. This period of time for review is only 27 calendar days and that is only 17 working days.
2. **This period of review falls over the Christmas/Hanukah/Winter holiday season** where some members of the public (and even the Board members!) may be traveling and/or spending time with family.
3. **During these 17 days over the holidays, the BOARD MUST ALSO REVIEW the FEIR and it must be able to say that it reflects its independent judgment.**
4. **The Final EIR has many new portions and information**
 - a. **Over 600 written and transcribed comment responses.** Appendix B contains 870 pages worth of comments and responses (incorrectly dated "November 2016", it was published December 9, 2016)
 - b. **The comments and responses are dense** – it took SFCTA almost a year to compile and publish them.
 - c. **The December 9 package contains a proposed Statement of Overriding Considerations** -- Thus, in addition to 870 pages of comments and responses, the reviewing Board members and public must evaluate the SFCTA's reasoning for overriding the significant impacts which this massive EIR found could not be mitigated.
 - d. **The recommended alternative has modifications since the Draft EIR** -- Thus, in addition to the comments and responses and the reasoning for overriding the conclusions, the Board members and public must understand a modified proposed alternative.
5. **Non-CEQA findings.** Beyond the CEQA document and findings, the City regulations require

certain findings and assessments. **Non-CEQA findings have not been publicized or reviewed.** Again, will the Board be able to review, digest and independently arrive at all these new findings?

In short, this abbreviated period over the holidays is not enough time for the Board to meaningfully review and understand this massive document and to honestly arrive at the conclusion that this document reflects its independent professional opinion. Remember, this is not a rubber stamp.

6. **Release at holiday time is not fair** – members of the public would like to celebrate the holidays and see family and friends, not “cram” for a January 5 hearing.

7. **We would like to think maybe the City didn’t realize this unfortunate timing.** The cynic thinks it is purposeful and that the City is acting in bad faith.

a. The Draft EIR published September 15, 2015 -- 15 months ago.

i. Why is the Board meeting on the Final scheduled so soon?

ii. Why rush now?

b. **Publishing at the holidays punishes the public who take this matter seriously and want to continue participating**

c. **Some believe the January 5 hearing is being scheduled to take advantage of the changing political landscape** -- new Board members come in on January 8. Could this rush, after 15 months between Draft and Final – be politically motivated?

d. **Even if not politically motivated, the City is acting in bad faith by publishing over the holidays.**

Please postpone the consideration of the Final EIR until after the holidays, at least 30 days after the currently scheduled meeting.



Letter L-23

Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] Say no to the Geary BRT...

Rose Marie Cleese <rclipse@earthlink.net>

Thu, Jan 5, 2017 at 4:59 AM

To: John.Avalos@sfgov.org, London.Breed@sfgov.org, David.Campos@sfgov.org, Aaron.Peskin@sfgov.org, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org, Norman.Yee@sfgov.org, gearybrt@sfcta.org
Cc: Richmond District Democratic Club <info@rddc.emailnb.com>

As a resident of the Outer Richmond and a third-generation San Franciscan, I want to go on record as opposing the Geary BRT and hope that you will too. As with so many Public Works projects that have been embarked upon in recent times, this project will make things way worse for car drivers, merchants, and the whole district while the "improvements" are being made. (Not everyone can ride a bike in lieu of getting around in a car!) Why does the city continue to keep fixing things that aren't broken!! Job security? Isn't it obvious that the answer to the growing congestion (both wheel- and foot-borne) in this geographically small city is to start building a network of subways?? (Something that should have been done decades ago.)

Rose Marie Cleese

Letter L-24

From: Colin Dentel-Post
Date: Tue Oct 25 2016 11:19:34 GMT+1100 (AEDT)
Subject: Re: [GearyBRT] opposition to Geary BRT
To: James Connell
Cc: GearyBRT

Mr. Connell,

Thanks for sharing your views - your opposition to the BRT project is noted.

I did want to share a few explanations and clarifications about the project:

1. Project benefits and cost - The project would reduce travel times on the bus by about 10 minutes from one end of the corridor to the other, while also improving transit reliability. The full cost of the project is \$300 million, which includes not just the bus improvements but also a variety of other infrastructure improvements, including pedestrian safety upgrades at intersections along the corridor, new and upgraded traffic signals, street repaving, and utility upgrades.
2. Pedestrian bridges - We heard lots of feedback from the Japantown community about the proposed removal of the pedestrian bridge at Webster Street, and understand that neighborhood school groups and others use the bridge frequently. In response, we have revised our recommended alternative for the BRT project to keep the Webster bridge in place. The project would also add new, ADA-compliant surface crosswalks at Webster with safety features including sidewalk extensions and median refuge areas to ensure pedestrians are safe. We heard much less concern about the pedestrian bridge at Steiner Street, and we continue to recommend removing it in order to provide a bus-only lane and improve visibility of the surface crosswalk that most pedestrians currently use.
3. Traffic on parallel streets - It is true that, due to the reduction in traffic lanes on Geary Boulevard, some drivers would opt to use parallel routes. Our traffic study found that the increase parallel streets would increase traffic volumes by 11% or less, and that overall there would be less traffic and fewer highly congested intersections along and near the corridor with the project than without.

Thanks again for reaching out to share your opinion about the project, and I will add you to our email list to make sure you are aware of future meetings about the project.

Best,
Colin



Colin Dentel-Post
Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

On Sun, Oct 23, 2016 at 2:25 PM, James Connell <[REDACTED]> wrote:

I am writing to express my opposition to the Geary Street BRT .
The BRT will only modestly decrease commute times and the cost will be up to \$200 million , two pedestrian bridges and increased traffic on Fulton, Balboa, Anza, and California.

Best Regards
James Connell
Inner Richmond district resident and home owner

On Oct 2, 2016, at 8:50 PM, Richard Corriea <REDACTED> wrote:

Colin: I have reviewed Mr. Dippel's email and your response to same. I think that it would be very appropriate for the Geary CAC to hold a meeting in the Richmond District, and I am surprised that coming to the Richmond would be viewed as an inconvenience for the CAC members. In connection with discussing a meeting in the Richmond, please call me at REDACTED so we can talk about an appropriate facility and a date for the meeting.

We in the Richmond want quality public transportation that will support our growing community.

On Wed, Sep 28, 2016 at 6:13 PM, Colin Dentel-Post <colin.dentel-post@sfcta.org> wrote:

Mr. Dippel,

Thank you for your email, and we have also received your fax requesting the postponement and relocation of tomorrow night's Geary CAC meeting.

We wanted to point out that this is not an outreach event but a regularly scheduled meeting of the Geary CAC. These meetings are routinely held at our offices at 6:00 p.m. primarily for the convenience of the GCAC members, who come from various neighborhoods across the 6+ mile Geary Corridor. Members of the public are welcome to attend the meeting and speak during public comment.

As part of our outreach through the course of the project, we have also presented at more than 200 meetings with community groups across the Geary corridor.

We appreciate your interest in this matter but are going to hold the Geary CAC meeting as currently planned.

Thank you,

Colin



Colin Dentel-Post

Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

On Tue, Sep 27, 2016 at 4:02 PM, <REDACTED> wrote:

September 27, 2016

Citizens Advisory Committee (GCAC)
Geary Bus Rapid Transit (BRT)
c/o SFCTA
1455 Market Street, 22nd Floor
San Francisco, CA-94103

Subject: Meeting Geary BRT Stakeholders, September 29th, 2016

Dear Sir or Madam:

Although I appreciate the intent of "Stakeholder" outreach, engagement and participation as concepts, holding such meetings that are of great importance to the residents of the Geary corridor downtown on Market St. at 6:00 PM, the height of the rush hour commute, denies easy access to those who are working and disrupts the lives of families and the public in general who would like to attend. Is your intent to deny public participation and input?

The main offices of the SFCTA may offer convenient access to meeting rooms in a secure, professional setting; they are, though, far removed on the far side of the City from the neighborhood that is the proposed location for the Geary BRT. There are many available venues close to family restaurants in a safe neighborhood close to several different bus lines with stops that still are never more than 3 or 4 blocks apart.

I would ask you to postpone this scheduled meeting on Thursday, September 29th, to allow the SFCTA staff time to locate a more accessible venue in the neighborhood that is the subject of your meeting program. Little has changed in the Richmond District since SFCTA staff arranged "public outreach" in 2015; and, I'm sure they can find a meeting place again. If not, please contact me and we can organize a search for you.

We appreciate that you understand that you are working for the good of the community, but it helps maintain that claim when you visit us in the far off Richmond District to join us in discussions about our homes and our lives.

Sincerely yours,

(Signed)

David W. Dippel

cc: Friends and Neighbors, Richmond District
Planning Association for the Richmond
Paul Kozakiewicz, Editor, Richmond Review

Richard L. Corriea
President
Planning Association for the Richmond (PAR)
REDACTED
San Francisco, CA 94121-2112
Voicemails and Faxes ONLY: **REDACTED**
REDACTED



Geary BRT

Larry Costello <REDACTED>

Wed, Jan 4, 2017 at 3:10 PM

To: Board.of.Supervisors@sfgov.org, clerk@sfcta.org, London.Breed@sfgov.org, Aaron.Peskin@sfgov.org, Malia.Cohen@sfgov.org, Mark Farrell <Mark.Farrell@sfgov.org>, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org, David.Campos@sfgov.org, Norman.Yee@sfgov.org, "Karunaratne, Kanishka (BOS)" <kanishka.karunaratne@sfgov.org>, hillary.ronen@sfgov.org, REDACTED, REDACTED, jess.montejano@sfgov.org, conor.johnston@sfgov.org, Margaux Kelly <margaux.kelly@sfgov.org>, John.Avalos@sfgov.org, sunny.angulo@sfgov.org, Dyan.Ruiz@sfgov.org, REDACTED

Cc: Paul Danielsen <REDACTED>, joyce small <REDACTED>, Rich Worner <REDACTED>, Owen Hart <REDACTED>, Rose Hillson <REDACTED>, John Lucena <REDACTED>

SFCTA Commissioners,

The Jordan Park Improvement Association (JPIA) stands opposed to the Geary BRT project as currently proposed (i.e., the Hybrid Alternative). This is an expensive project that offers little in terms of transit benefits. We believe it will be highly disruptive to neighborhoods and businesses along Geary, particularly those west of Masonic Ave. Before investing a very large amount of taxpayer money into this effort, please implement other improvements, such as more buses, better schedules, traffic light synchronization, and street paving.

Specifically, we recommend the following:

1. **For the section of Geary west of Masonic**, there needs to be greater input from neighborhood and merchant groups. Up to now, neighborhood groups *west of Masonic* either have not been invited to participate in the planning process (e.g., JPIA) or they have not been listened to (e.g., PAR). For this to be an inclusive process and successful project, these groups need to participate.
2. **Postpone further action** on Geary BRT until newly-elected Supervisors take office. In particular, Sandra Fewer needs the opportunity to provide input on a significant project in her district. Delaying this project another few weeks will not substantially affect its timetable, but will allow for review from a key player. In my view, this is a professional courtesy that Supervisors should extend to one another.

Your attention to the above recommendations will be greatly appreciated. Please don't hesitate to contact me if you have questions or concerns. Thank you.

L. R. Costello, President
Jordan Park Improvement Association
REDACTED
San Francisco, CA
94118

Letter L-27

From: LAC CAL [<mailto:REDACTED>] **Sent:**
Thursday, December 29, 2016 10:42 AM **To:**
BreedStaff <BreedStaff@sfgov.org> **Cc:**
info@muniforward.com
Subject: 38 R stop at Laguna and Geary

December 23, 2016

President London Breed
SF Board of Supervisors

Re: Elimination of the 38R stop at Laguna and Geary

Recently, dealing with a broken bone in my foot involved wearing a "boot" for three months resulting in decreased mobility and the use of a cane. So when I found that the 49 bus on Van Ness now goes from Sutter to Clay with no intermediate stop, I began thinking of the inconvenience that will be caused should the 38R stop at Laguna be eliminated. (Please NOTE: All of this is happening at a time when the monthly cost for the MUNI bus pass is increasing significantly!!!)

Not only will the increased distance between stops necessitate dealing with the challenge of the grade of the sidewalks in that areas well as additional street crossings, but for some that problem will be magnified because of confinement to a wheel chair or dependence upon a walker !

As you know from numerous meetings with our community here at the Sequoias and, no doubt, the resulting correspondence, we have a concentration of senior citizens living in this area for whom MUNI is their only affordable link to the greater world of San Francisco. The majority of us are no longer driving and many are using walkers, canes, etc. Any obstacle which can be removed to make our mobility easier and safer must be considered.

My sincere hope is that you will succeed in making our case for the need to continue with the 38 R stop at Laguna. Your consideration and efforts on our behalf will be appreciated enormously.

My sincere thanks,
Lewis A. Crickard
REDACTED

Letter L-28

From: **Colin Dentel-Post** <colin.dentel-post@sfcta.org>
Date: Fri, Aug 12, 2016 at 1:31 PM
Subject: Re: [GearyBRT] Dreadful boondoggle
To: John de Forest <**REDACTED**>

Mr. de Forest,

Thank you for sharing your views on the Geary BRT project and your opposition is noted.

Best,
Colin

Colin Dentel-Post
Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

On Fri, Aug 12, 2016 at 12:25 PM, John de Forest <**REDACTED**> wrote:
For all the reasons provided at www.StopMuniBRT.org I am very much opposed to the GBRT.

John de Forest
REDACTED
San Francisco, CA 94121



Letter L-29.1

January 4, 2017

Members of the Board of Commissioners
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Re: Geary Corridor Bus Rapid Transit (BRT) Project

Dear SFCTA Board of Commissioners:

On behalf of Walk San Francisco and our members, I urge you to certify the Final Environmental Impact Report (EIR) for the Geary Corridor Bus Rapid Transit Project, to select the Hybrid Alternative as the Locally Preferred Alternative, and to approve the Project.

As you know, Geary Boulevard is one of the city's high-injury corridors, the 12% of San Francisco's streets where over 70% of crashes are concentrated. People walking on Geary are eight times more likely to get hit by a car than on other city streets.

The Geary BRT Project and the Hybrid Alternative will significantly improve safety for people walking along Geary, due to important design features, such as:

- Corner sidewalk extensions, or bulb-outs, that shorten crossing distance and slow turning vehicles
- Median refuge islands, which give people a safe place to wait as they cross the street
- Pedestrian countdown signals, which reduce crashes by 25%
- New pedestrian crossings
- Fewer automobile lanes on some segments of the corridor, which calm speeds
- New lighting, more landscaping, and more trees
- More accessible bus stops with boarding islands

This project will also increase transit reliability and efficiency. Studies show that total traffic injuries and deaths tend to decline for all street users in a community as people shift to using public transit. So by improving transit, the Geary BRT Project will not only benefit transit riders, but it will increase the safety of everyone who travels along Geary.

San Francisco needs the safety improvements that will come with the Geary Corridor BRT Project, and there is no time to waste. Despite the City's many efforts, there has not been a significant reduction in serious and fatal traffic collisions since the City adopted Vision Zero in

2014. Projects like Geary BRT — ones that redesign dangerous corridors into safe places for people — can help us turn the tide and reach our Vision Zero goals.

For the above reasons, Walk San Francisco urges you to move the Geary BRT Project forward as soon as possible. Please certify the EIR, choose the Hybrid Alternative, and approve the Project to help make San Francisco a safer place for everyone who uses our streets.

Sincerely,



Cathy DeLuca
Policy & Program Director

CC: Tilly Chang, SFCTA Executive Director



Colin Dentel-Post <colin.dentel-post@sfcta.org>

[Test] Geary Corridor Bus Rapid Transit Design and Project Update **Letter L-29.2**

Cathy DeLuca <cathy@walksf.org>

Mon, May 22, 2017 at 9:06 PM

To: Colin Dentel-Post <colin.dentel-post@sfcta.org>

Thanks for these details, Colin! I love that you can continue the center-running lane for longer.

On Mon, May 22, 2017 at 2:14 PM, Colin Dentel-Post <colin.dentel-post@sfcta.org> wrote:

Cathy,

We're not making any other changes to Phase 2 at this point, but this one we heard concerns about before the January 5th CEQA approval and we agreed we would look at whether the design could be adjusted. Fortunately, we were able to identify a revision that addresses the concern and doesn't reduce the benefits of the project (in fact, it extends the center bus-only lane one more block), but it did rise to the level of needing an EIR addendum. By doing the addendum and seeking approval now, we'll be able to wrap it into our federal EIS and have all of our environmental approvals be consistent.

Full design work on Phase 2 is still pending, so more minor design details can still be worked out through that process.

Best,
Colin



Colin Dentel-Post

Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

On Sat, May 20, 2017 at 9:04 AM, Cathy DeLuca <cathy@walksf.org> wrote:

Thanks for getting in touch, Colin. We've been working with the Richmond Senior Center on other projects, so I'm not surprised to hear about this change, as I've heard this concern from them.

I didn't think that changes to Phase II of the project were possible at this point. Is it because this change was so substantial that it necessitated an EIR addendum?

Thanks,
Cathy

On Fri, May 19, 2017 at 6:00 PM, Colin Dentel-Post <colin.dentel-post@sfcta.org> wrote:

Greetings Cathy,

I wanted to make sure you've seen the below email about some upcoming meetings about a proposed change to the Geary BRT design between 26th and 28th Avenues. The change is in response to stakeholder concerns about parking and loading in the area, and will entail extending the outbound center bus-only lane one additional block before buses transition to the side of the street. It won't change any of the pedestrian infrastructure proposed in the area.

We're bringing this proposed design refinement to our Citizens Advisory Committee next Wednesday, May 24 and our Board on June 13, and you or a WalkSF representative are welcome to attend.

Please let me know if you would like any additional information about the proposed change, or would like to set up a time to discuss.

All the best,
Colin

For more detail visit GearyBRT.org



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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SFCTA
1455 Market Street
22nd Floor
San Francisco, CA 94103

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--
Cathy DeLuca
Interim Executive Director



333 Hayes St, Suite 202, San Francisco, CA 94102
[415-431-9255 office](tel:415-431-9255) | [415-610-8025 cell](tel:415-610-8025) | walksf.org

Support Vision Zero - the goal to eliminate ALL traffic deaths in San Francisco by 2024 - [join or renew as a Walk SF member today](#).

--
Cathy DeLuca
Interim Executive Director



333 Hayes St, Suite 202, San Francisco, CA 94102
[415-431-9255 office](tel:415-431-9255) | [415-610-8025 cell](tel:415-610-8025) | walksf.org

Support Vision Zero - the goal to eliminate ALL traffic deaths in San Francisco by 2024 - [join or renew as a Walk SF member today](#).

Letter L-30

On Oct 2, 2016, at 8:50 PM, Richard Corriea <REDACTED> wrote:

Colin: I have reviewed Mr. Dippel's email and your response to same. I think that it would be very appropriate for the Geary CAC to hold a meeting in the Richmond District, and I am surprised that coming to the Richmond would be viewed as an inconvenience for the CAC members. In connection with discussing a meeting in the Richmond, please call me at REDACTED so we can talk about an appropriate facility and a date for the meeting.

We in the Richmond want quality public transportation that will support our growing community.

On Wed, Sep 28, 2016 at 6:13 PM, Colin Dentel-Post <colin.dentel-post@sfcta.org> wrote:

Mr. Dippel,

Thank you for your email, and we have also received your fax requesting the postponement and relocation of tomorrow night's Geary CAC meeting.

We wanted to point out that this is not an outreach event but a regularly scheduled meeting of the Geary CAC. These meetings are routinely held at our offices at 6:00 p.m. primarily for the convenience of the GCAC members, who come from various neighborhoods across the 6+ mile Geary Corridor. Members of the public are welcome to attend the meeting and speak during public comment.

As part of our outreach through the course of the project, we have also presented at more than 200 meetings with community groups across the Geary corridor.

We appreciate your interest in this matter but are going to hold the Geary CAC meeting as currently planned.

Thank you,

Colin



Colin Dentel-Post

Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

On Tue, Sep 27, 2016 at 4:02 PM, <REDACTED> wrote:

September 27, 2016

Citizens Advisory Committee (GCAC)
Geary Bus Rapid Transit (BRT)
c/o SFCTA
1455 Market Street, 22nd Floor
San Francisco, CA-94103

Subject: Meeting Geary BRT Stakeholders, September 29th, 2016

Dear Sir or Madam:

Although I appreciate the intent of "Stakeholder" outreach, engagement and participation as concepts, holding such meetings that are of great importance to the residents of the Geary corridor downtown on Market St. at 6:00 PM, the height of the rush hour commute, denies easy access to those who are working and disrupts the lives of families and the public in general who would like to attend. Is your intent to deny public participation and input?

The main offices of the SFCTA may offer convenient access to meeting rooms in a secure, professional setting; they are, though, far removed on the far side of the City from the neighborhood that is the proposed location for the Geary BRT. There are many available venues close to family restaurants in a safe neighborhood close to several different bus lines with stops that still are never more than 3 or 4 blocks apart.

I would ask you to postpone this scheduled meeting on Thursday, September 29th, to allow the SFCTA staff time to locate a more accessible venue in the neighborhood that is the subject of your meeting program. Little has changed in the Richmond District since SFCTA staff arranged "public outreach" in 2015; and, I'm sure they can find a meeting place again. If not, please contact me and we can organize a search for you.

We appreciate that you understand that you are working for the good of the community, but it helps maintain that claim when you visit us in the far off Richmond District to join us in discussions about our homes and our lives.

Sincerely yours,

(Signed)

David W. Dippel

cc: Friends and Neighbors, Richmond District
Planning Association for the Richmond
Paul Kozakiewicz, Editor, Richmond Review

Richard L. Corriea
President
Planning Association for the Richmond (PAR)
REDACTED
San Francisco, CA 94121-2112
Voicemails and Faxes ONLY: **REDACTED**
REDACTED



Postpone the Geary BRT Decision

mari eliza <REDACTED>

Wed, Jan 4, 2017 at 4:54 PM To: Aaron

Peskin <Aaron.Peskin@sfgov.org>

Cc: Malia Cohen <Malia.Cohen@sfgov.org>, Mark Farrell <Mark.Farrell@sfgov.org>, Jane Kim <Jane.Kim@sfgov.org>, Eric Mar <Eric.L.Mar@sfgov.org>, Katy Tang <Katy.Tang@sfgov.org>, David Campos <David.Campos@sfgov.org>, Norman Yee <Norman.Yee@sfgov.org>, kanishka.karunaratne@sfgov.org, David Campos <hillary.ronen@sfgov.org>, Sandra Lee Fewer <REDACTED>, REDACTED, Jess Montejano <jess.montejano@sfgov.org>, "Conor Johnston (Breed)"

<conor.johnston@sfgov.org>, Mark Farrell <margaux.kelly@sfgov.org>, John Avalos

<John.Avalos@sfgov.org>, Sunny Angulo <sunny.angulo@sfgov.org>, Dyan Ruiz <Dyan.Ruiz@sfgov.org>,

REDACTED, clerk@sfcta.org, London Breed <London.Breed@sfgov.org>

January 4, 2017

Supervisors Aaron Peskin, current and future Supervisors and staff:

re: Please Postpone Vote on Geary BRT EIR Scheduled for January 5

Thank you Aaron for so succinctly voicing in the Marina Times article, *To a season of real sharing*, what many SF residents have been thinking for some time. There are limits to allowing disruptive corporations to take over and manipulate our city. We have seen the worst side of this and it is not pretty.

While you are at the wheel we must call on you and the other Supervisors to take matters in hand and set limits on spending on street projects that are creating gridlock and planned confusion on our streets. All of the constant changes make getting home safely with your bag of groceries more of a challenge than it should be.

As you know an extremely controversial \$360 million dollar plus street project is coming your way for approval this week. We hope that the Board will agree to postpone a decision to allow everyone returning from a much-needed break, time to digest the 1000 page plus EIR review and amendments on the Geary BRT this week. Please Postpone it for at least 30 days.

We are sure that most of you can think of much better ways to spend \$360 million dollars than to disrupt Geary street for years and infuriate more people.

Sincerely,

Mari Eliza



Fwd: [GearyBRT] Please APPROVE Geary BRT

Colin Dentel-Post <colin.dentel-post@sfcta.org>
To: Steve Stamos <steve.stamos@sfcta.org>

Wed, Jan 4, 2017 at 12:39 PM



Colin Dentel-Post

Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

----- Forwarded message -----

From: **Tina Eshaghpour** <REDACTED>

Date: Wed, Jan 4, 2017 at 11:18 AM

Subject: [GearyBRT] Please APPROVE Geary BRT

To: John.Avalos@sfgov.org, London.Breed@sfgov.org, David.Campos@sfgov.org, Aaron.Peskin@sfgov.org,
Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org,
Norman.Yee@sfgov.org, gearybrt@sfcta.org

Dear San Francisco County Transportation Authority Board Member:

As a daily commuter to downtown, I write to you today to urge you to **vote in favor of the Staff Recommended Alternative for the Geary Bus Rapid Transit (BRT) project** and to approve the project's Final Environmental Impact Report at your hearing on January 5th. Geary BRT is more than a transit project. The project will greatly benefit everyone who uses Geary, including families, people with disabilities, residents, small business workers, students, and visitors.

Geary BRT will significantly improve the safety of all those traveling through the area whether they travel by foot, car, or bus and those benefits cannot be ignored. The project has been delayed for long enough. It makes no sense that my colleagues who commute from the East Bay require less time to reach downtown than I do traveling mere miles from the Richmond to my office on Market St.

It's time for Geary BRT to move forward so that critical improvements can finally be made to this important connection for our city. Please approve Geary BRT.

Thank you for your time.

Tina Eshaghpour

(18 year resident of the Richmond)



Fwd: [GearyBRT] Two Questions

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Wed, Dec 21, 2016 at 3:30 PM

—Forwarded using **Multi-Forward Chrome Extension**—

From: Debra Ferreira

Date: Tue Dec 20 2016 05:11:57 GMT+1100 (AEDT)

Subject: [GearyBRT] Two Questions

To: GearyBRT@sfcta.org

We own our home on Anza and 16th ave., and are very concerned about quality of life during construction and following construction. How can we be assured that our NEIGHBORHOOD will not be subject to more traffic? Cars both avoiding construction and the new traffic system once BRT is operating? We are a community and do not want to be turned into a traffic detour! Also, looking at some of the transit 'islands' concerns were raised by a few who thought they might feel trapped in the middle if ongoing traffic should a robbery, etc, take place. Are there safety exits, buttons, or any such thing? I am referring to the photo on your recent brochure, of Geary St in front of the Alexandria theatre. This photo triggered anxiety amongst many of my elderly neighbors. They felt that this was a perfect spot to be victimized. Thank you in advance for your response, Debra Ferreira Sent from my iPhone

**Letter L-34**

Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] Feedback on proposed change to Laguna Street stop with BRt

Shoshannah Flach <shoshannah.flach@gmail.com>

Sat, Jan 7, 2017 at 3:58 PM

To: gearybrt@sfcta.org

Hello,

I notice on the website that you have recorded community feedback about concern for removing the Geary Rapid stop at Laguna Street. Please add me as one more voice who speaks out against that proposed plan. Laguna is a huge on and offboarding stop and it would be a huge mistake to make people travel the long expanse to either Fillmore or Van Ness to pick up a Rapid bus. Or to board a local bus and then get on a Rapid.

Thank you for registering my opinion as a local resident/voter/transit rider.

Shoshannah Flach
Japantown resident



Letter L-35

Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] 38R Stop @ Laguna

Chris <chris_flick@sbcglobal.net>
To: gearybrt@sfcta.org

Sat, Jan 7, 2017 at 2:10 PM

Hello,

This is a very serious protest email. Please, please, please do NOT delete our 38Rapid stop at Laguna!!!!
Aside from myself there are MANY folks that live in this residential neighborhood at Laguna that depend on the R to get to/from work downtown. The buses are SO FULL so often that it is hard enough to get on a bus with both the 38 and 38R both running. If you take away our stop it will make it even more difficult!!! And the waits as well as the time it takes to get downtown will be even longer! Please do not do this, we are begging you, please.

Chris Flick
Resident
85 Cleary Court
chris_flick@sbcglobal.net

Sent from my iPhone



Fwd: SFCTA - approval of the Geary BRT Project / certification of the Final EIR

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: Joanna Fong

Date: Tue Jan 03 2017 17:35:35 GMT+1100 (AEDT)

Subject: SFCTA - approval of the Geary BRT Project / certification of the Final EIR

To: Aaron.Peskin@sfgov.org, Eric.L.Mar@sfgov.org, John.Avalos@sfgov.org, Breedstaff@sfgov.org,
David.Campos@sfgov.org, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org,
Katy.Tang@sfgov.org, Norman.Yee@sfgov.org

Cc: Colin Dentel-Post

The Honorable Aaron Peskin, Chairperson
The Honorable Eric Mar, Vice Chairperson
The Honorable John Avalos
The Honorable London Breed
The Honorable David Campos
The Honorable Malia Cohen
The Honorable Mark Farrell
The Honorable Jane Kim
The Honorable Katy Tang
The Honorable Norman Yee
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Dear Board of Commissioners,

I am writing to urge the SFCTA Board to certify of the Final Environmental Impact Report (EIR) for the Geary Corridor Bus Rapid Transit (BRT) project, with the Hybrid Alternative as the Locally Preferred Alternative.

As a life-long resident of the Richmond District, the 38 Geary has been a key mode of transportation for all 3 generations of my family and a vital service within the City. Improving the speed, reliability and quality of this highly used bus line, as well as increasing pedestrian safety along the Geary corridor are critical to the quality of life in San Francisco. The proposed Geary BRT project will contribute to the livability of our city.

As a landscape architect and urban design professional, I have been involved in the planning, design and construction of major transportation projects including the San Francisco North and South Embarcadero roadways, Sound Transit Link Light Rail in Seattle, VTA Downtown stations retrofit, Eastridge Transit Center and the Capital Expressway Light Rail in San Jose, and the El Camino BRT from San Jose to Palo Alto, and am familiar with the long term benefits of transportation projects. The planning and design process is usually long and onerous, while construction is often disruptive. However, maintaining focus on the project's goals, the resulting improvements generate social and economical benefits to the immediate and greater community. The proposed Geary BRT project can yield such results for San Francisco.

As a member of the Geary Corridor BRT Citizen Advisory Committee since 2008 (the start of the Environmental Review Phase of the project), I have worked closely with the TA and MTA staff through the evolution of the BRT project. Numerous design alternatives were developed and evaluated for locations throughout the corridor to address Muni's operational needs and the community's interests. The resulting preferred option - the Hybrid Alternative in the Final EIR, reflects the continuing challenge to maintain the goals of improving transit service and pedestrian safety, while balancing the interests and concerns of residents, merchants and advocates. Currently, the Geary BRT project is at a major milestone. With the approval of the project and the Final EIR by the SFCTA and SFMTA Boards, the project will be able to proceed with detailed design and engineering. As the Locally Preferred Alternative, the Hybrid Alternative establishes the base concept for further design refinement and engineering. Input from the public and the CAC will continue beyond this milestone as the MTA staff refine the design for construction.

The BRT project has come a long way since its inception over a decade ago. It is critical that the BRT project receives approval and continues into the next phase of work. The City of San Francisco deserves an efficient and safe multi-modal Geary corridor, implemented as quickly as possible, to support our growth in the 21st Century.

I am writing in support of the Geary BRT project, as I will not be able to attend the January 5th TA Board Meeting to speak in person. I urge you to approve the certification of the Final Environmental Impact Report for the Geary Corridor Bus Rapid Transit project and grant Project approval with the Hybrid Alternative as the Locally Preferred Alternative.

Thank you for your consideration.

Sincerely,

Joanna Fong, RLA ASLA
Richmond District Resident
Geary Corridor BRT Citizen Advisory Committee Member



Fwd: [GearyBRT] Geary Corridor

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: Carol Fox
Date: Sat Dec 31 2016 15:07:09 GMT+1100 (AEDT)
Subject: [GearyBRT] Geary Corridor
To: "GearyBRT@sfcta.org"

I am opposed to the Geary Corridor plan as it currently stands. I have lived on 12th Avenue in the Richmond for about 45 years. Geary Boulevard traffic still works very well. After driving around many other parts of town...many of which have been mucked up with red lanes and green lanes and loading platforms, I am pleased that my neighborhood is one of the only surviving ones in San Francisco to have fast, direct access to downtown or the beach via Geary Boulevard, or no bike lanes! It is a street that still works. It ain't broke, so don't fix it. (That is, Geary Boulevard works until you get downtown and run into the useless red lanes, which snarl up the traffic.) I get around by driving a car. I don't take public transit for a variety of reasons: I can't carry groceries and packages on the bus because of back problems. The bus doesn't go where I need to go. It doesn't go at the times I need. I often have many errands/meetings/appointments at different places and I don't have time to wait for buses and connections. At certain times of day I do not feel it is safe to walk to and from the bus, especially if one is female and alone. The last time I did ride the 38 Geary, about three years ago, I was approached by a very disreputable older man who wanted to hand me something...and that was at commute time in broad daylight in the middle of a crowded bus. I hope you will keep Geary Boulevard open and flowing to traffic. Thank you. Carol Fox



Open Letter to the City Authorities: Geary BRT

Rob Francis <[REDACTED]>

Fri, Dec 30, 2016 at 12:59 PM

To: MTABoard@sfmta.com, "Reiskin, Ed" <Ed.Reiskin@sfmta.com>

Cc: MayorEdwinLee@sfgov.org, John.Avalos@sfgov.org, London.Breed@sfgov.org, David Campos <David.Campos@sfgov.org>, Aaron.Peskin@sfgov.org, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, "Kim, Jane" <Jane.Kim@sfgov.org>, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org, Norman.Yee@sfgov.org, Board.of.Supervisors@sfgov.org, clerk@sfcta.org

Open Letter to the City Authorities:

Our plea to San Francisco city authorities is to delay the decision for 30 days and consider what you can better spend \$300 million dollars on than cutting trees and digging holes on Geary and killing more local businesses like you did on Mission Street. We need economic impact and socioeconomic impact reports on all projects that involve shifting traffic on major commercial streets.

Wasting time and taxpayer money on a \$300 million dollar boondoggle when there are thousands of homeless people on the streets who need immediate attention is a criminal act as far as many are concerned. For once the SFMTA should allow the much cheaper and less disruptive public plan to move forward. See if the public is smarter than the SFMTA. Just give us this one street to prove we can do it cheaper and get better results.

Notice there is no mention of safety here, only speeding Muni on Geary. Who ever came up with the idea of moving the BRT lanes from the curb to the center and back again? That cannot be a safe move. Already we have seen the results of merging traffic with the BRT on 3rd Street and merging bike lanes and traffic lanes without warning. What happened to merging lane warning signs? Bike lanes crossing over traffic lanes has got to be the worst way to protect cyclists.

This plan is all about moving more than \$350 million dollars of taxpayer money from our pockets into the contractors' bank accounts. Read the alternative plan and see if you don't agree that it makes sense to try a different approach.

Robert Francis
ENUF, Eastern Neighborhoods United Front

<http://sfenuf.net/>

<http://www.redcarpetmess.org/>



Letter L-39

Steve Stamos <steve.stamos@sfcta.org>

Fwd: [GearyBRT] Geary BRT

Colin Dentel-Post <colin.dentel-post@sfcta.org>
To: Steve Stamos <steve.stamos@sfcta.org>

Wed, Jan 4, 2017 at 9:19 PM



Colin Dentel-Post

Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

----- Forwarded message -----

From: **Ritu Garg** <REDACTED>
Date: Wed, Jan 4, 2017 at 8:35 PM
Subject: [GearyBRT] Geary BRT
To: GearyBRT@sfcta.org

As a resident of the richmond district, I would like to add my voice in support of the project and request the SFCTA approve the Geary BRT Project, including the Final Environmental Impact Report (EIR), and select the Hybrid Alternative as the "locally preferred alternative."

Ritu Garg



Letter L-40

Colin Dentel-Post <colin.dentel-post@sfcta.org>

Please retain the 38R Laguna Stop

Mary Gassert <marygassert@yahoo.com>

Thu, Jan 5, 2017 at 8:57 AM

Reply-To: Mary Gassert <marygassert@yahoo.com>

To: Aaron Peskin <Aaron.Peskin@sfgov.org>, David Campos <David.Campos@sfgov.org>, Eric Mar <Eric.L.Mar@sfgov.org>, Jane Kim <Jane.Kim@sfgov.org>, John Avalos <John.Avalos@sfgov.org>, Katy Tang <Katy.Tang@sfgov.org>, London Breed <London.Breed@sfgov.org>, Malia Cohen <Malia.Cohen@sfgov.org>, Mark Farrell <Mark.Farrell@sfgov.org>, Norman Yee <Norman.Yee@sfgov.org>, Scott Wiener <Scott.Wiener@sfgov.org>, "Reiskin, Ed (MTA)" <ed.reiskin@sfmta.com>, "colin.dentel-post@sfcta.org" <colin.dentel-post@sfcta.org>, "gearybrt@sfcta.org" <gearybrt@sfcta.org>

Hello,

I am asking for your vote today to retain the 38R stop at Geary and Laguna. Without this stop, a long stretch of the Geary corridor would be without Rapid service. I don't understand how a bus stop that serves Japantown, high density housing, seniors housing, schools, the Chinese consulate, and the many churches could be considered dispensable.

Rationale for eliminating the 38R stop and rebuttal:

- *Eliminating the stop would save 50 seconds.* There is a long light at Geary and Laguna, and the buses are frequently crowded, taking longer for on- and off- boarding. The light time is not going to change. Eliminating a much needed stop is not a fair solution for over-crowding
- *Local only service would only increase wait time by 2 minutes.* The Rapid runs every 4 minutes, the Local runs every 8. By some unusual reasoning, the MTA concluded this is only 2 minute differential instead of 4. And with longer wait times, any delays on the line would have a greater impact.
- *It only adds a few minutes to the run-time.* This completely ignores the run-time west of Laguna. There is substantial traveling to and from the west in addition to downtown.
- *The stop would be unsafe due to the right turn lane.* There are many intersections where pedestrians go into the street and cross right turn lanes to boarding islands. How odd that this suddenly becomes a safety issue. Also consider that cars going downtown are not allowed to turn right on red at this intersection.

Last night, after testimony from the Japantown community, seniors and disabled residents, and people who just want to get to work on time, the CAC overturned its earlier decision and voted to retain 38R stop. I urge you to do the same.

Thank you
Mary Gassert

Letter L-41

From: Colin Dentel-Post
Date: Wed Dec 14 2016 05:08:07 GMT+1100 (AEDT)
Subject: Re: [GearyBRT] Geary BRT inquiry
To: WILLIAM GOODSON

Mr. Goodson,

Thank you for your interest in the Geary Corridor Bus Rapid Transit project! There are thirteen members of the Geary BRT CAC appointed by the Transportation Authority Board (comprised of the Board of Supervisors members) to represent community interests along the corridor. You can find a list of the current Geary CAC members at the top of the [last meeting agenda](#) and more information about the appointment process in the [staff memo to the Board](#) from the most recent appointment process in May 2016.

We rely on the Geary CAC, comments submitted by members of the public, and extensive community engagement including public meetings and discussions with more than 65 community groups during the environmental review phase of the project. [Chapter 5: Public Participation](#) in the project's Final Environmental Impact Report has more information on public engagement during the planning process.

On the issue of parking, I understand your concern about the potential for parking spillover into neighborhoods. We have worked to retain as much parking as possible with the recommended design for the BRT project. While some spaces on Geary would need to be removed to accommodate bus-only lanes and pedestrian safety treatments at intersections, the project will retain 95% of the parking supply within a block or two of Geary.

Thanks again for your interest in the project, and please let me know if you have further questions about the project.

Best,
Colin



Colin Dentel-Post
Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:4155224836)

On Mon, Dec 5, 2016 at 9:10 PM, WILLIAM GOODSON <REDACTED> wrote:

Dear Administrators,

Where is there a list of who is on the Geary CAC?

How were they chosen?

How are you guessing the opinion the neighborhood?

I live in the neighborhood - about 200 feet from Geary - and I will be impacted, certainly by parking overflow.

But, I was never asked anything.

Thank you,

William Goodson

Letter L-42

From: "REDACTED"
Date: Sun Dec 11 2016 13:30:22 GMT+1100 (AEDT)
Subject: [GearyBRT] Laguna St. bus stop
To: "gearybrt@sfcta.org"

Please retain the stop at the corner of Laguna st and Geary Blvd for te 39 express. This is such an important stop for all the seniors who live in this area. To eliminate it would cause such a hardship for us. If the nearest stop is westbound on Fillmore, it would force us to walk up an incline to return to Laguna St. Being close to 80 years of age, this is would be challenging. There are many of us who are physically challenged. Please be considerate and try to keep this stop for the 38 limited.
Harriet Hall



Letter L-43

Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] Geary & Divisadero/RightTurn on Red/Sppeeding

Colin Dentel-Post <colin.dentel-post@sfcta.org>
 To: Celia Hamilton <hamiltoncelia@yahoo.com>
 Cc: GearyBRT <gearybrt@sfcta.org>

Tue, Feb 28, 2017 at 12:40 PM

Greetings Celia,

Thanks for sharing your concerns about speeding and red light running at the Geary/Divisadero intersection. Certainly one of the aims of the Geary BRT project is to improve safety along the Geary corridor, particularly for pedestrians.

The project will include several infrastructure improvements at the Geary/Divisadero intersection to improve pedestrian safety, including:

- New transit and/or pedestrian bulb-outs (sidewalk extensions) at the northeast, southeast, and southwest corners. These serve to shorten crossing distances for pedestrians, and also slow down turning vehicles.
- A new pedestrian median refuge to provide a larger, more accessible safe space in the median to wait for pedestrians who aren't able to make it all the way across
- New pedestrian countdown signals and accessible signals at crossings where they are currently missing
- Retimed signals, as needed, to make sure slower pedestrians have enough time to make it all the way across in a signal cycle.

I have shared your feedback that there should be No Right Turn on Red restrictions at this intersection with the project design team at SFMTA, which is currently working on detailed designs for this section of the corridor. They will follow up on this issue when they are able to provide you with a more specific response.

Finally, some good news on enforcement: SFPD received a grant to conduct increased traffic enforcement on corridors with high numbers of pedestrian and bike collisions, including along Geary. That enforcement will focus on the most dangerous infractions, including speeding and running red lights.

Please feel free to reach out if you have further questions about the Geary BRT project.

Best,
 Colin



Colin Dentel-Post

Senior Transportation Planner
 San Francisco County Transportation Authority
 1455 Market Street, 22nd Floor
 San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

On Mon, Feb 27, 2017 at 9:17 AM, 'Celia Hamilton' via GearyBRT <gearybrt@sfcta.org> wrote:
 Dear BRT Project Team,

I am a resident of the Geary/Divisadero neighborhood and have noticed an alarming increase in speeding through this intersection, including running the red light. Also, the eastbound right turn lane is very dangerous, in that many cars do not stop at the red light before making a right hand turn, and pedestrians crossing the intersection encounter cars that stop in the middle of crosswalk after seeing that pedestrians are crossing. From the pedestrian perspective, it is very difficult to see these cars coming through, as they are hidden behind the other two lanes of traffic heading east. I have almost been hit at least a dozen times at this intersection over the last six months.

I recall seeing in some BRT update material that there will be no changes to right turns on red on Geary Boulevard. Can you let me know who I can contact to lodge my concerns about this decision? There should be no right turn on red at this intersection. Additionally, speed limits need to be enforced here. I see cars regularly going through this intersection at speeds of 60 mph+, through the red light, while the pedestrian walk signal is indicating it is safe to cross

the street.

Thank you very much for any information.

Sincerely,
Celia Hamilton



Fwd: Re: [GearyBRT] Street trees

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Wed, Dec 21, 2016 at 3:30 PM

—Forwarded using Multi-Forward Chrome Extension—

From: Colin Dentel-Post
Date: Mon Dec 19 2016 10:04:01 GMT+1100 (AEDT)
Subject: Re: [GearyBRT] Street trees
To: mary harden

Greetings Ms. Harden,

Thank you for reaching out regarding the Geary Bus Rapid Transit project and the issue of trees in particular. I apologize for any confusion as a result of the materials we distributed.

The recommended design for the BRT project would include new bus-only lanes in the center of Geary Boulevard from Palm Avenue to 27th Avenue, and along the sides of Geary from Gough to Palm and also from 27th Avenue to 34th Avenue. Where bus-only lanes would be in the center of the street, the existing median would be replaced with center bus-only lanes and two new medians separating the bus lanes from the traffic lanes. Trees in the existing median would be removed, but new trees would be planted in the two new medians. The total landscaped median area would increase by 13%.

The graphic on the front page at gearybrt.org shows an example of this design (at the depicted location, one of the two medians is a bus stop platform, while the other is landscaped with new trees).

Where the new bus-only lanes would be along the sides of the street, most of the existing median would remain intact and its trees would be preserved.

Please let me know if you have further questions about this or any other aspects of the Geary BRT project.

As you may know, the Transportation Authority Board (comprised of the Board of Supervisors members) will consider approval of the project's Environmental Impact Report and make a final decision on the preferred design alternative (including Laguna) at its upcoming meeting on January 5th. You can find more information about the project and upcoming meetings at gearybrt.org.

Thanks again,

Colin



Colin Dentel-Post
Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
415.522.4836

On Sun, Dec 18, 2016 at 11:35 AM, mary harden <[REDACTED]> wrote:

It is not clear in the misleading language on the recent brochure whether trees and plants will be maintained, relocated to the side rather than center, or replaced.

"Tree replacement to construct bus-only lanes..."

Please clarify.

Sincerely,

Mary L. Harden

[REDACTED]
San Francisco, CA 94118

[REDACTED]
www.maryhardendesigns.com



GearyBRT FEIR Input

:) <REDACTED>

Tue, Jan 3, 2017 at 4:09 PM

To: Ed Reiskin <ed.reiskin@sfmta.com>, Wahid Amiri <wahid.amiri@sfmta.com>, Kate Elliott <Kate.Elliott@sfmta.com>, Liz Brisson <Liz.Brisson@sfmta.com>, Tom Nolan and SFMTA Board <MTABoard@sfmta.com>, Colin Dentel-Post <colin.dentel-post@sfcta.org>, Tilly Chang <tilly.chang@sfcta.org>, Steve Stamos <steve.stamos@sfcta.org>, Aaron Peskin <Aaron.Peskin@sfgov.org>, David Campos <David.Campos@sfgov.org>, Eric Mar <Eric.L.Mar@sfgov.org>, Jane Kim <Jane.Kim@sfgov.org>, John Avalos <John.Avalos@sfgov.org>, Katy Tang <Katy.Tang@sfgov.org>, London Breed <London.Breed@sfgov.org>, Malia Cohen <Malia.Cohen@sfgov.org>, Mark Farrell <Mark.Farrell@sfgov.org>, Norman Yee <Norman.Yee@sfgov.org>, Scott Wiener <Scott.Wiener@sfgov.org>

Cc: Board.of.Supervisors@sfgov.org, clerk@sfcta.org, Roberta Boomer <Roberta.Boomer@sfmta.com>

Dear SFMTA/SFCTA (aka Board of Supervisors), CAC Members, SFMTA/CTA Staff, Director Reiskin, & SFMTA Board of Directors:

Please read my attached letter for your respective Jan. 4, 2017 CAC & Jan. 5, 2017 SFCTA (Board of Supervisors) meetings prior to taking action.

Thank you for your attention to this matter.

Sincerely,

Rose Hillson

 **Comments on Final EIR on GearyBRT.pdf**
1123K

Geary Corridor Bus Rapid Transit (GearyBRT) Project
Final Environmental Impact Report / Comments
January 3, 2017

San Francisco Municipal Transportation Authority (SFMTA):

1455 Market Street, 22nd Floor

San Francisco, CA 94103

Wahid Amiri, SFMTA Project Manager – west of Stanyan

Kate Elliott, SFMTA Public Information Officer

Liz Brisson, SFMTA Project Manager – east of Stanyan

Edwin Reiskin, SFMTA Director of Transportation

SFMTA Board of Directors:

Tom Nolan, Chairman; Cheryl Brinkman; Malcolm A. Heinicke; Joel Ramos; Cristina Rubke; Gwyneth Borden; Lee Hsu;

Roberta Boomer, SFMTA Secretary to the Board

San Francisco County Transportation Authority (SFCTA):

Colin Dentel-Post, SFCTA Sr. Planner

Tillie Chang, SFCTA Executive Director

Steve Stamos, SFCTA, Clerk of the Authority

GearyBRT Citizens Advisory Committee:

Cyndi Bakir, Asher Butnik, Paul Chan, Joanna Fong, Peter Gallotta, Richard Hashimoto, Benjamin Horne, Jolsna John, Angela Paige Miller, William Newsom, Alexander Post, Kevin Stull

President Breed and Members of the Board of Supervisors

1 Dr. Carlton B. Goodlett Place, 2nd Floor, SF, CA 94103

SUBJECT: GearyBRT FEIR – Before Voting on Jan. 4, 2017 & Jan. 5, 2017

Dear SFMTA/SFCTA (BOS), CAC Members, SFMTA/CTA Staff and Director Reiskin & SFMTA Board of Directors:

The GearyBRT FEIR should not be voted on for certification, nor for Project approval, nor should a vote be taken at the Jan. 4, 2017 CAC and the Jan. 5, 2017 CTA/BOS meetings on the Locally Preferred Alternative (LPA) until further clarification and the finalized signed FINAL Environmental Impact Statement (EIS) is published with the FEIR for the public and for the decision-makers to review with a 30-day “wait period” per the rules (*see below).

Unlike the Van Ness BRT Project which *did* have the signed Final Environmental Impact Statement (EIS) from the Federal Transit Administration (FTA) published for the decision-makers and the public to review **before** any approval actions were taken, the Geary BRT Project does not. It is unclear to the public the thoroughness of the process with the FTA being kept apprised of various changes and circumstances related to this GearyBRT Project. The Record of Decision (ROD) will later allow federal funding for the final design and construction. Taking the votes at both the Jan. 4, 2017 CAC meeting and the Jan. 5, 2017 CTA/BOS meetings would not allow the public with a fully-informed and transparent decision without the FINAL EIS especially after changes.

I read on the EPA website that a FINAL EIS is supposed to be received from the federal agency(ies) involved with the GearyBRT Project. For full disclosure and transparency, there is “generally” a 30-day

“wait period” **before** any decisions are made. Since the GearyBRT project is for a longer distance than the VanNessBRT and of a greater scope with more neighborhoods with different lay of the land, one would think there would be all the documents from the proper agencies in hand prior to making any decisions. Also, the western part of the City was for residential and smaller scale development and not for a downtown-type commercial atmosphere, especially west of Divisadero St. Passing anything on this GearyBRT may be premature.

With the most recent changes, if there is no FINAL signed official EIS for a project that is much larger in scope than the existing bus system that runs along Geary today. The public will be blind to what the FINAL EIS could be without its publication prior to any votes taken.

Here is information on the process for the EIS that I found on the EPA website (deals with NEPA & rules for EIS requirement). There are 3 possible levels of analysis:

1. Categorical Exclusion determination (CATEX) → no impact on human environment
2. Environmental Assessment/Finding of No Significant Impact (EA/FONSI) → gives specific discussion items, 2 possible actions: A. no significant environmental impact so issue a Finding of No Significant Impact (FONSI) upon implementation of the action; B. If EA determines environment impacts will be significant, EIS is prepared
3. Environmental Impact Statement (EIS) → more detailed than EA requirements

And, according to the website, there are these steps in the **EIS Process**:

1. Agency publishes Notice of Intent in Federal Register. This starts scoping process, define range of issues, possible alternatives to be addressed in EIS.
2. DRAFT EIS is published for public review & comment for minimum of 45 days. At close of public comment period, agencies consider all substantive comments and, if necessary, conduct further analyses.
- 3. FINAL EIS is published, provides responses to substantive comments.**
Publication of FINAL EIS begins minimum 30-day “wait period” in which agencies are generally required to wait 30 days before making a final decision on a proposed action. <emphasis added>
4. Issuance of Record of Decision (ROD) as end of EIS process. Explains agency’s decision, describes alternatives agency considered, and discusses agency’s plans for mitigation & monitoring, if necessary.

As proof that there is **no** signed FINAL EIS for Geary, I submit the following screenshots:
 For the Federal Register, note that **both** DRAFT and FINAL EIS for the Van Ness BRT were made available prior to the VanNessBRT decision being made by SFMTA/CAC/CTA/BOS but for the GearyBRT, to date, there is **only** the DRAFT EIS:

the Metro Expo Line Los Angeles County CA						Letters
Van Ness Avenue Bus Rapid Transit Project To Implement Bus Rapid Transit (BRT) Improvement Along a 2-Mile Stretch of Van Ness Avenue City of County of San Francisco CA	Draft	12/14/2011	11/04/2011	Federal Transit Administration	CA	Download Comment Letters
Crenshaw Transit Corridor						

						Comment Letters
Van Ness Bus Rapid Transit Project	Final	08/07/2013	07/12/2013	Federal Transit Administration	CA	Download EIS
Downtown San Francisco						Download EIS

Agency

ACHP, USAID, ARS, APHIS, BPA, BIA, BLM, USBM, BOEM, BOP, BR, Caltrans, CIA, CDBG, BRAC, DLA, DNA, DNFSB, DSA, DRB, USDA, DOC, DOD, DOE, HHS, DHS, HUD, DOJ, DOL, DOS, DOT, TREAS, VA, DOI, DEA, EDA, ERA, ERDA, EPA, FSA, FHA, FAA, FCC, FEMA, FEA, FERC, FHWA, FMC, FMShrc, FMCSA, FPC, FRA, FRBSF, FTA, USFWS, FDA, USFS, GSA, USGS, GLB, IHS, IRS, IBWC, ICC, JCS, MARAD, MTB, MSHA, MMS, MESA, MRB, NASA, NCPC, NGA, NHTSA, NIGC, NIH, NMFS, NNSA, NOAA, NPS, NSF, NSA, NTSB, NRCS, NER, NRC, OCR, OSM, OBR, RSPA, REA, RUS, SEC, SBA, SCS, SRB, STB, SRC, TVA, TPT, TDA, USACE, USCG, RRB, USAF, USA, USMC, USN, USPS, USTR, UMR, UMTA, WAPA

State or Territory

CA

Only EISs with Comment Letters?

Check the box to search for EISs with EPA comment letters.

*If all search criteria are left empty, all EIS records will be returned.

Reset Search

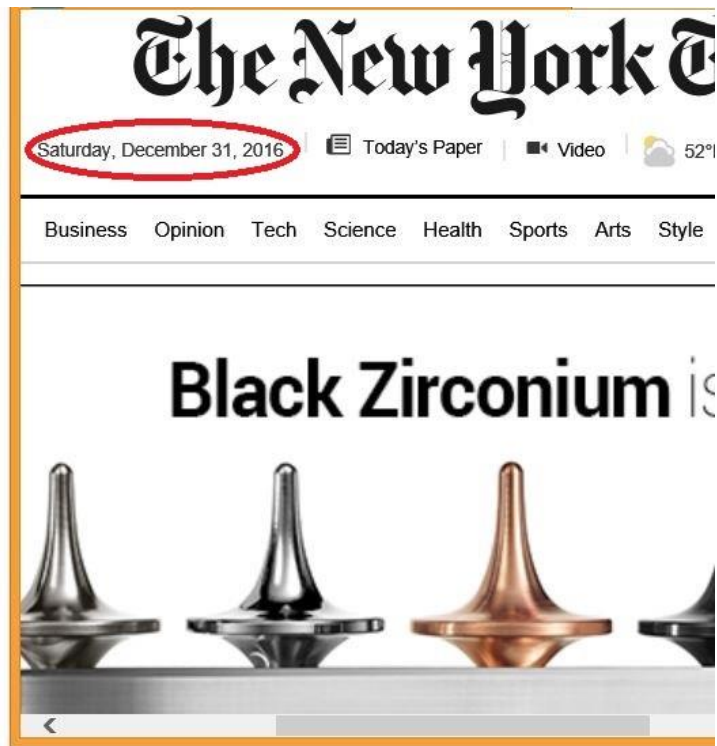
Exporter : [CSV](#) | [Excel](#) | [XML](#) | [HTML](#)

One item found.

Title	Document	EPA Comment Letter Date	Federal Register Date	Agency	State	Download Documents
Geary Corridor Bus Rapid Transit Project	Draft	11/12/2015	10/02/2015	Federal Transit Administration	CA	Download EIS Download Comment Letters

One item found.

Exporter : [CSV](#) | [Excel](#) | [XML](#) | [HTML](#)



NO FINAL EIS for the GearyBRT exists since the 2015 DRAFT EIS as of the date of this letter; without this, decision-makers should not be premature and should not adopt to support a motion for the certification of the FEIR; nor adopt findings required by CEQA, including a Statement of Overriding Considerations; nor adopt Mitigation Monitoring and Reporting Program (MMRP); nor approve the Hybrid Alternative as the GearyBRT Project; nor select the Hybrid Alternative as the Locally Preferred Alternative (LPA).

Specific comments related to the Final Environmental Impact Report (FEIR) released on December 9, 2016 are as below.

CHAPTER 1: INTRODUCTION:

Page 1-1:

The Draft EIS/EIR was prepared as a joint document to meet all pertinent requirements of both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

However, following publication of the Draft EIS/EIR, the federal and local agencies have agreed to prepare this Final EIR separate from a Final EIS.

The Van Ness BRT had a joint FINAL EIS and FEIR adopted together *unlike* for this GearyBRT. The GearyBRT Project has only a federal **DRAFT** EIS and a State Clearinghouse filing back in October 2015. The only state-level agency commenter in the Draft EIR was the “Department of Transportation (CalTrans) in their DRAFT EIS. Neither document was included in this FEIR.

The **recent changes** stated from community feedback have also **NOT** been re-submitted to the State Clearinghouse as the only posting for the GearyBRT Project found on the State Clearinghouse website as of December 21, 2016 was the following posting from 2015:

2008112095 Geary Corridor Bus Rapid Transit (BRT) Project
San Francisco, City and County of
San Francisco--San Francisco

EIR 11/16/2015

The project would create bus rapid transit (BRT) along one of San Francisco's major east-west transit routes. The Draft EIS/EIR analyzes 4 build alternatives; each would create two dedicated transit lanes (one eastbound and one westbound) from Gough Street to 34th Ave. The build alternatives would include the following features: colorized bus-only lanes, high frequency bus service, transit signal priority, BRT/rapid network-branded vehicles, high-amenity BRT stations, mixed-flow travel lanes, bus bulbs and pedestrian crossing bulbs, protected left turns, new signalized pedestrian crossings, and a bicycle lane between Masonic and Presidio Avenues.

As stated above, the City of San Francisco did not have a FINAL “Environmental Impact Statement” (EIS) from the federal agency by the time SFMTA’s and SFCTA’s signoff on December 6, 2016 and certainly not for the December 9, 2016 release to the public.

It is unclear if other federal agencies besides FTA is needed to be consulted for this GearyBRT.

According to CEQA Statutes sections copied herein below, the FEIR cannot be approved and used without the thorough federal involvement with the FINAL EIS especially since the GearyBRT relies on federal and state funding and no Negative Declaration has been issued.

Since the **Final EIS is not yet available** as the federal agencies are reviewing it and not expected to be in until after the Jan. 4 and Jan. 5, 2017 meetings, the approval is premature. The description has changed with the alternatives on various points when the GearyBRT Project was submitted in the DEIR to the State Clearinghouse in 2012, it would be judicious to revise the FEIR and recirculate at least the changed portions and the impacts with Federal Transit Agency (FTA) input to the public. It has been 5 years and may need to be updated.

15205. REVIEW BY STATE AGENCIES

...

(f) While the Lead Agency is encouraged to contact the regional and district offices of state Responsible Agencies, the Lead Agency must, in all cases, submit documents to the State Clearinghouse for distribution in order to comply with the review requirements of this section. **Note:** Authority cited: Section 21083, Public Resources Code. Reference: Section 21083, 21091, 21104, and 21153, Public Resources Code.

15222. PREPARATION OF JOINT DOCUMENTS

If a Lead Agency finds that an EIS or Finding of No Significant Impact for a project would not be prepared by the federal agency by the time when the Lead Agency will need to consider an EIR or Negative Declaration, the Lead Agency should try to prepare a combined EIR-EIS or Negative Declaration-Finding of No Significant Impact. To avoid the need for the federal agency to prepare a separate document for the same project, the Lead Agency must involve the federal agency in the preparation of the joint document. This involvement is necessary because federal law generally prohibits a federal agency from using an EIR prepared by a state agency unless the federal agency was involved in the preparation of the document.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Sections 21083.5 and 21083.7, Public Resources Code; Section 102(2)(D) of NEPA, 43 U.S.C.A. 4322(2)(D); 40 C.F.R. Part 1506.2.

15223. CONSULTATION WITH FEDERAL AGENCIES

When it plans to use an EIS or Finding of No Significant Impact or to prepare such a document jointly with a federal agency, the Lead Agency shall consult as soon as possible with the federal agency.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Sections 21083.5 and 21083.7, Public Resources Code.

Under CEQA Statute Sec. 15090 (Certification of the Final EIR), although the Lead Agency (SFMTA) is not required to have a separate review period of the FINAL EIR after the DRAFT EIR, the federal agencies must allow a 30-day review period on the contents of the FINAL EIS.

Under this same statute, each public agency who commented on the EIR which must be provided to the SFMTA as the Lead Agency 10 days prior to the SFMTA certifying the FEIR. In the DEIR, "Letter A-1" after Page 8-38, the U.S. Environmental Protection Agency on November 15, 2015 determined the Draft EIR in a Draft EIS as "LO" or "Lack of Objections." However, there have since been various objections by numerous parties along the stretch of the Geary corridor. There is no letter from any other federal agencies in the Draft EIR nor in the Final EIR. Did the EPA go over the latest changes and still considers the FEIR as "LO"? How is the public to know what their decision was when there is no document in the FEIR or as part of the postings of documents for the GearyBRT as of this letter?

Page 1-5: One substantial oversight not in the FEIR is that with the City being limited to being 7 miles wide at the widest part, surrounded by water on three sides, and with sea level rising to slowly lessen that distance, travelling from Ocean Beach to Downtown with a purported 8 minutes savings in *one* direction – and now increased 2 minutes to 10 minutes in this FEIR -- for the highest stated capital for one of the alternatives being \$300 million (questionable), there will not be many people moving through the City because of more private automobiles (including rideshares and carshares since the publication of the DEIR/DEIS) on the road taking up all the linear feet of travel lanes without passing capability. SFMTA says VMT is lessened but VMT will go up for each private vehicle ride because even with "rideshare" which *could* carry as little as 1 person per ride, and with parking spaces severely reduced in some retail corridors, vehicles will circle. In the "Masonic Area" alone, the parking spaces are taken from a purported current 109 spaces in the "No Build" alternative to as low as 16 spaces when including the other alternatives. The alternatives eliminate from 73-93 spaces (67%-85% reduction of spaces) for that stretch of Geary. All the neighboring *residential* avenues and streets will soon have very little parking

for the population in the areas. Families with children and disabled and elderly people who may rely on vehicles will suffer. More vehicles will circle to increase VMT compared to the 2010-2012 data that was used and the massive traffic on the roads today from the 45,000 new rideshares reported in the newspapers has not been incorporated into the DEIR nor this FEIR and these have been known entities. See also my comment under Page 3-10 on “AUTOMOBILE TRAFFIC” and for “APPENDIX A” below.

The GearyBRT time savings looks even at the 2 minute “savings” from Ocean Beach to Downtown (example is the increase in time savings from 8 to 10 minutes one way), but this “savings” is easily taken up by other entities and situations that slow Muni down. The time savings is erroneous as depending on the bus one gets on, one may encounter passengers that require additional time boarding or offloading, blockage of bus zones for various reasons, etc. One trip from Van Ness to Masonic took about 30 minutes *one* way because all of these things occurred. There is no guarantee for the 10 minutes of savings.

There is no mention of this lost time due to these factors in any study. Buses today have to wait for drivers to get out of the red lanes, for drivers deciding to drop off or pick up passengers and impede the bus traffic. There is no mitigation measure for this significant impact. Decision-makers need the data before approval of the project and FEIR. The idea that VMT will go down is not factual but conclusory.

Page 2-2:

Accordingly, the planning and environmental processes did not consider potential improvements inconsistent with this purpose and need, including light rail or subway options, or improvements to other parallel corridors.

Public opinion has now shifted to considering subway vs. GearyBRT more than when the GearyBRT was first conceived. It makes no sense that the change to save 8 minutes has now become a 10-minute time savings from Ocean Beach to Downtown for the price which appears to have grown. Talk is now of continuing with the GearyBRT *and* implement a subway later. With a city that’s only about 9 miles wide, the savings of an additional 2 minutes on GearyBRT is not a good “bang for the dollar.” It is a way to get federal and state funding for the City to use on various other projects and maybe that was more the intent than to really help Muni transit. Where did the money go so far?

CHAPTER 3: TRANSPORTATION

Pages 3-1 – 3-2: The FEIR covers “existing travel patterns” but omits outside influences that use the bus stops such as ride shares, private vehicles, commuter buses and shuttles, etc. that Muni has to wait on to conduct their business and so the 1-2 minutes of travel savings is lost. This is *not* in your data collection and analysis nor in the report which is a significant impact when counting 1-2 minutes. This would not be in your “traffic counts” (Page 3-1) nor in the “travel patterns” (Page 3-2). The FEIR makes no mention of the larger more dense buildings which have parking and increase in those vehicles to clog the streets so nobody moves thereby increasing the loss of the 1-2 minutes additional “savings” to the riders from Ocean Beach to Downtown. These and delivery vehicles double-parked” are “adverse effects” to the total minutes savings to the riders so the study is flawed in not including them. The lead agency’s statements are conclusory that that many riders would actually take GearyBRT. There is no factual data in the record supporting this.

Page 3-10:

The Draft EIS/EIR reported that daily weekday VMT in San Francisco is expected to increase by 4.3 percent from existing conditions under the 2020 No Build Alternative. Relative to VMT under 2020 No Build, the Hybrid Alternative/SRA is projected to result in a decrease in VMT by about 0.1 to 0.4 percent. These numbers indicate that the project could enhance transit service levels without causing major disruptions to vehicular traffic

patterns in San Francisco. Similarly, in 2035, the Hybrid Alternative/SRA would decrease VMT relative to the No Build Alternative by approximately 0.4 percent.

VMT calculations for the Hybrid Alternative and the other alternatives will increase to negate the decrease in VMT to bring it back to or exceed the 4.3 percent increase under the No Build Alternative when not factoring in the circling of the vehicles in the neighborhoods with the new forms of alternative transportation (shuttles, car shares, etc.). Only LOS was used in the reviews. Analysis and in-depth data of much quantity does not exist in the record in re VMT; and the project should not be approved or the finding that LOS and VMT would end in the same result with no impact is conclusory until this in-depth, substantive data-driven analysis is done so the decision-makers can make a fully informed decision.

Page 3-12:

In sum, this Final EIR is updating the regulatory information in the Draft EIS/EIR to reflect the City's policy decision regarding the VMT metric. Notably, this Final EIR is retaining all LOS based traffic impact conclusions from the Draft EIS/EIR.

Not having done an analysis based on VMT and stating it is the City's policy decision to rely only on LOS and thus bypass the CEQA measurement criteria for environmental impact is a flaw in the analysis. Porting the conclusions of the LOS-based traffic impacts as the same for VMT or just as not impactful as the LOS studies is not based on factual data. This is a conclusory and needs to be studied prior to approval of the FEIR. Further analysis of the real vehicle miles travelled (VMT) is needed prior to final publication and approval of the GearyBRT project. This is a substantial change of a CEQA measurement of impact handed down from the state level. The GearyBRT needs to be evaluated on VMT with proper studies and data which were not included in the DEIR or at any stage of the project. This FEIR adoption should be postponed until this data is analyzed especially for the areas of significant traffic impacts stated on Page 3-14, including the various regional and San Francisco block areas and a complete report provided to the public for full disclosure. Conclusory statements to satisfy the VMT CEQA criteria or the use of LOS data for potential environmental effects is not factual; and again, without facts, this FEIR that incorporates the DEIR findings from a different measurement of CEQA is flawed. The FEIR is incomplete, flawed and conclusory. A significant environmental impact would result if the VMT has not been studied and data collected and the findings circulated to the public. One would not be able to come up with any mitigation measures unless the study is done. And there are no mitigation measures for this in any appendices. Need this done and recirculate this portion.

Page 3-13:

SFCTA uses SF-CHAMP to estimate VMT by private automobiles and taxis for different land use types. Travel behavior in SF-CHAMP is calibrated based on observed behavior from the California Household Travel Survey 2010-2012, Census data regarding automobile ownership rates and county-to-county worker flows, and observed vehicle counts and transit boardings.

Where is the data from SF-CHAMP that SFCTA uses to estimate VMT? The travel modes have changed since 2010-2012 and the vehicle counts have increased with new projections of car share vehicles alone reported in the newspaper at 45,000.

San Francisco has a lower VMT ratio than the nine-county San Francisco Bay Area region...some areas of the City have lower VMT ratios than other areas of the City. These areas of the City can be expressed geographically through transportation analysis zones...the zones may vary in size...

When all the streets are clogged, VMT may go down, but when parking spaces are eliminated and development projects continue to allow vehicles which are needed for certain people like families with

children, etc., then VMT adds up with all the influx of cars from the other 8 counties, now more so with rideshares that are allowed to rent vehicles to run the “taxi” service. And here, the zones are selected at random sizes based on no set federal or state criteria. Per Page 3-12, this FEIR is “*retaining* all LOS based traffic impact conclusions from the Draft EIS/EIR.” A separate VMT analysis should have been done with the VMT vs. wholesale adoption of conclusions from the DEIS/EIR based on a different metric. Thus the study is inaccurate and incomplete and not thorough to be passed at this time on January 5, 2017 at the SFMTA meeting.

Page 3-14: The FEIR states that the LOS “F” level (gridlock) areas are going to remain adverse with no mitigation measures. This is unfortunate that the streets most impacted by the Hybrid Alternative to worsen LOS level are in the University of San Francisco (USF)/Jordan Park area (Parker & Geary) and in Presidio Heights (California & Presidio) whereas the other intersections are at improved LOS or remain the LOS. The data for the VMT in this area is not found. The VMT CEQA standard needs to be evaluated for environmental impact regardless of City policy to use and make decisions based on LOS. VMT is part of the state required mandate of measurement that was not met in the DEIR nor in the FEIR released on December 9, 2016. There needs to be an enforceable mitigation monitoring system in place to give relief to these intersections instead of summarily dismissing the VMT as the same as LOS results when no study was done by VMT separately. In addition, the LOS data was based on 2010-2012 LOS and with the extraordinary development of the parcels in this City, the unusual not foreseen impact is the extraordinary growth of construction and development projects and new transportation vehicles now on the scene to exacerbate even the worst case scenario described in these FEIR pages. This needs a fresh re-look and revision.

In the Energy section (Page 4-18 of DEIR), VMT is used as a measurement for that. There is inconsistency with use of LOS for one criteria but VMT for another considering it City “policy” to use LOS.

Page 4-18: ENERGY

As none of the build alternatives would result in adverse effects, Draft EIS/EIR Section 4.12.5 concluded that no avoidance, minimization, or mitigation measures would be required.

If having a LOS of “F” (gridlock) is not “adverse,” I do not know what could be. See Page 3-14 & Presidio & Parker Avenue intersections which will have adverse “F” levels as the numbers of cars down these streets clearly tells the story that with the unprecedented building boom in the City that was not foreseen in the DEIR and the FEIR, the backup traffic is already piling up on these streets so nobody gets through very easily even by foot having to go around vehicles stuck in the intersections. Low-density (RH-1 & RH-2) residential streets should *not* have the bulk of the traffic for safety and health reasons. With these intersections being “significant and unavoidable” issues that cannot be mitigated, along with other similar significant impacts found with the GearyBRT, there was a need for the EIS but a finalized signed version is needed along with the signed ROD.

Page 5-4: Typographical error → “Coalition of San Francisco Neighborhoods” should be “Coalition for San Francisco Neighborhoods.”

One of the unforeseen changes not in the FEIR is funding for the GearyBRT Project. The consideration of approving any of the alternatives at this point may need to be postponed as the VanNessBRT also competes for Prop K funding and that Project construction is still ongoing. It is not clear as to all the funding sources listed in the FEIR that will enable the GearyBRT to move forward in any iteration except the “No Build Alternative.”

Funding could change project design, and if so, those changes will have to be re-analyzed for environmental impact. There would need to be another circulation of a supplemental EIR to clarify firmed-up sources not reliant on the outcome of a ballot vote or for sources that are not known yet even if those sources seem like a “good bet.”

The City does should not be matched for the additional federal and state funding as this is not clear in this November-2016-December 6, 2016- sign-off-release of the FEIR.

Page 6-3: In Table 6-1 “Proposed Geary Corridor Funding Packages,” costs for the “Improvements Included” such as “bus and pedestrian bulbs, stops, and signals, vehicles for increased service, utility relocation related to BRT” relies on \$200 million from “FTA Small Starts (\$100M) with matching local and non-Small Starts federal funds.” What is not clear is the cost for *each* of the alternatives. The problem with using the \$300 million figure is the assumption that this is the cost for all alternatives no matter which is chosen. In addition, does the \$300 million price tag mean that funds supposedly targeted for transportation improvements will later be used to re-pay SFPUC for the sewer projects going on all over the City? The public will not be assured of this.

In Appendix B, Page B-437, the response to my earlier comment about this GearyBRT being primarily a sewer project and the opportunity being seized along with the sewer project to upgrade any transportation issues, the SFMTA in this FEIR states that the SFPUC is “in process of upgrading” the sewer lines. The SFMTA instead says that the GearyBRT Project “may capitalize” on the SFPUC work while they are working on the GearyBRT Project. Here is the text from Appendix B:

The San Francisco Public Utilities Commission (SFPUC) **is in the process of upgrading aging sewer infrastructure Citywide**, 30 percent of which exceeds 100 years in age and some of which dates to the Gold Rush.²⁹ The SFPUC would assess the condition of the infrastructure on Geary and **may capitalize on the opportunity to upgrade systems as needed during construction of the Geary BRT project** to minimize construction disturbance. Replacement of infrastructure that is nearing the end of its useful life does not, however, necessarily equate to upsizing infrastructure to accommodate increased development. Increasing development density along the Geary corridor would require environmental review and consideration separate from the Geary BRT project.

SFPUC for the sewer work which is *not* a transportation project and those funds should not be used for it at all or reimbursed. The funding costs also assume a 100% center-running alternative is chosen so if parts of Geary are side-running, it shouldn't cost the same as there would not be a need to dig up medians nor the sewer in those areas.

Under “6.1.2 Budgeted/Planned Funding,” it states:

FTA Small Starts (\$100 million). This FTA program provides competitive grants for new transit projects with capital costs that do not exceed \$300 million.

What is clear from Table 6-1, “Proposed Geary Corridor Funding Packages,” is that the total highest funding figure quoted in any GearyBRT document stops at \$300 million (\$200 million + FTA Small Starts of \$100 million). It is clear also from the “FTA Small Starts Program” that the grants are approved only for projects with capital costs that “do NOT <emphasis added> exceed \$300 million.”

The GearyBRT Project is partitioned (pieced up) to qualify for the smaller funding streams such as offered by “Small Starts.” With enough “Small Starts” funding, it will turn into a very “Big Expenditure” with “potential” federal and state funds rolling into the General Fund (aka “Slush Fund Account”). So if the

whole GearyBRT Project were taken from the start to the last feature being implemented, it would likely cost more than \$300 million. Much of the funding is not even applied for or allocated. In fact, in the “Approval Memo” of Dec. 22, 2016, it states that “SFMTA plans to continue refining the cost estimate and funding plan for the remainder of the Project as it proceeds with planning and conceptual engineering work” as if there will be an open checking account (the citizens’ tax dollars).

From the DRAFT EIR, Page 2-42, it states:

For federal funding purposes, the project cost estimate has been developed with separate costs for each scope element, and for some alternatives, including Alternative 2 and the Hybrid Alternative, the cost of the BRT scope elements is less than \$250 million, making those alternatives eligible to compete for funds within the FTA Small Starts program.

The cost from the DRAFT EIR to this FINAL EIR went from \$250 million to \$300 million. What is the real total cost of the GearyBRT Project without piecing it up to qualify for the various “smaller” funds?

From the DRAFT EIR, Page 2-4, **Table 2-9** shows for “Capital cost Estimates for Build Alternatives”:

GEARY CORRIDOR BUS RAPID TRANSIT PROJECT EIS/EIR | SEPTEMBER 2015

Table 2-9 Capital Cost Estimates for Build Alternatives

BUILD ALTERNATIVE	DESCRIPTION	CAPITAL COST OF BRT ELEMENTS AND RELATED IMPROVEMENTS (YOE IN MILLION \$)
Alternative 2	Side-Lane BRT	\$170
Alternative 3	Center-Lane BRT with Dual Median and Passing Lanes	\$430
Alternative 3-Consolidated	Center-Lane BRT with Dual Medians and Consolidated Bus Service	\$435
Hybrid Alternative	34 th Avenue to Palm Avenue - Center-Lane BRT with Consolidated Service East of Palm Avenue - Side-Lane BRT	\$300

Source: SFCTA & SFMTA, 2015

The GearyBRT Project will hit the maximum allowable \$300 million for which a project would be eligible under the FTA Small Starts Program. It will likely take more than the \$300 million as some features such as the lighting for fog has not been factored in yet. In the Richmond District, unlike other areas of the GearyBRT, one of the unforeseen issues is fog. How much to set aside for fog-related safety measures for the people to get out to the boarding islands without being hit? The cost-benefit analysis in the FEIR needs more work before passage.

Page 6-6: The FEIR states:

Charter Amendment / General Sales Tax Funds. A charter amendment and a general sales tax increase for funding homelessness and transportation are currently proposed for the November 2016 ballot. If both measures are approved by voters, the sales tax could raise funds in the order of \$100 million annually for transportation, which would be distributed among various projects, potentially up to 30 million for the Project.

Since this ballot measure did not pass, there is a lack of \$100 million annually for this GearyBRT and for the other “various” and unknown projects. Without the funding stream, the feasibility of this Project going

forward along with other new issues such as which alternative to design in future is questionable to start funding any of it. This FEIR is erroneous based on a presupposed approval of the funding availability.

Since this FEIR was prepared and signed off on December 6, 2016 for release on December 9, 2016, the GearyBRT Project financing that relied on the Nov. 8, 2016 ballot tax measure which did not pass. Yet and still, this FEIR, was still published assuming the money is there. The financial analysis should be redone.

Page 6-8: Table 2-10 in the Draft EIR and **Table 6-3** in the Final EIR show operating and maintenance costs as shown below:

GEARY CORRIDOR BUS RAPID TRANSIT PROJECT EIS/EIR | SEPTEMBER 2015

Table 2-10 Annual Operating and Maintenance Costs for Proposed Service

COST TYPE	NO BUILD ALTERNATIVE	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 3-CONSOLIDATED	HYBRID ALTERNATIVE
Annualized Revenue Hour Vehicle Operating Cost*	\$36,471,000	\$48,409,000	\$45,586,000	\$43,322,000	\$48,340,000
Other Incremental Annualized Operating and Maintenance Costs**	\$251,000	\$1,091,000	\$596,000	\$596,000	\$858,000
Total Cost	\$36,722,000	\$49,500,000	\$46,182,000	\$43,918,000	\$49,198,000

Note: Operating and vehicle maintenance costs based on National Transit Database (NTD); other roadway maintenance accounts for paving, pothole, red lane, and landscape costs.

* Vehicle cost type includes costs for operating the service and maintaining the vehicles.

** Other cost type includes busway surface maintenance and landscaping maintenance.

Source: SFMTA, 2014

Table 6-3 Annual Operating and Maintenance Costs for Proposed Service

COST TYPE	NO BUILD ALTERNATIVE	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 3-CONSOLIDATED	HYBRID ALTERNATIVE/SRA
Annualized Revenue Hour Vehicle Operating Cost*	\$36,471,000	\$48,409,000	\$45,586,000	\$43,322,000	\$48,340,000
% Change From No Build Alternative	--	+33%	+25%	+19%	+33%
Other Incremental Annualized Operating and Maintenance Costs**	\$251,000	\$1,091,000	\$596,000	\$596,000	\$858,000
% Change From No Build Alternative	--	+335%	+137%	+137%	+242%
Total Cost	\$36,722,000	\$49,500,000	\$46,182,000	\$43,918,000	\$49,198,000
Total % Change From No Build Alternative	--	+35%	+26%	+20%	+34%

Note: Operating and vehicle maintenance costs based on National Transit Database (NTD); other roadway maintenance accounts for paving, pothole, red lane, and landscape costs.

* Vehicle cost type includes costs for operating the service and maintaining the vehicles.

** Other cost type includes busway surface maintenance and landscaping maintenance.

Source: SFMTA, 2015

The term of the funding stream is based on non-firm sources. The source of funds should be analyzed again especially since the FEIR was published after it was known that at least one funding bucket was not going to be available.

APPENDIX A – ERRATA SUMMARY (SEE ALSO TEXT on Page 5-6 (“5.5.3 – Parking and Loading” & 7-9 (“7.5.1 – “Transportation and Circulation – CEQA Impacts and Mitigation”) IN DRAFT EIR WITHOUT CHANGES SHOWN)

Page A-2:

Page 5-6, text edit

Neither NEPA, the State CEQA Guidelines nor the guidance of the Environmental Planning Major Environmental Analysis Division of the San Francisco Planning Department expressly or explicitly require that an environmental document disclose whether a project would merely result in the loss of any number of parking spaces.

In CEQA, the “vehicle miles travelled” is the new basis of measurement vs. LOS that measures “congestion.” Although the loss of parking spaces is said to not be a required disclosure, with the loss of them, I would think vehicles would circle blocks. What is the vehicle miles travelled by these vehicles looking for parking and where was this disclosed? Today, it is not only parking spaces where people park for long periods but there are car-shares and other short-term parking space users that also take up parking for the residents. What is the number of vehicle miles travelled without the parking spaces?

Page 7-9, text edits

All of the build alternatives were developed to help better meet existing and projected future growth in travel demand. As discussed in Section 3.3.4.1 and illustrated in Figure 3.3-10, with or without the addition of BRT improvements (i.e. No Build Alternative), daily transit ridership in the Geary corridor is expected to increase from about 50,000 riders per day (as of 2012) to about 64,000 ~~70,000~~ in 2020 and about 77,000 ~~84,000~~ by 2035. In 2020, the build alternatives would result in up to 82,000 daily transit boardings (28 percent higher than in the No Build Alternative). In 2035, the build alternatives would serve between 92,000 and 99,000 daily transit riders (20 percent to 28 percent higher than in the No Build Alternative). Each build alternative is intended to help meet this projected increase in transit demand while at the same time reduce transit travel times (see discussion at Section 3.3.4.4) and improving transit time reliability (see section 3.3.4.5). Therefore, the build alternatives would each result in a less-than-significant effect; no mitigation would be required.

As stated in the VanNessBRT ROD, the goal of it was to “stimulate development” for the “transit corridor.” The GearyBRT is trying to do the same to get all the people to live like the east side that was less residential and not all on mostly sand dunes. The environment is different that needs re-thinking.

APPENDIX B – RESPONSE TO COMMENTS:

Page B-24:

The parking analysis *assumed* <emphasis added> that transit riders and private vehicle drivers would walk a similar distance to reach a destination from a bus stop or parking spot, respectively.

Assumptions lead to conclusory findings in the FEIR. I hear that younger people want door-to-door service and continue to use private means of transportation which eats up road linear feet. It is hard to imagine these people taking GearyBRT. If all the current reported-in-the-newspapers 45,000 rideshare riders decide they will not walk and would rather use private vehicles (carshare, Uber, commuter shuttles), this is a significant overlooked impact based on assumption vs. facts not in the FEIR. This conclusory finding that the transit riders would walk is mere supposition not based on data which is still left unanalyzed and incomplete in the FEIR.

Sincerely,

/s

Rose Hillson



Support for Geary BRT

Ron <[REDACTED]>
To: clerk@sfcta.org

Fri, Dec 23, 2016 at 4:55 PM

Hello,

I support the Geary BRT proposal, including the design alternative that will be recommended by the Geary BRT Citizens Advisory Committee (CAC).

Sincerely,

Ronald Hirsch
[REDACTED]
SF CA 94121

Homeowner and resident of the Outer Richmond for 19 years.



Vote to Postpone Vote on Geary BRT Final EIR Scheduled for January 5

Jennifer Ho <REDACTED>

Sun, Dec 11, 2016 at 11:00 PM

To: John.Avalos@sfgov.org, London.Breed@sfgov.org, David.Campos@sfgov.org, Aaron.Peskin@sfgov.org, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org, "Yee, Norman (BOS)" <Norman.Yee@sfgov.org>, Board.of.Supervisors@sfgov.org, clerk@sfcta.org, kanishka.karunaratne@sfgov.org, margaux.kelly@sfgov.org, jess.montejano@sfgov.org, conor.johnston@sfgov.org, camposstaff@sfgov.org

Dear Supervisors/Board Members of the SF County Transportation Authority,

I strongly urge you as members of the Transportation Authority to vote at your December 13, 2016, meeting to postpone your consideration of the Geary BRT Final EIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

Although the Transportation Authority delayed almost three months until this past Friday, December 9, 2016, to make public the Final EIR for the Geary BRT, it scheduled the vote to certify the FEIR for January 5, 2017. This unreasonably leaves the public and your Board only 27 calendar days and only 17 working days to review and analyze a FEIR with many new portions and information, as well as 870 pages of comments. And during this time, many interested members of the public as well as Board members and staff will be traveling or otherwise engaged in holiday celebrations with family and friends for Christmas, Hanukkah, and the New Year.

During these 17 working days over the holidays, the Board must be able to review the FEIR and be able to say that the FEIR reflects its independent judgment. The December 9 package contains a proposed Statement of Overriding Considerations. Thus, in addition to 870 pages of comments and responses, the reviewing Board members and your staff as well as the public must evaluate the SFCTA's reasoning for overriding the significant impacts which this massive FEIR found could not be mitigated. In addition, the recommended alternative has modifications to the Draft EIR. Thus, in addition to the comments and responses and the reasoning for overriding the conclusions, the Board members and your staff as well as the public must understand a modified proposed alternative. And beyond the CEQA document and findings, City regulations require certain findings and assessments. Non-CEQA findings have not been publicized or reviewed. Again, how will the Board be able to review, digest and independently arrive at all these new findings in only 17 working days?

In short, this extremely abbreviated period over the holidays is not enough time for the Board to meaningfully review and understand this massive document and to honestly arrive at the conclusion that the FEIR reflects its independent professional opinion, as the Board is not allowed to just rubber stamp this document.

And there is no need to rush through the vote to certify the FEIR.

Although the draft EIR was published on September 15, 2015, it took nearly 15 months to prepare and issue the Final EIR on December 9, 2016. Release at the holidays with a certification vote 17 working days later is not fair to the public, who would like to celebrate the holidays and see family and friends, not "cram" for a January 5, 2017, hearing. This period of review is just too short for the public and the Board to adequately review the Final EIR.

In addition, new District One Supervisor Sandra Fewer will not be sworn in until after the January 5, 2017, SFCTA meeting, thus denying District One representatives the vote by their newly elected Supervisor/SFCTA Board Member on this critical District One issue.

At your December 13, 2016, meeting, please vote to postpone the vote on the Geary BRT FEIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

Sincerely,

Jennifer

Letter L-48.1

Fwd: [GearyBRT] 38 rapid

colin.dentel-post@sfcta.org

From: fei li

Date: Thu May 26 2016 07:35:32 GMT+0530 (IST)

Subject: [GearyBRT] 38 rapid

To: gearybrt@sfcta.org

to whom it may concern,

this email is to let you know that it is extremely important to me & my fellow bus riders who are seniors & who would be extremely inconvenienced if you remove the 38rapid stop at laguna & geary. what you have proposed is very unsafe for the population who live in this area plus the fact that the land is hilly making it hazardous for those of us with mobility problems.

please DO NOT take our 38 rapid stop away from laguna & geary.

fei li holmes

sequoias resident



Fwd: Re: [GearyBRT] Geary BRT inquiry

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Wed, Dec 21, 2016 at 3:30 PM

—Forwarded using **Multi-Forward Chrome Extension**—
From: Colin Dentel-Post
Date: Sun Dec 18 2016 13:03:10 GMT+1100 (AEDT)
Subject: Re: [GearyBRT] Geary BRT inquiry
To: fei li

Greetings Ms. Holmes,

Thank you for reaching out regarding the Geary Bus Rapid Transit project and the Laguna stop in particular.

We have heard and understand the concerns from you and other seniors living in and nearby the Sequoias, and in response the project team analyzed what different service options would mean for travel times. The analysis found that a local-only stop would save 50 seconds for over 13,000 people traveling on 38 rapid buses, the equivalent to 180 hours. A rapid stop would save time for the 1,800 people who rely on rapid service at Laguna, but slow down bus service for the other 13,000.

Based on that analysis, our design recommendation to make Laguna a local-only stop remains, but our hope is that Laguna stop passengers will value the numerous safety improvements of the project enabled by the current design, as well as Local service to Laguna that will be 25 percent quicker and also more reliable than it is today. Community stakeholders are also contributing to communications and wayfinding strategies on buses and at bus stops to make it easier to navigate the two service options, and we plan to work with more residents at the Sequoias and other nearby communities on these strategies before any change is made.

As you may know, the Transportation Authority Board (comprised of the Board of Supervisors members) will consider approval of the project's Environmental Impact Report and make a final decision on the preferred design alternative (including Laguna) at its upcoming meeting on January 5th. You can find more information about the project and upcoming meetings at gearybrt.org.

Thanks again,

Colin



Colin Dentel-Post
Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
415.522.4836

On Mon, Dec 5, 2016 at 5:06 PM, fei li <[REDACTED]> wrote:

I am a senior living in the sequoias. I cannot attend the market st meetings as they are in the evening, it is dark, & I do not have a car.

PLEASE KEEP THE LAGUNA STOP ON THE 38R line. If it becomes a local only stop, it will be so unsafe for all of the seniors living in this area as the other stops proposed require walking long distances in this hilly neighborhood.

hope you hear us!

fei li holmes



Fwd: [GearyBRT] Problem with eliminating the the 38 R bus stop at Laguna and Geary

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: Ann Homan

Date: Mon Jan 02 2017 04:32:12 GMT+1100 (AEDT)

Subject: [GearyBRT] Problem with eliminating the the 38 R bus stop at Laguna and Geary

To: GearyBRT@sfcta.org

I'm a resident of St. Francis Square Coop, who is retired. I use SF Muni (particularly the 38R) to do my volunteer work for the SF Public Library's supported program -- SF City Guides -- and to get to my tour guide job at AT&T Park. Using the 38R has been a wonderful asset to my ability to provide entertainment to SF tourists and support the community in which I live. I'm not sure what I will do if I had to rely on only the 38. It's too infrequent and extremely crowded. There are always lots of people getting on and off the bus at that stop well into the evening. I will never get a seat and I fear breaking something if I have to stand the whole time. Please do not cut our service. I am one of many elderly, who live in this neighborhood who choose to be active to stay healthy. I don't want to go back to driving a car as a means to get where I need to go in the city, but that may end up being my only choice if you cut our service. Sincerely Ann Homan
REDACTED San Francisco, CA 94116

Harold M. Hoogasian

615 Seventh Street
San Francisco, California 94103-5691
www.hoogasian.com | Harold@hoogasian.com
415-229-2732 | tollfree 1-800-BAY-AREA | fax 415-229-2700

February 27, 2017

Ms. Elaine Chao
Secretary of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Ms. Chao:

Congratulations on your appointment as Secretary of Transportation, and congratulations on "putting the brakes on \$647 million for CalTrain to go electric" as quoted in the San Francisco Chronicle.

I would like to bring another potential waste of federal transportation funds to your attention. San Francisco's Municipal Transportation Agency is proposing a \$300 million Bus Rapid Transit Project down the middle of Geary Boulevard, a major City thoroughfare. What is upsetting about this bus freeway through the middle of a shopping district is that:

- 1. City staff have admitted that much of the future transit time savings to be generated by the project have already been achieved by adjustments in traffic signal timing and other "smart street" improvements. Staff has also admitted in public hearings that any additional time savings would be generated by eliminating bus stops. This would improve transit time, while increasing travel time, as seniors and people with disabilities would have to walk up to three extra blocks to reach a bus stop.**
- 2. City staff has also admitted that their arguments that Geary Boulevard is "8 times more dangerous than most city streets" is based on comparing the six lane Geary Boulevard which carries as many as 50,000 vehicles per day with a two lane residential street.**
- 3. Construction of the project would eliminate approximately 1/3 of the parking spaces in the neighborhood shopping district, destroying small businesses and costing jobs.**
- 4. Lastly, City staff also admitted that construction of the last mile of the project would cost over \$18 million and would result in a potential one minute time savings based on a 2030 computer traffic model.**

This project relies on \$100M in funding from FTA Small Starts funds. The Environmental Impact Statement for the project is being reviewed by FTA, although approval has been delayed because of the huge neighborhood protest and the lawsuit that has been filed over the Environmental Impact Report. Final approval of the EIS is currently scheduled for April 2017, so your immediate attention is requested.

Please take a hard look at this project and see if it really merits a \$100M federal investment. I would ask that consideration of the EIS be delayed until a full cost effectiveness study can be performed by a neutral party.

Very truly yours,



Harold Hoogasian

Cc: Governor Chris Christie



Letter L-51

Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] Please Approve Geary BRT EIR and Move Project Forward

Benjamin Horne <ben@horseservices.com>
To: "GearyBRT@sfcta.org" <GearyBRT@sfcta.org>

Thu, Jan 5, 2017 at 7:37 AM

Dear SFCTA Board Members,

As a San Francisco resident and small business owner that lives near the Geary corridor and frequently traverses Geary I implore you to approve the Geary BRT Project, including the final Environmental Impact Report (EIR), and select the Hybrid Alternative as the locally preferred alternative and get this project moving forward!

This project has been in progress for a decade (or more) and Geary is long, long overdue for transit and pedestrian safety improvements. There are some that will argue for this or that stop to be saved, restored or altered but those details are inconsequential to the overall project goals and they can be figured out and revised after the project commencement. Geary is very unsafe for pedestrians and this needs to change immediately. As an avid SF walker who hasn't owned a car in 13 years, this is imperative to me. This project will do so much more for the City than just transit improvements (which are very significant in their own right). Streetscapes, utility/infrastructure and pedestrian improvements are also included and they are so badly needed for this corridor that has been left behind in many ways.

As a member of the Geary BRT CAC, I spent the last several years working on this project, hearing public comment, as well as discussing the project with my neighbors (in the Fillmore/Lower Pac Heights area) and colleagues at the Union Square Business Improvement District. While some argue for various tweaks and changes and communication strategies, ALL are in favor of making improvements and that is what this project will do. I sincerely believe this project will lay the groundwork for a future BART or MUNI extension in the coming decades and look forward to working on those endeavors!

Thank you for your consideration of my comments and for your hard work on the SFCTA Board.

Sincerely,

Benjamin Horne

HORNE SERVICES

2186 Bush Street

6/30/2017

SFCTA Mail - [GearyBRT] Please Approve Geary BRT EIR and Move Project Forward

San Francisco, CA 94115

T. [415.377.4921](tel:415.377.4921)

E. ben@homeservices.com

Fwd: [GearyBRT] D1 Resident Opposed to BRT`

Colin Dentel-Post <colin.dentel-post@sfcta.org>
To: Steve Stamos <steve.stamos@sfcta.org>

Wed, Jan 4, 2017 at 12:40 PM

**Colin Dentel-Post**

Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

----- Forwarded message -----

From: **Chaz . <REDACTED>**

Date: Wed, Jan 4, 2017 at 10:43 AM

Subject: [GearyBRT] D1 Resident Opposed to BRT`

To: "John.Avalos@sfgov.org" <John.Avalos@sfgov.org>, "London.Breed@sfgov.org" <London.Breed@sfgov.org>, "David.Campos@sfgov.org" <David.Campos@sfgov.org>, "Aaron.Peskin@sfgov.org" <Aaron.Peskin@sfgov.org>, "Malia.Cohen@sfgov.org" <Malia.Cohen@sfgov.org>, "Mark.Farrell@sfgov.org" <Mark.Farrell@sfgov.org>, "Jane.Kim@sfgov.org" <Jane.Kim@sfgov.org>, "Eric.L.Mar@sfgov.org" <Eric.L.Mar@sfgov.org>, "Katy.Tang@sfgov.org" <Katy.Tang@sfgov.org>, "Norman.Yee@sfgov.org" <Norman.Yee@sfgov.org>, "gearybrt@sfcta.org" <gearybrt@sfcta.org>, "**REDACTED**" <**REDACTED**>

Dear San Francisco County Transportation Authority Board Member,

I am opposed to the Geary Bus Rapid Transit (BRT) plan and encourage you to shelve it until the Richmond gets what it needs and deserves: UNDERGROUND RAIL.

Whether it's Market St or Valencia, the SFMTA has done nothing but implement confusing, and counter-productive measures that makes navigating the city more and more difficult. Red lanes are great in theory, but without adequate enforcement they will be illegally used by the 40K Uber/Lyft cars operating in the city every day. Most of those drivers come into the San Francisco and are unfamiliar with our city, relying solely on GPS to navigate. **All the befits of the proposed Red Bus Lanes will be negated when you factor in the countless TNC vehicles clogging our streets.** In fact, I have yet to hear ANYONE from SFTMA address these vehicles, discuss imposing limits on the number that can operate at any given time (like taxi companies follow), or the impact they have had on traffic and transit efficiency.

\$300M to improve transit time to save 10-minutes on a bus line is ridiculous and I'd rather the SFMTA repave and fix the roads for much less and allocate savings towards financing a permanent solution resulting in underground rail. Also, how about instead of chasing homeless people around, the SFPD actually enforces traffic laws and stops these TNC vehicles from double-parking while they pick-up and let out riders? **The real problem with traffic in this town can be squarely attributed to UBER/LYFT. Stop**

them from flooding our streets with ill-trained and amateur drivers and you'll marvel at how much traffic will improve. Sadly the Mayor's family is invested in these companies and he's done nothing but turn a blind eye to the lawless companies operating what amounts to a racketeering ring, disregarding any and all laws in the name of greed.

In conclusion, BRT will do little to nothing to improve traffic without addressing the real issue at hand and I as a 3rd generation native and tax-payer do NOT want to spend money on a project that will likely make traffic worse. Most actual residents I have spoken to are against the BRT and instead want a forward thinking proposal for the future, not a \$300M band-aid touted as a step towards progress.

Thank you for your consideration and VOTE NO on BRT.

Best,

Charles Hurbert, D1

REDACTED

Letter L-53.1

From: Colin Dentel-Post
Date: Sat Apr 23 2016 06:33:56 GMT+0530 (IST)
Subject: Re: [GearyBRT] Fwd: Undelivered Mail Returned to Sender
To: **REDACTED**
Cc: GearyBRT

Greetings David,

Thank you for your interest in the Geary Bus Rapid Transit project, and how it relates to the California Pacific Medical Center construction at Geary and Van Ness.

The Geary BRT project is primarily intended to benefit the existing 50,000 riders a day who ride buses in the Geary corridor and who will continue to constitute a majority of riders even with new development. BRT will include increased transit service along the corridor while improving travel times by over 20% and significantly improving reliability.

We do expect ridership to increase gradually over time given population and job growth across the city and in the Geary corridor, including due to CPMC and other development projects. CPMC paid a fee of \$1.5 million to the city for BRT improvements in recognition that their expansion would generate additional transit ridership. Other large development projects are also required to pay transit impact fees to help accommodate the additional riders they add to the Muni system.

Thanks again for your interest in the project and questions.

Best,

Colin

Colin Dentel-Post
Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

----- Forwarded message -----

From: **REDACTED**
To: gearybrt@sfcta.org
Cc:
Date: Thu, 21 Apr 2016 17:41:08 -0400 (EDT)
Subject: [San Francisco County Transportation Authority] geary plan
Hello gearybrt,

David Hyry (**REDACTED**) has sent you a message via your contact form

(<http://www.sfcta.org/user/42/contact>) at San Francisco County Transportation Authority.

If you don't want to receive such e-mails, you can change your settings at <http://www.sfcta.org/user/42/edit>.

Message:

I was at a community meeting and heard NO MENTION of the single largest impact on geary st transit of the last 20 years.

The hospital at Van Ness and Geary will generate potently thousands of stops a day, round the clock staffing (almost none living in SF) not to mention patients.

Just Who is paying and WHOSE SERVICE WILL BE CUT for this increase in use? Was there a business fee? Or is this also on the shoulders or whom ever is victimized by parking and traffic. Fares do not cover all costs of increases in use or pension contributions, equipment...
david

Letter L-53.2

From: 'REDACTED' via GearyBRT <gearybrt@sfcta.org>
Date: Fri, Apr 22, 2016 at 5:56 PM
Subject: [GearyBRT] hospital van ness and geary
To: gearybrt@sfcta.org

2nd query message

What about the impact of the hospital at geary and van ness, who is paying for the increase in usage-the general fund or the \$600 tow charges

David Hyry
REDACTED



Fwd: [GearyBRT] Approve Geary BRT Project

Colin Dentel-Post <colin.dentel-post@sfcta.org>
To: Steve Stamos <steve.stamos@sfcta.org>

Wed, Jan 4, 2017 at 3:42 PM



Colin Dentel-Post
Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

----- Forwarded message -----

From: 'Claude Imbault' via GearyBRT <gearybrt@sfcta.org>
Date: Wed, Jan 4, 2017 at 3:28 PM
Subject: [GearyBRT] Approve Geary BRT Project
To: "gearyBRT@sfcta.org" <gearyBRT@sfcta.org>
Cc: "info@walksf.org" <info@walksf.org>

Hello SFCTA Board:

I am emailing you to show my support for the Geary BRT, including the Final Environmental Impact Report (EIR), and to select the Hybrid Alternative as the "locally preferred alternative." I work in Union Square and frequently take the 38R to Japantown area for lunch and the gym. The installation of the red lanes last year, coupled with the less frequent bus stops, gets me there within 15 minutes. It's fast and efficient! I can't say the same for taking the 38 bus to the Inner and Outer Richmond. Frankly, I'd spend more time in the Inner Richmond with friends for dinner or shop in the stores on weekdays and weekend if it there were a faster way to get there. As it stands, I take my car there only when I have to. Otherwise, I avoid the district.

San Francisco is an internationally known city, yet our transportation system lags far behind those of other world-class cities. Let's make it easier for San Franciscans, workers, and visitors to get to other parts of our great city. The Geary BRT is the right step at the right time.

Regards,

Claude Imbault
REDACTED
San Francisco CA
94114

Letter L-55

From: Colin Dentel-Post
Date: Wed Jun 08 2016 07:11:11 GMT+0530 (IST)
Subject: Re: Steiner Bridge Outreach
To: Cathy Inamasu
Cc: "Greg M." , Rodney Chin , Glynis Nakahara , Robert Hamaguchi , Paul Jacobsen , Paul Wermer , Karen Kai

Cathy,

Thank you for the letter from Nihonmachi Little Friends regarding the Steiner pedestrian bridge. We are modifying the Geary BRT project's Staff-Recommended Alternative to retain the pedestrian bridge at Webster, given the many concerns we heard that focused on that bridge, as well as the fact that it can be done with minimal impact on surface crossing pedestrian safety or bus travel times or reliability.

However, retaining the Steiner bridge would generate more bus delay, and adding a bus lane would negatively impact surface crossing conditions for the majority of pedestrians (84%) who use the existing crosswalk. We have heard more mixed views on this bridge, including support for removing it from the Department of Recreation and Parks.

I do understand and appreciate your need to safely cross Geary with groups of children to reach Kimbell Playground and other neighborhood destinations, which is why we will retain the Webster bridge.

I would be interested to discuss with you whether there is a workable route from Nihonmachi's sites to Kimbell via the Webster bridge, and whether any other pedestrian improvements would be needed to facilitate that path. Please let me know if you would like to meet or discuss this by phone.

Thanks again,

Colin

Colin Dentel-Post
Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

On Mon, May 30, 2016 at 11:08 AM, Cathy Inamasu <REDACTED> wrote:
Dear Colin Dentel-Post,

Attached is a letter from Nihonmachi Little Friends regarding our strong opposition to demolishing the Steiner Street pedestrian bridge. We were very disappointed to hear that the bridge is being recommended to be taken down. Should you have any questions, please feel free to contact me at **REDACTED**.

Sincerely,

Cathy Inamasu
Executive Director
Nihonmachi Little Friends



Nihonmachi LITTLE FRIENDS™

Japanese Bilingual & Multicultural Childcare

May 30, 2016

Mr. Colin Dentel-Post
Senior Transportation Planner
SFCTA
1455 Market Street, 22nd floor
San Francisco, CA 94103

Re: Geary Bush Rapid Transit Plan

Dear Mr. Dentel-Post;

I am writing on behalf of Nihonmachi Little Friends' parents, staff and Board members to strongly object to the CTA staff recommendation to remove the pedestrian bridge crossing Geary on Steiner Street. This bridge is the only 100% safe way to cross Geary at that intersection for our preschoolers, elementary school-age students, parents and staff.

Nihonmachi Little Friends (NLF) operates two preschool-age programs on Bush and Sutter Streets between Webster and Buchanan, serving 84 children, and an After School Program (ASP) on Sutter Street at Laguna Street. Our ASP serves 80 K-5th graders with 95% of the students attending Rosa Parks Elementary School. All of our programs utilize the Steiner pedestrian bridge to cross Geary to get to Kimbell Playground for fieldtrips and special sports day activities with children and families. Our preschoolers utilize Kimbell Playground on a regular weekly basis for fieldtrips.

Similarly to the Webster Street pedestrian bridge, the Steiner Street bridge is the safest way to cross Geary, especially for children and youth, but also for the broad mix of people who use it, including seniors. The idea of saving a few seconds by tearing down the bridge, and having young children and seniors stuck on medians in-between fast moving lanes of traffic is unacceptable. The lives of pedestrians should be worth more than this time saved. At the same time, accessible crosswalks should be installed to supplement the pedestrian bridge, but NOT replace it.

We urge you to improve and maintain the Steiner Street pedestrian bridge as the only guaranteed safe passage across Geary at Steiner Street. Funding would be better served in this way, and adding an accessible crosswalk at the same time.

Thank you for your serious consideration in this matter.

Sincerely,

Cathy Inamasu
Executive Director

Letter L-56

From: WordPress [mailto:info@tellmuni.com]

Sent: Friday, April 29, 2016 4:41 PM

To: MuniForward <muniforward@sfmta.com>; creative@circlepoint.com; r.germano@circlepoint.com; Hyden, Rachel L <Rachel.Hyden@sfmta.com>; m.neil@circlepoint.com

Subject: Comment submitted via Tellmuni.com

Route: 38R

Topic: Stop Spacing/Location

Feedback: Please retain the stop at 28th ave as part of the proposed Geary BRT. That stop is essential for senior shoppers of the discount grocery there and I alight from it when I take the outbound bus. This stop gets more use than your data may show because your data doesn't record passengers who alight at this stop. School children at nearby Presidio School are young and strong enough to walk to that stop. Walking to the bus is educational and teaches them to be active to remain healthy.

From: Adam Jamin <REDACTED>

From: Elliott, Kate
Sent: Tuesday, May 24, 2016 10:59 AM
To: 'REDACTED' <REDACTED>
Subject: FW: Comment submitted via Tellmuni.com

Dear Mr. Jamin,

Thank you for contacting Tellmuni.com and providing feedback on the proposed removal of the 28th Avenue local stop on Geary Boulevard.

To provide more efficient and reliable bus service the Geary Bus Rapid Transit (BRT) project proposes removing some stops and optimizing stop locations in the Richmond so they're five to six blocks apart. Stops were strategically chosen based on their proximity to major attractions, senior centers, hospitals schools and bus transfer points.

The stop you are referring to at 28th Avenue would be removed to provide more efficient and reliable local service. There are two stops within a couple blocks of Grocery outlet at 25th and 30th avenues. 25th Avenue is a major transfer point connecting the 38 local and rapid to the 29 bus route for crosstown service to Stonestown. The stop at 30th Avenue, serves both the Grocery Outlet and George Washington High School and is consistent with other stop spacing along the corridor.

Removing bus stops from a route can be an inconvenience requiring riders to adjust their travel patterns and walk a few more blocks, however, every bus stop eliminated saves riders up to one minute. The travel time-savings in this case off-sets the extra walking time.

The Geary BRT project still has several approval actions by local and federal agencies before construction can begin. If the project is approved construction would begin on the eastern segment of the corridor between Market and Stanyan streets winter 2016/2017. Stop changes and construction west of Stanyan street would not begin until 2019.

If you have any additional questions feel free to call or email me.

For more information visit: <http://www.sfcta.org/delivering-transportation-projects/geary-corridor-bus-rapid-transit-home>

Kate Elliott
Public Information Officer -SFMTA
[415.701.2483](tel:415.701.2483)



Sensible Transit Protests Rush to review Geary BRT Final EIR - Re; postpone the Jan. 5th meeting- <http://www.sfcta.org/board-december-13-2016>.

Henry Karnilowicz <REDACTED>

Wed, Dec 14, 2016 at 10:51 AM

To: john.avalos@sfgov.org, London.Breed@sfgov.org, David.Campos@sfgov.org, Aaron.Peskin@sfgov.org, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org, Norman.Yee@sfgov.org, Board.of.Supervisors@sfgov.org, clerk@sfcta.org
Cc: REDACTED, REDACTED, clerk@sfcta.org

Dear supervisors,

Regarding the proposed BRT EIR.

The period of review is too short to adequately review the Final EIR. The January 5 meeting should be postponed.

1. Final EIR was published in the afternoon of Friday December 9. Currently the Board plans to determine whether to certify the FEIR on January 5, 2017. This period of time for review is only 27 calendar days and that is only 17 working days.
2. This period of review falls over the Christmas/Hanukah/Winter holiday season where some members of the public (and even the Board members!) may be traveling and/or spending time with family.
3. During these 17 days over the holidays, the BOARD MUST ALSO REVIEW the FEIR and it must be able to say that it reflects its independent judgment.
4. The Final EIR has many new portions and information
 - a. Over 600 written and transcribed comment responses. Appendix B contains 870 pages worth of comments and responses (incorrectly dated "November 2016", it was published December 9, 2016)
 - b. The comments and responses are dense – it took SFCTA almost a year to compile and publish them.

The December 9 package contains a proposed Statement of Overriding Considerations – Thus, in addition to 870 pages of comments and responses, the reviewing Board members and public must evaluate the SFCTA's reasoning for overriding the significant impacts which this massive EIR found could not be mitigated.

d. The recommended alternative has modifications since the Draft EIR – Thus, in addition to the comments and responses and the reasoning for overriding the conclusions, the Board members and public must understand a modified proposed alternative.

5. Non-CEQA findings. Beyond the CEQA document and findings, the City regulations require certain findings and assessments. Non-CEQA findings have not been publicized or reviewed. Again, will the Board be able to review, digest and independently arrive at all these new findings?

In short, this abbreviated period over the holidays is not enough time for the Board to meaningfully review and understand this massive document and to honestly arrive at the conclusion that this document reflects its independent professional opinion. Remember, this is not a rubber stamp.

6. Release at holiday time is not fair – members of the public would like to celebrate the holidays and see family and friends, not "cram" for a January 5 hearing.

7. We would like to think maybe the City didn't realize this unfortunate timing. The cynic thinks it is purposeful and that the City is acting in bad faith.

a. The Draft EIR published September 15, 2015 – 15 months ago.

i. Why is the Board meeting on the Final scheduled so soon?

ii. Why rush now?

b. Publishing at the holidays punishes the public who take this matter seriously and want to continue participating

E4-72

- c. Some believe the January 5 hearing is being scheduled to take advantage of the changing political landscape – new Board members come in on January 8. Could this rush, after 15 months between Draft and Final – be politically motivated?
- d. Even if not politically motivated, the City is acting in bad faith by publishing over the holidays.

Please postpone the consideration of the Final EIR until after the holidays, at least 30 days after the currently scheduled meeting.

Henry Kamilowicz
President
San Francisco Council of District Merchants Associations

REDACTED
San Francisco, CA 94103-2806
REDACTED cell
REDACTED fax



Please Vote at 12/13/16 SFCTA Meeting to Postpone Consideration of the Geary BRT Final EIR for at Least 30 Days After the Scheduled January 5, 2017, Meeting

Paula Katz <REDACTED>

Sun, Dec 11, 2016 at 8:40 PM

To: John Avalos <John.Avalos@sfgov.org>, London Breed <London.Breed@sfgov.org>, "David. Campos" <David.Campos@sfgov.org>, Aaron Peskin <Aaron.Peskin@sfgov.org>, Malia Cohen <Malia.Cohen@sfgov.org>, Mark Farrell <Mark.Farrell@sfgov.org>, Jane Kim <Jane.Kim@sfgov.org>, Eric Mar <Eric.L.Mar@sfgov.org>, "Tang, Katy" <Katy.Tang@sfgov.org>, "Yee, Norman (BOS)" <Norman.Yee@sfgov.org>, Board of Supervisors <Board.of.Supervisors@sfgov.org>, clerk@sfcta.org

Dear Supervisors/Board Members of the SF County Transportation Authority,

I strongly urge you as members of the Transportation Authority to vote at your December 13, 2016, meeting to postpone your consideration of the Geary BRT Final EIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

Although the Transportation Authority delayed almost three months until this past Friday, December 9, 2016, to make public the Final EIR for the Geary BRT, it scheduled the vote to certify the FEIR for January 5, 2017. This unreasonably leaves the public and your Board only 27 calendar days and only 17 working days to review and analyze a FEIR with many new portions and information, as well as 870 pages of comments. And during this time, many interested members of the public as well as Board members and staff will be traveling or otherwise engaged in holiday celebrations with family and friends for Christmas, Hanukkah, and the New Year.

During these 17 working days over the holidays, the Board must be able to review the FEIR and be able to say that the FEIR reflects its independent judgment. The December 9 package contains a proposed Statement of Overriding Considerations. Thus, in addition to 870 pages of comments and responses, the reviewing Board members and your staff as well as the public must evaluate the SFCTA's reasoning for overriding the significant impacts which this massive FEIR found could not be mitigated. In addition, the recommended alternative has modifications to the Draft EIR. Thus, in addition to the comments and responses and the reasoning for overriding the conclusions, the Board members and your staff as well as the public must understand a modified proposed alternative. And beyond the CEQA document and findings, City regulations require certain findings and assessments. Non-CEQA findings have not been publicized or reviewed. Again, how will the Board be able to review, digest and independently arrive at all these new findings in only 17 working days?

In short, this extremely abbreviated period over the holidays is not enough time for the Board to meaningfully review and understand this massive document and to honestly arrive at the conclusion that the FEIR reflects its independent professional opinion, as the Board is not allowed to just rubber stamp this document.

And there is no need to rush through the vote to certify the FEIR.

Although the draft EIR was published on September 15, 2015, it took nearly 15 months to prepare and issue the Final EIR on December 9, 2016. Release at the holidays with a certification vote 17 working days later is not fair to the public, who would like to celebrate the holidays and see family and friends, not "cram" for a January 5, 2017, hearing. This period of review is just too short for the public and the Board to adequately review the Final EIR.

In addition, new District One Supervisor Sandra Fewer will not be sworn in until after the January 5, 2017, SFCTA meeting, thus denying District One representatives the vote by their newly elected Supervisor/SFCTA Board Member on this critical District One issue.

At your December 13, 2016, meeting, please vote to postpone the vote on the Geary BRT FEIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

Sincerely,

Paula Katz

District 4 resident and District 1 shopper, restaurant diner, and visitor



Please Vote at 1/5/17 SFCTA Meeting to Postpone Consideration of the Geary BRT Final EIR for at Least 30 Days

Paula Katz <REDACTED>

Wed, Jan 4, 2017 at 12:41 AM

To: John Avalos <John.Avalos@sfgov.org>, London Breed <London.Breed@sfgov.org>, "David. Campos" <David.Campos@sfgov.org>, Aaron Peskin <Aaron.Peskin@sfgov.org>, Malia Cohen <Malia.Cohen@sfgov.org>, Mark Farrell <Mark.Farrell@sfgov.org>, Jane Kim <Jane.Kim@sfgov.org>, Eric Mar <Eric.L.Mar@sfgov.org>, "Tang, Katy" <Katy.Tang@sfgov.org>, "Yee, Norman (BOS)" <Norman.Yee@sfgov.org>, Board of Supervisors <Board.of.Supervisors@sfgov.org>, clerk@sfcta.org, "Johnston, Conor (BOS)" <conor.johnston@sfgov.org>, camposstaff@sfgov.org, kanishka.karunaratne@sfgov.org, margaux.kelly@sfgov.org, jess.montejano@sfgov.org, hillary.ronen@sfgov.org, sunny.angulo@sfgov.org, Dyan.ruiz@sfgov.org

Cc: REDACTED, REDACTED, REDACTED

Dear Supervisors/Board Members of the SF County Transportation Authority,

I strongly urge you as members of the Transportation Authority to vote at the CTA meeting this Thursday, January 5, 2017, to postpone considering the Geary Street Final EIR for at least 30 days after this scheduled meeting.

The Final EIR, which was delayed for three months and did not issue until December 9, 2016, unreasonably left the public and your Board and staff only 27 calendar days and only 17 working days over the holidays to review and analyze a FEIR of over 1000 pages with many new portions and information. This has been insufficient time for all to review and evaluate: (1) the proposed Statement of Overriding Considerations with the SFCTA's reasoning for overriding the significant impacts that this massive FEIR found could not be mitigated; (2) the modified proposed alternative; and (3) the 870 new pages of comments and responses. In addition, non-CEQA findings and assessments required by City regulations have not been publicized or reviewed. The Board needs more than 17 working days to comprehensively review and understand this massive document and to honestly arrive at the conclusion that the FEIR reflects its independent professional opinion, as the Board is not allowed to just rubber stamp this document. And just as importantly, the residents of this City, many of whom work full-time, need more time to review and analyze this massive document because the extremely abbreviated period over the holidays just was not enough time.

Also of critical importance is the necessity of allowing the newly elected District One Supervisor Sandra Fewer to vote on this critical District One issue that will so affect her residents and the district she just has been elected to represent. She will not be sworn in as Supervisor until shortly after the January 5th meeting. By refusing to postpone the vote until after January 5th, the SFCTA intentionally would be preventing Supervisor-elect Sandra Fewer the opportunity to vote on such an important issue with long-lasting consequences to the very people she was just chosen to represent. She opposed the construction project and wanted questions asked and answered. The voters of District One agreed. To ignore the vote of 80% of District One for the top two candidates who questioned the project is contrary to our democratic principles. Imagine if you were a

newly elected Supervisor and an issue of such critical importance to your district, and one that you had questions about, was coming up for a vote just days before you were sworn in, and you were going to be denied - for no valid reason - the chance to vote on this issue and represent your district. Hopefully you would be outraged that you were denied the chance to represent your constituents on such an important issue. Certainly your voters would be outraged at the other supervisors who denied you the chance to vote and represent your constituents. Elections have consequences, and one consequence of this past election is that 80% of the District One voters want this project questioned more carefully, and the elected representatives from other areas of the City should not deny those voters the opportunity to have Sandra Fewer, their newly elected representative, the opportunity to vote on this issue.

And there is no need to rush through the vote to certify the FEIR. Instead, I strongly urge you to postpone the vote on the Geary Street FEIR for 30 days beyond your January 5, 2017, meeting. This would give everyone more time to review and analyze the massive FEIR, and would give newly elected District One Supervisor Sandra Fewer the chance to vote on this very important issue.

I would appreciate your letting me know whether or not you support postponing the vote for 30 days, and if not, why not.

Sincerely,

Paula Katz

District 4 voter and District 1 shopper, restaurant diner, and visitor



JAPANTOWN TASK FORCE Letter L-59.1

日本町の経済発展・計画・保存

ECONOMIC DEVELOPMENT, PLANNING & PRESERVATION OF JAPANTOWN

Executive Director
Robert Hamaguchi

October 24, 2016

Community Aides

Kimi Fukuyama
Greg Marutani

Mr. Colin Dentel-Post
Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103-1300

Board Members

Alice Kawahatsu, *President*
Paul Wermer, *Vice-President*
Mark Moriguchi, *Treasurer*
Rosalyn Tonai, *Secretary*
Anthony Brown
Seiko Fujimoto
Judy Hamaguchi
Richard Hashimoto
David Ishida
Glynis Nakahara
Benh Nakajo
Jon Osaki
Beau Simon
Neal Taniguchi
Clint Taura, *DDS*

SUBJECT: Opposition to the SFCTA Staff Recommendation to not have a Rapid Stop at Laguna Street and Inquiry About Use of Funds to Make Repairs on the Webster Street Bridge

The Japantown Task Force (JTF) opposes the recommendation presented by SF County Transportation Authority (SFCTA) staff to make the Laguna stop only a Local Stop, and instead requests it be both a Local and Rapid stop.

What is troubling is that in addition to creating inconvenience and confusion for the seniors using the Geary service, by not keeping the Laguna stop both a Local and Rapid stop, it means that unless visitors are familiar with where the Rapid does not stop, we anticipate there would be a negative impact on the merchants in Japantown businesses even if special signage and announcements are made on the Geary buses. While improved signage was initially proposed by staff at a meeting with local community representatives as a way of mitigating the potential impact of removing the Laguna stop as a Rapid stop, even this inadequate recommendation has not been included in the staff recommendations at the CAC meeting, which indicates even those recommendations are not included.

With a Rapid stop at Van Ness and the next one at Fillmore, visitors and shoppers to Japantown, would have an uphill walk to reach the heart of Japantown where the Peace Pagoda and the Ruth Asawa Origami Fountains are located.

At the September 29, 2016 Citizens Advisory Committee meeting, the staff, in responding to the inquiry about possibly using the savings from not demolishing the Webster Street Bridge for repairs to the Bridge as well as to make improvements in the streetscape, stated that this was not possible because the Bridge is not ADA compliant. As there would be an ADA compliant surface crossing it is our position that the funds could be used to make needed repairs and improvements. We would appreciate this request be

further reviewed and if the staff is correct, please provide references that would restrict the use of the funds.

Sincerely,



Alice Kawahatsu
President



for Robert Hamaguchi
Executive Director

cc: Tilly Chang, Executive Director
Scott Wiener, Chair
Thomas Nolan, Chair SFMTA
Ed Reiskin, Director, SFMTA
London Breed, President, BOS
Sean Kennedy, SFMTA

January 9, 2017

Executive Director
Robert Hamaguchi

Community Aides
Kimi Fukuyama
Greg Marutani

Board Members

Alice Kawahatsu, *President*
Paul Wermer, *Vice-President*
Mark Moriguchi, *Treasurer*
Rosalyn Tonai, *Secretary*
Anthony Brown
Seiko Fujimoto
Judy Hamaguchi
Richard Hashimoto
David Ishida
Glynis Nakahara
Benh Nakajo
Jon Osaki
Beau Simon
Neal Taniguchi
Clint Taura, DDS

London Breed, Commissioner
SF County Transportation Authority
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

Dear Commissioner Breed:

Your motion to amend the adoption of the Environmental Impact Report for the Geary Corridor Bus Rapid Transit Project to add the Laguna stop as a rapid and unanimously approved by the S.F. County Transportation Authority (SFCTA) acknowledged the unique and importance of that stop for both the significant number of seniors who reside in the area and the merchants in Japantown who will benefit from tourists and out-of-town visitors being able to ride any Geary bus to stop, shop and/or dine in the neighborhood.

We realize that the SFCTA staff had a challenging assignment in responding to concerns raised by various neighborhoods about the proposed Geary BRT design.

However, through the Citizens Advisory Committee (CAC) process, those concerns were heard, including the many senior groups as well as the JTF, about the importance of having the Laguna stop kept a rapid one.

In their final meeting, the representatives on the CAC voted to recommend to the SFCTA to support a rapid stop at Laguna, acknowledging they heard from the citizens and the local community.

We look forward to being involved with the next stages of the Geary BRT as it moves forward such as the streetscape design around Japantown, in particular the Webster Street Bridge.

Sincerely,


Alice Kawahatsu
President


Robert Hamaguchi
Executive Director

cc: Commissioners, SFCTA
Tilly Chang, SFCTA
Members, Geary BRT CAC



Letter L-60

Steve Stamos <steve.stamos@sfcta.org>

Fwd: [GearyBRT] Please approve BRT

Colin Dentel-Post <colin.dentel-post@sfcta.org>
To: Steve Stamos <steve.stamos@sfcta.org>

Wed, Jan 4, 2017 at 2:40 PM



Colin Dentel-Post

Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

----- Forwarded message -----

From: **Brooke Kuhn** <REDACTED>
Date: Wed, Jan 4, 2017 at 2:38 PM
Subject: [GearyBRT] Please approve BRT
To: GearyBRT@sfcta.org

Dear Board

Please approve the Geary BRT Project, including the Final Environmental Impact Report (EIR), and select the Hybrid Alternative as the "locally preferred alternative."

Thanks,
Brooke Kuhn
REDACTED

Letter L-61

On Wed, Feb 17, 2016 at 1:26 PM, Colin Dentel-Post <colin.dentel-post@sfcta.org> wrote:

Mr. Lal,

Thanks for providing this additional information on the needs of your business on Geary Boulevard.

The meeting we held on January 19 with you and other merchants on your block helped us better understand these specific needs, and we are currently working with our design team to identify the best way to address the concerns you and others have raised while improving transportation in the Geary corridor.

I look forward to our next meeting, at which we will provide an update to the group on the design process and on potential solutions to these issues. We're currently working to schedule that meeting, which I think will be very productive.

Please feel free to get in touch with me with further thoughts or questions.

Sincerely,
Colin

Colin Dentel-Post
Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

----- Forwarded message -----

From: **Ravi Lal** <**REDACTED**>
Date: Tue, Feb 16, 2016 at 11:09 AM
Subject: re: Geary Corridor Bus Rapid Transit Project
To: "Tilly.Chang@sfcta.ORG" <Tilly.Chang@sfcta.org>, "Ed.Reiskin@sfmta.com" <Ed.Reiskin@sfmta.com>, "leslie.rogers@fta.dot.gov" <leslie.rogers@fta.dot.gov>

Dear Officials,

I am the owner of THE UPS Store located at 3145 Geary Blvd (Between Spruce & Cook St). Small businesses like mine are vital to the economy and account for nearly 90% of the total workforce in the U.S. We also account for nearly 50% of private (non-farm) GDP so I do hope our voices are heard. This store has served the neighborhood for over 30 years and I have owned it for 10 years. It has come to my attention, through other neighboring businesses, that there are plans to remove all or a very significant number of parking metered spaces on our block to relocate a bus stop that currently resides one block away. It concerns me that for a project of this magnitude and with the impact on the neighboring community, we were not better informed nor were we made aware of the opportunities to voice our concerns. I understand the desire and need to improve the public transit system. However, I also feel that there are better options that will not negatively affect the local businesses. Some of these options were provided at a recent community meeting.

The removal of the metered parking spaces will have a significantly negative impact on my business. My business is a packaging and shipping store. We handle approximately 70-100 packages daily. UPS, FedEx, DHL and USPS carriers deliver and pickup on a daily basis. Due to the sheer volume of incoming and outgoing packages, these carriers will more than likely block the proposed "red" bus lanes in order to service our store. This will slow the bus service and the best guess estimates for improved efficiency will no longer apply. UPS for one, is a unionized company and the drivers are not required to pay for parking violations. UPS corporate nets over \$3,000,000,000 annually and creating efficiencies in delivery and pickup services will always trump any parking/traffic violations they receive. The adjacent streets are not a viable option they are very narrow and parking there would entail blocking through traffic. Each of our UPS pickup and deliveries average 15-20 minutes.

My customers will also find my store a challenge to complete their tasks. With the parking in the front of my store removed, they would have to carry their packages a block or more, which for some may be a nearly

impossible task. Therefore, with so many other providers offering similar services, including other UPS Stores, customers will choose to visit a more parking convenient location. I can easily see a 10-15% drop in sales within the first year that parking meters are removed with another 5% decrease manually capped at 20-25%. While I am only speculating in reference to the percentage decline, after 10 years in the business this is my "best-guess" estimate. This is my only store and one our family relies on for our livelihood.

I hope that the concern I have for this project can be felt through the words I have typed here. I know the transit project serves the "greater good" considering the number of riders served daily vs. the number of businesses and customers affected. However, I know there is a better way to build this project without it hurting the small businesses around it. I just hope you are willing to hear us out on our suggestions and search for a better solution.

All the best,

Ravi Lal

India Arts, LLC
REDACTED

San Francisco, CA 94103

Ph: REDACTED | Fax: REDACTED

Letter L-62



December 13, 2016

Ms. Tilly Chang, Executive Director
San Francisco County Transportation Authority
1455 Market St., 22nd Floor
San Francisco CA 94103

RE: Approval of Geary Bus Rapid Transit Environmental Impact Report

Dear Ms. Chang:

The San Francisco Chamber of Commerce, representing over 2,500 local businesses, urges the San Francisco County Transportation Authority Board to delay action on the Final Environmental Impact Report for the Geary Corridor Bus Rapid Transit project.

Noticing this meeting during the holidays, for a date while the Board of Supervisors itself will be on recess, does not serve the public interest. Board members and their offices will, by and large, be closed. It is likely that a full board may not even be present on January 5. And, three members will leave office on January 8 and thus will not be in office to act on implementing legislation.

The Chamber of Commerce urges the SFCTA board to delay action on the Final EIR until February or early March so that the SFCTA board members have a chance to review the documents, and the public can adequately prepare for the hearing.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jim Lazarus', with a long horizontal flourish extending to the right.

Jim Lazarus
Senior Vice President of Public Policy

cc. Members of the SFCTA Board

[Test] Geary BRT Citizens Advisory Committee meeting

Sam Leahey <[REDACTED]>
To: SFCTA <gearybrt@sfcta.org>

Thu, Sep 22, 2016 at 11:01 PM

Hurry up and build this thing already!!!! The only thing stopping San Francisco from being better than NYC is fixing its horrendous public transportation system! #SubwaysEveryWhereAreNeeded
[Quoted text hidden]

All the best,
Coach Sam

-III—III-
MS, LMT, CSCS
Founder & Director of Sport Science
Precision Sport Science, LLC
www.PrecisionSportScience.com

PRECISION
SPORT SCIENCE



Letter L-64

Steve Stamos <steve.stamos@sfcta.org>

Fwd: [GearyBRT] Do not approve

Colin Dentel-Post <colin.dentel-post@sfcta.org>
To: Steve Stamos <steve.stamos@sfcta.org>

Wed, Jan 4, 2017 at 3:58 PM



Colin Dentel-Post

Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

----- Forwarded message -----

From: **'Nancy Leahy' via GearyBRT** <gearybrt@sfcta.org>
Date: Wed, Jan 4, 2017 at 3:54 PM
Subject: [GearyBRT] Do not approve
To: GearyBRT@sfcta.org

I live in the Richmond and think this plan will cause a lot of damage, upheaval and problems to the traffic flow and pedestrian safety here. Please do not approve this project!

Nancy Leahy
REDACTED

Sent from my iPhone



Fwd: [GearyBRT] Approve Geary BRT

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: Debbi Lerman

Date: Wed Jan 04 2017 13:28:31 GMT+1100 (AEDT)

Subject: [GearyBRT] Approve Geary BRT

To: John.Avalos@sfgov.org, London.Breed@sfgov.org, David.Campos@sfgov.org, Aaron.Peskin@sfgov.org,
Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org,
Norman.Yee@sfgov.org, gearybrt@sfcta.org

Dear San Francisco County Transportation Authority Board Member:

I write to you today to urge you to vote in favor of the Staff Recommended Alternative for the Geary Bus Rapid Transit (BRT) project and to approve the project's Final Environmental Impact Report at your hearing on January 5th. Geary BRT is more than a transit project. The project will greatly benefit everyone who uses Geary, including families, people with disabilities, residents, small business workers, students, and visitors.

Geary BRT will significantly improve the safety of all those traveling through the area whether they travel by foot, car, or bus and those benefits cannot be ignored. The project has been delayed for long enough. It's time for Geary BRT to move forward so that critical improvements can finally be made to this important connection for our city. Please approve Geary BRT.

Thank you for your time.

Debbi Lerman



Fwd: [GearyBRT] Geary BRT

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

----Forwarded using [Multi-Forward Chrome Extension](#)----

From: Linda Lewin <REDACTED>
Date: Fri Dec 23 2016 17:18:11 GMT+1100 (AEDT)
Subject: [GearyBRT] Geary BRT
To: Tilly Chang

Geary BRT is a bad idea for the Richmond because it will hinder merchants' businesses along Geary Blvd., it will make seniors and disabled people have to cross into the middle of the street to get on the bus, and it will take 200 million dollars to build, which could be spent on ending homelessness, improving education and other important issues.

Linda Lewin
Richmond senior resident



Postpone the meeting of the County Transportation Authority Board of Commissioners

Ron Lissak <REDACTED> To:
"clerk@sfcta.org" <clerk@sfcta.org>

Tue, Jan 3, 2017 at 8:56 PM

To Whom It May Concern:

I am a homeowner in the Richmond and I support sensible mass transit. I do not support plans that are passed without proper input from critical voices. To that end, the upcoming meeting of the County Transportation Authority Board of Commissioners scheduled for later this week should be postponed until after District One's newly elected supervisor, Sandra Fewer, is able to participate fully (i.e. after she is sworn in).

To do anything less would be undemocratic. This is San Francisco, not Washington. We can do better than this!

Ron Lissak

Homeowner

REDACTED

San Francisco, CA 94121



Vote to Postpone Vote on Geary BRT Final EIR Scheduled for January 5

Loane@well.com <REDACTED>

Tue, Jan 3, 2017 at 11:26 PM

To: Board.of.Supervisors@sfgov.org, clerk@sfcta.org, London.Breed@sfgov.org, Aaron.Peskin@sfgov.org, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org, David.Campos@sfgov.org, Norman.Yee@sfgov.org, kanishka.karunaratne@sfgov.org, hillary.ronen@sfgov.org, REDACTED, REDACTED, jess.montejano@sfgov.org, conor.johnston@sfgov.org, margaux.kelly@sfgov.org, John.Avalos@sfgov.org, sunny.angulo@sfgov.org, Dyan.Ruiz@sfgov.org, REDACTED

To Supervisors/Board Members of the SF County Transportation Authority:

I strongly urge you as members of the Transportation Authority to vote to postpone your consideration of the Geary BRT Final EIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

We understand the Board of Supervisors, acting as County Authority, is poised to rush through a vote on the approval of the Geary BRT at a January 6, 2017 meeting, immediately after the MTA Board approves this monster. The new supervisors will barely have time to figure out how to set up their computers and use their email before being asked to approve a \$300-350 million controversial budget item.

Have they no shame? This is without precedent and an incredible slap in the face of the public, who deserve at least the legally required 30 days review and comment time. What is the rush? Who's bonuses or kickbacks are so important that the public must, once again, sue for their right to their 30 days after public release of this monstrous EIR? Did loss of the sales tax not send a message that the voters are not pleased with this department?

The Transportation Authority delayed almost three months until December 9, 2016, to make public the Final EIR for the Geary BRT, then scheduled the vote to certify the FEIR for January 5, 2017. This unreasonably leaves the public and your Board only 27 calendar days and only 17 working days to review and analyze a FEIR with many new portions and information, as well as 870 pages of comments. During this time, many interested members of the public well as Board members and staff will be traveling or otherwise engaged in holiday celebrations with family and friends for Christmas, Hanukkah, and the New Year.

During these 17 working days over the holidays, the Board must be able to review the FEIR and be able to say that the FEIR reflects its independent judgment. The December 9 package contains a proposed Statement of Overriding Considerations. Thus, in addition to 870 pages of comments and responses, the reviewing Board members and your staff as well as the public must evaluate the SFCTA's reasoning for overriding the significant impacts which this massive FEIR found could not be mitigated. In addition, the recommended alternative has modifications to the Draft EIR. Thus, in addition to the comments and responses and the reasoning for overriding the conclusions, the Board members and your staff as well as the public must understand a modified proposed alternative. And beyond the CEQA document and findings, City regulations require certain findings and assessments. Non-CEQA findings have not been publicized or reviewed. Again, how will the Board be able to review, digest and independently arrive at all these new findings in only 17 working days?

In short, this extremely abbreviated period over the holidays is not enough time for the Board to meaningfully review and understand this massive document and to honestly arrive at the conclusion that the FEIR reflects its independent professional opinion, as the Board is not allowed to just rubber stamp this document.

And there is no need to rush through the vote to certify the FEIR.

Although the draft EIR was published on September 15, 2015, it took nearly 15 months to prepare and issue the Final EIR on December 9, 2016. Releasing the report during the holidays with a certification vote 17 working days later is not fair to the public who would like to celebrate the holidays and see family and friends, not "cram" for a January 5, 2017, hearing. This period of review is just too short for the public and the Board to adequately review the Final EIR.

In addition, new District One Supervisor Sandra Fewer will not be sworn in until January 8, 2017, thus denying District One representatives the vote by their newly elected Supervisor/SFCTA Board Member on this critical District One issue.

At the next upcoming meetings please vote to postpone the vote on the Geary BRT FEIR for at least 30 days after the

currently scheduled SFCTA meeting on January 5, 2017.

Joseph Loane

REDACTED

SF 94116



SFCTA Board Approves Geary BRT Design, EIR

'John Lum' via GearyBRT <gearybrt@sfcta.org>
 Reply-To: John Lum <dalai_lumma@yahoo.com>
 To: SFCTA <gearybrt@sfcta.org>

Mon, Jan 9, 2017 at 3:41 PM

No matter what you say, Geary Blvd. doesn't need much more than a good paving job and effective traffic enforcement.

John Lum

From: SFCTA <gearybrt@sfcta.org>
To: dalai_lumma@yahoo.com
Sent: Monday, January 9, 2017 2:59 PM
Subject: SFCTA Board Approves Geary BRT Design, EIR



SFCTA Board Approves Geary Bus Rapid Transit Design, Adopts Final Environmental Impact Report

The San Francisco County Transportation Authority (SFCTA) Board—comprised of members of the San Francisco Board of Supervisors—voted unanimously to select the project design and certify the Final Environmental Impact Report at their meeting Thursday, January 5, 2017.

This culminates a decade of project development, undertaken in partnership with the San Francisco Municipal Transportation Agency (SFMTA), which operates the Muni 38 Geary line services and will construct and operate the new bus facility.

The selected 'hybrid' BRT design includes dedicated center-running bus lanes in the Richmond, and side-running bus lanes east of Stanyan Street to Market Street, connecting with existing bus lanes eastward to the Transbay Terminal.

The Transportation Authority Board also adopted a recommendation by the Geary BRT Citizen's Advisory Committee (CAC) to preserve the existing 38-Rapid bus stop at Laguna Street, as well as to retain the 38-Local bus stop at Collins Street.

To read more about the project, visit the project website at www.GearyBRT.org.

To read more about next steps, see "[Status and Next Steps](#)" section of the [project website](#).

Read the latest Geary BRT press release [on our press page](#).

Want project updates via text? Text YES to [628-600-1675](tel:628-600-1675). For email updates and more information visit GearyBRT.org.



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

You are receiving this email because of your interest or involvement in a San Francisco County Transportation Authority project/study.

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SFCTA
1455 Market Street
22nd Floor
San Francisco, CA 94103

[Add us to your address book](#)



Fwd: [GearyBRT] Bus rapid transit corridor along Geary Blvd

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: Sarah Lupberger
Date: Wed Dec 28 2016 13:49:52 GMT+1100 (AEDT)
Subject: [GearyBRT] Bus rapid transit corridor along Geary Blvd
To: GearyBRT@sfcta.org

Hello,

Thank you for the work that you are doing to making bus rapid transit and improved streetscapes a reality along Geary Boulevard.

I see that one of the project's mitigation measures (11-I, I VQ-2) is to use a consistent palette of street trees for the project. I wish to comment and recommend that trees are selected which provide biological resources such as insect and bird habitat. I know that the Recommended San Francisco Street Tree Species List (<http://sfpublicworks.org/site/s/default/files/SF%20Street%20Tree%20Species%20List%202016%20Adopted.pdf>) is fairly limited in regards to habitat quality, but the linear nature of this project affords a great opportunity to show how well native street trees can perform in the urban landscape. Please explore using species like California buckeye (*Aesculus californica*) and coast live oak (*Quercus agrifolia*) to support biodiversity along this corridor between the Presidio, Ocean Beach, and Golden Gate Park. These native species would complement native vegetation in bioswales and other landscape areas that are designed to minimize and reduce total storm water runoff.

I am happy to discuss this matter further and connect you with relevant experts. I hope to see a discussion of urban landscape ecology in regards to this project.

Best,
Sarah Lupberger

Text of Measure I-VQ-2:

In order to maximize overall Geary corridor visual unity, a consistent palette of street tree types could be developed, reviewed by City planning staff, and applied throughout the Geary corridor



The Geary BRT Hearing on January 5

Larry Lurie <REDACTED>

Wed, Jan 4, 2017 at 10:11 PM

To: Board.of.Supervisors@sfgov.org, clerk@sfcta.org, London.Breed@sfgov.org, Aaron.Peskin@sfgov.org, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org, David.Campos@sfgov.org, Norman.Yee@sfgov.org, kanishka.karunaratne@sfgov.org, hillary.ronen@sfgov.org, REDACTED, REDACTED, jess.montejano@sfgov.org, conor.johnston@sfgov.org, margaux.kelly@sfgov.org, John.Avalos@sfgov.org, sunny.angulo@sfgov.org, Dyan.Ruiz@sfgov.org, REDACTED

Dear Supervisors,

I think Cost/Benefit is an important way of looking a lots of things in life.

When I look at the \$300 million construction project to get people from Outer Richmond to Downtown by a project that will disrupt and perhaps destroy the Richmond District from many, many years, I strongly doubt that the benefits outweigh the cost.

At least when New York spent a huge amount of money to improve transportation, they put it underground.

My thought is that this project, although much considered, is truly outdated given the modern changes in transportation that are here or around the corner.

I think that having a vote of Supervisors on January 5, 2017 during a period of political transition is inadvisable. Not letting the a newly elected Supervisors vote because they won't be sworn in for a few days, is truly unacceptable and very "political".

I ask that you postpone this vote and defer the decision so that the four new supervisors, who represent our future, be allowed to have time to study the plan and make a thoughtful decision.

Thank you.

Lawrence B. Lurie, M.D.

(Richmond District Resident)



RESIDENCE HALL ASSOCIATION

REDACTED

San Francisco, CA 94117

March 28, 2016

San Francisco Board of Supervisors

1 Dr Carlton B Goodlett Pl #244

San Francisco, CA 94102

Members of the Board of Supervisors,

I, on the behalf of the University of San Francisco's Residence Hall Association, am writing this letter in full support of the SFMTA Geary Bus Rapid Transit (BRT) project.

After discussing amongst ourselves and our resident representatives, we have agreed that this new project will greatly benefit our student residents in terms of commuting to and from the university. With the removal of many bus stops along Geary a number of parking spaces will be available to the general public. Furthermore, the construction of this project will not have any drastic impediment to current traffic flow.

Recognizing that there are many benefits and so few disadvantages to the university and the city, the Residence Hall Association expresses their support for this project and asks the Board of Supervisors to deeply consider supporting this project as well.

Sincerely,



Vincent Luyen

Director of Advocacy

USF Residence Hall Association.



Vote to Postpone Vote on Geary BRT Final EIR Scheduled for January 5

Mari M <REDACTED>

Tue, Jan 3, 2017 at 6:42 PM

To: "Board.of.Supervisors@sfgov.org" <Board.of.Supervisors@sfgov.org>, "clerk@sfcta.org" <clerk@sfcta.org>, "London.Breed@sfgov.org" <London.Breed@sfgov.org>, "Aaron.Peskin@sfgov.org" <Aaron.Peskin@sfgov.org>, "Malia.Cohen@sfgov.org" <Malia.Cohen@sfgov.org>, "Mark.Farrell@sfgov.org" <Mark.Farrell@sfgov.org>, "Jane.Kim@sfgov.org" <Jane.Kim@sfgov.org>, "Eric.L.Mar@sfgov.org" <Eric.L.Mar@sfgov.org>, "Katy.Tang@sfgov.org" <Katy.Tang@sfgov.org>, "David.Campos@sfgov.org" <David.Campos@sfgov.org>, "Norman.Yee@sfgov.org" <Norman.Yee@sfgov.org>, "kanishka.karunaratne@sfgov.org" <kanishka.karunaratne@sfgov.org>, "hillary.ronen@sfgov.org" <hillary.ronen@sfgov.org>, "REDACTED" <REDACTED>, "REDACTED" <REDACTED>, "jess.montejano@sfgov.org" <jess.montejano@sfgov.org>, "conor.johnston@sfgov.org" <conor.johnston@sfgov.org>, "margaux.kelly@sfgov.org" <margaux.kelly@sfgov.org>, "John.Avalos@sfgov.org" <John.Avalos@sfgov.org>, "sunny.angulo@sfgov.org" <sunny.angulo@sfgov.org>, "Dyan.Ruiz@sfgov.org" <Dyan.Ruiz@sfgov.org>, "REDACTED" <REDACTED>

Supervisors/Board Members of the SF County Transportation Authority:

I strongly urge you as members of the Transportation Authority to vote to postpone your consideration of the Geary BRT Final EIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

We understand the Board of Supervisors, acting as County Authority, is poised to rush through a vote on the approval of the Geary BRT at a January 6, 2017 meeting, immediately after the MTA Board approves this monster. The new supervisors will barely have time to figure out how to set up their computers and use their email before being asked to approve a \$300-350 million controversial budget item.

Have they no shame? This is without precedent and an incredible slap in the face of the public, who deserve at least the legally required 30 days review and comment time. What is the rush? Who's bonuses or kickbacks are so important that the public must, once again, sue for their right to their 30 days after public release of this monstrous EIR? Did loss of the sales tax not send a message that the voters are not pleased with this department?

The Transportation Authority delayed almost three months until December 9, 2016, to make public the Final EIR for the Geary BRT, then scheduled the vote to certify the FEIR for January 5, 2017. This unreasonably leaves the public and your Board only 27 calendar days and only 17 working days to review and analyze a FEIR with many new portions and information, as well as 870 pages of comments. During this time, many interested members of the public well as Board members and staff will be traveling or otherwise engaged in holiday celebrations with family and friends for Christmas, Hanukkah, and the New Year.

During these 17 working days over the holidays, the Board must be able to review the FEIR and be able to say that the FEIR reflects its independent judgment. The December 9 package contains a proposed Statement of Overriding Considerations. Thus, in addition to 870 pages of comments

and responses, the reviewing Board members and your staff as well as the public must evaluate the SFCTA's reasoning for overriding the significant impacts which this massive FEIR found could not be mitigated. In addition, the recommended alternative has modifications to the Draft EIR. Thus, in addition to the comments and responses and the reasoning for overriding the conclusions, the Board members and your staff as well as the public must understand a modified proposed alternative. And beyond the CEQA document and findings, City regulations require certain findings and assessments. Non-CEQA findings have not been publicized or reviewed. Again, how will the Board be able to review, digest and independently arrive at all these new findings in only 17 working days?

In short, this extremely abbreviated period over the holidays is not enough time for the Board to meaningfully review and understand this massive document and to honestly arrive at the conclusion that the FEIR reflects its independent professional opinion, as the Board is not allowed to just rubber stamp this document.

And there is no need to rush through the vote to certify the FEIR.

Although the draft EIR was published on September 15, 2015, it took nearly 15 months to prepare and issue the Final EIR on December 9, 2016. Releasing the report during the holidays with a certification vote 17 working days later is not fair to the public who would like to celebrate the holidays and see family and friends, not "cram" for a January 5, 2017, hearing. This period of review is just too short for the public and the Board to adequately review the Final EIR.

In addition, new District One Supervisor Sandra Fewer will not be sworn in until January 8, 2017, thus denying District One representatives the vote by their newly elected Supervisor/SFCTA Board Member on this critical District One issue.

At the next upcoming meetings please vote to postpone the vote on the Geary BRT FEIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

Please make sure that every San Franciscan has a voice thru all the supervisors.

Thank you!

Mari



Colin Dentel-Post <colin.dentel-post@sfcta.org>

Geary Bus Rapid Transit minor design change

Cheryl Mar <cmar@ggsenior.org>
To: Colin Dentel-Post <colin.dentel-post@sfcta.org>
Cc: Kaleda Walling <kaleda@ggsenior.org>

Fri, Apr 14, 2017 at 12:27 PM

Colin,

Kaleda and I look forward to speaking with you on Monday. Please see the attached letter.

April 14, 2017

Dear Geary Bus Rapid Transit (BRT) Project Team,

This letter is written on behalf of the organizations located at 6221 Geary Blvd, between 26th and 27th Avenue. We received notification regarding a design change to the BRT project, moving where the bus-only lane transitions from the center median to the side lanes from 26th to 27th Ave. However, these changes only affect the westbound lanes and our neighbors on the north side of Geary Blvd. We are also opposed to having the bus-only lanes transition in front of our business. This is not an appropriate site for this shift of traffic to occur. We represent a senior center, preschool, mental health clinic, and other senior service organizations so, collectively, this location serves the most vulnerable populations – seniors, children, and disabled individuals. In addition, there is a high volume of vehicle traffic regularly needing to access our locale. Many cars, school buses, and paratransit vans need to drop-off/pick-up children, seniors, and adults with disabilities. Large delivery trucks and vans load and unload supplies daily. We need as much curbside parking and loading areas as possible, as the drivers who routinely need to double park or circle the block can attest to. Removing parking spaces and having buses and cars shift lanes at our entrance will create a very dangerous environment for our senior, disabled, and minor clients. We are concerned about the safety issues and traffic gridlock the current design plan will cause.

We would like to propose that the eastbound transition zone occur between 32nd and 30th Ave. This two block stretch is situated alongside the back of George Washington High School's athletic field. With careful planning and smart design, this will be a much safer area for the bus-only lane to transfer from the side lane to the center median, rather than at the entrance of any business or residence. We appreciate you listening to stakeholder feedback. Please discuss this suggestion and take it into serious consideration.

Thank You,

Golden Gate Senior Services

Nick Lederer, Executive Director

Karen James, Program Manager

Richmond Senior Center

Kaleda Walling, Director

Cheryl Mar, Program Coordinator – Safe Streets for Seniors & Adults with Disabilities

Wendy Frost, Director – Golden Gate Village

Christina Wong, Programs & Services Coordinator

Sam Bratt – Informational & Assistance Specialist

Ralph Roullard – Life Skills Aide

Kai Ming Head Start

Jee Y. Cha, Site Manager

Felton Institute/Family Service Agency

Karen Garrison, Program Director - Foster Grandparent/Senior Companion & Community Based Case Management Programs

Eileen Kincaid, Program Coordinator – Foster Grandparent/Senior Companion Programs

Tieu Ly, Volunteer Coordinator - Foster Grandparent/Senior Companion Programs

Marianne Yusavaga, Program Assistant - Foster Grandparent/Senior Companion Programs

San Francisco LTC Ombudsman Program

Benson Nadell, Program Director

Robert Manes, Ombudsman

Rebecca Chang, Ombudsman

Cheryl Mar, Program Coordinator
Safe Streets for Seniors & Adults with Disabilities
Richmond Senior Center
415.752.6444 office

1477435613434_PastedIm:

From: Colin Dentel-Post <colin.dentel-post@sfcta.org>
Sent: Wednesday, April 12, 2017 4:49 PM
To: Kaleda Walling
Cc: Cheryl Mar
Subject: Re: Geary Bus Rapid Transit minor design change

Kaleda,

I should have added previously: if you have written feedback, please feel free to share it. That way, I can review it and be prepared to answer any questions or ask other team members to join for our phone call on Monday.

Thanks,
Colin



Colin Dentel-Post

Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

On Wed, Apr 12, 2017 at 12:56 PM, Colin Dentel-Post <colin.dentel-post@sfcta.org> wrote:
Sure, first thing Monday morning (4/17) works for me. Should we say 9am? Let me know the best number to reach you, or if you'd prefer to call me at the number below.

Thanks!

Colin



Colin Dentel-Post

Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

On Wed, Apr 12, 2017 at 9:44 AM, Kaleda Walling <kaleda@ggsenior.org> wrote:

Hi Colin,

After 2 is tough for me as I have a 2:30 meeting off-site. Can talk first thing on Monday?

Best,

Kaleda

From: Colin Dentel-Post [mailto:colin.dentel-post@sfcta.org]

Sent: Wednesday, April 12, 2017 9:42 AM

To: Kaleda Walling <kaleda@ggsenior.org>

Cc: Cheryl Mar <cmar@ggsenior.org>

Subject: Re: Geary Bus Rapid Transit minor design change

Thanks, Kaleda - I look forward to hearing your feedback. 1:30 Friday is tough for me - would either 12:30 or sometime after 2pm work for you?

Colin



Colin Dentel-Post

Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

On Tue, Apr 11, 2017 at 10:35 PM, Kaleda Walling <kaleda@ggsenior.org> wrote:

Hi Colin,

We do have feedback that we have written up and planned to send you in writing, however, I am happy to talk with you about by phone. I think Friday is the only day I have open. Let me double check with Cheryl, but most likely a 1:30 call should work.

Thanks,

kaleda

Kaleda Walling

(415) 405-4660 Desk

(415) 424 - 7982 Cell



From: Colin Dentel-Post <colin.dentel-post@sfcta.org>

Sent: Tuesday, April 11, 2017 5:51 PM

To: Kaleda Walling

Cc: Cheryl Mar

Subject: Re: Geary Bus Rapid Transit minor design change

Hi Kaleda,

I just wanted to follow up and see if you've had a chance to discuss this Geary design refinement with stakeholders at the senior center, and if you have any feedback to share. I would be happy to set up a time for a phone call with you later this week to discuss, if you'd like.

Best,

Colin

Colin Dentel-Post

Senior Transportation Planner

San Francisco County Transportation Authority

1455 Market Street, 22nd Floor



San Francisco, CA 94103
415.522.4836

On Wed, Mar 29, 2017 at 4:33 PM, Colin Dentel-Post <colin.dentel-post@sfcta.org> wrote:

Kaleda,

Thanks for the follow-up, and I appreciate that you have a number of things on your plate! I'll be out of the office next week, but back the week of 4/10, so it would be great if we could check in then. I'd love to hear any feedback you have then, since we'd like to present this design change to our SFCTA Citizens Advisory Committee later next month.

Thanks,

Colin



Colin Dentel-Post
Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
415.522.4836

On Wed, Mar 29, 2017 at 4:20 PM, Kaleda Walling <kaleda@ggsenior.org> wrote:

Hi Colin,

We are in the midst of budget revisions so I will have to wait to go over this until next week. Will by mid April work for us to get back to you?

Thanks,

kaleda

From: Colin Dentel-Post [mailto:colin.dentel-post@sfcta.org]
Sent: Tuesday, March 28, 2017 1:02 PM
To: Kaleda Walling <kaleda@ggsenior.org>
Cc: Cheryl Mar <cmar@ggsenior.org>
Subject: Re: Geary Bus Rapid Transit minor design change

Great, thank you Kaleda. Do you have a sense of your timeline for reviewing this with others at the center?

Colin



Colin Dentel-Post

Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

On Mon, Mar 27, 2017 at 8:58 PM, Kaleda Walling <kaleda@ggsenior.org> wrote:

Hi Colin,

Thank you for this update and the attached project design changes. I will review this with our Safe Streets for Seniors and Adults with Disabilities team as well as interested participants at the center. We will be sure to follow up with any question that we may have.

Sincerely,

Kaleda

From: Colin Dentel-Post [mailto:colin.dentel-post@sfcta.org]

Sent: Monday, March 27, 2017 12:24 PM

To: Kaleda Walling <kaleda@ggsenior.org>

Subject: Geary Bus Rapid Transit minor design change

Greetings Ms. Walling,

I'm writing on behalf of the Geary Bus Rapid Transit (BRT) project team about a minor project design change that we've made since we last presented at the Richmond Senior Center in November 2016. The alteration preserves parking and loading spaces in the blocks near the Richmond Senior Center.

As you know, the Geary BRT project would bring faster, more reliable transit service and safer pedestrian conditions to the Geary corridor. On January 5, 2017, the Geary BRT project and Final Environmental Impact Report (EIR) was approved by the San Francisco County Transportation Authority (SFCTA) Board of Directors, comprised of the SF Board of Supervisors. The project design includes bus-only lanes from downtown to 34th Avenue, traffic signal upgrades, bus stop changes, and pedestrian safety improvements.

The project team and the SFCTA Board heard feedback from stakeholders in your neighborhood regarding where parking and loading zones are most needed. In response, we have revised the design of the bus-only lanes where they transition from the center median to side lanes to move them one block west, from 26th Avenue to 27th Avenue. As a result, we're able to preserve two additional parking spaces as well as all of the loading spaces on those two blocks. The attached document includes specifics regarding the refined design, timeline and next steps.

As we discussed at our meeting in November, there will be further opportunities to refine the design as the project progresses from the environmental review phase into the design phase. We'll let you know once design work on the section of the corridor west of Stanyan Street has started and we're seeking input on additional design details. In the meantime, if you have any questions or would like to discuss the lane transition design or any other aspects of the project, please don't hesitate to contact me.

Best wishes,

Colin

Colin Dentel-Post



Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

 **BRTLetter (1).pdf**
216K

April 14, 2017

Dear Geary Bus Rapid Transit (BRT) Project Team,

This letter is written on behalf of the organizations located at 6221 Geary Blvd, between 26th and 27th Avenue. We received notification regarding a design change to the BRT project, moving where the bus-only lane transitions from the center median to the side lanes from 26th to 27th Ave. However, these changes only affect the westbound lanes and our neighbors on the north side of Geary Blvd. We are also opposed to having the bus-only lanes transition in front of our business. This is not an appropriate site for this shift of traffic to occur. We represent a senior center, preschool, mental health clinic, and other senior service organizations so, collectively, this location serves the most vulnerable populations – seniors, children, and disabled individuals. In addition, there is a high volume of vehicle traffic regularly needing to access our locale. Many cars, school buses, and paratransit vans need to drop-off/pick-up children, seniors, and adults with disabilities. Large delivery trucks and vans load and unload supplies daily. We need as much curbside parking and loading areas as possible, as the drivers who routinely need to double park or circle the block can attest to. Removing parking spaces and having buses and cars shift lanes at our entrance will create a very dangerous environment for our senior, disabled, and minor clients. We are concerned about the safety issues and traffic gridlock the current design plan will cause.

We would like to propose that the eastbound transition zone occur between 32nd and 30th Ave. This two block stretch is situated alongside the back of George Washington High School's athletic field. With careful planning and smart design, this will be a much safer area for the bus-only lane to transfer from the side lane to the center median, rather than at the entrance of any business or residence. We appreciate you listening to stakeholder feedback. Please discuss this suggestion and take it into serious consideration.

Thank You,

Golden Gate Senior Services

Nick Lederer, Executive Director

Karen James, Program Manager

Richmond Senior Center

Kaleda Walling, Director

Cheryl Mar, Program Coordinator – Safe Streets for Seniors & Adults with Disabilities

Wendy Frost, Director – Golden Gate Village

Christina Wong, Programs & Services Coordinator

Sam Bratt – Informational & Assistance Specialist

Ralph Roullard – Life Skills Aide

Kai Ming Head Start

Jee Y. Cha, Site Manager

Felton Institute/Family Service Agency

Karen Garrison, Program Director - Foster Grandparent/Senior Companion & Community Based Case Management Programs

Eileen Kincaid, Program Coordinator – Foster Grandparent/Senior Companion Programs

Tieu Ly, Volunteer Coordinator - Foster Grandparent/Senior Companion Programs

Marianne Yusavaga, Program Assistant - Foster Grandparent/Senior Companion Programs

San Francisco LTC Ombudsman Program

Benson Nadell, Program Director

Robert Manes, Ombudsman

Rebecca Chang, Ombudsman



Fwd: [GearyBRT] Please approve Geary BRT project

Colin Dentel-Post <colin.dentel-post@sfcta.org>
To: Steve Stamos <steve.stamos@sfcta.org>

Wed, Jan 4, 2017 at 9:18 PM



Colin Dentel-Post

Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

----- Forwarded message -----

From: **Solange Martin** <REDACTED>
Date: Wed, Jan 4, 2017 at 9:16 PM
Subject: [GearyBRT] Please approve Geary BRT project
To: GearyBRT@sfcta.org

Greetings.

I urge you to approve the Geary BRT Project, including the Final Environmental Impact Report (EIR). Please select the Hybrid Alternative as the locally preferred alternative.

Thank you,
Solange Martin

Solange Martin

"People are crazy, and times are strange." ~Bob Dylan

Letter L-76

From: Colin Dentel-Post
Date: Tue Nov 22 2016 14:20:19 GMT+1100 (AEDT)
Subject: Re: Letter Opposing Staff Recommendations on Laguna Stop
To: "Greg M.", Alice Kawahatsu, Robert Hamaguchi
Cc: "tilly.chang@sfcta.org", "scott.wiener@sfgov.org", Ed Reiskin, London Breed, Paul Wermer, "Roberta.Boomer@sfmta.com", Liz Brisson, "Amiri, Wahid"

Dear Mr. Hamaguchi, Ms. Kawahatsu, and Mr. Marutani,

Thank you for your letter and feedback about the Geary Bus Rapid Transit project. Attached is a response letter from Liz Brisson at SFMTA and me addressing the issues of the Laguna Street stop and streetscape upgrades in Japantown. We are also sending a hard copy of this letter in the mail. As the letter states, we recently met with Paul Wermer and agreed to discuss these items further with the community at an upcoming meeting of the Japantown Task Force Land Use Committee.

Thanks again, and we look forward to continuing our conversations and identifying solutions that meet the needs of the Japantown community.

Sincerely,

Colin



Colin Dentel-Post
Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

On Tue, Oct 25, 2016 at 4:08 PM, Greg M. <**REDACTED**> wrote:

Dear Colin,

Attached is a PDF file of a letter from the Japantown Task Force that at its October 19, 2016 Board meeting voted to send a letter opposing the SFCTA staff recommendations to keep the Laguna stop a Local Only. A "hard" copy is being sent you via USPS. I have cc:ed those who were named in the letter with the exception of Chairman Thomas Nolan as I could locate an e-mail address for him and included Roberta Boomer who is listed as the Secretary to the Board.
Greg Marutani



SFMTA
San Francisco Municipal Transportation Agency
1500 Market Street, Suite 100
San Francisco, CA 94102
415.554.4400

Japantown Task Force
1500 Market Street, Suite 100
San Francisco, CA 94102
415.554.4400

PDF Geary BRT_JTF ...



SFMTA
Municipal
Transportation
Agency

San Francisco County Transportation Authority

1455 Market Street, 22nd Floor
San Francisco, California 94103
415.522.4800 FAX 415.522.4829
info@sfcta.org www.sfcta.org



November 21, 2016

Robert Hamaguchi, Executive Director
Alice Kawahatsu, President
Japantown Task Force
1765 Sutter Street, 2nd Floor
San Francisco, CA 94115

Dear Ms. Kawahatsu and Mr. Hamaguchi,

Thank you very much for taking the time to share your most recent feedback regarding the Geary Bus Rapid Transit project in your letter, dated October 24th. We'd like to first say that we very much appreciate the Japantown community's input, which has improved this project significantly to date.

What follows are responses from our agencies on the two main areas of comment from your recent letter, the Laguna Street bus stop and the Webster Street bridge.

Laguna Street Bus Stop

As you know, our agencies conducted additional analysis of the implications of maintaining a Rapid stop at Laguna in response to concerns raised by the Japantown Task Force and other stakeholders in the area. That analysis, documented in a memo provided to Paul Wermer on September 28, 2016, revealed that maintaining a Rapid stop would add significant passenger delay (180 hours) for all Rapid riders traveling through this part of the corridor on an average weekday. As we have discussed previously, our agencies feel this level of impact to travel time savings (5-8%) is prohibitive. Our hope is that Laguna stop passengers will value the numerous safety improvements of the project enabled by the current design, as well as Local service that will be 25 percent quicker and also more reliable than it is today.

In addition, we want to confirm that we remain 100% committed to fulfilling our promises to widely communicate the service changes, in order to ensure transit riders know how to reach Japantown and other destinations in the corridor. We also remain committed to providing wayfinding signage for Japantown from the nearest proposed Rapid stop at Fillmore. We received input on the measures that the community would like to see implemented by our agencies at the meeting that Mr. Wermer attended on behalf of the Japantown Task Force on September 28, 2016. While the presentation to the Geary Citizens Advisory Committee (GCAC) presentation (available at <https://goo.gl/RzuKav>) on September 29, 2016 did not include all of the details shared in the smaller meeting that took place on September 28th, enhanced communication strategies were still part of the discussion (see Slides 6, 11, and 12) with the GCAC. On the following page, we've outlined all the measures we are committed to implementing in parallel to the stop change so that residents and visitors feel comfortable navigating the area. We also plan to follow up again with the Sequoias and other senior communities near the Laguna stop to further discuss these measures.

Proposed Communications Strategies for Japantown Stop Changes

1. **Deploy an education campaign** on the Geary corridor with travel training for seniors, people with disabilities and school age children.
2. **Update and improve bus vehicle, stop, shelter, and wayfinding signage.** SFMTA is exploring new wayfinding designs inside the bus and on shelters to make stop changes clearer to the public. The stops will have updated signs, utilizing blue for Local stops and red for Rapid stops. SFMTA plans to work closely with Japantown stakeholders to develop the wayfinding signage directing bus riders to Japantown.
3. **Special automated stop announcements** on the bus would be added to indicate when and where a stop was being removed. The adjusted stop announcements would be in place up to a month before any service changes went into effect and continue up to six months following.
4. **Outreach ambassadors** would be out on the corridor to notify riders of upcoming service changes, and once the changes were in effect, ambassadors would be available to help riders navigate to their destination efficiently and safely.

In this way, we hope to minimize stop confusion and the need for seniors or visitors to walk uphill to access the area by bus. We would like to note that the improved 38 Local will continue to stop at Laguna Street and at Webster Street, providing direct access to and between these locations.

Webster Bridge and Improvements

As you know, based on the feedback we heard from the Japantown community, we are no longer proposing to remove the Webster Street pedestrian bridge. In removing that component from our proposal, we were able to reprogram the funds that would have been used for the bridge removal towards other capital transit and pedestrian improvements for the area. These improvements include the addition of more pedestrian safety improvements at the Laguna, Buchanan, Fillmore, and Steiner Street intersections.

The BRT project also proposes significant safety and accessibility improvements at the Webster and Geary intersection, even with the retention of the Webster Pedestrian Bridge, many of which will improve the current state of repair. However, the project budget will not be finalized until after completion of final design next year. We agree that there may be additional opportunities for streetscape improvements in the Japantown area, and the project team is committed to working with you and other community stakeholders to identify what the priority improvements are. Depending on how those ideas fit within the overall project scope, budget and schedule constraints, we would like to work with you to pursue them either as part of the BRT project or as a potential parallel effort.

Next Step: Discussion at a Japantown Task Force Land Use Committee Meeting

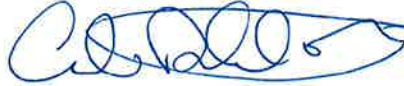
Geary BRT project team members met with Mr. Wermer on November 15th, 2016 to discuss the necessary follow-ups to this letter and have agreed to have a discussion about both of the topics in this letter at an upcoming Japantown Task Force Land Use Committee meeting.

We look forward to continuing the conversation on these important topics with you, and working with you to develop solutions to meet the needs of the Japantown community.

Sincerely,



Liz Brisson
Geary BRT Phase 1 Project Manager
San Francisco Municipal Transportation Agency
liz.brisson@sfmta.com



Colin Dentel-Post
Geary BRT Environmental Phase Project Manager
San Francisco County Transportation Authority
colin.dentel-post@sfcta.org

cc: Board Chair Nolan, SFMTA
Com. Wiener, SFCTA
Com. Breed, SFCTA
Ed Reiskin, Director of Transportation, SFMTA
Tilly Chang, Executive Director, SFCTA



SFCTA Board Approves Geary BRT Design, EIR

Mary McCutcheon <mjmccutcheon@gmail.com>

Mon, Jan 9, 2017 at 6:44 PM

To: SFCTA <gearybrt@sfcta.org>

This vote should have been delayed until the new district Supervisor was sworn in and many Richmond district residents are upset by this move.

On Jan 9, 2017 2:59 PM, "SFCTA" <gearybrt@sfcta.org> wrote:



SFCTA Board Approves Geary Bus Rapid Transit Design, Adopts Final Environmental Impact Report

The San Francisco County Transportation Authority (SFCTA) Board—comprised of members of the San Francisco Board of Supervisors—voted unanimously to select the project design and certify the Final Environmental Impact Report at their meeting Thursday, January 5, 2017.

This culminates a decade of project development, undertaken in partnership with the San Francisco Municipal Transportation Agency (SFMTA), which operates the Muni 38 Geary line services and will construct and operate the new bus facility.

The selected 'hybrid' BRT design includes dedicated center-running bus lanes in the Richmond, and side-running bus lanes east of Stanyan Street to Market Street, connecting with existing bus lanes eastward to the Transbay Terminal.

The Transportation Authority Board also adopted a recommendation by the Geary BRT Citizen's Advisory Committee (CAC) to preserve the existing 38-Rapid bus stop at Laguna Street, as well as to retain the 38-Local bus stop at Collins Street.

To read more about the project, visit the project website at www.GearyBRT.org.

To read more about next steps, see "[Status and Next Steps](#)" section of the project website.

Read the latest Geary BRT press release [on our press page](#).

Want project updates via text? Text YES to [628-600-1675](tel:628-600-1675). For email updates and more information visit GearyBRT.org.



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San Francisco, CA 94103

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Fwd: [GearyBRT] Approve Geary BRT

Colin Dentel-Post <colin.dentel-post@sfcta.org>
To: Steve Stamos <steve.stamos@sfcta.org>

Wed, Jan 4, 2017 at 3:58 PM



Colin Dentel-Post
Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

----- Forwarded message -----

From: **Cameron McDonald** <REDACTED>

Date: Wed, Jan 4, 2017 at 3:52 PM

Subject: [GearyBRT] Approve Geary BRT

To: John.Avalos@sfgov.org, London.Breed@sfgov.org, David.Campos@sfgov.org, Aaron.Peskin@sfgov.org,
Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org,
Norman.Yee@sfgov.org, gearybrt@sfcta.org

Dear San Francisco County Transportation Authority Board Member:

I write to you today to urge you to vote in favor of the Staff Recommended Alternative for the Geary Bus Rapid Transit (BRT) project and to approve the project's Final Environmental Impact Report at your hearing on January 5th. Geary BRT is more than a transit project. The project will greatly benefit everyone who uses Geary, including families, people with disabilities, residents, small business workers, students, and visitors.

Geary BRT will significantly improve the safety of all those traveling through the area whether they travel by foot, car, or bus and those benefits cannot be ignored. The project has been delayed for long enough. It's time for Geary BRT to move forward so that critical improvements can finally be made to this important connection for our city. Please approve Geary BRT.

Thank you for your time.

Cameron McDonald



Letter L-79

Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] Geary BRT - Laguna and Geary Stop

Ramona Rideout <ramonarideout@gmail.com>
To: Jonathan McMurtry <Jonathan.McMurtry@lionakis.com>
Cc: "GearyBRT@sfcta.org" <GearyBRT@sfcta.org>

Thu, Jan 5, 2017 at 6:39 PM

Thank you.

Just so you know, the local 38 will continue to stop at Laguna. And so may the 38-R. Apparently so many articulate, thoughtful, not-insane people showed up at the MUNI hearing last night, that they decided to recommend to the Board of supervisors today that they leave the stop where it is.

I'm waiting for a full report from Sunny, who was at City Hall for today's meeting.

RR

On Thu, Jan 5, 2017 at 12:06 PM, Jonathan McMurtry <Jonathan.McMurtry@lionakis.com> wrote:

Dear Sir or Madam,

I catch the 38 or 38R every day at the Laguna and Geary Stop as do many of my neighbors. It is adjacent to my 15 story apartment building as well as several large apartment complexes and the Chinese Consulate. I catch the bus at all times of the day and night and have never been alone at the stop. I cannot imagine how removing this stop is a service to these riders. I would also note that the stops before and after this stop are rarely busy on the rare occasion that I use them. If you are looking to remove stops to increase efficiency, I recommend removing them instead.

Jonathan McMurtry | Associate Principal

LIONAKIS

101 Montgomery Street, Suite 500 | San Francisco, CA 94104
P: 415.777.4811 | C: 916.502-3774

www.lionakis.com

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Colin Dentel-Post <colin.dentel-post@sfcta.org>

Letter L-80

[GearyBRT] Approve Geary BRT

Thu, Jan 5, 2017 at 10:58 AM

'Keith mercier' via GearyBRT <gearybrt@sfcta.org>

Reply-To: keith.mercier <keithmercier@yahoo.com>

To: "John.Avalos@sfgov.org" <John.Avalos@sfgov.org>, "London.Breed@sfgov.org" <London.Breed@sfgov.org>, "David.Campos@sfgov.org" <David.Campos@sfgov.org>, "Aaron.Peskin@sfgov.org" <Aaron.Peskin@sfgov.org>, "Malia.Cohen@sfgov.org" <Malia.Cohen@sfgov.org>, "Mark.Farrell@sfgov.org" <Mark.Farrell@sfgov.org>, "Jane.Kim@sfgov.org" <Jane.Kim@sfgov.org>, "Eric.L.Mar@sfgov.org" <Eric.L.Mar@sfgov.org>, "Katy.Tang@sfgov.org" <Katy.Tang@sfgov.org>, "Norman.Yee@sfgov.org" <Norman.Yee@sfgov.org>, "gearybrt@sfcta.org" <gearybrt@sfcta.org>

Dear San Francisco County Transportation Authority Board Member:

I write to you today to urge you to vote in favor of the Staff Recommended Alternative for the Geary Bus Rapid Transit (BRT) project and to approve the project's Final Environmental Impact Report at your hearing on January 5th. Geary BRT is more than a transit project. The project will greatly benefit everyone who uses Geary, including families, people with disabilities, residents, small business workers, students, and visitors.

Geary BRT will significantly improve the safety of all those traveling through the area whether they travel by foot, car, or bus and those benefits cannot be ignored. The project has been delayed for long enough. It's time for Geary BRT to move forward so that critical improvements can finally be made to this important connection for our city. Please approve Geary BRT.

Thank you for your time.

Keith Mercier

638 Balboa Street



Fwd: [GearyBRT] fewer stops on geary

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Wed, Dec 21, 2016 at 3:30 PM

—Forwarded using **Multi-Forward Chrome Extension**—
From: Nancy Miller
Date: Tue Dec 20 2016 10:48:30 GMT+1100 (AEDT)
Subject: [GearyBRT] fewer stops on geary
To: "gearybrt@sfcta.org"

while understanding the need to improve bus service (making it run more quickly), i have concerns as a senior citizen about removing stops on the Geary bus routes

already it's a bit of a hardship walking extra blocks to the 24 Divisadero (since they removed the stop at Ellis) - i would not want to walk more to get to the 38 Geary as well

i don't know if it's possible to add stops for seniors and disabled passengers?

thank you!

nancy miller

[REDACTED]
SF 94115

Letter L-82.1



Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] Letter to SFCTA CAC

Paige Miller <apaige.miller@gmail.com>

Wed, May 24, 2017 at 5:02 PM

To: GearyBRT@sfcta.org

Cc: Chester Fung <chester.fung@sfcta.org>, Eric Young <eric.young@sfcta.org>

Hello,

Please see the attached letter to the SFCTA CAC.

Thank you,
Paige Miller

 **Letter to SFCTA CAC.pdf**
311K

Dear SFCTA Citizens Advisory Committee,

I write to urge you to support the recent addendum to the Geary BRT project's EIR, which would transition west-bound buses from center to side lanes at 27th Avenue instead of 26th Avenue.

This addendum addresses community needs without compromising the environment, pedestrian safety, or bus reliability.

Approving this addendum is a critical step toward making Geary BRT a reality, which means a safer, more efficient Geary corridor for all users.

Thank you,

A handwritten signature in black ink, appearing to read "Paige Miller", written in a cursive style.

Paige Miller

Chair
Go Geary Community Group
apaige.miller@gmail.com
805-795-2006



Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] Letter for SFCTA Board

Paige Miller <apaige.miller@gmail.com>
To: info@sfcta.org, GearyBRT@sfcta.org
Cc: Eric Young <eric.young@sfcta.org>

Mon, Jun 12, 2017 at 12:56 PM

Hello,

Please see the attached letter for the SFCTA Board regarding the recent Geary BRT addendum.

Thank you,
Paige Miller

 **Letter to SFCTA Board.pdf**
311K

Dear SFCTA Board,

I write to urge you to support the recent addendum to the Geary BRT project's EIR, which would transition west-bound buses from center to side lanes at 27th Avenue instead of 26th Avenue.

This addendum addresses community needs without compromising the environment, pedestrian safety, or bus reliability.

Approving this design refinement is a critical step toward making Geary BRT a reality, which means a safer, more efficient Geary corridor for all users.

Thank you,

A handwritten signature in black ink, appearing to read 'Paige Miller', written in a cursive style.

Paige Miller

Chair
Go Geary Community Group
apaige.miller@gmail.com
805-795-2006



Chamber Letter Regarding Approval of Geary BRT EIR

Alexander Mitra <REDACTED>

Tue, Dec 13, 2016 at 5:10 PM

To: Tilly Chang <tilly.chang@sfcta.org>

Cc: Steve Stamos <steve.stamos@sfcta.org>, "eric.l.mar@sfgov.org" <eric.l.mar@sfgov.org>, "Mark.Farrell@sfgov.org" <Mark.Farrell@sfgov.org>, "Peskin, Aaron (BOS)" <aaron.peskin@sfgov.org>, "katy.tang@sfgov.org" <katy.tang@sfgov.org>, "Breed, London (BOS)" <london.breed@sfgov.org>, "Kim, Jane (BOS)" <jane.kim@sfgov.org>, "norman.yee@sfgov.org" <norman.yee@sfgov.org>, "David.Campos@sfgov.org" <David.Campos@sfgov.org>, "Cohen, Malia (BOS)" <malia.cohen@sfgov.org>, "John.Avalos@sfgov.org" <John.Avalos@sfgov.org>

Dear Ms. Chang,

Please see the attached letter from the San Francisco Chamber of Commerce regarding approval of the Geary Bus Rapid Transit Environmental Impact Report.

Thank you,

Alex Mitra

Manager, Public Policy

San Francisco Chamber of Commerce

235 Montgomery Street, Suite 760

San Francisco, CA, 94104

REDACTED (P)

REDACTED (C)

REDACTED | www.sfchamber.com

12.13.16 Approval of Geary Bus Rapid Transit EIR.pdf
113K

NOV 07 2016



November 1, 2016

Mr. Colin Dentel-Post
Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103-1300

Kokoro Assisted Living
Inc.
Board of Directors

Bob Obana
President

Andy Nakahata
Secretary

Re: Opposition to the SFCTA Staff recommendation to NOT have a rapid stop at Laguna Street.

Bill Baird
Treasurer

John Muranishi
Stephanie Fujii
Gary Hoshiyama
John Kikuchi
Paul Takayama
Sharon L. Yow

Kokoro Assisted Living located on the corner of Laguna and Bush Street is the home of 58 seniors who have limited mobility abilities. Many of our residents and employees rely on public transportation for their travel needs. Limiting the bus stop at Laguna /Geary Street to only serve as a local stop will adversely affect the seniors as well as the employees in Japantown.

Kirk Miyake
Executive Director

We strongly urge you to reconsider and allow the rapid buses to make a stop at the Geary/Laguna Bus Stop.

Sincerely,



Kirk D. Miyake
Executive Director

Kokoro Assisted Living
1881 Bush Street
San Francisco, CA 94109
(415) 776-8066
www.KokoroAssistedLiving.org

RCFE #385600235

Letter L-85.1

From: imac <REDACTED>
Date: Sun, Jan 3, 2016 at 7:52 AM
Subject: Media stories related to parking in SF
To: Colin Dentel-Post <colin.dentel-post@sfcta.org>, REDACTED

- Even in San Francisco, however, 93 percent of all curb spaces are free, and the metered curb spaces are priced well below off-street rates. One survey found that the average price of downtown curb parking is only 20 percent of the price of adjacent off-street parking. This underpricing creates a problem, because drivers cruising in search of cheap curb parking add to traffic congestion and air pollution. Studies of cruising in downtowns have found that up to 74 percent of traffic was searching for parking, and the average time to find a curb space ranged up to 14 minutes.^[1]
 - The city [San Francisco] now has 280,000 on-street parking spaces. Add in parking lots and garages, and you have 435,000, which sounds like a lot, except when you consider that there are 500,000 cars traveling within the city every day.
-
- From the Financial District to the Fillmore, parking spaces along San Francisco's streets are vanishing at unprecedented numbers — and for those who drive, the situation is only going to get worse. Last year, 180 spaces were taken out of service in the downtown area alone. This year, 591 spaces are either slated or proposed for removal. And it's not just the downtown area. Over the next two years, an additional 719 spaces will be pulled out of commission along Second Street, Fulton, Mission, Masonic and Polk streets. Van Ness Avenue, one of the city's busiest corridors, will lose 105 spaces in the next three years. In all, at least 1,595 parking spaces are scheduled for removal — with more probably to come — as the city remakes its streets to make them more pedestrian-, bike- and bus-friendly.^[2]
 - Between 1927 and 2001, studies of cruising in congested downtowns have found that it took between 3.5 and 14 min to find a curb space, and that between 8 and 74 percent of the traffic was cruising for parking.^[3]
 - According to a SFMTA study Sunday parking occupancy rates in commercial districts, in 2009, the Richmond district for Geary Street had over a 100% occupancy rating.^{[4][5]}

^[1] "The High Cost of Free Parking, SF Gate, June 3, 2005, <http://www.sfgate.com/opinion/openforum/article/The-high-cost-of-free-parking-2630493.php>

^[2] "Transit, Cycling, Parklets Rapidly Eating up S.F. Parking Spaces," San Francisco Chronicle, May 31, 2015, <http://www.sfchronicle.com/bayarea/matier-ross/article/Transit-cycling-parklets-rapidly-eating-up-S-F-6297923.php>.

^[3] Donald C. Shoup, "Cruising for Parking," Department of Urban Planning University of California Los Angeles, July 24, 2006, <http://shoup.bol.ucla.edu/Cruising.pdf>.

^[4] "Evaluation of Sunday Parking Management, SFMTA, December 10, 2013, <http://sf.streetsblog.org/wp-content/uploads/sites/3/2014/01/Evaluation-of-Sunday-Parking-Management-12.10.2013.pdf>

[5] The occupancy rating of over 100% is due to illegal parking.

[1] "The High Cost of Free Parking, SF Gate, June 3, 2005, <http://www.sfgate.com/opinion/openforum/article/The-high-cost-of-free-parking-2630493.php>

[1] "Transit, Cycling, Parklets Rapidly Eating up S.F. Parking Spaces," San Francisco Chronicle, May 31, 2015, <http://www.sfchronicle.com/bayarea/matier-ross/article/Transit-cycling-parklets-rapidly-eating-up-S-F-6297923.php>.

[1] Donald C. Shoup, "Cruising for Parking," Department of Urban Planning University of California Los Angeles, July 24, 2006, <http://shoup.boi.ucla.edu/Cruising.pdf>.

[1] "Evaluation of Sunday Parking Management, SFMTA, December 10, 2013, <http://sf.streetsblog.org/wp-content/uploads/sites/3/2014/01/Evaluation-of-Sunday-Parking-Management-12.10.2013.pdf>

[1] The occupancy rating of over 100% is due to illegal parking.

REDACTED

Andrew Moldvay

The Total Mac

REDACTED

Letter L-85.2

From: imac <REDACTED>
Date: Mon, Jan 18, 2016 at 6:57 AM
Subject: Tuesday Meeting
To: Colin Dentel-Post <colin.dentel-post@sfcta.org>, REDACTED

Dear Sirs,

We appreciate your efforts to address our concerns.

Those business owners that are attending are absolutely against the removal of parking and regard the Experimental Red Transit lanes as a ruse to install the lanes. Downtown there are Transit only lanes that were approved as BAT (Business Access and Transit) lanes, they will not be changed or removed per a statement by officials who are responsible for them. These Experimental lanes will be treated in the same manner.

Introductions, meeting purpose, agenda review (10 min)

Comments we have heard, and ideas for addressing (30 min)

a. Parking and loading

Any business day morning the parking spaces are in constant rotation due to the parking meters.

This is extremely important to the businesses on Geary. While customer and business owners are using the metered parking , delivery trucks USPS, UPS, Fed Ex have to double park to deliver to the businesses and residences. The side streets are not a real alternative as they are already taken by local residential residents.

b. Bus stop location

The 3200 block already has a bus stop. It also has the Post Office and the Toyota business on that block.

The Post Office has been sold and will probably be torn down and a new building built. We all know that Senator Feinstein's husband's Real Estate firm has the contract to sell the Postal Service property. We are hoping that future plans for the 3200 block are not influencing your current plans for 3100 Geary.

c. Construction

We really hope that we will not reach the point of construction

d Pedestrian Safety

We really hope that we will not reach the point of construction

e. Trees

Friends of Urban Forest helps individuals and neighborhood groups plant and care for street trees in San Francisco. What is the City doing taking down trees that are so obvious to the citizens of SF.

The trees along Geary are an important esthetic experience in an increasingly urban environment.

Geary BRT background and proposal (10 min)

a. History of community process including previous merchant outreach

My experience of out reach has been about 2 years ago several 20 year olds came by my business to ask my opinion about this project. I categorically told them that it was a bad idea and it would be terrible for business. Until a concerned business owner contacted me there was no attempt by BRT to contact any of the business owners.

b. Problems that the project aims to address

See current Muni schedules. This is a problem that does not exist.

Inbound 38 Geary Schedule

<http://transit.511.org/schedules/index.aspx#m1=S&m2=BusRail&routeid=43938&cid=SF>

Outbound 38 Geary Schedule

<http://transit.511.org/schedules/index.aspx#m1=S&m2=bus&routeid=43938&dir=OB&type=6098&cid=SF>

c. Proposal: staff- recommended alternative.

We as business owners want to be heard not talked too.

d. Process and timeline going forward

We want the plan amended.

Focus on Spruce and Cook (35min)

a. Existing conditions

SFMTA has numerous Projects in varying states of planning and execution (Masonic Street, Polk Street, Fell Street, the Mission district etc.). All involve removing parking and increasing public transportation.

From the Financial District to the Fillmore, parking spaces along San Francisco's streets are vanishing at unprecedented numbers — and for those who drive, the situation is only going to get worse. Last year, 180 spaces were taken out of service in the downtown area alone. This year, 591 spaces are either slated or proposed for removal. And it's not just the downtown area. Over the next two years, an additional 719 spaces will be pulled out of commission along Second Street, Fulton, Mission, Masonic and Polk streets. Van Ness Avenue, one of the city's busiest corridors, will lose 105 spaces in the next three years. In all, at least 1,595 parking spaces are scheduled for removal — with more probably to come

According to a SFMTA study Sunday parking occupancy rates in commercial districts, in 2009, the Richmond district for Geary Street had over a 100% occupancy rating

SFMTA Projects:

Polk Street : <https://www.sfmta.com/about-sfmta/blog/designs-safer-polk-street>

Masonic : <http://sfdpw.org/index.aspx?page=1765>

Misson : <https://www.sfmta.com/projects-planning/project-list/10,3421/all>

Fell Street : <https://www.sfmta.com/projects-planning/projects/oak-street-and-fell-street-pedestrian-and-bike-safety-project>

b. SRA proposal: design details and rational - parking, bus stops, trees

We as business owners want to be heard not talked too.

c. Options to address concerns

We want the planned Bus Transit Station and Transit Lanes removed from the plan.

Andrew Moldvay

The Total Mac

REDACTED

REDACTED

Sent from my iPhone

Letter L-85.3

From: imac

Date: Thu Feb 11 2016 20:08:24 GMT+0530 (IST)

Subject: Rescheduled Meeting for 3100 block of Geary

To: colin.dentel-post@sfcta.org, daniel.mackowski@sfmta.com, Chester.Fung@arup.com,
eric.cordoba@sfcta.org, kate.elliott@sfmta.com, **REDACTED**

Dear BRT board,

We appreciate the spirit of compromise represented by the offer of a reduced bus stop.

We are also heartened by this display of civic duty and participation in local affairs by this ,so far, unidentified student body at USF. Moving the Bus Stop effectively 83 feet to accommodate these unidentified persons does not trump the reality of the effects of moving the Bus Stop on the customers, merchants and medical offices on the 3100 block of Geary.

Andrew Moldvay

The Total Mac

REDACTED

REDACTED

Letter L-85.4

----- Forwarded message -----

From: **Total Mac** <**REDACTED**>
Date: Tue, Feb 16, 2016 at 7:22 PM
Subject: Red Transit Lanes on Geary Blvd
To: Tilly.Chang@sfcta.org

Dear Tilly Chang,

We oppose BRT plans to take out parking meters, create a bus transit station and create red Bus only lanes on the block in front of our business.

My wife and I are the owners of a computer store The Total Mac 3139 A located on Geary between Spruce and Cook. My understanding is that there is a bus terminal planned on this block and that all the parking meters will be eliminated. Our business needs curb access where people can drop off their computers and park their cars, so these changes will destroy our business. There are also medical offices and a UPS Store on our block that need parking for their clients. The addition of a red Bus only lane will further restrict access to the businesses on this block making it nearly impossible for customers to patronize the businesses on this block.

Geary Blvd is the home of many small businesses and medical offices that service the needs of San Franciscans. Today there is a healthy mix of public transportation, private cars and pedestrians along Geary Blvd. All are important and yet this plan focuses on just public transportation needs. Without parking many businesses will cease to exist . It is unfair to Senior citizens and pedestrians as well. Handicapped people will not have access to businesses or medical offices should these changes go through.

We strongly oppose this effort.

Andrew Moldvay
The Total Mac
3139 A Geary Blvd
San Francisco, CA 94118
REDACTED
REDACTED

Letter L-85.5

From: Total Mac <REDACTED>

Date: Thu, Mar 3, 2016 at 7:39 PM

Subject: Thank You

To: Chester.Fung@arup.com

Cc: colin.dentel-post@sfcta.org, daniel.mackowski@sfmta.com, eric.cordoba@sfcta.org,
kate.elliott@sfmta.com, REDACTED

Dear BRT Board,

Thank you for reconsidering moving the bus stop and saving the parking and customer access to the businesses on the 3100 block of Geary. We obviously appreciate your willingness to readdress the plans for this block.

The Merchants and Businesses of the 3100 Block of Geary Blvd

Letter L-86

From: Total Mac <REDACTED>
Date: Fri, Jan 8, 2016 at 12:51 PM
Subject: BRT plans for Geary Blvd
To: REDACTED
Cc: colin.dentel-post@sfcta.org, REDACTED

Dear Neighbors,

Our voices need to be heard if we hope to stop BRT's plans
Please email and / or call

Tilly Chang : San Francisco Transportation Authority
Leslie Rogers : US Department of Transportation
Mayor Ed Lee
Edward D. Reiskin: SFMTA
Supervisor Eric Mar
The Chronicle

Below is a sample email, please personalize your email.

We oppose BRT plans to take out parking meters and replace them with bus lanes.

My husband and I are the owners of a computer store The Total Mac 3139 A located on Geary between Spruce and Cook. My understanding is that there is a bus terminal planned on this block and that all the parking meters will be eliminated. Our business needs an area where people can drop off their computers and park their cars so these changes will destroy our business. There are also medical offices and a UPS Store on our block that need parking for their clients.

Geary Blvd is the home of many small businesses and medical offices that service the needs of San Franciscans. Today there is a healthy mix of public transportation and private cars and pedestrians along Geary Blvd. All are important and yet this plan focuses on just public transportation needs. Without parking many businesses will cease to exist. It is unfair to Senior citizens and pedestrians as well. Handicapped people will not have access to businesses or medical offices should these changes go through.

We strongly oppose this effort. We were not given information about the public meetings and we heard that those opposed to your plan were not given time to express their opinions at the November meeting.

Therese Moldvay REDACTED Cell
The Total Mac
3139 A Geary Blvd
San Francisco, CA 94118
REDACTED
REDACTED



Letter L-87.1

November 3, 2016

To: Mr. Colin Dentel-Post, Senior Transportation Planner, SFMTA

From: Marlayne Morgan, President, Cathedral Hill Neighbors Association

Re: Opposition to the SFCTA Staff Recommendation to remove the 38 Rapid Stop at Laguna and Geary

The Cathedral Hill Neighbors Association (CHNA) echoes the sentiments of the Japantown Task Force and the Sequoias Residents Association in their letters of support for the retention of this Rapid stop.

The Cathedral Hill/Japantown neighborhood have the highest concentration of senior resident housing in San Francisco, most of whose residents heavily rely upon public transit in general and the 38 Geary specifically for groceries, errands, doctor's visits and other daily transportation needs. Geary Blvd from Fillmore to VanNess is not a flat surface, but rather a fairly steep five block passageway between these two major commercial corridors and transit connections hubs.

In addition, the important role of the 38 line will be significantly enhanced by both the opening of the CPMC Cathedral Hill Medical Campus and the VanNess BRT, with two of the eight stops at Geary and Sutter. CPMC alone will generate an additional 20,000+ trips per day with many of them connecting through the 38 and 38R.

Having the 38R bypass Laguna not only means additional wait times and erroneous boardings for all our residents, but places a particular burden on our many frail and mobility challenged seniors. We urge the SFMTA to retain the Rapid stop at Laguna Street.



Fwd: Geary BRT FEIR and Alternatives

Colin Dentel-Post <colin.dentel-post@sfcta.org>
To: Steve Stamos <steve.stamos@sfcta.org>

Wed, Jan 4, 2017 at 5:35 PM



Colin Dentel-Post
Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

----- Forwarded message -----

From: **Marlayne Morgan** <REDACTED>
Date: Wed, Jan 4, 2017 at 5:22 PM
Subject: Geary BRT FEIR and Alternatives
To: Aaron Peskin <Aaron.Peskin@sfgov.org>, David Campos <David.Campos@sfgov.org>, Eric Mar <Eric.L.Mar@sfgov.org>, Jane Kim <Jane.Kim@sfgov.org>, John Avalos <John.Avalos@sfgov.org>, Katy Tang <Katy.Tang@sfgov.org>, London Breed <London.Breed@sfgov.org>, Malia Cohen <Malia.Cohen@sfgov.org>, Mark Farrell <Mark.Farrell@sfgov.org>, Norman Yee <Norman.Yee@sfgov.org>, Scott Wiener <Scott.Wiener@sfgov.org>, "Reiskin, Ed (MTA)" <ed.reiskin@sfmta.com>, colin.dentel-post@sfcta.org, gearybrt@sfcta.org, Paul Wermer <REDACTED>, Robert Hamaguchi <REDACTED>, "Smith, Suzanne" <REDACTED>, "REDACTED" <REDACTED>, Janet Tom <REDACTED>, Mary Gassert <REDACTED>, Gary Vondran <REDACTED>, Lgpetty <REDACTED>, Teresa Schnabel <REDACTED>, Melinda Lavallo <REDACTED>, Patrick Carney <REDACTED>, Jason Russell <REDACTED>, "Gabriel Gregoratos (REDACTED)" <REDACTED>, Fran Johns <REDACTED>, Kathie Cheatham <REDACTED>

Dear Chairperson Peskin, President Breed and Supervisors:

Enclosed are comments from the **Cathedral Hill Neighbors Association** for your consideration at the CTA hearing tomorrow.

Thanks,

Marlayne Morgan, President

 **peskinBRT.docx**
230K



January 4, 2017

To: Supervisor Aaron Peskin, Chair, SFCTA
From : Marlayne Morgan, President, Cathedral Hill Neighbors Association (CHNA)
Re: **Geary BRT FEIR and Alternatives**

Dear Supervisor Peskin:

The *Cathedral Hill Neighbors Association (CHNA)* is writing in support of the **Geary BRT FEIR Alternative 2- Side Lane BRT**, amended by the retention of the Rapid Stop at Laguna and of both the Webster and Steiner Street bridges.

CHNA members have attended numerous SFMTA presentations on both the Geary and Van-Ness BRT projects, and while we appreciate the community engagement efforts and technical expertise of the MTA staff members, we don't believe that Geary Street/Boulevard will achieve the efficiencies of more suitable thoroughfares like VanNess Avenue. We do support the Van-Ness BRT, which provides a broad, continuous and uniform stretch for median boarding, the most efficient model for BRT by allowing flat loading for wheelchairs, strollers and other appliances.

Geary poses very different challenges. From Market to Gough it is a one way street, from Gough to Arguello it is a wide expressway with tunnels and underpasses, from Arguello to 48th it narrows and widens, with some stretches impacted by diagonal parking and others by parallel spaces. Like many other commenters over the years, we believe Geary is best served by a subway system, and that any interim changes or improvements should strive to achieve transportation efficiencies in the most economical way possible.

Economics are an important consideration, as the Staff Recommended Alternative is estimated to cost \$300 million, with only \$65 million of local funding identified. Staff have put together materials for applying for \$100 million of FTA federal funds and for another \$100 million of combined state, federal and local funds, but the current political climate would seem to indicate that this funding would be difficult to tie down in the near or not so near future.

As a neighborhood located along the Geary corridor, Cathedral Hill appreciates the role of the 38 Geary as a champion among transit lines. With over 50,000 trips per day, the 38 is delivering riders to and from BART, patients and employees to two (soon to be three) major hospitals and medical centers, commuters to and from the Golden Gate bridge and Highway 101 and visitors to Japantown as well as transporting local shoppers, students and residents to businesses, schools and homes. Our Laguna stops are the main transit points for the Chinese Consulate, Japantown, the YMCA, St. Mary's Cathedral and a large cluster of senior and assisted living buildings.

We support improved transit times, but don't think we need major construction on Geary to achieve this goal. We do support the policies of marking transit only lanes, adding pedestrian

bulb outs and limiting left turns, as well as adding hours of service and additional vehicles to the fleet as outlined in **Alternative 2 and Section 2.3.3**. Here on Cathedral Hill we strongly support the retention of the two pedestrian bridges and the Laguna 38R stop. It's wasteful to tear down the bridges and eliminate the Laguna Rapid stop, all of which are already in use and are anticipated to have increased pedestrian use and ridership in the future.

Please support **Alternative 2**, without the elimination of the bridges or the 38 Rapid stop.

Fwd: Senior population by zip code

Begin forwarded message:

From: "Breed, London (BOS)" <london.breed@sfgov.org>
Date: December 29, 2016 at 8:35:35 PM PST
To: Sandy Mori <REDACTED>
Cc: "tilly_chang@sfcta.org" <tilly_chang@sfcta.org>, "ed.reiskin@sfgov.org" <ed.reiskin@sfgov.org>, "Nolan, Tom (HSA) (DSS)" <Tom.Nolan@sfgov.org>
Subject: Re: Senior population by zip code

Thanks Sandy. I'm very strongly in support of your request for many of the reasons you outlined below. Happy new year!

Sent from my iPhone

On Dec 29, 2016, at 3:50 PM, Sandy Mori <REDACTED> wrote:

Hi Tilly and Ed, this Sandy Mori; and I'm writing to request that the Laguna/Geary bus stop be included in the Geary BRT 38R stops. As an advocate for seniors and adults with disabilities, I'm sending you data showing the number of seniors over 60 living in the zip code areas of 94109 and 94115, which surrounds the Laguna/Geary bus stop. The proposed R stops are at Geary/Van Ness and Geary/Fillmore, both far from the Geary/Laguna stop. Please reconsider eliminating the Geary/Laguna stop to be a 38R stop. The many senior facilities in that area include: The Sequoias, Kimochi Home, Kokoro Assisted Living, The Carlisle, Coventry Park, the Broadmoor, and the hundreds of apartments occupied by seniors in that area. This area is one of the most dense neighborhoods of seniors in San Francisco. As you may know, 25% of SF's total population consists of seniors and adults with disabilities. Thank you for looking at this request. Warm regards, Sandy Mori

Sent from my iPhone

Begin forwarded message:

From: "Johns, Rose [HSA] (DSS)" <rose.johns@sfgov.org>
Date: December 29, 2016 at 10:50:52 AM PST
To: "REDACTED" <REDACTED>
Subject: Senior population by zip code

Hi Sandy,

Following up on your voicemail about the senior population in zip codes 94109 and 94115, please see below. This data is from the American Community Survey 2015 5-Year Estimates (Table S0101).

ZIP	Total Population	Total 60+	Total 65+
94109	56,293	12,216	10,921
94115	35,154	8,015	7,277

I've also attached data for all zip codes in case that is helpful in this or future efforts. Please let me know if you have questions.

Thanks,

Rose Johns

Senior Planning Analyst

San Francisco Human Services Agency

Rose.Johns@sfgov.org

[\(415\) 557-5239](tel:(415)557-5239)

<SF - Senior Population by Zip Code.xlsx>



Fwd: [GearyBRT] 38R stop at Laguna and Geary

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: Jenna Morris
Date: Wed Jan 04 2017 08:23:57 GMT+1100 (AEDT)
Subject: [GearyBRT] 38R stop at Laguna and Geary
To: GearyBRT@sfcta.org

I am writing about your proposal to eliminate the 38R stop at Laguna and Geary. Aside from the many people who use this route to commute to work or bring their children to school, Japantown is home to many senior citizens. It is unreasonable and unsafe to expect seniors (among others) to walk excessive distances (up large hills) to take the bus. Eliminating this stop is not worth saving 50 seconds. Please consider the people who live in the neighborhood before making this change.

Best,

Jenna

--

Jenna Morris
REDACTED
www.linkedin.com/in/jennamorris1
REDACTED



Fwd: 38R BRTGeary laguna bus stop

----- Forwarded message -----

From: "steve nakajo" <REDACTED> Date:
Dec 30, 2016 5:01 PM
Subject: Fwd: 38R BRTGeary laguna bus stop
To: <tilly.chang@sfcta.org>
Cc:

Ms Chang
Again

Regards,
Steve

Steve Nakajo.
Mobile: REDACTED
Email: REDACTED

Begin forwarded message:

From: steve nakajo <REDACTED>
Date: December 30, 2016 at 4:53:26 PM PST
To: tilly_chang@sfcta.org, ed.reskin@sfgov.org
Cc: London Breed <london.breed@sf.gov>, Sandy Mori <REDACTED>, tom.nolan@sfgov.org, Norman Yee <norman.yee@sfgov.org>, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane Kim <Jane.Kim@sfgov.org>, David.Campos@sfgov.org, Eric Mar <Eric.I.Mar@sfgov.org>, REDACTED, REDACTED, REDACTED, Bob Hamaguchi <REDACTED>, Richard Hashimoto <REDACTED>, Paul Wermer <REDACTED>, Kirk Miyake <REDACTED>, Ron Kobata <REDACTED>, Jon Osaki <REDACTED>, REDACTED, REDACTED, Rosalyn Tonai <REDACTED>, Dave Ishida <REDACTED>, Robert Rusky <REDACTED>, Robert Sakai <REDACTED>, Steve Ishii <REDACTED>, Paul Osaki <REDACTED>, Anna Sawamura <REDACTED>, Ron Henmi <REDACTED>, Arnold Townsend <REDACTED>, Grace Kaori Suzuki <REDACTED>, Jerry Ono <REDACTED>, John Noguchi <REDACTED>, Nob Mihara <REDACTED>, Benh Nakajo <REDACTED>, Hiroshi Shimizu <REDACTED>, Mark Izu <REDACTED>, REDACTED, Brenda Wong <REDACTED>
Subject: 38R BRTGeary laguna bus stop

Ms Chang, Director Reskin

My name is Steve Nakajo who up to last Oct 31, 2016 served as Executive Director of Kimochi senior center for the last 45 years.

I was the Co-Founder of Kimochi senior center with Sandy Mori.

I am asking your consideration of having the 38R Geary stop on the corner of Laguna & Geary as it has been for over 50 years.

This stop is one of our main gateways to Japantown.

Sandy Mori in her letter to you cited by the zip code of 94115 & 94109 the heavy population of seniors in the Japantown neighborhoods.

Besides Kimochi senior center & the Sequoias, Kokoro, The Carlisle, Coventry Park, Broadmoor, 1776 senior housing, 1881 Pine st senior housing, Namiki senior apts,

Western Park Apts & the hundred of seniors living in our neighborhood.

We recommend keeping that Laguna/ Geary bus stop..we all utilize it!

For the Geary BRT 38R not to stop @ Laguna is outrageous. For our seniors to walk from Van Ness or Fillmore to enter Japantown community is damaging for our seniors.

San Francisco thru it's RDA policy & effects in the 60's & 70's on Japantown & the Fillmore completely destroyed our community .

And now 50 Years later with this BRT 38 Geary R to eliminate the Laguna / Geary bus stop is to try & eliminate our Japanese American Community from the history & presence of San Francisco.

The J/A Community had been participating in the BRT process voicing our objections & strongly recommended to keep the Laguna St Bus stop.

But the 38R BRT staff is NOT listening to us!

When will SF finally do something that will benefit our seniors & our Community.?

Our J/A Community has withstood for too many years the elimination of the perseverance of our Community with policies to remove our J/A community from the face of SF.

Please keep the Laguna /Geary bus stop .

Regards

Steve Nakajo

REDACTED

Letter L-91

From: Brisson, Liz
To: ["merko@att.net"](mailto:merko@att.net)
Cc: [DirectorofTransportation](#)
Bcc: [Feliciano, Lulu](#); [Elliott, Kate](#); [Mackowski, Daniel](#); colin.dentel-post@sfcta.org
Subject: RE: Geary BRT
Date: Thursday, February 23, 2017 11:22:18 AM
Attachments: [image001.jpg](#)

Dear Mr. Nasatir,

Thank you for your comments. I'm SFMTA's Geary BRT lead and project manager for the first phase of improvements between Stanyan and Market Street. Let me address some of the concerns you have raised.

"As you know the busses have to switch the sides of the street they travel on, which seems to me will slow traffic down"

It is true that the preferred Hybrid Alternative involves two locations where the buses would switch from traveling between side-running and center-running lanes. This would happen at two specific intersections equipped with special traffic signal hardware that will give the buses a dedicated traffic signal phase to cross over and not conflict with other roadway vehicles. This traffic signal upgrade would be implemented as a part of a larger traffic signal re-timing to minimize any impacts to traffic.

"Also there is a large community of seniors who live around Geary and Arguello Streets and I'm concerned that the noise and pollution (idling busses, horns honking, etc.) alone will seriously affect their quality of life. "

There is already very frequent bus service in the corridor (up to every 2 minutes during peak hours). The proposed project is about planning new infrastructure to support this very high frequency of buses with more reliable and consistent travel times. This infrastructure would provide more efficient movement of buses and other vehicles through the corridor which would likely result in less idling buses or horn honking. We also know a lot of seniors rely on the Geary buses and will benefit from the travel time and reliability benefits brought by the project.

Let us not forget that Roosevelt Middle School is also on that corner, an intersection where hundreds of students traverse everyday.

Many students rely on the Geary buses and will benefit from the improvements

I worry about the small businesses along Geary who have razor thin margins in which to keep their businesses afloat.

We are planning programs to support small businesses during construction and have worked with the Office of Economic and Workforce Development on five key construction strategies 1) Pre-construction survey 2) Business and community advisory committees; 3) Accessibility, way-finding and advertisement; 4) Notifications and project resources 5) Business technical assistance and support

"I feel it's time we take a look at Sen. Scott Wieners proposal for extending rail transit to the hinter regions of the city, especially along Geary. "

Rail on Geary is not possible in this decade due to its high cost and the amount of time it would take to design and construct. There is a clear need to improve bus service in the meantime. The city is excited about the potential for long-term rail investment on Geary. It is identified in existing SFMTA planning documents including the SFMTA Rail Capacity Strategy and the SFMTA Capital Plan. It will be considered in upcoming long-range planning and prioritization as a part of the Subway Vision and [Connect SF](#). Depending on the design for rail that moves forward, BRT could be an incremental or complementary investment offering more efficient and reliable bus service.

Regards, -Liz

Liz Brisson

Major Corridors Planning Manager

Liz.Brisson@sfmta.com

415.701.4791

www.sfmta.com



Find us on: [Facebook](#) [Twitter](#) [YouTube](#)

From: Peter Nasatir [<mailto:merko@att.net>]

Sent: Sunday, February 12, 2017 9:46 AM

To: Reiskin, Ed <Ed.Reiskin@sfmta.com>

Subject: Geary BRT

Dear Director Reskin,

I've lived along Geary, in one neighborhood or another, for 25 years, and I am greatly concerned about the plan to redesign Geary Blvd in the Richmond District for a BRT.

I have read the SFMTA proposal, as well as many of the comments pro and con, and I have serious reservations. Although I am in favor of a BRT along Van Ness Ave. where traffic density is critical, I question whether the hundreds of millions of dollars slated for the project along the Geary Corridor will achieve it's intended goals. Namely reduce traffic congestion along the Geary Corridor in the Richmond District.

As you know the busses have to switch the sides of the street they travel on, which seems to me will slow traffic down. Also there is a large community of seniors who live around Geary and Arguello Streets and I'm concerned that the noise and pollution (idling busses, horns honking, etc.) alone will seriously affect their quality of life. Let us not forget that Roosevelt Middle School is also on that corner, an intersection where hundreds of students traverse everyday.

I sold my car a long time ago so I am committed to reducing my carbon footprint, but I worry about the small businesses along Geary who have razor thin margins in which to keep their

businesses afloat. If you're concerned about keeping small businesses strong in the community, than I urge you to reconsider this well meaning, but seriously flawed plan.

I feel it's time we take a look at Sen. Scott Wieners proposal for extending rail transit to the hinter regions of the city, especially along Geary. Which I would like to remind you had a perfectly functioning light rail running for decades.

I know Geary is one of the most travelled thoroughfares in the United States, this BRT plan in it's current form will do more harm than good. I urge you to reconsider these impacts.

Sincerely,

Peter Nasatir



Fwd: [GearyBRT] 38R at Laguna

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---
From: "Henry Ostendorf" via GearyBRT"
Date: Sat Dec 31 2016 15:21:02 GMT+1100 (AEDT)
Subject: [GearyBRT] 38R at Laguna
To: GearyBRT@sfcta.org

Please don't eliminate this stop!



Request to take action at today's BOS and CTA meetings to postpone vote on Geary BRT Final EIR Scheduled for January 5

Chris Parkes <REDACTED>

Tue, Dec 13, 2016 at 8:21 AM

To: Board.of.Supervisors@sfgov.org, clerk@sfcta.org, John.Avalos@sfgov.org, London.Breed@sfgov.org, David.Campos@sfgov.org, Aaron.Peskin@sfgov.org, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org, Norman.Yee@sfgov.org, kanishka.karunaratne@sfgov.org, margaux.kelly@sfgov.org, jess.montejano@sfgov.org, conor.johnston@sfgov.org, camposstaff@sfgov.org

Dear Honorable Supervisors and County Transportation Authority (CTA) Directors,

At the Board of Supervisors and CTA December 13, 2016 meetings, I urge to you to take action to formally postpone the Geary BRT Final EIR decision for a minimum of 90 days.

There have been many lessons learned from the Van Ness BRT project process.

Many more lessons are being learned currently as the process continue to unfold. I believe Geary will benefit greatly if the city withholds making a decision on the Geary BRT until first being informed by the Van Ness BRT process. The city intends to begin closing lanes on Van Ness this week.

Has the city posted signs on all of the Geary trees that may be cut down from each of the EIR alternatives? If not, why not? It makes no sense to wait to post signs on the trees after their fate has been substantially determined by next month's EIR decision. Does the city want input from residents on this?

Please post signs on the Geary trees 60 days in advance of any decision on the EIR.

The EIR should require the city to document Geary project performance in meeting objectives, both positive and negative.

This should include, at a minimum, pre-project and post-project performance on:

- Transit commute time and reliability
- Car commute times
- Traffic related injuries and accidents
- Disabled and elderly transit ridership
- Multimodal traffic flow

"Vision Zero", adopted in 2014, is intended to eliminate traffic fatalities.

Recently released city statistics, however, indicate a record 38 traffic fatalities for the fiscal year ending in 2016. Compare this to 28 in 2015 and 34 in 2014.

<http://sfgov.org/scorecards/traffic-fatalities>

The latest Vision Zero documents state the city intends to reduce injuries by reducing vehicle flow speeds. Is this what city residents want? How slow is reasonable? This appears counter to most transportation projects which target increased flow to benefit residents.

Thank you for your consideration of my input.

Sincerely,

Chris Parkes

REDACTED, SF



Fwd: Re: Geary BRT Exciting Announcement + Meeting Dates!

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: Winston Parsons

Date: Sat Dec 31 2016 16:39:46 GMT+1100 (AEDT)

Subject: Re: Geary BRT Exciting Announcement + Meeting Dates!

To: Colin Dentel-Post

Cc: Cyndi Bakir , Asher Butnik , Joanna Fong , Paige Miller , Richard Hashimoto , Benjamin Home , William Newsom , Peter Gallotta , Keven Stull , Alex Post , paul chan , Jolsna John

Hey all,

Unfortunately I could only have made the Dec. 15th date; I'm currently out of the state until the 8th of January.

Nonetheless, I'd like to share my support for the project. We all know that the City deserves better transportation and safer streets. We all know that unless we do something, traffic will only continue to worsen.

While we could spend a lifetime debating each our constituents' different desires for the corridor, we've already waited over 10 years. What's more we have a plan in front of us that dramatically improves transit, walkability, and the condition of Geary (and by extension, SF) overall.

For those reasons (and many others), I hope you will join me in supporting the staff recommended alternative for BRT on Geary.

Also, if you haven't already please sign [this](#) petition to help get Geary going.

All the best, and have a happy New Year!

~Winston

Winston Parsons
REDACTED
REDACTED



Vote to Postpone Vote on Geary BRT Final EIR Scheduled for January 5

Patricia Pendergast <REDACTED>

Mon, Dec 12, 2016 at 2:07 PM To:

"London.Breed@sfgov.org" <London.Breed@sfgov.org>, "David.Campos@sfgov.org" <David.Campos@sfgov.org>, "Aaron.Peskin@sfgov.org" <Aaron.Peskin@sfgov.org>, "Malia.Cohen@sfgov.org" <Malia.Cohen@sfgov.org>, "Mark.Farrell@sfgov.org" <Mark.Farrell@sfgov.org>, "Jane.Kim@sfgov.org" <Jane.Kim@sfgov.org>, "Eric.L.Mar@sfgov.org" <Eric.L.Mar@sfgov.org>, "Katy.Tang@sfgov.org" <Katy.Tang@sfgov.org>, "Norman.Yee@sfgov.org" <Norman.Yee@sfgov.org>, "Board.of.Supervisors@sfgov.org" <Board.of.Supervisors@sfgov.org>, "clerk@sfcta.org" <clerk@sfcta.org>, "kanishka.karunaratne@sfgov.org" <kanishka.karunaratne@sfgov.org>, "margaux.kelly@sfgov.org" <margaux.kelly@sfgov.org>, "jess.montejano@sfgov.org" <jess.montejano@sfgov.org>, "conor.johnston@sfgov.org" <conor.johnston@sfgov.org>, "camposstaff@sfgov.org" <camposstaff@sfgov.org>, "John.Avalos@sfgov.org" <John.Avalos@sfgov.org>

Dear Supervisors/Board Members of the SF County Transportation Authority,

I strongly urge you as members of the Transportation Authority to vote at your December 13, 2016, meeting to postpone your consideration of the Geary BRT Final EIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

Although the Transportation Authority delayed almost three months until this past Friday, December 9, 2016, to make public the Final EIR for the Geary BRT, it scheduled the vote to certify the FEIR for January 5, 2017. This unreasonably leaves the public and your Board only 27 calendar days and only 17 working days to review and analyze a FEIR with many new portions and information, as well as 870 pages of comments. And during this time, many interested members of the public as well as Board members and staff will be traveling or otherwise engaged in holiday celebrations with family and friends for Christmas, Hanukkah, and the New Year.

During these 17 working days over the holidays, the Board must be able to review the FEIR and be able to say that the FEIR reflects its independent judgment. The December 9 package contains a proposed Statement of Overriding Considerations. Thus, in addition to 870 pages of comments and responses, the reviewing Board members and your staff as well as the public must evaluate the SFCTA's reasoning for overriding the significant impacts which this massive FEIR found could not be mitigated. In addition, the recommended alternative has modifications to the Draft EIR. Thus, in addition to the comments and responses and the reasoning for overriding the conclusions, the Board members and your staff as well as the public must understand a modified proposed alternative. And beyond the CEQA document and findings, City regulations require certain findings and assessments. Non-CEQA findings have not been publicized or reviewed. Again, how will the Board be able to review, digest and independently arrive at all these new findings in only 17 working days?

In short, this extremely abbreviated period over the holidays is not enough time for the Board to meaningfully review and understand this massive document and to honestly arrive at the conclusion that the FEIR reflects its independent professional opinion, as the Board is not allowed to just rubber stamp this document.

And there is no need to rush through the vote to certify the FEIR.

Although the draft EIR was published on September 15, 2015, it took nearly 15 months to prepare and issue the Final EIR on December 9, 2016. Release at the holidays with a certification vote 17 working days later is not fair to the public, who would like to celebrate the holidays and see family and friends, not "cram" for a January 5, 2017, hearing. This period of review is just too short for the public and the Board to adequately review the Final EIR.

In addition, new District One Supervisor Sandra Fewer will not be sworn in until after the January 5, 2017, SFCTA meeting, thus denying District One representatives the vote by their newly elected Supervisor/SFCTA Board Member on this critical District One issue.

At your December 13, 2016, meeting, please vote to postpone the vote on the Geary BRT FEIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

Sincerely,

Patricia M. Pendergast

REDACTED

Letter L-96.1

From: "REDACTED"

Date: Fri Apr 22 2016 08:39:10 GMT+0530 (IST)

Subject: [GearyBRT] Proposed Conversion of Geary/Laguna Bus Stop to Local Only

To: gearybrt@sfcta.org

To Mr. Colin Dentel-Post

As a resident of the neighborhood, a Senior Citizen and Registered voter,

I am writing to OPPOSE your proposal to convert the Laguna/Geary Bus Stop to LOCAL ONLY.

This proposal would be an extreme hardship for the thousands of Seniors and Disabled residents of the Cathedral Hill and surrounding blocks.

In fact, our stop serves the largest population of senior/disabled people of any stop in the city. In addition, the stop is situated on a very steep hill which is immensely difficult for all of us, and impossible for some to even attempt to climb or even traverse down.

Furthermore, this proposal would cause a considerable LOSS OF OUR OWN TRAVEL TIME and an INCREASE IN PAIN suffered having to get up and down boarding the buses twice each way if we were to be forced to take a Local to board a Rapid! Or take a Rapid & then wait to transfer to a Local,

When you add in safety concerns and general difficulties of rain, cold, wind, and fog on a huge older/handicapped population, I would think a Muni charged with providing rider service, would not deny it to its most vulnerable riders.

It seems your proposal to deny us the Rapid Service is based on saving a few seconds time for the system re: the end-to-end runtime of the Geary line. It also demonstrates a misguided, rigid approach of limiting Rapid stops to only the stops located on a crossing bus line.

Our Laguna/Geary bus stop deserves exemption from these proposed policies. I feel exemption can be well justified because of the acute terrain and greater population density of vulnerable Seniors & Disabled people served at this stop.

Please keep the Laguna/Geary Bus Stop a RAPID stop.

Thank you,

Lorraine Petty

REDACTED

S.F 94109

Letter L-96.2

Ms. Petty,

Thank you for the additional comments and clarification. I do want to emphasize that the BRT project will bring significant increases in service frequency to both the Local and Rapid services in the corridor compared to what they are today, and given what we have heard from the community, we are currently taking another look at service frequencies to make sure wait times are minimized and residents can access frequent service at Laguna.

Thanks again,

Colin

Colin Dentel-Post

Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
415.522.4836

On Sat, Apr 23, 2016 at 7:28 PM, REDACTED <REDACTED> wrote :
To: Colin Dentel-Post,
Sr. Transportation planner, SFCTA

Dear Mr. Dentel-Post,

There seems to be some misunderstanding on your part as to the meaning of what I previously wrote, AND the unanimous vote in favor of continuing RAPID service for the Geary/Laguna intersection at the recent Sequoias/Cathedral Hill neighborhood meeting.

All of the us in the room (over 100 riders) and the many petitioners not present, do not want LOCAL ONLY service. We want BOTH RAPID & LOCAL.

A. We are saying that the Geary BRT Plan to, in theory, provide regularity to the interval of arrival times of the LOCAL is NOT ADEQUATE.

There are simply not enough buses designated as LOCAL that EVER arrive at our stop, whether delayed by traffic or not.

We need more buses to pick up at our stop than the LOCAL service now provides. Current traffic delays are not the issue.

With RAPID buses stopping here as well, there ARE just barely enough TOTAL buses for adequate service. You made it plain

at the community meeting no increase in the number of LOCAL buses is forthcoming or can be guaranteed.

B. Our Geary/Laguna intersection serves Japantown center and neighborhood, one of the premiere cultural attractions in the city.

As such, our stop is a prime embarking and debarking point for people who live/work here plus worldwide visitors. The fast service of the RAPID works better

for them and for the city and for local businesses by making it easier for all to get here. Also, I note that the Geary BRT Plan seems to assume

that Fillmore is the only stop used by Japantown workers and visitors. Such is not the case. Our stop is equally utilized.

C. And yes, since presumably all MUNI riders are created equal, we also need and deserve speedy RAPID service to get to work, shopping and appointments.

Also note, for the thousands of elderly and handicapped individuals at this intersection, I include myself, a faster trip means reduced

pain and discomfort. To force us to negotiate a steep hill or endure a transfer to get to or from the Fillmore stop, would be a huge hardship.

Hope this helps you to understand why we need both Rapid & Local.

I hope that with additional consideration, you are able to continue our Geary/Laguna intersection as a RAPID stop.

Thank you,

Lorraine Petty

Ms. Petty,

Letter L-96.3

Thanks for sharing your concerns. We presented to the Geary CAC the input we heard from the Sequoias meeting, including the desire for a Rapid stop. The presentations we gave are posted on the Geary CAC website, www.gearybrt.org/cac. In the Outreach presentation slide #31, under "Community input now", it clearly states that the input we heard was that a Laguna Rapid stop is needed, as well as the statement we heard that bus frequency is the key issue.

Thanks again,

Colin

Colin Dentel-Post

Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

On Tue, May 3, 2016 at 4:53 PM, REDACTED<REDACTED> wrote:

To the Geary BRT Citizens Advisory Committee

It has come to our attention from those in attendance at the April 28 Citizens Advisory Committee meeting, that the position of Geary/Laguna neighbors at the recent community meeting held at the Sequoias has been misrepresented to the CAC by CTA planning staff.

A vote by show of hands was taken of the more than 100 neighbors present. They unanimously voted to KEEP Laguna/Geary a RAPID stop.

The staff of the Geary BRT project has insisted and continues to twist this vote 180 degrees, reporting to your Committee and others, instead, that this vote meant we would be happy with local only service if frequency increased

I WAS PRESENT at the Sequoias community meeting. I AM THE ONE WHO PROPOSED the show of hands and I POSED the question, "How many present here want to continue Rapid service at our stop?"

Every single hand in the room was raised.

To me, that vote is not subject to interpretation. It is crystal clear.

In addition, the neighborhood presented 2 sets of petitions and there was a 3rd which subsequently came from the Alamo Square Co-op Apartments--all 3 signed by almost 200 neighbors, requested that the CTA KEEP OUR STOP a RAPID.

I don't know how to make this any plainer : Our INPUT was totally FOR CONTINUING RAPID SERVICE.

I hope this clears up the matter and that members of the Geary BRT Citizens Advisory Committee hear our voices and make sure the community choice for RAPID service is written into the Plan.

Thank you

Lorraine Petty

From: Colin Dentel-Post
Date: Tue May 10 2016 00:34:34 GMT+0530 (IST)
Subject: Re: [GearyBRT] Geary / Laguna KEEP RAPID
To: "REDACTED"
Cc: GearyBRT

Letter L-96.4

Ms. Petty,

Thank you for sharing your further concerns. We understand that community members at the Sequoias meeting said they want Rapid service at Laguna and that the main concern is with the frequency of service at the stop if it were converted to local-only (rather than the speed of buses). We did not state otherwise at the CAC meeting - what appears on the slide is what I presented. Slides #32-35 explain why the staff recommendation is to retain the stop as local-only, but with the next step to clarify what frequency of service can be provided at Laguna with the project.

Thanks again,

Colin

Colin Dentel-Post
Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

On Sat, May 7, 2016 at 10:41 PM, REDACTED<REDACTED> wrote:

Thanks for your reference to the website in your previous email.

The website link does not report what you verbally said to the CAC on April 28.

Those who attended said you verbally cited our community as SUPPORTING LOCAL ONLY at Laguna/Geary.

This is INCORRECT.

The website includes only the "slides" or panels shown to the CAC, not what was spoken. Panel #31 DOES mention

the community wanting RAPID service at Laguna, but in such a small and de-emphasized manner, it's completely overwhelmed by the following

3 entire panel-pages devoted to "RETAIN as LOCAL STOP."

This then gives the impression that those "Retain" pages, by their sheer volume, offer greater validity than the wishes of thousands of Laguna riders and as such, must be the PREFERRED position of the planning staff.

LOCAL ONLY at Laguna/Geary.

So the effect created by the large imbalance in panel space greatly disturbs us.

As do the conflicting actions of referring to our true wishes for RAPID service in one small easily-overlooked panel corner,

while verbally reporting THE OPPOSITE to the Committee, inaccurately saying that the community would be happy with LOCAL ONLY.

What is the Committee and the CTA to make of this?

We at the Laguna intersection urge you to provide both with a more complete and consistently accurate picture of the community's preference and need for continuation of RAPID SERVICE at the Laguna/Geary intersection.

Thanks again,

Lorraine Petty

REDACTED

----- Original Message -----

From: Colin Dentel-Post <colin.dentel-post@sfcta.org>

To: "REDACTED" <REDACTED>

Cc: GearyBRT <gearybrt@sfcta.org>

Subject: Re: [GearyBRT] Geary / Laguna KEEP RAPID

Date: Wed, 4 May 2016 19:55:00 -0700



Fwd: [GearyBRT] Geary/Laguna RAPID STOP

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---
From: "REDACTED"
Date: Tue Jan 03 2017 13:35:35 GMT+1100 (AEDT)
Subject: [GearyBRT] Geary/Laguna RAPID STOP
To: gearybrt@sfcta.org
Cc: REDACTED

1/2/17 From: Lorraine Petty REDACTED resident, Western Park Apartments

To: Geary BRT Citizens Advisory Committee Members,

Re: Continuation of Laguna/Geary Rapid Stop

This letter is in 4 parts to urge you to keep Rapid Service at Laguna/Geary. Please give serious consideration to each section.

Part 1 Facts about this Bus Stop which make Rapid service necessary

Located on and around Cathedral Hill, one of the steepest hills in San Francisco, it serves thousands of residents and workers at more than a dozen huge multistory rental, co-op, and condo apartment complexes.

It serves the largest senior population of any bus stop in the city.

It serves thousands of national and world tourists and city / Bay Area residents who visit Japan Center, Japantown neighborhood, and related businesses.

It serves thousands of city, regional and world visa & other petitioners at the Chinese Consulate.

It serves regular worshipers plus national & world visitors to the largest cathedral in San Francisco.

Petitions of support with over 400 total signatures have been submitted from the Japantown Task Force, The Sequoias, Cathedral Hill Apartments, St. Francis Square Complex, Western Park Apartments low income seniors, Carillon Tower, Cleary Court complexes and many others.

Part 2 Omissions & Misrepresentations in the Final EIR

The hundreds who submitted signatures, plus many who wrote emails, letters, and comments in and outside of public meetings to continue this as a RAPID STOP have been omitted or belittled in the FINAL EIR report. Names of individuals are not listed, organizations are not listed, and content not published. They were all submitted while CTA staff were CONDUCTING PUBLIC MEETINGS THROUGH 2016.

Omissions include my own numerous emails requesting the Laguna stop remain RAPID. I personally know of at least 4 others whose names and written comments are missing.

All of these pleas to keep the RAPID at Laguna have been dismissed using one line in the FINAL REPORT as (only) , “Several comments objected to the consolidation of bus stops in the Laguna Street area.” And later, “members of the Japantown Taskforce and residents at the Sequoias senior living facility....submitted several hundred petition signatures against this change AFTER THE CLOSE OF THE PUBLIC COMMENT PERIOD ON THE Draft EIS/EIR.” (Nov. 2015, caps mine)

If CTA staff was not going to take into account these signatures or listen to Laguna riders, why did staff keep holding public comment meetings after that date, such as the one at The Sequoias in spring of 2016?

These omissions and dismissals are unfair, noninclusive , certainly poor outreach, and are evidence that CTA staff is arbitrarily selective as to which public input they take seriously and which they ignore.

Part 3 Other Outreach Deficiencies

Note that the scheduled CAC meeting December 8, 2016 was CANCELED WITHOUT NOTICE or even a message informing building front desk guards. So those of us who tried to attend were turned away.

All the MAILBOX UPDATES received by neighborhood residences mid-December this year and ALL THE SIGNS POSTED at the Bus Stops FAILED TO LIST THE JANUARY 4 CAC PUBLIC MEETING.

The December 9 release of the huge Final Geary Report came exactly at a time (the year’s long major holiday season) when the public could not devote full attention to reading, reflecting, and preparing responses.

Part 4 Analysis of the Reasons CTA staff use to deny continuation of Laguna RAPID service:

1. “We will put more Local buses in service”.

This was promised for Fall 2016 and has not materialized. Promises for the future may, or may not be trusted. And further note: service now is completely inadequate after 6pm and on weekends-- with no assurances offered to correct this.

2. “When the project is completed, the Local buses will be properly spaced out, so they won’t be overcrowded.”

This, we predict based on experience, will still result in Local buses reaching Laguna too full to pick us up...just at greater time intervals.

3. “You’re only 2 blocks from the Fillmore Rapid Stop and can easily walk.”

(Nevermind that hundreds of us are over 65 or handicapped.

Nevermind that we’re on an extremely steep hill, difficult to manage downward and impossible to climb on returning.

Nevermind a lot of us go to jobs and are just deserving of Rapid service, which is not-so- rapid when required to hike blocks. And it does seem ludicrous to tell us to take a Local to go two blocks to the RAPID at Fillmore (actually 3 blocks away).

Nevermind that RAPID service at this stop was fought for and won years ago at which time MUNI agreed it was certainly necessary for all the Factual reasons in Part 1.

3. “In order to fulfill the system speed requirements, we had to eliminate 2 existing RAPID Stops from the whole line and yours and Spruce have the lowest ridership.”

No count is given. But a maximum load point where most buses arrive too full to pick up riders can’t be accurately counted. People give up and take their car or a ride

service. The logic here, about eliminating a needed stop, is like saying a person doesn't use their pinky fingers as much as the others so let's increase the blood flow by cutting them off.

4. "About 49 seconds are lost on each Rapid trip for stopping at Laguna."

This ignores the fact that most buses on most trips have to spend this amount of time waiting for the red traffic light to turn green... and so we see them use the time to load passengers.

5." Taking a Rapid bus from Laguna, close to downtown, saves riders only 4 minutes getting to downtown, so a Local will do just as well."

In reality, inbound buses most often are so full THEY DON'T PICK US UP AT ALL. AND, this argument fails to take into account that the 38 line goes TWO WAYS. Laguna riders need speedy RAPID service to get to places all the way out the Avenues.

In conclusion, let's agree that riders deserve a Plan flexible enough to respond to different needs and locales. Such is not the case here, where end-to-end-speed goals are allowed to trump all other concerns. Please don't approve this project until these concerns are resolved. And moving forward, please instruct CTA staff in conducting productive and respectful Outreach.

PETITION TO BOARD OF SUPERVISORS PRESIDENT, LONDON BREED SFMTA/SFCTA

Since Cathedral Hill and Japantown have a large population of Senior residents, many of whom are both solely dependent on public transit and are mobility challenged, the undersigned hereby strongly urge you to reconsider and make the proposed Geary BRT project's Laguna St. stop a Rapid Stop.

Among the reasons for this request are: (1) mistakes made in boarding a Rapid bus (in areas where every stop is both a rapid and a local stop) instead of a local bus and then having to walk or cross the street to back track to a Laguna St. destination (with a steep street grade change in either direction), (2) extending the wait time as part of a trip to distant destinations and (3) the two long blocks (due to superblock planning in the 1960s) between the nearest other stops at Gough and Fillmore).

Senior residents are among the most mobility challenged, health challenged and vulnerable in the city's population. Even if ridership numbers seem low compared to other Rapid Stops, we urge you to consider the special needs of our Cathedral Hill/Japantown community.

April 19, 2016

Signed

Address or Zip Code

- 1. Tom Everett 94109
2. Andrew Kuo 94109
3. ... 94109
4. ... 94109
5. ... 94109
6. Matt Kaidin 94109
7. ... 94109
8. ... 10
9. ... ato
10. V Brim 94109
11. ... oroleva 9410

Post International 1388 Gough St 94109

**PETITION TO
BOARD OF SUPERVISORS PRESIDENT, LONDON BREED
SFMTA/SFCTA**

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Signed:

Address or Zip Code:

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Post International 1388 Gough Street 94109

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April 19, 2016

Signed:

Address or Zip Code:

- | | | |
|-----|-----------------------|-------------------------|
| 1. | <i>Suzanne Sestry</i> | <u>1388 Gough</u> 94109 |
| 2. | <i>George Baker</i> | 94109 |
| 3. | <i>Kevin Gony</i> | 94109 |
| 4. | <i>[Signature]</i> | 94109 |
| 5. | <i>[Signature]</i> | 94109 |
| 6. | <i>Benny</i> | 94109 |
| 7. | <i>[Signature]</i> | 94109 |
| 8. | <i>[Signature]</i> | 94109 |
| 9. | <i>[Signature]</i> | 94109 |
| 10. | <i>[Signature]</i> | 94109 |
| 11. | <i>[Signature]</i> | 94109 |

Post International
1388
Gough Street
94109

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April 19, 2016

Signed:

Address or Zip Code:

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|---------------------------|-----------------------------|
| 1. <u>Jim Anderson</u> | <u>1388 Gough St. 94109</u> |
| 2. <u>Sam Rodriguez</u> | <u>1388 Gough St. 94109</u> |
| 3. <u>John Jacobs</u> | <u>1388 Gough St, 94109</u> |
| 4. <u>Neil G...</u> | <u>1388 Gough St. 94109</u> |
| 5. <u>Edwin Chen</u> | <u>1388 Gough St 94109</u> |
| 6. <u>SARA TAN</u> | <u>1388 Gough St. 94109</u> |
| 7. <u>SIONE TULETE</u> | <u>1388 Gough St. 94109</u> |
| 8. <u>Satish Vaswani</u> | <u>1388 Gough St, 94109</u> |
| 9. <u>DEVRY NUTTER</u> | <u>1388 Gough St 94109</u> |
| 10. <u>Iman Mostafavi</u> | <u>1388 Gough St 94109</u> |
| 11. <u>Neeraj Mehta</u> | <u>1388 Gough St 94109</u> |

Post International / 1388 Gough Street 94109

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April 19, 2016

Signed:

- | Signed: | Address or Zip Code: |
|----------------------------|----------------------------|
| 1. <u>Miguel Rodriguez</u> | <u>94109</u> |
| 2. <u>Paul Ber</u> | <u>94109</u> |
| 3. <u>Emilie Inchausti</u> | <u>94109</u> |
| 4. <u>Michelle Drake</u> | <u>94109</u> |
| 5. <u>Julia Trott</u> | <u>94109</u> |
| 6. <u>Jeff Dorf</u> | <u>94109</u> |
| 7. <u>Uma Zahn</u> | <u>1388 Gough St 94109</u> |
| 8. <u>Uma Zahn</u> | <u>1388 Gough St 94109</u> |
| 9. _____ | _____ |
| 10. _____ | _____ |
| 11. _____ | _____ |

Post International
 1388
 Gough St
 94109

From: "R. Christoph Sandoval"
Date: Thu Dec 08 2016 19:24:55 GMT+1100 (AEDT)
Subject: RE: Team 38R Response to the Gough Meeting
To: Liz Brisson
Cc: Anna Sylvester , Colin Denel-Post , Melvin Starks , "Mr. Thomas Robert Simpson" , "Mr. Michael Pappas" , Wahid Amiri , Kate Elliott , Daniel Mackowski , Lulu Feliciano , Eric Young

Letter L-98

Dear Ms. Brisson,

I would like to re-visit my concerns regarding People with Disabilities, Aging Adults and People with Life Threatening Disease. As you know the Americans with Disabilities Act (ADA) prohibits discrimination on the basis of disability in employment, state and **local government, public accommodations**, commercial facilities, **transportation**, and telecommunications. Of specific parameters ADA clearly states "Public Transportation is offered by a state or local government and is covered by Title II of the ADA. Publicly funded transportation includes, but is not limited to, bus and passenger train (rail) service. Rail service includes subways (rapid rail), light rail, commuter rail, and Amtrak."

As a disabled, aging adult with a life threatening condition I have to say that I am still not satisfied with the fact that the proposed Bus Stop in Front of the Cathedral of Saint Mary of the Assumption and its parallel site across the street do not have 38R access. As I pointed out to you the San Francisco Tower, the Sequoias, Central Gardens and the neighboring Apartment Complexes house a significant number of People with Disabilities, Aging Adults and People with Life Threatening Disease. This means people who are physically and often times medically challenged must use a cane, a walker, a wheel chair and supportive help from bus drivers who must lower the bus on the curb to provide access to bus transportation to get to their residence or to their respective Congregations which are their spiritual homes.

I also want to underline and boldface that the Event Center of the Cathedral of Saint Mary of the Assumption is essentially a critical community center for the City and County of San Francisco and a venue for government, for profit and non profit organizations and interfaith institutions.

As you know the Silent Generations born 1945 and before are particularly mobility challenged. The massive number of Baby Boomers born from 1946 to 1964 is the huge segment of the population which is already presenting ambulatory and access challenges including myself as an example. We are then left with Generation X born 1965 to 1976, Millennials or Generation Y born 1977 to 1995, and Generation Z or Centennials born 1996 and later. Members of the last three generations are Americans who embrace healthier eating options, access gymnasiums and exercise as part of their daily lives and are often lead disease free lives. These younger people do NOT mind walking up a hill....or walking an additional two to three blocks to access a bus. In fact I would argue they welcome it as part of their routines of staying fit.

We need rethink our urban planning using an intergenerational lens that recognizes the qualitative differences in our diverse communities among the different generations. An individual with a disability is defined by the ADA as a person who has a physical or mental impairment that substantially limits one or more major life activities, a person who has a history or record of such an impairment, or a person who is perceived by others as having such an impairment.

There are two basic parts to having a disability:

You must actually have what is considered to be a physical or mental impairment; and
The impairment must substantially limit one or more of your major life activities. This would include walking, accessing and utilizing public transportation and having safely lit bus stops.

Physical or mental impairments

In order to have a disability under the ADA , you must have a physical or mental impairment. Not everything that restricts your activities qualifies as an impairment. However, under the ADA, the definition of disability now must be understood in favor of broad coverage to the maximum extent allowed.

A physical impairment is any medical disorder, condition, disfigurement or loss affecting one of the body systems, such as neurological, musculoskeletal, special sense organs, respiratory (including speech organs), cardiovascular, reproductive, digestive, genitourinary, immune, circulatory, hemic, lymphatic, skin, and endocrine.

A mental impairment is any mental or psychological disorder, such as intellectual disability, formerly mental retardation, organic brain syndrome, emotional or mental illness, and specific learning disabilities. Older Americans are facing different types of dementia among our aging population. These include:

Alzheimer's disease.

Vascular dementia.

Dementia with Lewy bodies (DLB)

Mixed dementia.

Parkinson's disease.

Frontotemporal dementia.
Creutzfeldt-Jakob disease.
Normal pressure hydrocephalus.

•
It is not possible to include a list of all the specific conditions that would constitute physical or mental impairments, but some examples may be useful.

Examples of conditions that are impairments:

AIDS, and its symptoms
Alcoholism
Asthma
Blindness or other visual impairments
Cancer
Cerebral palsy
Depression
Diabetes
Epilepsy
Hearing or speech impairments
Heart Disease
Migraine Headaches
Multiple sclerosis
Muscular dystrophy
Orthopedic impairments
Paralysis
Complications from Pregnancy
Thyroid gland disorders
Tuberculosis
Loss of body parts (among many of our Veterans in particular)

At the Cathedral of Saint Mary of the Assumption many of our parishioners are People with Disabilities, Aging Adults and People with Life Threatening Disease. I would dare say that the other congregations on the hill are similar. I would ask you to consider to have both the 38 and the 38R make a stop at Gough and Geary in both directions. Aside from the legislation it makes much more sense to operate from a moral imperative that serves the common good. We are at a crossroads....and must look both ways before we walk across the street to the other side of this issue. I pray you agree.

Blessings,

Rev. Mr. R. Christoph Sandoval, Deacon

"A true friend knows your weaknesses but shows you your strengths; feels your fears but fortifies your faith; sees your anxieties but frees your spirit; recognizes your disabilities but emphasizes your possibilities - William Arthur Ward"

DEACON R. CHRISTOPH SANDOVAL

Cathedral of Saint Mary of the Assumption
1111 Gough Street
San Francisco, CA 94109

<http://www.stmarycathedralsf.org/>

Email: **REDACTED**

REDACTED

CONFIDENTIALITY NOTICE:

The contents of this email message and any attachments are intended solely for the addressee(s) and may contain confidential and/or privileged information and may be legally protected from disclosure. If you are not the intended recipient of this message or their agent, or if this message has been addressed to you in error, please immediately alert the sender by reply email and then delete this message and any attachments. If you are not the intended recipient, you are hereby notified that any use, dissemination, copying, or storage of this message or its attachments is strictly prohibited.

----- Original Message -----

From: Liz Brisson <Liz.Brisson@sfmta.com>

To: Anna Sylvester <**REDACTED**>, Colin Denel-Post <colin.dentel-post@sfcta.org>

Cc: Deacon Christoff Sandoval <REDACTED>, Melvin Starks <REDACTED>, Mr. Thomas Robert Simpson <REDACTED>, Mr. Michael Pappas <REDACTED>, Wahid Amiri <Wahid.Amiri@sfmta.com>, Kate Elliott <Kate.Elliott@sfmta.com>, Daniel Mackowski <Daniel.Mackowski@sfmta.com>, Lulu Feliciano <Lulu.Feliciano@sfmta.com>, Eric Young <eric.young@sfcta.org>

Sent: Thu, 08 Dec 2016 01:08:49 -0000 (UTC)

Subject: RE: Team 38R Response to the Gough Meeting

Thank you Anna and team! I will review this with my team and be back in touch on next steps. I'm envisioning a meeting at St. Mary's to discuss the stop re-location plus your areas of ongoing concern sometime in late January. We'll reach out to schedule sometime in early January.

In the meantime, we're gearing up for certification of our environmental document. If you didn't yet receive an email from SFCTA announcing our schedule, you can opt in by visiting www.sfcta.org/geary or text YES to [628-600-1675](tel:628-600-1675) to receive text updates. In the meantime, the latest news is:

-On December 9, 2016, the Final Environmental Impact Report can be accessed on this page (<http://www.sfcta.org/geary-corridor-bus-rapid-transit-draft-eis-eir>). Printed copies will also be available at public libraries (Anza, Richmond, Western Addition and Main branches) for review, and electronic copies on compact disc will be available at the front desk of the San Francisco County Transportation Authority, 1455 Market Street, 22nd floor.

-The next meeting of the Geary BRT Citizens Advisory Committee is scheduled for Wednesday, January 4, 2017, at 6:00 PM. See the Geary CAC webpage for more info (<http://www.sfcta.org/geary-corridor-bus-rapid-transit-citizens-advisory-committee>).

-The San Francisco County Transportation Authority Board (comprised of the San Francisco Board of Supervisors) will hold a Jan. 5, 2017 hearing on whether to approve the Final Environmental Impact Report and select a preferred design alternative for Geary BRT. The hearing time will be posted on at www.sfcta.org/geary as soon as it is available.

Liz Brisson

Major Corridors Planning Manager

Liz.Brisson@sfmta.com

[415.701.4791](tel:415.701.4791)

www.sfmta.com

Find us on: Facebook Twitter YouTube

-----Original Message-----

From: Anna Sylvester [mailto:REDACTED]

Sent: Wednesday, December 07, 2016 12:43 PM

To: Brisson, Liz <Liz.Brisson@sfmta.com>; Colin Denel-Post <colin.dentel-post@sfcta.org>

Cc: Deacon Christoff Sandoval <REDACTED>; Melvin Starks <REDACTED>; Mr. Thomas Robert Simpson <REDACTED>; Mr. Michael Pappas <REDACTED>

Subject: Team 38R Response to the Gough Meeting

Dear Liz and Colin,

Thank you for holding the meeting to discuss our concerns about safety, access for all, and neighborhood concerns.

Your report accurately recorded our meeting—thank you for that.

The Staff Feedback and Recommendations at the end—we are happy about—and we've listed two issues that we remain concerned about.

We are happy that:

1. The 38 (inbound stop) at Geary/Gough will be relocated to in front of St. Mary's Cathedral.

This makes it easier for the Congregations of all three Cathedral Hill churches to come to services.

This will better accommodate the many tourists who visit the three churches as well as community meetings, conventions, etc.

The bubble design of the cross walks on Geary and Gough are good and safe.

2. The 38 (outbound stop) at Geary/Gough remains in front of 1300 Gough Apartments across from St. Mary's.

3. The 38R (outbound stop) will be relocated west of Van Ness between Van Ness and Franklin.

This saves crossing Van Ness to get to an outbound 38R.

Areas of concern that remain and we would like to continue the conversation about:

1. Crossing at Franklin and Geary

Remains treacherous in all directions.

Tommy's Joynt open basement access—Sidewalk is closed on other side of street for now.

The double left turn off Franklin to Geary —Drivers zoom through.

2. Crossing at Franklin and O'Farrell

Remains treacherous in all directions.

Right turn from Franklin to O'Farrell —Drivers zoom through.

Left turn from O'Farrell to Franklin —Drivers zoom through.

Coming sidewalk closures at St. Mark's and Kron TV construction projects—Increase dangerous crossings.

We appreciate all the intelligent work and planning that 38 BRT Project Team has done to make the Geary Corridor—faster and safer.

Best to you & Happy Holidays,

Anna Sylvester
on behalf of the Team 38R attendees



**PLEASE ACT TO HALT TREE CUTTING ON VAN NESS, CUTTING OF SF FORESTS,
AND EXTEND REVIEW OF GEARY FEIR**

Diana Scott <REDACTED>

Mon, Dec 12, 2016 at 6:50 PM Reply-To:

Diana Scott <REDACTED>

To: "John.Avalos@sfgov.org" <John.Avalos@sfgov.org>, "Jane.Kim@sfgov.org" <Jane.Kim@sfgov.org>, "clerk@sfcta.org" <clerk@sfcta.org>, "margaux.kelly@sfgov.org" <margaux.kelly@sfgov.org>, "jess.montejano@sfgov.org" <jess.montejano@sfgov.org>, "Breed London (BOS)" <london.breed@sfgov.org>, "David. Campos" <david.campos@sfgov.org>, Aaron Peskin <aaron.peskin@sfgov.org>, Malia Cohen <malia.cohen@sfgov.org>, Mark Farrell <mark.farrell@sfgov.org>, Eric Mar <eric.l.mar@sfgov.org>, Katy Tang <katy.tang@sfgov.org>, Norman Yee <norman.yee@sfgov.org>, Board of Supervisors <board.of.supervisors@sfgov.org>, "Karunaratne Kanishka (BOS)" <kanishka.karunaratne@sfgov.org>, "Conor Johnston (Breed)" <conor.johnston@sfgov.org>, David Campos <sheila.chung.hagen@sfgov.org>

"The tree which moves some to tears of joy is in the eyes of others only a green thing that stands in the way."

– William Blake, *The Letters*, 1799

See: <https://sfforest.org/2016/12/07/van-ness-trees-on-death-row-chris-parkes/>

Dear SF Board of Supervisors members, and SF County Transit Authority Board Members:

I am writing to you about three related issues that concern me, and request your urgent interventions and your written responses explaining your positions on these.

They are:

- 1) Plans to commence tree-cutting this Wednesday in conjunction with the Van Ness BRT project;
- 2) Plans which the SF Planning Dept. and Rec & Parks Dept. is poised to approve this week, to cut over 18,000 "non-native" trees as part of an outdated, outmoded Natural Areas Plan;
- 3) The intention of the SFMTA Board to meet and presumably approve the FEIR for SFMTA's Geary Ave. BRT on January 3rd, after only making this plan public on December 9th.

The impact of these three items both affects me personally, and San Francisco residents at large, as does their larger impact on global warming.

Please note that while there is a BOS Land Use and Transportation Committee that meets on issues like the ones I'm addressing here, there is no Urban Environmental and Air Quality Committee to assess the impact on city residents – especially children, seniors, and those with disabilities or compromised respiratory systems like myself – of construction/destruction projects like these three, taken individually or together, cumulatively. What is good for generating land use revenues, or even speeding transit itself, may be pernicious for city inhabitants, both humans and other living organisms.

Another general, but important consideration never is adequately assessed in the project approval process by the SFMTA and other city/regional agencies, as plans proposed by these agency gain their Boards' approvals, obtain input from selected groups of "stakeholders," and make it through BOS committees and full Board hearings, is that individual projects don't simply impact the areas on which they're imposed – for longer or shorter periods of implementation.

Projects that release carbon release, cause congestion which increases air pollution, and result in air quality and environmental deterioration are NOT tied to limited project areas; air and pollution migrate and are cumulative – affecting people who live in all city neighborhoods, the region, and areas beyond.

So, I'm asking you to consider these important omissions from your process for approving projects and do the right thing: rethink and revise some projects, slow down the timeline for review and approval of others, and/or reverse other plans which have been a long time in the making but now are known to be injurious. PLEASE CONSIDER MORE SENSIBLE ALTERNATIVES.

Starting in reverse order:

Item 3. I object to the compressed timeline from the belated release of the Geary BRT FEIR Dec. 9th (after a 15 month hiatus) to the scheduled vote on whether or not to approve it Jan. 3rd.

Review of over 800 pages of the FEIR is simply not feasible, by SFMTA members nor actively engaged city residents, like myself, in what amounts to 17 work days during end-year holidays. **Please revise this timeline for voting whether or not to approve the FEIR in the interest of common sense, fairness, and environmental justice.**

This short window appears like "railroading" - whether or not this is the intent. Since construction will take years, and the changes will be long term ultimately affecting hundreds of thousands of city residents and visitors, as well as merchants - this time frame is NOT acceptable if the outcome is to be fair, efficient/beneficial, and economical.

[NOTE: The Geary FEIR is NOT available in ALL city library branches, as would be fair and sensible, given that residents of all neighborhood USE MUNI transit services and drive along Geary, to get to destinations between their homes and other parts of the city. Many of us cannot read extensive downloads for extended periods of time, and hard copies are needed in all city libraries, given different library hours in different parts of the city.

The SFMTA spends thousands of dollars on public information events and outreach postcards; branch copies of FEIR's should take priority for actual public information/education.]

Item 2. The NAP plan to eliminate over mature 18,000 "non-native" trees, and replant others.

While the idea in the '80s and '90s that "non-native" trees were less desirable, even dangerous to the city, more recent scientific evidence suggests the opposite: that eucalyptus trees actually benefit the urban environment; that leaves of mature non-native stands absorb more carbon than do massive replanting of young trees; that the herbicide used to root out their remains ends up as toxic run-off and on vegetation, affecting human and wild life; and that destruction of these persecuted non-indigenous trees release a great deal of carbon into the atmosphere when cut.

In short, this plan, which has gained momentum over a few decades is outmoded and should be seriously revised or abandoned, since its fundamental assumptions are highly questionable. In addition, budgetary constraints on re-planting make forest destruction at this time extremely unwise. Although this is not before you immediately, I urge you proactively revise/reverse it.

Item 1. I have written to many of you as SF BOS members a number of times previously (and to the SFMTA BOARD), and testified about my objections to various aspects of the Van Ness BRT plan, including but not limited to the massive destruction of trees on Van Ness/Highway 101 (both the median trees, for which cutting my begin this Wednesday, and planned later cutting of sidewalk trees).

I am writing to you now primarily in your dual capacity as SFCTA members, and urge you to reconsider this action, and the hardships it will impose – not only because of disrupting/rerouting traffic for a minimum of three years, but because loss of trees and intensified traffic pollution during this time will impact MY OWN ABILITY TO BREATHE, even though I live in the Outer Sunset! I have asthma and related lung issues, go to medical appointments along Van Ness, events at the Civic Center and City Hall, and at times walk the Avenue, all of which will become less endurable. Currently, elimination of bus stops on Van Ness makes it more difficult for me to navigate the city.

Moving buses from curbside and constructing platforms at the Van Ness median will make it harder for me to make a connection from the L-Taraval exit at Market/Van Ness to Geary buses, by both endangering me as a pedestrian having to cross lanes of traffic, and increasing the level of stress (think constricted breathing) gaining access the elevated platform at one end.

While this project is "set to go" and was a "done deal," it is said, before most of the public had an inkling of what it entailed, I urge you in your capacity as decision makers wearing several hats to do the right thing: intervene and ameliorate a poorly designed, unpopular, and expensive project, before the mature, healthy trees along Van Ness are felled, beginning this week. Redesign could make it much better, virtually as fast, and increase ridership.

I hope you will similarly take wise action regarding the Geary FEIR timeline, and the NAP tree-cutting plan being considered Dec. 15 by Planning Dept. and Rec & Parks.

Sincerely,

Diana Scott

San Francisco, CA 94116

Attached: Excerpt from BOA brief filed for June 22 hearing re Van Ness tree removal (by Deanne Delbridge)



Excerpt from BOA brief opposing Van Ness tree-cutting 6-22-16.docx

20K

President Darryl Honda
San Francisco Board of Appeals
1650 Mission Street, Room 304
San Francisco, CA 94103

RE: Appeal No. 16-057: Delbridge vs. DPW-BUF, for hearing June 22, 2016

President Honda and Members of the Board:

We disagree with the Department of Public Works (DPW) Order No. 184745, issued March 28, 2016, approving removal of 86 mature, mostly healthy trees of diverse species in the Van Ness Ave. median along with four (4) sidewalk trees, and their replacement (“mitigation”) with a more numerous new, uniform species. We urge you to overturn this decision which the Department states is necessary for the SFMTA’s Van Ness Bus Rapid Transit (BRT) project to proceed. We maintain that so-called “mitigation” will not, for decades, if ever, justify or compensate for the impact of this tree loss on those who live, work, ride, and have businesses along the Van Ness corridor, and will irrevocably harm and visually degrade the surrounding neighborhood and the environment. We will document our case in the following paragraphs and attached exhibits. In Summary, we want you to consider key and substantive points that link tree removal to less street safety, congested traffic flow, and degraded air quality under current BRT design and tree removal order, and to consider a better alternative.

1. The DPW order is about tree cutting, followed by inadequate mitigation, **not** about tree planting; removal of the trees represents a significant reduction in mature trees on one of the City's most important thoroughfares and replacement with saplings that will take a generation to mature and even then will pale in comparison to the majesty of the existing healthy trees.

Tree Removal

We are appealing DPW Order No. 184735, which the BOA has referred to in its suspension notice as Tree Planting Permit No. 777917, but needs to be called what it really is: a Tree Removal Permit. This DPW order would permit the removal of 86 median trees and four (4) sidewalk trees; the Addendum to the VN BRT FEIR authorizing this cutting also states that DPW will soon issue a second permit for removal and replanting of 97 more sidewalk trees.

San Francisco already has an extremely small tree canopy -- only 13.7% -- one of the smallest of any major U.S. city, according to the 2014 SF Urban Forrester Plan, more than 10% less than the 25% considered desirable for a Western city.¹ By contrast, Chicago currently has roughly a 17% tree cover; Los Angeles, a 21% cover; Seattle, 23%; NYC, 24%; and Portland, 30%, according to the SF Planning Department report.

Mature trees are extremely beneficial to a healthy environment. They provide oxygen, reduce pollution and noise, and sequester carbon dioxide --- thus fighting climate change and storing heat from the sun while providing cool shade. They provide a crucially stable habitat for birds, bees, and butterflies and greatly improve the quality of life for urban dwellers.

America's large rural forests play a major role in capturing and storing carbon emissions. To provide a sense of scale, our forests in the U.S. now sequester almost 15% of our annual carbon emissions. That is roughly equivalent to half the projected emissions reductions from

¹ City of San Francisco Planning Department, Urban Forest Plan at: <http://sf-planning.org/urban-forest-plan>

the EPA's Clean Power Plan, when it hits full stride in 2030.² That urban forests provide 8% of the nation's total carbon emissions capture is an underreported fact.³

Trees are a "climate solution" for cities, because they help greatly lower carbon emissions, AND help stabilize urban temperatures, combatting what is known as the "Urban Heat Island Effect": pavement and other built materials absorb heat during the day and re-radiate it at night, creating an oven-like effect. Heat islands can raise local temperatures as much as five degrees Fahrenheit during the day and as much as 22 degrees at night, but trees act as heat-absorbing, water-retaining buffers, according to The Trust for Public Land (Trees: Helping Cities Solve Climate Change)⁴.

Heat islands create extra need for cooling on hot days, when air conditioning is running full tilt. An analysis from the University of California at Berkeley estimated that 5-10% of peak electricity demand in cities for air conditioning is due to urban heat islands. The most effective natural solution to reduce this demand is a leafy tree canopy.

Tree canopy and other urban greenery have also been shown to have profound benefits for health, mental health, student achievement, and quality of life. Trees calm us down according to a recent study that found that an additional ten trees on a given block corresponded to a small increase in how healthy nearby residents felt.⁵

² USEPA <https://cleanpowerplanmaps.epa.gov/CleanPowerPlan/>

³ HUFF POST GREEN – "Trees: Helping Cities Solve Climate Change at: http://www.huffingtonpost.com/jad-daley/trees-helping-cities-solve-climate-change_b_8923414.html

⁴ HUFF POST GREEN – "Trees: Helping Cities Solve Climate Change at: http://www.huffingtonpost.com/jad-daley/trees-helping-cities-solve-climate-change_b_8923414.html

⁵ "How Trees Calm Us Down," by Alex Hutchinson, New Yorker July 23, 2015 at: <http://www.newyorker.com/tech/elements/what-is-a-tree-worth>.

In Toronto, researchers recently found that people living on tree-lined streets reported health benefits equivalent to being seven years younger or receiving a \$10,000 salary rise. Other studies reveal benefits from improved mental health to reduced asthma.⁶ U.S. scientists have even identified a correlation between an increase in tree-canopy and fewer low-birthweight babies.

Moreover, economic studies show that leafy streets sell houses. Street trees in Portland, Oregon, yielded an increase in house prices of \$1.35 billion, potentially increasing annual property tax revenues by \$15.3 million.⁷

The SFMTA has plans to replace the majestic, tall and mature trees now on the Van Ness median with lemon-scented gum trees, which will take a minimum of ten (10) years after project completion (3-5 years) to come close to the height of the current trees to be cut, according to a DPW arborist at the tree hearing last August. Replacement lemon scented gum trees are tall, may grow to from 35' – 45' (some 60'90'), chosen largely to clear new light poles and bus wires; they have a strong lemon-citronella smell. Existing median trees are diverse: red flowering gum and silver gum, Brisbane box, flowering cherry, plum, cork oak, and red ironbark. Heights range from under 13' to over 23'; trunks range from 1-2" to 2-6" to 10-16" to 19-36"[NOTE – 2012 tree survey] Exhibit 1 (left) shows current median trees and a mature lemon-

⁶ USDA Forest Service Northern Station news release July 25, 2014 at: <http://www.nrs.fs.fed.us/news/release/trees-save-lives-reduce-air-pollution>; "Tree and Forest Effects on Air Quality and Human Health in the United States," at: <http://www.nrs.fs.fed.us/pubs/46102>

⁷ Urban Forestry/Urban Greening Research, "Green Cities: Good Health – Economics" at http://depts.washington.edu/hhwb/Thm_Economics.html

scented gum tree (right), the latter a poor replacement visually and as a heat buffer, with large spaces between branches and lacking a full canopy even when mature.

Though drought tolerant, these newly planted eucalyptus saplings (considered a fire threat in other parts of the city) don't tolerate drought until their root system gets established, which takes more frequent watering and care than required by mature trees with well-developed root systems. A two-to four inch diameter tree requires 3000-4000 gallons of water over the first four years to help establish its roots.⁸ That means that by removing and replanting 100 trees, the city stands to use 400,000 more gallons of water (during a drought cycle) than if the established median trees stay in place the designated bus lanes remain curbside.]⁹

Moreover, cutting and mulching trees releases carbon, sequestered in the trunk, branches, roots, and soil, and replanting a single species can be dangerous: a disease affects one tree, make all vulnerable, with high replacement cost. Funds can better be used elsewhere.

Finally, "mitigation" trees will never provide a strong canopy to absorb the additional carbon dioxide emissions that will result from slowing traffic to a sluggish pace in keeping with SFMTA current plan to reduce Van Ness (a major artery, Highway 101) from the current six (6) lanes to only four (4). (Traffic flow on the corridor was analyzed by modeling **after** the current alternative was chosen.) Heavy and congestion on Van Ness now, with six lanes available to **all** vehicles, spills over to parallel routes to the Golden Gate Bridge (Franklin, Gough, Polk) and will spread further. Median "consolidated" bus-lane service, with stops eliminated, has undesirable

⁸ CSU Extension CMG Garden Notes #635 at: <http://www.ext.colostate.edu/mg/Gardennotes/635.html>

tree impacts, approved by the SFMTA and FTA, that include decreased soil water retention, increased need for watering, more run-off into sewers, and worse air and heat ambiance for transit users, drivers, local residents, and walkers including seniors and those with disabilities.

It is critical that the Board of Supervisors, the Mayor, and SFMTA take the opportunity NOW to seriously reconsider this exorbitantly expensive median Van Ness BRT plan, before sacrificing – in two DPW installments -- almost 200 mature, mostly healthy, diverse trees that humanize, beautify, and clean the air along this major thoroughfare. We urge you, members of the Appeals board, to overturn the DPW's tree-cutting order so that elected leaders can consider "course adjustment" and scale back this project, saving median trees by keeping bus lanes curbside.

You may recall that many San Franciscans spoke out against tree cutting on Van Ness at a DPW hearing last August, just after trees were posted for removal. Twenty-three of 30 people who commented during and after this hearing, which was attended by at least five MTA and DPW staffers, opposed the DPW plan. Since then, close to 650 of the small minority who even know about planned tree cutting have signed a petition urging revisiting the curbside option. (An MTA survey confirms low public awareness.) Here are some of their comments:

"I do not believe that the minimal time savings of the Van Ness BRT project is worth the cost to the City, in terms of dollars, the loss of mature trees, the loss of parking, and the enormous traffic problems that will ensue."

"Our San Francisco trees bring nature to the city and purify our air. They also provide a place for birds and bees. With such a mass population growth, we need to focus on green living and environmental protection."

"The quality of city life doesn't lie in enhanced traffic lights and designated bus lanes, but in beautiful, mature trees that provide serenity and calm on traffic-choked avenues. If \$250 million

is on hand for the city to spend, then spend it on the sad state of the urban human condition, affordable housing, panhandling and homelessness.”

“We need trees and eliminating bus stops is detrimental to senior’s and the disabled’s transportation.”

“I think this issue needs to be seriously reconsidered. These trees serve a critical environmental service by absorbing carbon dioxide, providing habitat for various creatures and providing shade, which is necessary in an age of global warming. Replacement trees need a lot more water than mature trees. Many won’t survive, and the amount of carbon dioxide they can absorb will be very limited for many years. Please revisit this issue.”

“I think this BRT is not well thought out and will adversely affect the residents and merchants of the Van Ness corridor, as well as those who use 101 as a main thoroughfare.”



Letter L-100

Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] RE: 38 Geary stop at Laguna Street modified to serve only local buses

nata_lia_antoli <SedakovaN@outlook.com>
To: "GearyBRT@sfcta.org" <GearyBRT@sfcta.org>

Thu, Jan 5, 2017 at 10:36 PM

Please keep the 38R at Laguna & Geary because the 38 Local is as slow as molasses and totally unpredictable/irregular service with lots of delays! There is a very large population of seniors who live around Japantown - several senior retirement communities, and it will cause lots of hardship for seniors if 38R service is pulled from Laguna Stop. Are you trying to improve the MUNI service or make it worse???

Natalia Sedakova

Resident of Japantown Neighborhood

Sent from [Outlook](#)

NOV 14 2016

Letter L-101.1

DATE: November 9, 2016

TO: Mr. Colin Dental-Post, Senior Transportation Planner
San Francisco Municipal Transportation Authority
1455 Market Street, 22nd Floor, San Francisco, CA 94103

FROM: Marsha Seeley, [REDACTED] San Francisco, CA 94109

RE: Geary Corridor Bus Rapid Transit: 38R Laguna Street Bus Stops

I very sincerely urge the SFMTA to retain both the eastbound and westbound Laguna Street stops for the 38R bus line.

The immediate area around these stops has numerous senior residences and facilities. Seniors utilize these bus stops all day to travel downtown, to Kaiser facilities, and to various other destinations. This population is unable to walk blocks uphill to Van Ness or downhill to Fillmore to catch a 38R. It's too strenuous and too far for these seniors to get to the other 38R stops.

Please research the number of senior residences and their significant populations within 2 blocks of these stops. This population depends on easily accessible transportation and removing the Laguna 38R stops cripples their mobility.

Thank you for consideration of this request.

Cc: SFMTA



Vote to Postpone Vote on Geary BRT Final EIR Scheduled for January 5

Frannysf <REDACTED>

Tue, Dec 13, 2016 at 4:57 PM

To: Board.of.Supervisors@sfgov.org, clerk@sfcta.org, John.Avalos@sfgov.org, London.Breed@sfgov.org, David.Campos@sfgov.org, Aaron.Peskin@sfgov.org, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org, Norman.Yee@sfgov.org, kanishka.karunaratne@sfgov.org, margaux.kelly@sfgov.org, jess.montejano@sfgov.org, conor.johnston@sfgov.org, camposstaff@sfgov.org

Dear Supervisors/Board Members of the SF County Transportation Authority,

I have written several letters and emails protesting any change in the 38R Geary stop at Laguna/Geary. Please retain these stops where they currently exist.

I strongly urge you as members of the Transportation Authority to vote at your December 13, 2016, meeting to postpone your consideration of the Geary BRT Final EIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

Although the Transportation Authority delayed almost three months until this past Friday, December 9, 2016, to make public the Final EIR for the Geary BRT, it scheduled the vote to certify the FEIR for January 5, 2017. This unreasonably leaves the public and your Board only 27 calendar days and only 17 working days to review and analyze a FEIR with many new portions and information, as well as 870 pages of comments. And during this time, many interested members of the public well as Board members and staff will be traveling or otherwise engaged in holiday celebrations with family and friends for Christmas, Hanukkah, and the New Year.

During these 17 working days over the holidays, the Board must be able to review the FEIR and be able to say that the FEIR reflects its independent judgment. The December 9 package contains a proposed Statement of Overriding Considerations. Thus, in addition to 870 pages of comments and responses, the reviewing Board members and your staff as well as the public must evaluate the SFCTA's reasoning for overriding the significant impacts which this massive FEIR found could not be mitigated. In addition, the recommended alternative has modifications to the Draft EIR. Thus, in addition to the comments and responses and the reasoning for overriding the conclusions, the Board members and your staff as well as the public must understand a modified proposed alternative. And beyond the CEQA document and findings, City regulations require certain findings and assessments. Non-CEQA findings have not been publicized or reviewed. Again, how will the Board be able to review, digest and independently arrive at all these new findings in only 17 working days?

In short, this extremely abbreviated period over the holidays is not enough time for the Board to meaningfully review and understand this massive document and to honestly arrive at the conclusion that the FEIR reflects its independent professional opinion, as the Board is not allowed to just rubber stamp this document.

And there is no need to rush through the vote to certify the FEIR.

Although the draft EIR was published on September 15, 2015, it took nearly 15 months to prepare and issue the Final EIR on December 9, 2016. Release at the holidays with a certification vote 17 working days later is not fair to the public, who would like to celebrate the holidays and see family and friends, not "cram" for a January 5, 2017, hearing. This period of review is just too short for the public and the Board to adequately review the Final EIR.

In addition, new District One Supervisor Sandra Fewer will not be sworn in until after the January 5, 2017, SFCTA meeting, thus denying District One representatives the vote by their newly elected Supervisor/SFCTA Board Member on this critical District One issue.

At your December 13, 2016, meeting, please vote to postpone the vote on the Geary BRT FEIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

Sincerely

Marsha Seeley
San Francisco, CA



7 Oct 2016

San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Re: Geary BRT EIS/EIR

Dear Commissioners and staff:

In November 2015 we wrote to offer comments on the proposed Geary BRT project and its environmental documents. While our concerns about the project haven't changed, we are writing to offer revised recommendations

As we stated in our earlier letter, the San Francisco Transit Riders remain strong supporters of a vibrant BRT service in the Geary Corridor and are glad to see an environmental document recommended for certification, so that long overdue upgrades to Geary transit can begin to be put in place.

At the same time, we also remain less than enthusiastic about the staff recommended alternative as presented. We continue to feel that "Phase 1" is a viable short-term strategy, but that, in its present form, "Phase 2" lacks sufficient vision for a long-term Geary strategy, and presents an alternative with excessive compromises and too little in the form of high quality, reserved center-lane BRT. And if and when built, the staff-recommended "Phase 2" alternative still offers only 45-minute trip times.

Those assessments of the project haven't changed. However, particularly after meeting with staff, we have concluded that our recommendation at that time, to certify the environmental document as an EIR but to withhold certification as an EIS, was not realistic and is not going to happen. Accordingly we herewith offer revised recommendations.

- 1. First and foremost, we urge prompt certification of the environmental document, so that SFMTA can expeditiously implement the much needed "Phase 1" project at the earliest possible date.***

We emphatically do not consider "Phase 1" to be true BRT, but we do consider it an essential intermediate improvement that riders deserve and pedestrians require.

- 2. Prior to final design of the designated "Phase 2" project, the SFMTA and SFCTA must develop a long term strategy for the further development of the Geary corridor, including, possibly but not necessarily in this sequence:***

(a) filling of the depressed roadway between Webster and Steiner streets;

(b) development of a center-running surface BRT alignment between Van Ness Avenue and 33rd Avenue, providing for both Rapid (limited stop) and Local service in some form, and including, if warranted, possible changes to "Phase 2" as presently proposed;

(c) a design for a final BRT/LRT alignment across Masonic Avenue, with roadway changes as necessary; and

(d) a design for an eventual LRT system which could replace the BRT service.

Only with such a comprehensive strategy in place should construction of a "Phase 2" project commence. We reiterate as we stated earlier that we are not convinced the stop spacing pattern as proposed for "Phase 2" is optimal as part of a true BRT project for the corridor. We believe both Rapid (limited stop) and local service has been improperly compromised. We strongly feel that, particularly in the long-term, "Phase 2" as presently defined includes too many "Rapid" stops between Arguello Boulevard and 33rd Avenue, by eliminating the distinction between "Rapid" and "local" stop patterns west of Masonic Avenue, while probably providing too few "local" stops.

The San Francisco Transit Riders have adopted as a goal "30 by 30," by which we mean that riders should be able to cross San Francisco by transit in 30 minutes by the year 2030. While we can't say yet that such a vision is literally achievable, we definitely feel we can—and must—do better than the 45-minute trips offered by "Phase 2" as currently structured.

As you know, we have met with staff to discuss new ways in which Rapid and local service can be provided between Arguello and 25th Avenue, and continue to believe the benefits of such an approach justify the design problems which remain to be fully resolved.

We do recognize and appreciate that amendments to the initial EIS/EIR document may become necessary, but we look forward to working with you to address the concerns we have raised.

Sincerely,



Thea Selby
Chair, San Francisco Transit Riders

cc : SFCTA Commissioners
SFMTA Board of Directors
Tilly Chang, Executive Director, SFCTA
Ed Reiskin, Director of Transportation, SFMTA



Comments regarding 38R Geary BRT bus stop on Laguna and Geary St

Rajat Shah <REDACTED>

Wed, Jan 4, 2017 at 5:33 PM

To: "clerk@sfcta.org" <clerk@sfcta.org>

Hello,

I'd like to formally request that the 38R bus stop at Geary and Laguna St not be removed.

I take this route to work everyday and it's a vital bus route for me. The nearest stops for 38R are at least 15 minutes away in either direction and would make it inconvenient for me to get to work.

Also this is my main connecting route to get to the BART and the transbay bus terminal when going toward downtown SF. Given that I use these services frequently, my ability to take public transit will be hindered greatly if this stop were removed.

Appreciate your consideration.

Regards,
Rajat Shah

REDACTED
San Francisco, CA 94109



Sensible Transit Protests Rush to review Geary BRT Final EIR -Re; postpone the Jan. 5th meeting- <http://www.sfcta.org/board-december-13-2016>.

Dani Sheehan-Meyer <REDACTED>

Wed, Dec 14, 2016 at 8:42 AM

To: John.Avalos@sfgov.org, London.Breed@sfgov.org, David.Campos@sfgov.org, Aaron.Peskin@sfgov.org, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org, Norman.Yee@sfgov.org, Board.of.Supervisors@sfgov.org, clerk@sfcta.org

Cc: REDACTED

The period of review is too short to adequately review the Final EIR. The January 5 meeting should be postponed.

1. Final EIR was published in the afternoon of Friday December 9. Currently the Board plans to determine whether to certify the FEIR on January 5, 2017. This period of time for review is only 27 calendar days and that is only 17 working days.
2. This period of review falls over the Christmas/Hanukah/Winter holiday season where some members of the public (and even the Board members!) may be traveling and/or spending time with family.
3. During these 17 days over the holidays, the BOARD MUST ALSO REVIEW the FEIR and it must be able to say that it reflects its independent judgment.
4. The Final EIR has many new portions and information
 - a. Over 600 written and transcribed comment responses. Appendix B contains 870 pages worth of comments and responses (incorrectly dated "November 2016", it was published December 9, 2016)
 - b. The comments and responses are dense – it took SFCTA almost a year to compile and publish them.
 - c. The December 9 package contains a proposed Statement of Overriding Considerations -- Thus, in addition to 870 pages of comments and responses, the reviewing Board members and public must evaluate the SFCTA's reasoning for overriding the significant impacts which this massive EIR found could not be mitigated.
 - d. The recommended alternative has modifications since the Draft EIR -- Thus, in addition to the comments and responses and the reasoning for overriding the conclusions, the Board members and public must understand a modified proposed alternative.
5. Non-CEQA findings. Beyond the CEQA document and findings, the City regulations require certain findings and assessments. Non-CEQA findings have not been publicized or reviewed. Again, will the Board be able to review, digest and independently arrive at all these new findings?

In short, this abbreviated period over the holidays is not enough time for the Board to meaningfully review and understand this massive document and to honestly arrive at the conclusion that this document reflects its independent professional opinion. Remember, this is not a rubber stamp.

6. Release at holiday time is not fair – members of the public would like to celebrate the holidays and see family and friends, not “cram” for a January 5 hearing.

7. We would like to think maybe the City didn't realize this unfortunate timing. The cynic thinks it is purposeful and that the City is acting in bad faith.

a. The Draft EIR published September 15, 2015 -- 15 months ago.

i. Why is the Board meeting on the Final scheduled so soon?

ii. Why rush now?

b. Publishing at the holidays punishes the public who take this matter seriously and want to continue participating

c. Some believe the January 5 hearing is being scheduled to take advantage of the changing political landscape -- new Board members come in on January 8. Could this rush, after 15 months between Draft and Final – be politically motivated?

d. Even if not politically motivated, the City is acting in bad faith by publishing over the holidays.

Please postpone the consideration of the Final EIR until after the holidays, at least 30 days after the currently scheduled meeting.

Come visit Noe Valley! We are happy to be your hosts.

DANI SHEEHAN-MEYER

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NOV 07 2016

Letter L-105

**THE SEQUOIAS – SAN FRANCISCO DRAFT
RESIDENT ASSOCIATION
1400 GEARY BOULEVARD
SAN FRANCISCO, CA 94109**

November 2, 2016
Mr. Colin Dentel-Post
Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103-1300

Re: Laguna Stop – Geary BRT

The Sequoias - San Francisco Resident Association strongly opposes the recommendation of the San Francisco County Transportation Authority (SFCTA) staff for the BRT plan to make the 38 bus Laguna stop only a Local Stop, and strongly requests it remain both a Local and a Rapid stop.

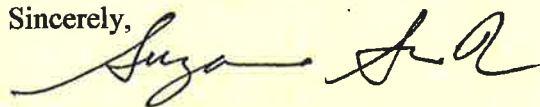
We support the position outlined in the Japantown Task Force letter dated October 24, 2016 and addressed to you. That position states opposition to the recommendation of SFCTA staff to make the Laguna stop a Local only stop in the new Geary BRT plan. We have always maintained that taking away the current Rapid stop (as well as Local stop) would pose an extreme hardship on any Seniors in the community who have mobility issues or experience some degree of cognitive impairment in the event they board a Rapid bus in any area of the route, expecting to stop at Laguna. The steep grade from either Van Ness or Fillmore (nearest Rapid stops) makes it virtually impossible for many Seniors, forcing them to transfer to a Local bus on the opposite side of wide Geary Blvd. – clearly a pedestrian risk.

The high density of Seniors in the Cathedral Hill/Japantown area has been pointed out on numerous occasions as have the challenges of a Senior to readily identify the difference between a Local bus and a Rapid bus – thereby creating their boarding a wrong bus. It was very disturbing to learn that the discussion about making signage distinctions between the two types of busses was not included in the staff recommendations to the Citizens Advisory Committee.

The time advantages of not having a Rapid stop at Laguna have never seemed to the community to outweigh the severe hardship and danger that could be created with the current plan.

We sincerely hope that our elected officials and staff of the SFCTA will acknowledge the special needs of the community served by the Laguna stop and make the necessary amendments to the Geary BRT plan. A combination Rapid/Local stop at Laguna is deemed to be a community necessity. The Senior population deserves proper service from the public transportation system that is a lifeline on a daily basis.

Sincerely,



Suzanne Smith, President
Sequoias – San Francisco Resident Association

cc: Tilly Chang, Executive Director
Scott Wiener, Chair
Thomas Nolan, Chair SFMTA

Ed Reiskin, Director, SFMTA
London Breed, President, BOS
Sean Kennedy, SFMTA



Fwd: [GearyBRT] Geary BRT Corridor Street Trees

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---
From: "William H. Spangler"
Date: Wed Dec 28 2016 11:37:52 GMT+1100 (AEDT)
Subject: [GearyBRT] Geary BRT Corridor Street Trees
To: GearyBRT@sfcta.org

Hello,
Thank you for the work that you are doing to making bus rapid transit and improved streetscapes a reality along Geary Boulevard. I see that one of the project's mitigation measures (11-I, I VQ-2) is to use a consistent palette of street trees for the project. I wish to comment and recommend that trees are selected which provide biological resources such as insect and bird habitat. I know that the Recommended San Francisco Street Tree Species List (<http://sfpublicworks.org/sites/default/files/SF%20Street%20Tree%20Species%20List%202016%20Adopted.pdf>) is fairly limited in regards to habitat quality, but the linear nature of this project affords a great opportunity to show how well native street trees can perform in the urban landscape. Please explore using species like California buckeye (*Aesculus californica*) and coast live oak (*Quercus agrifolia*) to support biodiversity along this corridor between the Presidio, Ocean Beach, and Golden Gate Park. These native species would complement native vegetation in bioswales and other landscape areas that are designed to minimize and reduce total storm water runoff. I am happy to discuss this matter further and hope to see a discussion of urban landscape ecology in regards to this project.

Thank you,
Will Spangler

Text of Measure I-VQ-2:

In order to maximize overall Geary corridor visual unity, a consistent palette of street tree types could be developed, reviewed by City planning staff, and applied throughout the Geary corridor



SFCTA Board Meeting January 5, 2017

Bob Starzel <REDACTED>

Mon, Dec 12, 2016 at 9:50 AM

To: clerk@sfcta.org, gearybrt@sfcta.org

Cc: John.Avalos@sfgov.org, London.Breed@sfgov.org, David.Campos@sfgov.org, Aaron.Peskin@sfgov.org, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org, Norman.Yee@sfgov.org, samantha.roxas@sfgov.org, camposstaff@sfgov.org, kaniska.karunaratne@sfgov.org, Margaux.Kelly@sfgov.org, Jess.Montejano@sfgov.org, Tilly Chang <tilly.chang@sfcta.org>, Edward Reiskin <ed.reiskin@sfmta.com>

San Franciscans for Sensible Transit, Inc.

P.O. Box 210119

San Francisco,

CA-94121

VIA MAIL, FACSIMILE AND ELECTRONIC MAIL

December 12, 2016

San Francisco County Transportation Authority Board

Attn: Geary BRT

1455 Market St., 22nd Floor

San Francisco, CA 94103

GearyBRT@sfcta.org

Re: Request for Postponement of Geary Corridor Bus Rapid Transit Final Environmental Impact Report January 5, 2017 Board Meeting

Dear San Francisco County Transportation Authority:

We write to respectfully request a postponement of the January 5, 2017 San Francisco County Transportation Authority ("SFCTA") Board meeting which has been called to address one agenda item: whether to certify the Final Environmental Impact Report ("FEIR") assessing the environmental impacts of the Geary Corridor Bus Rapid Transit project ("Geary BRT") and approve the Geary BRT. The FEIR was published on December 9, 2016.

This postponement is necessary to enable members of the public, as well as the San Francisco Board of Supervisors (the "Board"), sufficient time to review the voluminous document and supporting studies and papers. An adequate review takes more time.

There are only 17 working days between the release of the FEIR and the currently-scheduled hearing on certification of the FEIR (27 calendar days) and these days fall during the Winter Holidays – Christmas, Hanukah, etc. – a time when most people will be spending time with family, perhaps traveling to see them.

Seventeen business days over the holiday season is insufficient time to adequately review, digest, and independently consider these documents.

The FEIR contains new material, including nearly 1000 pages of:

- Appendix B -- 870 pages -- of Comments and Responses (erroneously labeled “November 2016”);
- Modifications to the Draft EIR’s proposed projects;
- Proposed CEQA Findings; and
- Statement of Overriding Conditions.

Section 21083 of the California Public Resources Code provides that prior to approving a project, the lead agency shall certify that: (1) the FEIR has been completed in compliance with CEQA, (2) the FEIR was presented to the decision-making body of the lead agency, and that the decision-making body reviewed and considered the information contained in the FEIR prior to approving the project; and (3) the FEIR reflects the lead agency's independent judgment and analysis. The lead agency must certify the adequacy of the FEIR and certify that the decision-making body reviewed and considered the FEIR in reaching its decision on the project. This review cannot be delegated, and the decision-making body itself must consider the information in the FEIR.

We question whether members of the Board (or anyone!) can actually review and consider the FEIR in 17 working days over the holidays. Will that review allow the Board to certify that it considered 870 pages of the public’s comments and the SFCTA’s responses? **The Board must certify that it performed “independent judgment and analysis.”** It must take this review seriously, or else it will look like it is merely “rubber stamping” the SFCTA’s work.

The SFCTA spent fifteen months between Draft and Final EIR, and delayed the publication of the FEIR several times over the last three months. Why the rush to certification?

The SFCTA is acting in bad faith by scheduling the meeting for approval of the FEIR on January 5, 2017. It knows that the public’s attention is diverted by the end of the year and holidays, and it is punishing the public who cannot participate because of travel or family obligations. Calling a meeting on January 5 is a political move, designed to squelch public participation and take advantage of the changing political landscape.

There simply is no justification for a rushed schedule to certify the dense and detailed FEIR. We request you postpone the January 5, 2017 hearing date on the FEIR for at least 60 days.

Sincerely,

/s/

Robert F. Starzel, Director and Acting Secretary

cc: San Francisco Municipal Transportation Authority



Geary BRT Hearing Jan 5

Jill Storey <REDACTED>

Tue, Jan 3, 2017 at 8:34 PM

To: Board.of.Supervisors@sfgov.org, clerk@sfcta.org, London.Breed@sfgov.org, Aaron.Peskin@sfgov.org, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org, David.Campos@sfgov.org, Norman.Yee@sfgov.org, kanishka.karunaratne@sfgov.org, hillary.ronen@sfgov.org, **REDACTED**, **REDACTED**, jess.montejano@sfgov.org, conor.johnston@sfgov.org, margaux.kelly@sfgov.org, John.Avalos@sfgov.org, sunny.angulo@sfgov.org, Dyan.Ruiz@sfgov.org, **REDACTED**

I urge you to postpone the January 5 meeting on this expensive and unnecessary construction project. To ignore the vote of 80% of District One for the top two contenders who questioned the project is contrary to our democratic principles.

The January 5 date prevents the newly elected Supervisor of District One, Sandra Fewer, from participating because she will not be sworn in until Jan 9. She opposed the construction project and wanted questions asked. Voters of District One agreed.

Please defer the decision to give time for the four new Supervisors to hear the issues.

Jill Storey & Richard Fisher
REDACTED
SF



Fwd: [GearyBRT] Geary BRT

Colin Dentel-Post <colin.dentel-post@sfcta.org>
To: Steve Stamos <steve.stamos@sfcta.org>

Tue, Jan 3, 2017 at 10:25 PM



Colin Dentel-Post

Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

----- Forwarded message -----

From: 'Sheila Stuart' via GearyBRT <gearybrt@sfcta.org>

Date: Wed, Jan 4, 2017 at 1:14 AM

Subject: [GearyBRT] Geary BRT

To: John.Avalos@sfgov.org, London.Breed@sfgov.org, David.Campos@sfgov.org, Aaron.Peskin@sfgov.org, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Katy.Tang@sfgov.org, Norman.Yee@sfgov.org, gearybrt@sfcta.org

Dear Supervisors,

As a resident of the Inner Richmond, I truly hope you will delay the vote on approving this Geary Project. To schedule a vote in early January, after announcing it in early December, during an extremely busy time of year with many residents away seems like politics at its worse. — as if you are saying “quick, let’s act before they are rested from the end of year activities — or perhaps even back in town from a holiday break”

I strongly hope that this vote will be delayed to give residents more time to read the proposed plan and make time to attend the meeting. It also would give the newly elected supervisor for the Richmond District to be part of this process which will disrupt our lives here for years to come.

Thank you,

Sheila Stuart
REDACTED



Fwd: [GearyBRT] Approve Geary BRT

Colin Dentel-Post <colin.dentel-post@sfcta.org>
To: Steve Stamos <steve.stamos@sfcta.org>

Wed, Jan 4, 2017 at 12:41 PM



Colin Dentel-Post

Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
415.522.4836

----- Forwarded message -----

From: 'Eihway Su' via GearyBRT <gearybrt@sfcta.org>

Date: Wed, Jan 4, 2017 at 10:05 AM

Subject: [GearyBRT] Approve Geary BRT

To: "John.Avalos@sfgov.org" <John.Avalos@sfgov.org>, "London.Breed@sfgov.org" <London.Breed@sfgov.org>, "David.Campos@sfgov.org" <David.Campos@sfgov.org>, "Aaron.Peskin@sfgov.org" <Aaron.Peskin@sfgov.org>, "Malia.Cohen@sfgov.org" <Malia.Cohen@sfgov.org>, "Mark.Farrell@sfgov.org" <Mark.Farrell@sfgov.org>, "Jane.Kim@sfgov.org" <Jane.Kim@sfgov.org>, "Eric.L.Mar@sfgov.org" <Eric.L.Mar@sfgov.org>, "Katy.Tang@sfgov.org" <Katy.Tang@sfgov.org>, "Norman.Yee@sfgov.org" <Norman.Yee@sfgov.org>, "gearybrt@sfcta.org" <gearybrt@sfcta.org>

Dear San Francisco County Transportation Authority Board Member:

I write to you today to urge you to vote in favor of the Staff Recommended Alternative for the Geary Bus Rapid Transit (BRT) project and to approve the project's Final Environmental Impact Report at your hearing on January 5th. Geary BRT is more than a transit project. The project will greatly benefit everyone who uses Geary, including families, people with disabilities, residents, small business workers, students, and visitors.

Geary BRT will significantly improve the safety of all those traveling through the area whether they travel by foot, car, or bus and those benefits cannot be ignored. The project has been delayed for long enough. It's time for Geary BRT to move forward so that critical improvements can finally be made to this important connection for our city. Please approve Geary BRT.

Thank you for your time.

Eihway Su
REDACTED
SF CA 94117



Geary BRT EIR

Denise Sullivan <REDACTED>

Sun, Dec 11, 2016 at 9:37 PM

To: "Board.of.Supervisors@sfgov.org" <Board.of.Supervisors@sfgov.org>, clerk@sfcta.org

Dear Supervisor,

Please postpone the January 5 meeting regarding the EIR on the Geary BRT.

The post-holiday timing is poor and the public awareness inadequate.

This matter needs further attention so as to avoid a red carpet boondoggle like the one we saw in the Mission.

Thank you,

Denise Sullivan
San Francisco, CA

Letter L-112.1

Cc: Deacon Christoff Sandoval <REDACTED>, Melvin Starks <REDACTED>, Mr. Thomas Robert Simpson <REDACTED>, Mr. Michael Pappas <REDACTED>, Wahid Amiri <Wahid.Amiri@sfmta.com>, Kate Elliott <Kate.Elliott@sfmta.com>, Daniel Mackowski <Daniel.Mackowski@sfmta.com>, Lulu Feliciano <Lulu.Feliciano@sfmta.com>, Eric Young <eric.young@sfcta.org>

Sent: Thu, 08 Dec 2016 01:08:49 -0000 (UTC)

Subject: RE: Team 38R Response to the Gough Meeting

Thank you Anna and team! I will review this with my team and be back in touch on next steps. I'm envisioning a meeting at St. Mary's to discuss the stop re-location plus your areas of ongoing concern sometime in late January. We'll reach out to schedule sometime in early January.

In the meantime, we're gearing up for certification of our environmental document. If you didn't yet receive an email from SFCTA announcing our schedule, you can opt in by visiting www.sfcta.org/geary or text YES to [628-600-1675](tel:628-600-1675) to receive text updates. In the meantime, the latest news is:

-On December 9, 2016, the Final Environmental Impact Report can be accessed on this page (<http://www.sfcta.org/geary-corridor-bus-rapid-transit-draft-eis-eir>). Printed copies will also be available at public libraries (Anza, Richmond, Western Addition and Main branches) for review, and electronic copies on compact disc will be available at the front desk of the San Francisco County Transportation Authority, 1455 Market Street, 22nd floor.

-The next meeting of the Geary BRT Citizens Advisory Committee is scheduled for Wednesday, January 4, 2017, at 6:00 PM. See the Geary CAC webpage for more info (<http://www.sfcta.org/geary-corridor-bus-rapid-transit-citizens-advisory-committee>).

-The San Francisco County Transportation Authority Board (comprised of the San Francisco Board of Supervisors) will hold a Jan. 5, 2017 hearing on whether to approve the Final Environmental Impact Report and select a preferred design alternative for Geary BRT. The hearing time will be posted on at www.sfcta.org/geary as soon as it is available.

Liz Brisson

Major Corridors Planning Manager

Liz.Brisson@sfmta.com

415.701.4791

www.sfmta.com

Find us on: Facebook Twitter YouTube

-----Original Message-----

From: Anna Sylvester [mailto:REDACTED]

Sent: Wednesday, December 07, 2016 12:43 PM

To: Brisson, Liz <Liz.Brisson@sfmta.com>; Colin Denel-Post <colin.dentel-post@sfcta.org>

Cc: Deacon Christoff Sandoval <REDACTED>; Melvin Starks <REDACTED>; Mr. Thomas Robert Simpson <REDACTED>; Mr. Michael Pappas <REDACTED>

Subject: Team 38R Response to the Gough Meeting

Dear Liz and Colin,

Thank you for holding the meeting to discuss our concerns about safety, access for all, and neighborhood concerns.

Your report accurately recorded our meeting—thank you for that.

The Staff Feedback and Recommendations at the end—we are happy about—and we've listed two issues that we remain concerned about.

We are happy that:

1. The 38 (inbound stop) at Geary/Gough will be relocated to in front of St. Mary's Cathedral.

This makes it easier for the Congregations of all three Cathedral Hill churches to come to services.

This will better accommodate the many tourists who visit the three churches as well as community meetings, conventions, etc.

The bubble design of the cross walks on Geary and Gough are good and safe.

2. The 38 (outbound stop) at Geary/Gough remains in front of 1300 Gough Apartments across from St. Mary's.

3. The 38R (outbound stop) will be relocated west of Van Ness between Van Ness and Franklin.

This saves crossing Van Ness to get to an outbound 38R.

Areas of concern that remain and we would like to continue the conversation about:

1. Crossing at Franklin and Geary

Remains treacherous in all directions.

Tommy's Joynt open basement access—Sidewalk is closed on other side of street for now.

The double left turn off Franklin to Geary —Drivers zoom through.

2. Crossing at Franklin and O'Farrell

Remains treacherous in all directions.

Right turn from Franklin to O'Farrell —Drivers zoom through.

Left turn from O'Farrell to Franklin —Drivers zoom through.

Coming sidewalk closures at St. Mark's and Kron TV construction projects—Increase dangerous crossings.

We appreciate all the intelligent work and planning that 38 BRT Project Team has done to make the Geary Corridor—faster and safer.

Best to you & Happy Holidays,

Anna Sylvester
on behalf of the Team 38R attendees

Letter L-112.2

From: [Anna Sylvester](#)
To: [Brisson, Liz](#)
Cc: [Colin Denel-Post](#)
Subject: Good outcomes
Date: Friday, January 06, 2017 9:21:54 AM

You are welcome—well deserved.
It's good that they put the 38R back at Laguna—you cannot beat out a room full of old people!
Really appreciated the time you and at the staff spent with us.
We will have the BEST system in America, bar none.
Now if we can get those crossings on Franklin fixed....that would be great.

Thanks again,

Anna

On Jan 5, 2017, at 5:18 PM, Brisson, Liz <Liz.Brisson@sfmta.com> wrote:

Looking forward to continue working together on next steps!

Sent via the Samsung GALAXY S® 5, an AT&T 4G LTE smartphone

Fwd: [GearyBRT] Comments on the Geary BRT EIR.

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: Stephen Taber

Date: Fri Dec 30 2016 17:50:43 GMT+1100 (AEDT)

Subject: [GearyBRT] Comments on the Geary BRT EIR.

To:

Members of the Authority:

I am Stephen Taber, the District 3 representative on the SFMTA Citizens Advisory Committee and a transportation advocate over the last 40 years. Most recently, I have been supporting the extension of the Central Subway to North Beach and Fisherman's Wharf. I served on the citizen's committee that created the ½ cent sales tax and, in that capacity, developed the "four corridors plan." I served on two advisory committees for the Geary corridor, one in the 1980's and one in the 1990's, both of which recommended a subway-surface light rail solution.

I do not oppose the current BRT plan, although I caution that it is only an interim step, in that for the portion of Geary East of Arguello, the classic BRT model doesn't work and what is proposed is not an adequate long-term solution. Almost everyone I have spoken with inside and outside of city government concedes that the long-term solution is rail rapid transit. This being the case, it is essential that the BRT plan be coordinated with the long-term rail plan.

Rail transit for Geary is not only a logical idea, but it is included in the officially-adopted Municipal Transportation Agency 20 year Capital Plan. It is also included in a number of other plans and studies. In my comments to the EIR, I noted that an EIR must assess the environmental impact of a project on approved capital plans and, therefore, it is necessary to analyze the effect of the BRT project on the ultimate rail project. A particular example of such an effect is that if a subway/surface Muni Metro extension were to be built in the future, it would likely involve a subway in the downtown and possibly Western Addition, with surface operation in the Richmond District (as was shown in both the 1989 and 1995 studies). If that configuration were to be pursued, it would necessitate tearing out the entire BRT improvements for about 35 blocks of the Inner Richmond at a cost of several hundred million dollars and two years of disruption in order to make the right of way rail-ready.

The EIR does not respond to this issue. Rather, its authors argue that the 20 year capital plan is not a "real" capital plan and therefore they can ignore it. The only capital plan that needs to be analyzed, in their view, is the 5 year capital plan because only it is a fiscally constrained plan. This is an extremely myopic and dangerous position to take. To ignore any transit planning beyond a 5 year time horizon is fool-hardy, considering the long lead times necessary to accomplish a comprehensive transit vision. The risk is that expensive mistakes will be made (and have been made on past projects) because of an unwillingness or inability to consider the broader context of projects and their potential impact on future plans.

The SFMTA CAC has taken a position in favor of making the Inner Richmond portion of the BRT "rail ready." The argument against doing so is that it is expensive. However, it would not be nearly as expensive as the alternative, which is to build the entire system twice, once for BRT and once for rail.

More recently, it has been noted that rail on outer Geary is only one of a number of configurations that Geary rail might take. For example, the Geary rail might be subway only, with transfers to the BRT at appropriate locations. This may

be a valid concept, but until it is studied and a viable alternative is selected, there is no way to know whether or not a “rail ready” alternative would be best for the Inner Richmond.

Fortunately, we have a path forward. Our planning process is currently developing a master plan for subways, as well as an overall analysis and prioritization of rapid transit lines city-wide. We can expect this process to give us enough of a vision to be able to sort out the future of rail rapid transit on Geary. We can then determine whether or not a “rail ready” BRT facility should be built.

I urge that you defer a decision on the BRT on Geary West of Arguello until the design can incorporate the results of the rail rapid transit planning for this corridor.

Thank you for considering these comments.

Stephen L. Taber



Letter L-114

Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] Support for Geary BRT (in reference to today's SFCTA hearing)

'Sprague Terplan' via GearyBRT <gearybrt@sfcta.org>

Thu, Jan 5, 2017 at 8:13 AM

Reply-To: Sprague Terplan <spragueterplan@yahoo.com>

To: SF Board of Supervisors <board.of.supervisors@sfgov.org>, SFCTA <gearybrt@sfcta.org>

To the SFCTA Board (including those city supervisors who are on the board),

Please move forward with BRT on Geary as soon as possible. Center-running transit-only lanes and other upgrades are necessary to prioritize and speed up transit service, while improving reliability. Please finally move forward with this at today's hearing.

Thank you,
Sprague Terplan
San Francisco

LAW OFFICES OF
**GREENAN, PEFFER,
SALLANDER & LALLY LLP**

6111 BOLLINGER CANYON ROAD, SUITE 500
POST OFFICE BOX 10
SAN RAMON, CALIFORNIA 94583-0010

Letter L-115

TELEPHONE
(925) 866-1000

FACSIMILE
(925) 830-8787

WRITER'S E-MAIL ADDRESS:

rthornton@gpsllp.com

April 27, 2017

VIA E-MAIL AND U.S. MAIL

(vijay.talada@dot.ca.gov)

Mr. Vijay Talada
CTCDC Executive Secretary
Traffic Operations Headquarters
1120 N Street, MS 36, Room 4500
Sacramento, CA 95814

Re: CTCDC Meeting – May 18, 2017
San Francisco Municipal Transportation Agency
Bus Rapid Transit Project – Geary Corridor

Dear Mr. Talada:

This firm represents property owners on Geary in their dispute with CTCDC's endorsement of the continuation of the Geary Bus Rapid Transit Experiment ("Experiment"). The CTCDC approved the Experiment in June 2012. Since that time, SFMTA has failed to meet its obligations under the authority to experiment granted by the CTCDC.

The lack of consistent reporting has precluded the CTCDC and the public from conducting an informed review of the experiment to determine whether continuation of the experiment beyond the approved parameters furthers any justifiable purpose. From the information that has been disclosed, it is apparent that the project is costly, unsafe, and without measurable improvements in motorist compliance or travel times that would justify its exorbitant cost, making any continuation of the Project not only inadvisable, but inconsistent with the duty of fiscal responsibility over taxpayer funds.

Some of the issues with SFMTA's compliance were brought to the attention of the CTCDC most recently at its December 6, 2016 meeting. At the CTCDC meeting on December 6, 2016, members of the public highlighted the safety concerns of the project and the concerns regarding the lack of consistent and complete reporting relating to the experiment. At that time, it was stated that the comments may not comprise the entirety of public sentiment regarding the project. However, since that date, nothing has been produced that contradicts the information reported at the December meeting. Instead, SFMTA submitted its final report for the Experiment, which simply reiterated the information belatedly provided for the December 2016 meeting. Notably, the final report came three years after the projected Summer 2014 due date cited in the request to experiment.

GREENAN, PEFFER, SALLANDER & LALLY LLP

Mr. Vijay Talada
April 27, 2017
Page 2

It is particularly noteworthy that the report identifies an increase in injury collisions on 3rd Street by as much as 54% after the application of the red lane coloring. Of the three corridors monitored, 3rd Street is most similar to Geary and most indicative of the potential consequences of continuing the experiment on Geary.

The California Manual on Uniform Traffic Control Devices states that a request to experiment should contain an agreement to restore the site of the experiment to a condition that complies with the provisions of the MUTCD within three months following the end of the time period for the experiment. MUTCD, § 1A.10. The Manual further provides that the request should contain an agreement to provide semi-annual progress reports and vests the FHWA's Office of Transportation Operations the right to terminate approval for the experiment if such reports are not provided in accordance with the schedule. SFMTA included both of these provisions in its request for permission to experiment.

Even absent said agreements, the MUTCD dictates that the project "shall terminate at the end of the approved period unless an extension is granted...." MUTCD, § 1A.10. It requires that "all experimental devices and applications shall be removed unless specific permission is given for continued operation." MUTCD, § 1A.10; *see also* Cal. Veh. Code § 21400.

By this letter, we request that CTCDC comply with the mandates of the MUTCD and enforce the terms of approval for the Experiment by terminating the Experiment, which has already exceeded its approved term, pursuant to its authority under CA MUTCD p. 63, paragraphs 40-43.

Sincerely,

GREENAN, PEFFER,
SALLANDER & LALLY LLP



Robin L. Thornton

cc: Clients



Letter L-116

Steve Stamos <steve.stamos@sfcta.org>

Fwd: [GearyBRT] Opposed to Geary BRT

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: Greg Tolson

Date: Thu Dec 29 2016 05:30:49 GMT+1100 (AEDT)

Subject: [GearyBRT] Opposed to Geary BRT

To:

Cc: Greg Tolson

I am a native San Franciscan. Livelong Richmond District. Opposed to GearyBRT for all the many reasons others have already posted. Both groups, and individuals. Thank you for listening and acting on the public opposition. Greg Tolson

Letter L-117.1

From: [Amiri, Wahid](#)
To: [Yeong, Siew-Chin](#); [Lee, Matt](#); [Gabancho, Peter](#); [Feliciano, Lulu](#); [Elliott, Kate](#); [Colin Dentel-Post](#); [Mackowski, Daniel](#); [Contreras, Andrea](#); [Munowitch, Monica](#); [Brisson, Liz](#); [Kennedy, Sean M](#); [Eric Young](#)
Subject: Fwd: Examiner fluff
Date: Sunday, January 08, 2017 10:36:17 AM

FYI

Respectfully,

WAHID AMIRI
SFMTA
415-646-2151

----- Original message -----
From: "Amiri, Wahid" <Wahid.Amiri@sfmta.com>
Date: 1/8/17 10:32 AM (GMT-08:00)
To: "Reiskin, Ed" <Ed.Reiskin@sfmta.com>
Subject: Fwd: Examiner fluff

FYI

Respectfully,

WAHID AMIRI
SFMTA
415-646-2151

----- Original message -----
From: "Amiri, Wahid" <Wahid.Amiri@sfmta.com>
Date: 1/8/17 10:31 AM (GMT-08:00)
To: Vit & Mira Troyan <vandmtroyan@comcast.net>
Cc: "Buick, Nick" <racsdirector@hotmail.com>, "Loukianoff, Nick & Valya" <nalassc@aol.com>, Sergei Bogatsky <sbogatsky@gmail.com>, Paul Uhov <pauluhovscore@yahoo.com>
Subject: RE: Examiner fluff

Good morning Vit,

Hope you're staying dry this stormy weekend.

Thank you for taking the time to attend the SFCTA Board meeting Thursday night to personally hear and confirm that our Team delivered on all of the commitments that we shared with the HVC and RACS community throughout the past 4 meetings.

We look forward to continuing our engagement and commitment towards evaluating the transition point. Regarding street sweeping, I will connect with my Team next week for a status update and forward you a point of contact to follow through.

Next Steps: My counterpart at the TA is out all next week attending a conference, I plan to meet with him the following week so we can plan out the remainder of the environmental tasks (includes continuing evaluation on the transition), in hopes to incorporate into the NEPA document for Federal review, if warranty. I will keep you updated.

Please let me know if you have any questions.

Respectfully,

WAHID AMIRI
SFMTA
415-646-2151

----- Original message -----

From: Vit & Mira Troyan <vandmtroyan@comcast.net>

Date: 1/4/17 2:29 PM (GMT-08:00)

To: "Amiri, Wahid" <Wahid.Amiri@sfmta.com>

Cc: "Buick, Nick" <racsdirector@hotmail.com>, "Loukianoff, Nick & Valya" <nalassc@aol.com>, Sergei Bogatsky <sbogatsky@gmail.com>, Paul Uhov <pauluhovscore@yahoo.com>

Subject: Re: Examiner fluff

Hi, Wahid - Happy New Year!

Thanks for restoring the parking space at 26th and Geary. We should seek more opportunities to make minor changes like that which increase parking and accessibility.

Re: transition section - the staff report provided to CTA Board for Thursday's meeting shows the transition section now

.

Vit

On 12/27/2016 9:33 AM, Amiri, Wahid wrote:

> Good morning Vit,

>

> Attached is the meeting minutes from our last engagement w/HVC - please review and let me know if we missed anything. The minutes document the project Team's commitment to continue the necessary technical, operational & environmental process/assessment required evaluate in relocating the transition point.

>

> I am out of the office today and returning on Jan. 3rd, I will be happy to discuss the article below and clear any confusion via phone - my personal cell is 510-919-4502.

>

> Respectfully,

>

> WAHID AMIRI

> 415.646.2151

>

>

> From: Vit & Mira Troyan [vandmtroyan@comcast.net]

> Sent: Tuesday, December 27, 2016 8:34 AM

> To: Amiri, Wahid

> Subject: Fwd: Examiner fluff

>

> Wahid - this runs counter to your statement about moving the transition



Colin Dentel-Post <colin.dentel-post@sfcta.org>

Fwd: Examiner fluff

Amiri, Wahid <Wahid.Amiri@sfmta.com>

Sun, Jan 8, 2017 at 10:36 AM

To: "Yeong, Siew-Chin" <Siew-Chin.Yeong@sfmta.com>, "Lee, Matt" <Matt.Lee@sfmta.com>, "Gabancho, Peter" <Peter.Gabancho@sfmta.com>, "Feliciano, Lulu" <Lulu.Feliciano@sfmta.com>, "Elliott, Kate" <Kate.Elliott@sfmta.com>, Colin Dentel-Post <colin.dentel-post@sfcta.org>, "Mackowski, Daniel" <Daniel.Mackowski@sfmta.com>, "Contreras, Andrea" <Andrea.Contreras@sfmta.com>, "Munowitch, Monica" <Monica.Munowitch@sfmta.com>, "Brisson, Liz" <Liz.Brisson@sfmta.com>, "Kennedy, Sean M" <Sean.Kennedy@sfmta.com>, Eric Young <eric.young@sfcta.org>

FYI

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415-646-2151

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WAHID AMIRI
SFMTA
415-646-2151

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Cc: "Buick, Nick" <racsdirector@hotmail.com>, "Loukianoff, Nick & Valya" <nalassc@aol.com>, Sergei Bogatsky <sbogatsky@gmail.com>, Paul Uhov <pauluhovscore@yahoo.com>

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On 12/27/2016 9:33 AM, Amiri, Wahid wrote:

> Good morning Vit,

>

> Attached is the meeting minutes from our last engagement w/HVC - please review and let me know if we missed anything. The minutes document the project Team's commitment to continue the necessary technical, operational & environmental process/assessment required evaluate in relocating the transition point.

>

> I am out of the office today and returning on Jan. 3rd, I will be happy to discuss the article below and clear any confusion via phone - my personal cell is [510-919-4502](tel:510-919-4502).

>

> Respectfully,

>

> WAHID AMIRI

> [415.646.2151](tel:415.646.2151)

>

>

> From: Vit & Mira Troyan [vandmtroyan@comcast.net]

> Sent: Tuesday, December 27, 2016 8:34 AM

> To: Amiri, Wahid

> Subject: Fwd: Examiner fluff

>

> Wahid - this runs counter to your statement about moving the transition section to 27th Avenue. Vit

>

>

> -<http://www.sfexaminer.com/transit-officials-offer-tweaks-to-geary-brt-project/>

Letter L-117.2

From: Vit & Mira Troyan [<mailto:vandmtroyan@comcast.net>]
Sent: Wednesday, May 24, 2017 12:29 PM
To: Colin Dentel-Post <colin.dentel-post@sfcta.org>; racsdirector@hotmail.com
Cc: Brisson, Liz <Liz.Brisson@sfmta.com>; Gabancho, Peter <Peter.Gabancho@sfmta.com>
Subject: Re: Geary BRT design change approval process

Hi, Colin - thanks for the information. What's happening with creation of right angle parking on 29th Avenue between Geary and Clement? Is there a reason why that can't proceed immediately? Vit

On 5/19/2017 2:40 PM, Colin Dentel-Post wrote:

Greetings Vit and Nick,

I have good news to share about our progress on the proposed design change to the Geary BRT project between 26th Avenue and 28th Avenue.

As you know, following feedback from yourselves and others about issues with the transition of bus-only lanes from the center to the side of the street on the 26th-27th Avenue block, we developed a revised design that shifts the westbound bus-only lane transition one block to the west, so it would instead occur between 27th Avenue and 28th Avenue. As we've discussed, this proposed design change would preserve two additional parking spaces on the block in front of the Holy Virgin Cathedral.

Following neighborhood outreach and environmental analysis of this change, we're now seeking approval of the change from the Transportation Authority Board. The item will be heard at these two upcoming meetings, both of which will include opportunities for public comment and you are welcome to attend:

- May 24: SFCTA Citizens Advisory Committee will be asked to make a recommendation to the SFCTA Board. 6:00 PM, SFCTA offices, 1455 Market Street, 22nd floor.
- June 13: SFCTA Board will be asked to approve the modified Locally Preferred Alternative with the design refinement. 10:00 AM, Room 250, San Francisco City Hall.

We will be posting and sharing more information about the proposed change, so you should receive another email shortly. Please let me know if you have any questions or would like to discuss further.

Lastly, following up on the meeting we had with Vit in March regarding ideas for additional design adjustments to add parking, the SFMTA design team for Phase 2 of the project (west of Stanyan Street) will plan to circle back on that discussion once they're fully underway with design work. That likely will not occur until next year.

Best,

Colin



Colin Dentel-Post

Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)



Letter L-117.3

Colin Dentel-Post <colin.dentel-post@sfcta.org>

Geary BRT design change approval process

Vit & Mira Troyan <vandmtroyan@comcast.net>

Sat, Jun 10, 2017 at 2:38 PM

To: Colin Dentel-Post <colin.dentel-post@sfcta.org>, racsdirector@hotmail.com

Cc: Liz Brisson <liz.brisson@sfmta.com>, "Gabancho, Peter" <Peter.Gabancho@sfmta.com>, "Buick, Nick" <racsdirector@hotmail.com>

Thanks, Colin. I appreciate the fact that you've addressed the safety concerns of our Church by relocating the transition section west of 25th Avenue. The elimination of close to 20 parking spaces within (elderly) walking distance of our Church remains a concern.

We have also been notified by DPW that the replacement of sewers on 26th Avenue and 27th Avenue adjacent to our Church will begin shortly and will last several years. This makes it even more important that the parking changes Muni promised for 29th Avenue occur sooner, rather than later. Please see what can be done to speed up that work.

See you Tuesday.

Vit

On 5/19/2017 2:40 PM, Colin Dentel-Post wrote:

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Best,
Colin



Colin Dentel-Post

Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)



Geary BRT design change approval process

Vit & Mira Troyan <vandmtroyan@comcast.net>

Sat, Jun 10, 2017 at 2:11 PM

To: "Gabancho, Peter" <Peter.Gabancho@sfmta.com>

Cc: "Nguyen, Ha" <Ha.Nguyen@sfmta.com>, "Brisson, Liz" <Liz.Brisson@sfmta.com>, "McCarthy, Kate" <Kate.McCarthy@sfmta.com>, "colin.dentel-post@sfcta.org" <colin.dentel-post@sfcta.org>, "racsdirector@hotmail.com" <racsdirector@hotmail.com>

Hi, Peter - welcome to the party.

Please double check your information. The traffic engineers worked for me for eight years and the group that handled parking was different from the people who handled capital improvement projects.

Given the fact that Muni's Safer Streets program has eliminated numerous parking spaces around our Church, and the fact that DPW is ready to dig up 26th Avenue and then 27th Avenue to replace sewers thus eliminating even more parking for the next several years, it is extremely important to the survival of our Church that the parking changes on 29th Avenue between Geary and Clement be implemented now.

Please let me know what it would take to make this happen.

Vit

On 5/30/2017 3:01 PM, Gabancho, Peter wrote:

Hi Vit,

I'm the acting project manager on Geary Phase 2. Because of limits in the available staffing Wwe will only be able to explore potential 29th Ave parking changes as a part of our overall Phase 2 design effort. There are significant staff resources that are needed in developing designs, vetting them with surrounding property owners, taking it through a legislation process, and then implementation. If all goes well we will try to leverage the staff resources dedicated to Phase 2 design to do it as a part of that process, but are unable to do this now.

Thank you for your interest in this project and feel free to reach out to either Kate McCarthy or myself if you have any questions or concerns.

Peter

Peter Gabancho

San Francisco Municipal Transportation Agency

Capital Programs and Construction

1 South Van Ness Ave

415-701-4306

Letter L-117.5

From: [Reiskin, Ed](#)
To: [Brisson, Liz](#); [Kennedy, Sean M](#)
Subject: FW: Holy Virgin Community Parking
Date: Monday, June 12, 2017 10:59:16 AM
Attachments: [Scan_Doc0021.pdf](#)

Please review and advise. Thanks.

From: Vit & Mira Troyan [mailto:vandmtroyan@comcast.net]
Sent: Monday, June 12, 2017 8:57 AM
To: Reiskin, Ed <Ed.Reiskin@sfmta.com>
Cc: Kelly, Jr, Harlan L <HKelly@sflower.org>
Subject: Holy Virgin Community Parking

Hi, Ed - thanks for relocating the Geary BRT transition section west of 27th Avenue. That addresses our Church's concerns about traffic safety. We'll be at the CTA meeting tomorrow to express our appreciation.

We've been meeting with your staff about adding right angle parking at 29th Avenue to make up for some of the parking loss (see attachment) and about reducing the width of the proposed landscaped median in front of the Church from 16' to 10' to continue to allow angle parking in front of the Church. Staff has said they would look into it in a couple of years as part of Phase 2 design.

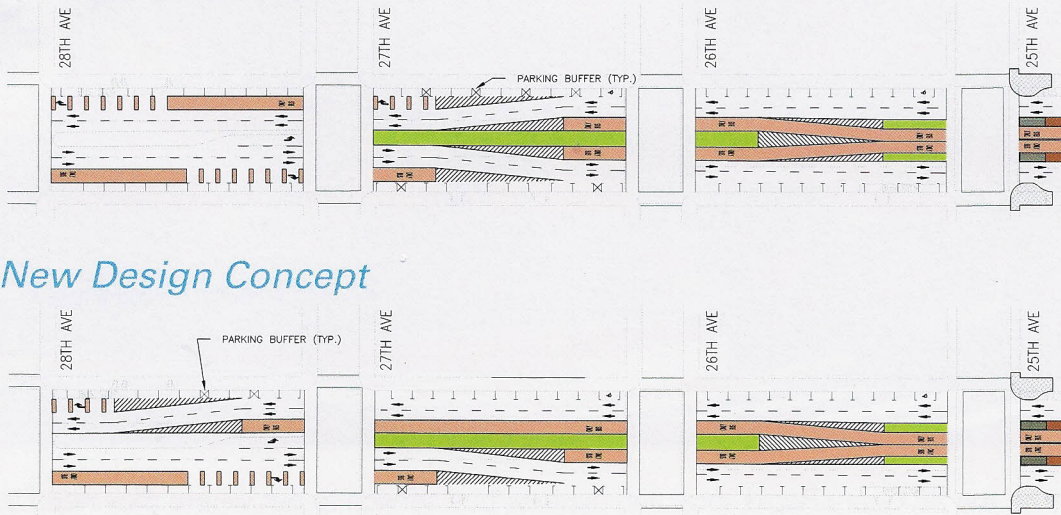
However, SFPUC has informed us that they will be reconstructing the sewers on 26th and 27th Avenues next to our Church starting shortly and continuing for several years. This will severely impact parking availability for Church goers. Can you see if the 29th Avenue parking changes can be made now to mitigate impacts of sewer construction? It would really help.

Thanks.











Vit

GEARY BUS RAPID TRANSIT

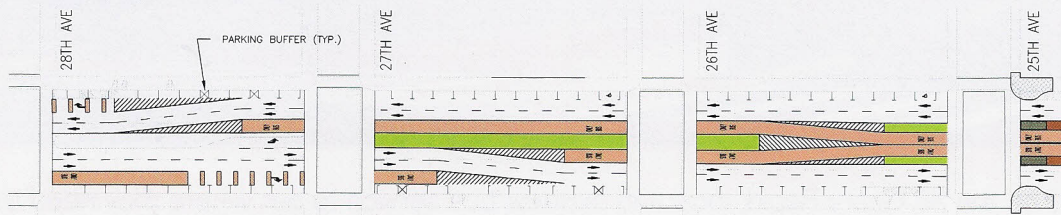
Previous Design Concept



Legend

-  BUS-ONLY LANE
-  BRT BUS BULB
-  MEDIAN PLATFORM
-  LOCAL BUS BULB
-  MEDIAN
-  LANDSCAPING
-  CURBSIDE LOCAL STOP
-  SIDEWALK IMPROVEMENT
-  PEDESTRIAN CROSSING BULB
-  STRIPED BUFFER

New Design Concept



COMMUNITY FEEDBACK: PRESERVE PARKING

Thanks to feedback from Geary neighbors about where parking and loading on the corridor is needed the most, the design for Geary BRT was recently refined to preserve more parking and loading spaces.

In addition, as part of a separate project, 18 spaces could be gained on 29th Avenue by reconfiguring parking from parallel to perpendicular, following additional community outreach and analysis.

To preserve two parking spaces on Geary Boulevard, the westbound bus lane transition was shifted one block west from 26th to 27th avenue. Not only does this preserve two additional spaces, it preserves all the loading on those two blocks. See the previous and new bus-only lane designs in the graphic above.

This new design still needs to be incorporated in the project's environmental analysis and approved by the Federal Transit Administration. In the meantime, to ask questions or leave comments about the new bus lane transition design email GearyBRT@sfcta.org

Проект Скоростного Автобусного Сообщения (Geary BRT) будет решать вопросы перегруженности и ненадежного обслуживания, а также сделать коридор более эффективным, безопасным и оживленным.

Проект для Geary BRT недавно был усовершенствован в районе Outer Richmond, чтобы сохранить парковку и погрузку между 26-ой и 28-ой Авеню. Новый и старый дизайн показаны выше. Для того чтобы задать вопросы или прокомментировать этот дизайн, обращайтесь по электронной почте GearyBRT@sfcta.org

Ang Geary Bus Rapid Transit proyekto ay matugunan ang mga isyu na may paggitgit at hindi kapani-paniwala bus service at gawin ang mga corridor mas mahusay, ligtas at buhay na buhay.

Ang disenyo para Geary BRT ay kamakailang pino sa Outer Richmond upang mapanatili paradahan at loading sa pagitan 26 at ika-28 avenues. Ang mga bago at lumang disenyo ay sa itaas. Upang magtanong o magbigay ng puna sa ang disenyo sa itaas email GearyBRT@sfcta.org

Geary街快速公交計畫將解決公車擁擠和不準時的問題，使這條交通幹線更有效率，更安全，更富有活力。

Geary街快速公交(Geary BRT)的設計最近根據外列治文區居民建議做出了一些調整，將保留26大道和28大道之間的停車和裝貨區。新舊設計如上所示。對設計提出問題或建議，請發郵件至 GearyBRT@sfcta.org

El proyecto de autobuses de tránsito rápido en la calle Geary (Geary Bus Rapid Transit) es para corregir los problemas de hacinamiento y el servicio variable de autobuses y para hacer el corredor más eficiente, seguro y vibrante.

El diseño para el proyecto fue recientemente refinado en las vecindades del Richmond externo para preservar el estacionamiento y áreas de carga entre las avenidas 26 y 28. El diseño nuevo y viejo están arriba. Para hacer preguntas o comentarios sobre el diseño, manden mensaje sobre el correo electrónico GearyBRT@sfcta.org



SFMTA
Municipal
Transportation
Agency





Fwd: [GearyBRT] 38R stop at Geary/Laguna

Colin Dentel-Post <colin.dentel-post@sfcta.org>
To: Steve Stamos <steve.stamos@sfcta.org>

Wed, Jan 4, 2017 at 8:17 AM



Colin Dentel-Post
Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

----- Forwarded message -----

From: **Paul Tsuji** <REDACTED>
Date: Wed, Jan 4, 2017 at 7:48 AM
Subject: [GearyBRT] 38R stop at Geary/Laguna
To: GearyBRT@sfcta.org

To whom it may concern:

I am writing this email to voice my strong objection of the removal of the 38R stop at the corner of Geary and Laguna. I am a resident at 66 Cleary Court, and I take this bus everyday to get to and from the Montgomery BART station. I also take this bus often to go to the Outer/Inner Richmond districts.

This stop is very important to residents of the neighborhood; there are many apartment buildings like mine in the area, and I see many people get on/off this stop every day. Taking this bus stop away would make our morning commutes that much more difficult. It would be especially difficult for many of the elderly people who live in our building and don't have many public transit options to begin with.

Thank you for hearing my concerns,

Paul Tsuji

Letter L-119.1

From: Corey Urban <REDACTED>
To: Eric.L.Mar <Eric.L.Mar@sfgov.org>; Board.of.supervisors <Board.of.supervisors@sfgov.org>
Sent: Wed, Jan 6, 2016 2:55 pm
Subject: Eric Mar's Richmond Review "Important Local Issues" January 2016

Dear Eric Mar and Board of Supervisors-

Regarding Eric Mar's commentary in the January 2016 Richmond Review on Geary Bus Rapid Transit.

You state, "...the proposed project would reduce travel times by up to 15 minutes and increase reliability by 20%.

This statement is **not** accurate!

Attached are:

1) 38-Rapid, Bus Time Schedules from November 16, 2015
<https://www.sfmta.com/getting-around/transit/routes-stops/38r-geary-rapid>

2) Table 10-2 from the Geary BRT, Draft EIR/EIS

The statistical facts prove your statements are incorrect.

Table 10-2 shows estimates for year 2020 on Transit Performance. The No-Build Alternative shows the figure at 53:50 and the Alternative 3.2C Hybrid at 44:45. In fact, the **current** 38R schedule proves that **current** Inbound PEAK transit times are 38 to 45 minutes, with buses running every 4-minutes. For the Outbound 38R, PEAK travel times are 48 to 50 minutes, with the 50-minute times only occupying a 45-minute window.

The buses run every 4 minutes during **current peak times** and every 5 or 6 minutes up until 7:00PM. I find it difficult to comprehend, "...improvement in reliability of 20%".

Maybe you aren't up to speed on the Draft EIR/EIS. You appear unaware of the **current** 38R bus travel times and how the overwhelming majority of 38R travel times far exceed the "hoped for 2020 projections".

I look forward to a retraction of Eric Mar's statements with updates of the facts as presented here.

Please feel free to contact me with any questions.

Sincerely,

Corey Urban
Shell Car Wash
3035 Geary Boulevard
San Francisco, CA 94118
[415-752-4171](tel:415-752-4171)
REDACTED (mobile)

current, AM, commute
 Travel time is 44-minutes!
 check SFMTA, 38R
 Bus schedule!

- Transit First Transpodes already implemented (?)
- All door Boarding Already implemented
- New, High Capacity Buses already online

195 trees removed!!

\$300 million minimum
 - 3 years construction on Geary Corridor

2020 Estimates!

Table 10-2 Alternatives and Combinations Performance Summary

PERFORMANCE INDICATOR	NO BUILD	ALT. 2 (SIDE-LANE BRT)	ALT 3.2 (CENTER/SIDE, NOT CONSOLIDATED)	ALT 3.2C (HYBRID; CENTER/SIDE, PARTIALLY CONSOLIDATED)
TRANSIT PERFORMANCE				
Vehicle travel time [min]	53:50	45:00	42:45	44:45
Limited/BRT service	1:02:30	54:00	51:55	51:55
Local service				
Reliability, BRT [travel time diff. bet. average and 95th % trip, min]	4:45	3:15	2:55-3:15	3:35
Limited/BRT service	5:40	4:05	4:05-4:20	4:10
Local service				
Ridership [total daily boardings]	69,500	75,700	75,700-77,600	77,600
CIRCULATION SYSTEM PERFORMANCE				
Person-delay [auto+transit, total delay hours during peak hour]	4,890	4,130 (-16%)	4,130-4,310 (-12-16%)	4,310 (-12%)
Diversions [increase in peak hour traffic on nearby parallel streets at Masonic]	0	4%	7%	7%
ENVIRONMENTAL AND SOCIAL EFFECTS				
Parking opportunities [existing corridor on-street parking removed]	0	460	500	370
Existing trees removed	0	156	195	195
Median landscaping area [acres]	3.1	3.1	3.6	3.5
PEDESTRIAN ACCESS AND SAFETY				
Average stop spacing [feet]				
Limited/BRT stops	1540	2180	2160	1630
Local stops	720	840	920	1190
Pedestrian safety improvements	-	+	+	++
RAIL-READINESS				
Ease of future conversion to rail	*	*	+	++
COST				
Construction cost [2013\$]	\$0	\$170M	\$300M	\$300M
Operations and maintenance costs [2013\$/year and \$/weekday passenger]	\$36.7m	\$49.5m	\$49.2-49.5m	\$49.2m
CONSTRUCTION IMPACTS				
Total duration of construction [weeks]	0	90	100	100

All performance results are for the year 2020.

Symbol key:

- + or ++ Indicates performance advantage or strong advantage relative to No Build condition.
- or -- Indicates performance disadvantage or strong disadvantage relative to No Build condition.
- * Indicates minimal or no performance change relative to No Build condition.

\$12.5 million more in annual maintenance

Letter L-119.2

From: Corey [REDACTED]

Sent: Wednesday, May 11, 2016 10:03 AM

To: kevin.d.korth@dot.gov; chris.engelmann@dot.ca.gov; kevin.sylvester@dot.gov; david.kerschner@dot.gov; tilly.chang@sfcta.org; Reiskin, Ed <Ed.Reiskin@sfmta.com>; leslie.rogers@fta.dot.gov; Lee, Mayor Edwin <MayorEdwinLee@sfgov.org>; Board of Supervisors <Board.of.Supervisors@sfgov.org>

Subject: Proposed Geary Bus Rapid Transit - San Francisco, California

To Whom it May Concern-

Those included in this email should be aware that business owners on Geary Boulevard between Masonic Avenue and Palm Street are unaware that the SFMTA/SFCTA are planning to slap down, right side running, Red Transit Only Lanes which will inevitably restrict traffic, restrict access, reduce traffic on Geary and cause severe negative financial consequences to these business. I have only spoken to three blocks of businesses and only those on the south side. Contact with other businesses is ongoing.

An information packet was handed to these businesses with a link to the Draft EIR/EIS. Dialogue ensued over a span of one week which resulted in the petitions attached.

It is clear to all business owners I spoke to that the SFMTA/SFCTA and the California State and Federal agencies that oversee such Red Transit Only Lane "**experiments**", have zero concern for business owners and their profitability.

The previously planned removal of 15 parking spaces between Cook and Spruce Streets to create block-long bus stops in front of small businesses and medical offices shows how completely out of touch the "experts" are in the real world. The Geary corridor, West of Masonic, is not downtown San Francisco. We are effectively a suburb, one small business after another that need traffic, access and parking to survive.

Your buses/transit times will *never* be faster on Geary Boulevard. The speed limit is 25-MPH, yet **all** vehicles (**including 38 route buses**) travel faster than the posted 25-MPH speed limit 95% of the time. Fact.

If the Red Transit Only lanes, "**experiment**" is allowed to take place on Geary Boulevard, West of Masonic Avenue, there will undoubtedly be legal actions taken to protect and/or reimburse our lost profits, business values and property values.

More petitions are coming.

Sincerely,

Corey Urban
Shell Car Wash
3035 Geary Boulevard
San Francisco, CA 94118
[415-752-4171](tel:415-752-4171)
REDACTED (mobile)



Geary BRT Final EIR - Supervisors on Break, Dec 16-31, 2016. Only 6 Days To Review Final EIR. Postponement of January 5, 2017 Meeting Necessary!

Corey Urban <REDACTED>

Wed, Dec 14, 2016 at 1:42 PM

To: REDACTED

Cc: clerk@sfcta.org, Katy.Tang@sfgov.org, john.avalos@sfgov.org, Aaron.Peskin@sfgov.org, David.Campos@sfgov.org, REDACTED, Mark.Farrell@sfgov.org, Malia.Cohen@sfgov.org, Norman.Yee@sfgov.org, London.Breed@sfgov.org, Board.of.Supervisors@sfgov.org, REDACTED, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org

Dear Supervisors-

Since the BOS is on break from December 16-31, that leaves a total of six business days, from the Dec. 9 release, to review the Geary BRT FEIR.

There should be at least a 60-day review period for the Final EIR so that the SF BOS has full understanding. If the BOS refuses a 60-day review period, it will be obvious that there is limited, if any, understanding of the Final EIR, and any approval or disapproval of the Staff Recommended Hybrid Alternative will not have been properly assessed.

Failure to read and fully comprehend the Geary BRT FEIR is a slap in the face to the voters that made you their district supervisors.

Thank You,

Corey Urban
She'll Car Wash
3035 Geary Blvd
San Francisco, CA 94118
415-752-4171
REDACTED (mobile)

Sent from my Verizon 4G LTE Droid

On Dec 14, 2016 10:51 AM, Henry Karnilowicz <REDACTED> wrote:

Dear supervisors,

Regarding the proposed BRT EIR.

The period of review is too short to adequately review the Final EIR. The January 5 meeting should be postponed.

1. Final EIR was published in the afternoon of Friday December 9. Currently the Board plans to determine whether to certify the FEIR on January 5, 2017. This period of time for review is only 27 calendar days and that is only 17 working days.
2. This period of review falls over the Christmas/Hanukah/Winter holiday season where some members of the public (and even the Board members!) may be traveling and/or spending time with family.
3. During these 17 days over the holidays, the BOARD MUST ALSO REVIEW the FEIR and it must be able to say that it reflects its independent judgment.
4. The Final EIR has many new portions and information
 - a. Over 600 written and transcribed comment responses. Appendix B contains 870 pages worth of comments and responses (incorrectly dated "November 2016", it was published December 9, 2016)
 - b. The comments and responses are dense – it took SFCTA almost a year to compile and publish them.

The December 9 package contains a proposed Statement of Overriding Considerations – Thus, in addition to 870 pages of comments and responses, the reviewing Board members and public must evaluate the SFCTA's reasoning for overriding the significant impacts which this massive EIR found could not be mitigated.

d. The recommended alternative has modifications since the Draft EIR – Thus, in addition to the comments and responses and the reasoning for overriding the conclusions, the Board members and public must understand a modified proposed alternative.

5. Non-CEQA findings. Beyond the CEQA document and findings, the City regulations require certain findings and assessments. Non-CEQA findings have not been publicized or reviewed. Again, will the Board be able to review, digest and independently arrive at all these new findings?

In short, this abbreviated period over the holidays is not enough time for the Board to meaningfully review and understand this massive document and to honestly arrive at the conclusion that this document reflects its independent professional opinion. Remember, this is not a rubber stamp.

6. Release at holiday time is not fair – members of the public would like to celebrate the holidays and see family and friends, not "cram" for a January 5 hearing.

7. We would like to think maybe the City didn't realize this unfortunate timing. The cynic thinks it is purposeful and that the City is acting in bad faith.

a. The Draft EIR published September 15, 2015 – 15 months ago.

i. Why is the Board meeting on the Final scheduled so soon?

ii. Why rush now?

b. Publishing at the holidays punishes the public who take this matter seriously and want to continue participating

c. Some believe the January 5 hearing is being scheduled to take advantage of the changing political landscape – new Board members come in on January 8. Could this rush, after 15 months between Draft and Final – be politically motivated?

d. Even if not politically motivated, the City is acting in bad faith by publishing over the holidays.

Please postpone the consideration of the Final EIR until after the holidays, at least 30 days after the currently scheduled meeting.

Henry Karnilowicz
President
San Francisco Council of District Merchants Associations

REDACTED

San Francisco, CA 94103-2806

REDACTED cell

REDACTED fax



Fwd: Re: Red Lanes in Front of Gas Stations Data?

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Wed, Dec 21, 2016 at 3:30 PM

—Forwarded using **Multi-Forward Chrome Extension**—

From: Corey

Date: Thu Dec 22 2016 05:24:27 GMT+1100 (AEDT)

Subject: Re: Red Lanes in Front of Gas Stations Data?

To: [REDACTED], wahid.amiri@sfmta.com, liz.brisson@sfmta.com, britt.tanner@sfmta.com,
[REDACTED], colin.dentel-post@sfcta.org

Apologies for the duplicate email as Colin's email address was incorrect.

Corey Urban
Shell Car Wash
3035 Geary Boulevard
San Francisco, CA 94118
415-752-4171
[REDACTED] (mobile)

—Original Message—

From: Corey <[REDACTED]>

To: wahid.amiri <wahid.amiri@sfmta.com>; colin.dentel-post <colin.dentel-post@sfcta.org>; liz.brisson <liz.brisson@sfmta.com>; britt.tanner <britt.tanner@sfmta.com>; glennurban <[REDACTED]>

Sent: Wed, Dec 21, 2016 10:16 am

Subject: Red Lanes in Front of Gas Stations Data?

Hello, Mr. Amiri-

In November of 2015, in a meeting with you, Glenn Urban, Britt Tanner and Colin Dentel-Post, Ms. Tanner stated she would reach out to the owners of the 501 3rd Street Shell gas station, where hashed red lanes have been laid down directly in front, to see how this business has been effected. She also stated that she would, "reach out to our counterparts in other cities" to see if Red Transit Only Lanes have been placed in front of gas stations and what the effects have been. My brother Glenn and I brought this up to you again in a meeting in July, 2016, asking for the data. Since it's been more than thirteen months since this promise was made to us, we are wondering where the data is.

We have heard rumors that, "accommodations have been made to the Shell Gas Station owners (Urbans) by SFMTA/CTA to alleviate their concerns". This is not the case. We are not accepting of any Red Transit Only Lanes in front of our business. The last meeting we had with you in July, 2016, you offered us 64-feet of hashed Red Lanes leading into our driveway. In a CAC meeting recently, you stated you had not read through the requirements of the CTCDC and FHWA, granting San Francisco *experimental* Red Transit Only Lanes. Have you read the requirements yet? Is the 64-feet of hashing leading into 3035 Geary Boulevard still what your plans show?

Please communicate all of the rumored "accommodations" that you have made to the Urban's and our legacy business such that we will not be financially impacted by *experimental* Red Transit Only Lanes

Thank you in advance for a prompt reply,

Corey Urban
Shell Car Wash
3035 Geary Boulevard
San Francisco, CA 94118
415-752-4171
[REDACTED] (mobile)

Letter L-119.5

Respectfully,

Wahid Amiri, PE, TE, PTOE, PMP, QSP, QSD
Project Manager II, Capital Programs & Construction
San Francisco Municipal Transportation Agency
One South Van Ness Ave. 3rd Floor
San Francisco, CA 94103-5417
Phone: 415.646-2151

From: Corey [<mailto:clurban@aol.com>]
Sent: Wednesday, January 04, 2017 2:52 PM
To: Amiri, Wahid <Wahid.Amiri@sfmta.com>
Cc: Brisson, Liz <Liz.Brisson@sfmta.com>; Tanner, Britt <Britt.Tanner@sfmta.com>; glennurban@yahoo.com; colin.dentel-post@sfcta.org; elliott.katherine.s@gmail.com; Feliciano, Lulu <Lulu.Feliciano@sfmta.com>; White, Dustin <Dustin.White@sfmta.com>
Subject: Re: Red Lanes in Front of Gas Stations Data?

Dear Mr. Amiri -

Thank you for your reply. The photos and video (not visible) of the ARCO at 14th and Mission shows that at least two cars are following implied proper procedures for exiting and accessing the gas station. This anecdotal reference means nothing with regard to other vehicles that access this business from the center lane. Vehicles **are** accessing this business from the center lane, **often**. How often did vehicles access this business from the center lane before SFMTA's red, transit only lane was installed?

Likely, a minuscule percentage. The access from the middle lane is now likely 100 to 1000 plus, times higher on a monthly basis, than what it was before red lanes. The SFMTA should place a 24/7 camera capturing the movement and documenting SFMTA liability. "Right Lane Buses and Taxis Only at All Times," the signs read. Vision Zero? Sure.

You have provided no information as to how red lanes effect gas station's sales and profitability. You have one quote from a *project manager* in Eugene, OR stating, "no reported customer or delivery access issues post construction." There is no red paint in transit lanes in Eugene, OR. You provided many locations and photos of red lanes in front of gas stations yet nothing from managers or owners of these businesses and the financial impacts, if any. We asked for, and SFMTA stated they would provide, this information yet it is ignored by SFMTA. I find it difficult to believe that this report was generated with no attempts to contact any of these impacted gas stations. Did you do so? Possibly, SFMTA did contact these businesses, heard of negative impacts and decided not to include in the report. Please clarify.

Your comment/reply below, within my previous email, "

In 2012, following discussion with the CTCDC, the SFMTA used this information to develop design guidelines for dashing red transit-only lanes 100 feet in advance of intersections or major driveways where turns are permitted. The current plans for Geary Boulevard include a dashed red transit-only lane beginning approximately 140 feet west.

You misstate the facts once again. The guidelines, **from Caltrans, for your experiment**, requires 100

to 200-feet of hashing, with the implication being that 200-feet will be used for the busiest, major commercial businesses. With upwards of 1000 vehicles entering and exiting our business on Geary during peak times, 200- feet would be the distance for 3035 Geary that should have been part of your **original drawings**. It has been quite the education dealing with the SFMTA and the flat out lies and improper Red Lane designs that you are trying to use to financially impact our business. After 14-months, countless emails and several meetings, you act as if you are doing the Urban brothers a favor by now offering us 140-feet of hashed red lanes for access leading up to our business. I have stated before, but I will state again, Shell Car Wash and Corey and Glenn Urban are not willing to accept any Red Transit Only lanes in front of or leading up to our business.

Thank you again for showing the 14th/Mission ARCO and the fact that SFMTA is not following required guidelines, stipulated by Caltrans, for the SFMTA to experiment with Red Transit Only Lanes. The Safeway at the other end of Mission, with solid red lanes leading into their major business driveways, has the same unsafe issues.

Please remember that San Francisco's Transit First Policy states first and foremost,

TRANSIT-FIRST POLICY. (§ VIII A.115)

(a) The following principles shall constitute the City and County's transit-first policy and shall be incorporated into the General Plan of the City and County. All officers, boards, commissions, and departments shall implement

these principles in conducting the City and County's affairs:

1. To ensure quality of life and **economic health** in San Francisco, the primary objective of the transportation system must be the **safe** and efficient movement of people and goods.

Sincerely,

Devinder Singh/HQ/Caltrans/CAGov

10/25/2012 01:11 PM

To Voting members

Cc "White, Dustin" <Dustin.White@sfmta.com>

Subject Please Vote Thru Email on SFMTA 12-18 Request
to experiment with Red Colored Transit-only Lanes

12-18 Request to experiment with Red Colored Transit-only Lanes

Background:

On 8/30/12, the CTCDC approved a request to experiment with red colored transit only lanes submitted by the San Francisco Municipal Transportation Agency (SFMTA), subject to the following conditions:

- 1) That they (San Francisco) get approval to experiment from the FHWA;
- 2) That they use striping detail D in Figure 3D-2 that provides 100-200 feet of "wide dotted single white line" in advance of permitted right turn movements at public streets or major commercial entrances;
- 3) That they stripe an appropriate amount of "wide dotted white lane line" as shown in Figure 3B-11 in advance of any solid white lane line for an exclusive right turn only lane;
- 4) That they post advance street name signs at the beginning of the "wide dotted white lane line" depicted in Figure 3B-11; and
- 5) That they not use the red pavement application adjacent to the "wide dotted single white line" shown in these two figures and as described in #2 and #3 above.

On 9/13/12, the FHWA approved the SFMTA's request to experiment without any conditions.

As the CTCDC's approval restricted the use of the red pavement application adjacent to the "wide dotted single white line" while FHWA has given approval without any conditions, the SFMTA suggests a compromise by using skip colored pavement marking where the skip stripe is used. The SFMTA respectfully requests that the CTCDC review the attached updated proposal for using solid and dashed colored treatments within transit-only lanes for various lane configurations approaching intersections.

Request to Committee: (CTCDC members were asked to vote via email)

By this email, I am asking the Committee members to vote on the revised proposal, so that the SFMTA can move forward with conducting the experiment.

Also attached for reference is the FHWA approval letter.

If you have questions, please contact me.

Results: Seven committee members voted yes and two voted yes with suggestions.

The following are suggestions:

I am the alternate member that voted on this item at the August 2012 meeting. At the request of Rick Marshall, I am voting on this item.

The concern that I raised during the hearing was the possibility of driver confusion of when it is OK to enter the red pavement area. The new proposal as shown is not consistent with what was approved by the

committee; and the new proposal appears to create confusion of when it is OK to enter the red pavement area. It does not appear intuitive.

If the "skip" red pavement areas adjacent to striping detail 37B were eliminated, I would be OK with the proposal.

2nd member:

I support SFMTA's revised proposal with one minor suggested enhancement:

Wherever the Transit-Only lane is away from the curb, on red skip-stripe segments where there is a white skip line on the left side, provide a white skip-stripe on the right side as well. This would follow the "white on both sides of every color line segment" practice that FHWA established in their Interim Approval of green pavement color for bike lanes (IA-14). This would also enhance legibility of the outer edge of the transit lane in night and low-visibility conditions.

See my attached markup of SFMTA's revised figure, "Revised Proposal - Transit_Only_Lanes_Design_Options_Dashed Ciccarelli.pdf".

Since, seven votes are needed for authorization to proceed with experimentation, it is up to the SFMTA to consider or ignore suggestion offered by two members.

SFMTA can proceed with their experimentation.

Corey Urban
Shell Car Wash
3035 Geary Boulevard
San Francisco, CA 94118
415-752-4171
415-722-8245 (mobile)

-----Original Message-----

From: Amiri, Wahid <Wahid.Amiri@sfmta.com>
To: Corey <clurban@aol.com>
Cc: Brisson, Liz <Liz.Brisson@sfmta.com>; Tanner, Britt <Britt.Tanner@sfmta.com>;
glennurban <glennurban@yahoo.com>; colin.dentel-post <colin.dentel-post@sfcta.org>;
Kate Elliott <elliott.katherine.s@gmail.com>; Feliciano, Lulu <Lulu.Feliciano@sfmta.com>
Sent: Fri, Dec 30, 2016 2:44 pm
Subject: RE: Red Lanes in Front of Gas Stations Data?

Dear Mr. Urban,

Thank you for following up and please accept my apologies for a belated response. Please see our response within your email below and attached. Let me know if you have addition questions. Thank you and Happy New Year.

Respectfully,

Wahid Amiri, PE, TE, PTOE, PMP, QSP, QSD
Project Manager II, Capital Programs & Construction
San Francisco Municipal Transportation Agency
One South Van Ness Ave. 3rd Floor
San Francisco, CA 94103-5417
Phone: 415.646-2151

From: Corey [<mailto:clurban@aol.com>]
Sent: Wednesday, December 21, 2016 10:24 AM
To: clurban@aol.com; Amiri, Wahid; Brisson, Liz; Tanner, Britt; glennurban@yahoo.com;

Corey Urban
Shell Car Wash
3035 Geary Boulevard
San Francisco, CA 94118
415-752-4171
415-722-8245 (mobile)

-----Original Message-----

From: Amiri, Wahid <Wahid.Amiri@sfmta.com>
To: Corey <clurban@aol.com>
Cc: Brisson, Liz <Liz.Brisson@sfmta.com>; Tanner, Britt <Britt.Tanner@sfmta.com>;
glennurban <glennurban@yahoo.com>; colin.dentel-post <colin.dentel-post@sfcta.org>;
Kate Elliott <elliott.katherine.s@gmail.com>; Feliciano, Lulu <Lulu.Feliciano@sfmta.com>
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Sent: Wednesday, December 21, 2016 10:24 AM
To: clurban@aol.com; Amiri, Wahid; Brisson, Liz; Tanner, Britt; glennurban@yahoo.com;

colin.dental-post@sfcta.org

Subject: Re: Red Lanes in Front of Gas Stations Data?

Apologies for the duplicate email as Colin's email address was incorrect.

Corey Urban
Shell Car Wash
3035 Geary Boulevard
San Francisco, CA 94118
415-752-4171
415-722-8245 (mobile)

-----Original Message-----

From: Corey <clurban@aol.com>

To: wahid.amiri <wahid.amiri@sfmta.com>; colin.dental-post <colin.dental-post@sfcta.org>; liz.brisson <liz.brisson@sfmta.com>; britt.tanner <britt.tanner@sfmta.com>; glennurban <glennurban@yahoo.com>

Sent: Wed, Dec 21, 2016 10:16 am

Subject: Red Lanes in Front of Gas Stations Data?

Hello, Mr. Amiri-

In November of 2015, in a meeting with you, Glenn Urban, Britt Tanner and Colin Dentel-Post, Ms. Tanner stated she would reach out to the owners of the 501 3rd Street Shell gas station, where hashed red lanes have been laid down directly in front, to see how this business has been effected. She also stated that she would, "reach out to our counterparts in other cities" to see if Red Transit Only Lanes have been placed in front of gas stations and what the effects have been. My brother Glenn and I brought this up to you again in a meeting in July, 2016, asking for the data. Since it's been more than thirteen months since this promise was made to us, we are wondering where the data is.

Response: Please see attached slides/pdf that document some case studies from other cities.

We have heard rumors that, "accommodations have been made to the Shell Gas Station owners (Urbans) by SFMTA/CTA to alleviate their concerns". This is not the case. We are not accepting of any Red Transit Only Lanes in front of our business. The last meeting we had with you in July, 2016, you offered us 64-feet of hashed Red Lanes leading into our driveway. In a CAC meeting recently, you stated you had not read through the requirements of the CTCDC and FHWA, granting San Francisco *experimental* Red Transit Only Lanes. Have you read the requirements yet? Is the 64-feet of hashing leading into 3035 Geary Boulevard still what your plans show?

Response: The California Manual on Uniform Traffic Control Devices does not specify a distance that transit-only lanes should be dashed approaching locations where turns are permitted. However, it does provide guidance for bike lane markings, specifying that they be dashed 50-200 feet in advance of intersections where turns are permitted. In 2012, following discussion with the CTCDC, the SFMTA used this information to develop design guidelines for dashing red transit-only lanes 100 feet in advance of intersections or major driveways where turns are permitted. The current plans for Geary Boulevard include a dashed red transit-only lane beginning approximately 140 feet west.

Please communicate all of the rumored "accommodations" that you have made to the Urban's and our legacy business such that we will not be financially impacted by *experimental* Red Transit Only Lanes

colin.dental-post@sfcta.org

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Corey Urban
Shell Car Wash
3035 Geary Boulevard
San Francisco, CA 94118
415-752-4171
415-722-8245 (mobile)

-----Original Message-----

From: Corey <clurban@aol.com>

To: wahid.amiri <wahid.amiri@sfmta.com>; colin.dental-post <colin.dental-post@sfcta.org>; liz.brisson <liz.brisson@sfmta.com>; britt.tanner <britt.tanner@sfmta.com>; glennurban <glennurban@yahoo.com>

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Please communicate all of the rumored "accommodations" that you have made to the Urban's and our legacy business such that we will not be financially impacted by *experimental* Red Transit Only Lanes

Response: Based on your feedback, we modified the proposed lane design to be dashed adjacent to and leading up to the gas station. We continue to investigate the potential to sign and mark the lanes in a way that will make it clear to motorists that they are permitted to enter the lane to access driveways. Some examples of potential treatments are outlined in the attached case studies. We also are considering an educational program to help educate people driving about how to use the lanes modeled after NYC's program

Thank you in advance for a prompt reply,

Corey Urban
Shell Car Wash
3035 Geary Boulevard
San Francisco, CA 94118
415-752-4171
415-722-8245 (mobile)

Letter L-119.6

From: [Corey](#)
To: [Amiri, Wahid](#)
Cc: [Brisson, Liz](#); [Tanner, Britt](#); glennurban@yahoo.com; colin.dentel-post@sfcta.org; elliott.katherine.s@gmail.com; [Feliciano, Lulu](#); [White, Dustin](#); [Elliott, Kate](#); eric.young@sfcta.org; [Kennedy, Sean M](#)
Subject: Re: Red Lanes in Front of Gas Stations Data? Corey Urban - Reply
Date: Friday, January 13, 2017 2:39:23 PM
Attachments: [CTCDC Email Authorization Dashed Red 10 31 12\(1\).pdf](#)

Dear Mr Amiri-

- You reference your second attachment as a 10/31/12 email. It is a 10/25/12 email from Devinder Singh to Dustin White, spelling out the conditions or requirements of the SFMTA to experiment with red transit only lanes. I have attached here again for your reference.
- You ignore the 100 to 200-foot hashing required leading up to major commercial entrances.
- FHWA approval was a requirement needed by CTCDC in order for SFMTA to move forward. FHWA approval without conditions has no bearing on the conditions the CTCDC imposed on SFMTA allowing it to move forward on the Red Lane Experiment.

The 10/25/12 email reads, in part, the following

Background:

On 8/30/12, the CTCDC approved a request to experiment with red colored transit only lanes submitted by the San Francisco Municipal Transportation Agency (SFMTA), subject to the following conditions:

- 1) That they (San Francisco) get approval to experiment from the FHWA;
- 2) That they use striping detail D in Figure 3D-2 that provides 100-200 feet of "wide dotted single white line" in advance of permitted right turn movements at public streets or major commercial entrances; (wide dotted white lines later changed to red hashing)

Please clarify the following:

- 1) SFMTA position and commentary with regard to CTCDC condition #2 referenced above.
- 2) Your reference to an email date of 10/31/12 instead of 10/25/12.
- 3) SFMTA position with regard to the CTCDC's conditions for approval of the red lane experiment and whether said conditions need to be adhered to by the SFMTA.

Thank You.

Corey Urban
Shell Car Wash
3035 Geary Boulevard
San Francisco, CA 94118
415-752-4171
415-722-8245 (mobile)

-----Original Message-----

From: Amiri, Wahid <Wahid.Amiri@sfmta.com>
To: Corey <clurban@aol.com>
Cc: Brisson, Liz <Liz.Brisson@sfmta.com>; Tanner, Britt <Britt.Tanner@sfmta.com>; glennurban <glennurban@yahoo.com>; colin.dentel-post <colin.dentel-post@sfcta.org>; elliott.katherine.s <elliott.katherine.s@gmail.com>; Feliciano, Lulu <Lulu.Feliciano@sfmta.com>; White, Dustin <Dustin.White@sfmta.com>; Elliott, Kate <Kate.Elliott@sfmta.com>; Eric Young <eric.young@sfcta.org>; Kennedy, Sean M <Sean.Kennedy@sfmta.com>
Sent: Thu, Jan 12, 2017 10:32 am
Subject: RE: Red Lanes in Front of Gas Stations Data?

Dear Mr. Urban,

Please find responses to your questions and comments below. Also, please attached for referenced material. I will be happy to answer further questions but the appropriate person to address them is Liz Brisson (cc'd here) – she is the lead for phase 1 and will be happy to assist you going forward.

>>The photos and video (not visible) of the ARCO at 14th and Mission shows that at least two cars are following implied proper procedures for exiting and accessing the gas station. This anecdotal reference means nothing with regard to other vehicles that access this business from the center lane. Vehicles are accessing this business from the center lane, often. How often did vehicles access this business from the center lane before SFMTA's red, transit only lane was installed? Likely, a minuscule percentage. The access from the middle lane is now likely 100 to 1000 plus, times higher on a monthly basis, than what it was before red lanes. The SFMTA should place a 24/7 camera capturing the movement and documenting SFMTA liability. "Right Lane Buses and Taxis Only at All Times," the signs read. Vision Zero? Sure.

Response: Apologies for not including the actual videos taken. I have now made them available [here](#) and [here](#). The video was captured based on a field observation during which time no turns from center lane into gas station were observed. We would be happy to review any evidence you have that substantiates your claim 100 to 1000 time increase in turns from the middle lane.

>>You have provided no information as to how red lanes effect gas station's sales and profitability. You have one quote from a project manager in Eugene, OR stating, "no reported customer or delivery access issues post construction." There is no red paint in transit lanes in Eugene, OR. You provided many locations and photos of red lanes in front of gas stations yet nothing from managers or owners of these businesses and the financial impacts, if any. We asked for, and SFMTA stated they would provide, this information yet it is ignored by SFMTA. I find it difficult to believe that this report was generated with no attempts to contact any of these impacted gas stations. Did you do so? Possibly, SFMTA did contact these businesses, heard of negative impacts and decided not to include in the report. Please clarify.

Response: We reached out to the project managers from other cities who interacted with the public extensively, but the case study work conducted did not include any contact with gas station owners or operators.

>>Your comment/reply below, within my previous email, " In 2012, following discussion with the CTCDC, the SFMTA used this information to develop design guidelines for dashing red transit-only lanes 100 feet in advance of intersections or major driveways where turns are permitted. The current plans for Geary Boulevard include a dashed red transit-only lane beginning approximately 140 feet west."

You misstate the facts once again. The guidelines, from Caltrans, for your experiment, requires 100 to 200-feet of hashing, with the implication being that 200-feet will be used for the busiest, major commercial businesses. With upwards of 1000 vehicles entering and exiting our business on Geary during peak times, 200- feet would be the distance for 3035 Geary that should have been part of your original drawings.

Response: Caltrans has not issued any guidelines or requirements for dashing red transit-only lanes. = CTCDC approved SFMTA's request to experiment at their 8/30/12 meeting. At the meeting there was extensive discussion about design details, including how to treat turns (see pages 125-195 of the attached meeting minutes.) Their approval motion included several conditions, including that red markings be dropped approaching intersections where right turns are permitted from the transit lane.

On 9/13/12 SFMTA received the attached letter from FHWA approving request to experiment without any conditions.

On 10/18/12 Ricardo Olea, SFMTA City Traffic Engineer, sent the attached email to CTCDC secretary asking that they remove the condition about dropping red markings where right turns are permitted. SFMTA sent a proposed design using dashed where right turns are permitted (no distance was specified).

On 10/31/12 CTCDC secretary sent attached email to SFMTA confirming the CTCDC members had voted and approved SFMTA's request to used dashed red where right turns are permitted.

Letter L-119.7

From: [Corey](#)
To: [Brisson, Liz](#); glennurban@yahoo.com
Subject: GBRT - Corey and Glenn Urban
Date: Monday, May 22, 2017 10:33:08 AM

Hi Liz-

Glenn and I would like to have a meeting with you regarding the GBRT when your time permits. The final EIR does not address the obvious safety issues of a Red Lane in front of our business. We are aware of one lawsuit that has been filed, we assume MUNI would be interested in preventing another one from being filed.

Please let us know.

Thank you,

Corey Urban
Shell Car Wash
3035 Geary Boulevard
San Francisco, CA 94118
415-752-4171
415-722-8245 (mobile)

Letter L-119.8

From: Corey [<mailto:clurban@aol.com>]

Sent: Tuesday, July 11, 2017 3:12 PM

To: Brisson, Liz <Liz.Brisson@sfmta.com>; glennurban@yahoo.com

Subject: Letter to Liz Brisson Recapping Meeting of June 15, 2017 - Corey urban , Glenn Urban - Shell Gas Station and Car Wash, 3035 Geary Blvd. SF, CA 94118

Liz Brisson
Major Corridors Planning Manager
SFMTA - Municipal Transportation Agency
1 South Van Ness
7th Floor
San Francisco, CA 94103

Hello Liz-

This email is also being sent USPS Certified to stress its importance. USPS # 7015 1730 0000 3199 8804

An email recapping our meeting on June 15, 2017 at the SFMTA offices is overdue at this point. Please excuse my tardiness in doing so.

Attending: Liz Brisson, Glenn Urban, Corey Urban

Items Discussed:

- Regarding my past emails/photos sent to you on illegal, unsafe turn movements into the ARCO on Mission Street (x 14th) and the Safeway on Mission (x Virginia) where SFMTA did not paint 100 to 200-foot of hashed lane, "prior to the entrance of a major commercial business" as **required by the CTCDC**. You stated that this design was not available when Mission Street red treatment was laid down and that some changes were soon to be made. Please see attachment which shows a 10/25/12 email from the CTCDC committee chairman, Devinder Singh to Dustin White. The SFMTA chose to ignore this requirement at the expense of Safeway's business viability as well as **safety**. The design, "not being available" is not understood.

- In a meeting with Britt Tanner, Wahid Amiri and SFMTA Transit Engineer, Dan Mackowski in November of 2015, Mr. Mackowski stated that a hashing in front of Shell Gas Station and Car Wash's driveway, **only**, was sufficient and that vehicles could access our business from the center lane, crossing over the 15-foot Red Transit Only Lane with no concern. On 06/15/17 you stated that 64-foot of hashing leading into our business is the current, up-to-date, GBRT drawing, in complete contradiction **again** to the requirements of the CTCDC approval to experiment with Red Transit Only Lanes.

- I stated that **California Vehicle Code requires a minimum of 100-feet of a turn signal being used before a movement can legally be made.**

[]

Code Text

CA VEHICLE CODE - VEH

DIVISION 11. RULES OF THE ROAD [21000 - 23336]

(Division 11 enacted by Stats. 1959, Ch. 3.)

CHAPTER 6. Turning and Stopping and Turning Signals [22100 - 22113]

(Chapter 6 enacted by Stats. 1959, Ch. 3.)

22108.

Any signal of intention to turn right or left shall be given continuously during the last 100 feet traveled by the vehicle before turning.

(Enacted by Stats. 1959, Ch. 3.)

-Any east bound vehicle attempting to enter Shell Gas Station and Car Wash from the center lane must, legally, turn on their right signal indicator a *minimum* of 200-feet prior to our driveway. One-hundred feet before entering SFMTA's Red Transit Only Lane, plus the additional 100-feet before entering Shell Car Wash's driveway. I stated that 200-feet away from the Cook Street intersection, Shell Car Wash is not even visible to motorists.

- We reiterated that the 100 feet of signaling is also for vehicles entering a parking space. Therefore, entering a parking space would require the same 200-feet minimum of signaling from the center lane before attempting to **legally** enter a parking space.

- Shell Car Wash and Gas Station is a legacy business with 16 employees that has been serving this community since 1972. Aside from the fact that the SFMTA is attempting to create the GBRT which will restrict access to our business and therefore negatively impact our profitability, property value and overall viability of our business, it is clear that the SFMTA, the SFCTA, Ed Reiskin, Tilly Chang, the SF Board of Supervisors, et al., have zero concern for safety, the California Vehicle Code or the viability of any business and/or jobs between Stanyan and Masonic. **Vision Zero** is of **zero concern** to the SFMTA, et al. when it comes to their Red Transit Only Lanes agenda!

- Glenn and I stated matter of fact that there is no need for Red Transit Only Lanes of any kind between Stanyan and Masonic as the SFMTA, et al., are attempting to create, unsafe, illegal turn movements for any vehicle/driver attempting to access business driveways or parking spots along this stretch. In fact, red lane treatments throughout the city of San Francisco are creating unsafe environments for everybody concerned!

The California Vehicle Code is law for reasons of safety, first and foremost! As a representative/agent of the SFMTA, the facts mentioned in this letter as well as discussed in our meeting on 06/15/17 should be notice to the SFMTA, et al., that Red Transit Only Lanes in San Francisco are a liability to the city of San Francisco, not an asset.

I thank you in advance for timely reply to this letter.

Thank You.

Corey Urban
Shell Car Wash
3035 Geary Boulevard
San Francisco, CA 94118
415-752-4171
415-722-8245 (mobile)



RED LANES

ON

MISSION ST.

CONFUSING AND DANGEROUS

The unannounced Red Lane Experiment created mass confusion on Mission Street and is putting many businesses out of business due to customer confusion and inability to figure out the new driving patterns that are effecting the entire neighborhood.

Experiment protocols were not followed by the SFMTA when they painted the streets red. Some drivers turn from the center instead of the far right lane because of the absence of broken lines and the solid red lanes.

These documents illustrate how SFMTA has shown complete disregard for Caltrans' requirements for conducting SFMTA's Red Lane Experiment. The department acts as if it is above the law and the directors and staff don't seem to prioritize safety or the respect for business needs for ingress / egress and viability!

Attachment #1 spells out conditions made by Caltrans, allowing the SFMTA Red Transit Only Lanes **Experiment** - note - 2) Requirements for hashing of red lanes prior to right hand turns and major commercial entrances - **100 to 200-feet required**

Attachment #2 is the Flow Chart of the Procedure for Implementation of NEW experimental, traffic control devices. Please note that the CTCDC committee has requested Dustin White and SFMTA to provide a Final Report to CTCDC committee at their next quarterly meeting. This final report should have been done two years ago and is now being done due to citizens' oversight of SFMTA and CTCDC.

Attachment #3 is a Photo of the Safeway on Mission Street and 30th St. where hashing of 100 to 200-feet before the entrance to a "major commercial business" is not provided by SFMTA, as required by Caltrans approval to *experiment*.

Attachment #4 is a Photos of the ARCO on Mission Street and 14th St., where hashing of 100 to 200-feet before the entrance to a "major commercial business" is not provided by SFMTA, as required by Caltrans' approval to *experiment*.

Attachment #5 additional emails and notes.

Attachment #1 spells out conditions made by Caltrans CTCDC, allowing the SFMTA Red Transit Only Lanes **Experiment** - note - 2) Requirements for hashing of red lanes prior to right hand turns and major commercial entrances - **100 to 200-feet required**
CTCDC_Email_Authorization_Dashed-Red Approaching Intersections

Devinder Singh/HQ/Caltrans/CAGov

10/25/2012 01:11 PM

To Voting members

Cc "White, Dustin" <Dustin.White@sfmta.com>

Subject Please Vote Thru Email on SFMTA 12-18 Request to experiment with Red Colored Transit-only Lanes

12-18 Request to experiment with Red Colored Transit-only Lanes

Background:

On 8/30/12, the CTCDC approved a request to experiment with red colored transit only lanes submitted by the San Francisco Municipal Transportation Agency (SFMTA), subject to the following conditions:

- 1) That they (San Francisco) get approval to experiment from the FHWA;
- 2) That they use striping detail D in Figure 3D-2 that provides 100-200 feet of "wide dotted single white line" in advance of permitted right turn movements at public streets or major commercial entrances;
- 3) That they stripe an appropriate amount of "wide dotted white lane line" as shown in Figure 3B-11 in advance of any solid white lane line for an exclusive right turn only lane;
- 4) That they post advance street name signs at the beginning of the "wide dotted white lane line" depicted in Figure 3B-11; and
- 5) That they not use the red pavement application adjacent to the "wide dotted single white line" shown in these two figures and as described in #2 and #3 above.

On 9/13/12, the FHWA approved the SFMTA's request to experiment without any conditions.

As the CTCDC's approval restricted the use of the red pavement application adjacent to the "wide dotted single white line" while FHWA has given approval without any conditions, the SFMTA suggests a compromise by using skip colored pavement marking where the skip stripe is used. The SFMTA respectfully requests that the CTCDC review the attached updated proposal for using solid and dashed colored treatments within transit-only lanes for various lane configurations approaching intersections.

Request to Committee: (CTCDC members were asked to vote via email)

By this email, I am asking the Committee members to vote on the revised proposal, so that the SFMTA can move forward with conducting the experiment.

Also attached for reference is the FHWA approval letter.

If you have questions, please contact me.

Results: Seven committee members voted yes and two voted yes with suggestions.

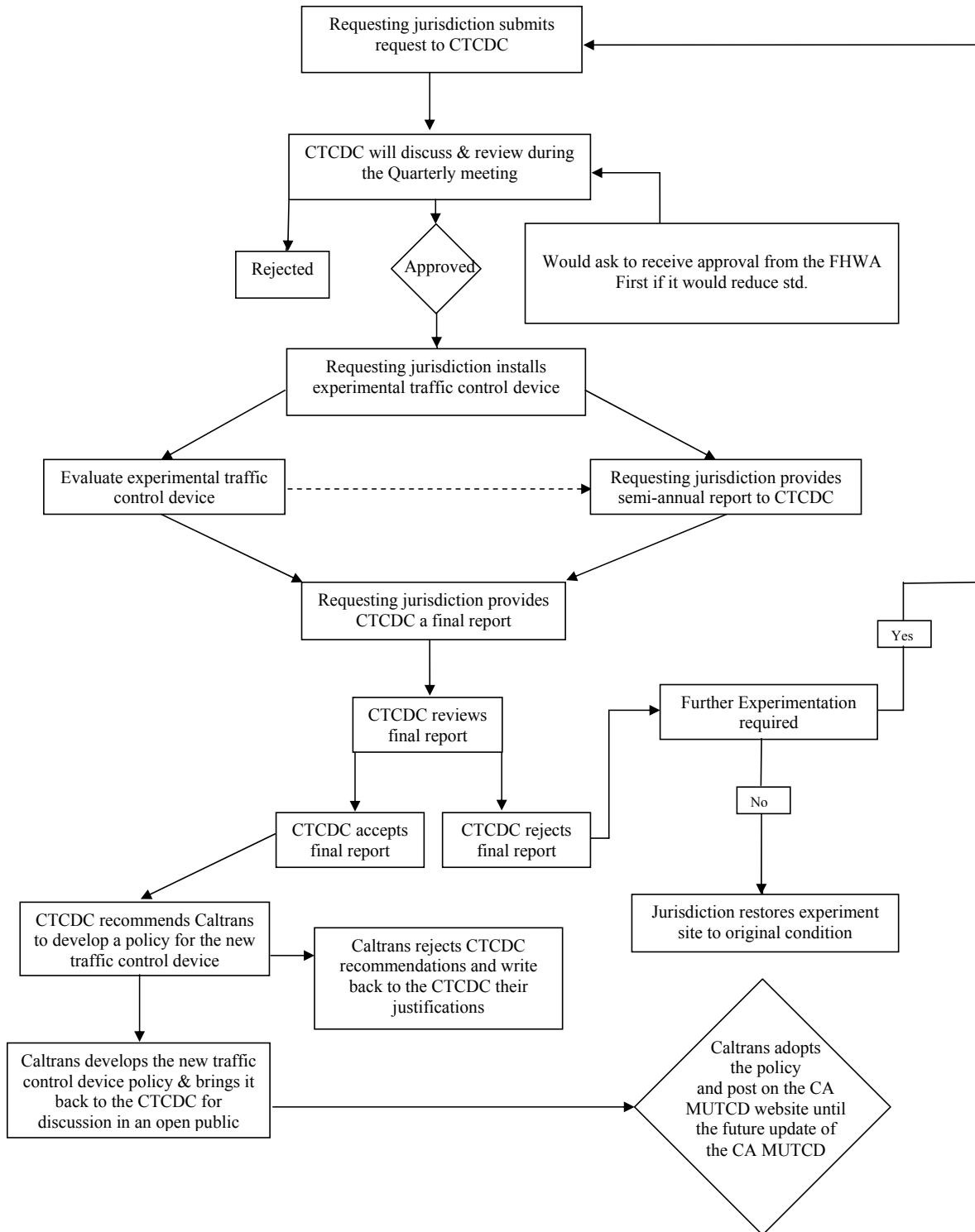
The following are suggestions:

I am the alternate member that voted on this item at the August 2012 meeting. At the request of Rick Marshall, I am voting on this item.

The concern that I raised during the hearing was the possibility of driver confusion of when it is OK to enter the red pavement area. The new proposal as shown is not consistent with what was approved by the

Attachment #2 is the Flow Chart of the Procedure for Implementation of NEW experimental, traffic control devices

Example of Process for Requesting and Conducting Experimentations for New Traffic Control Devices in California



Attachment #3 is a photo of the Safeway on Mission Street where hashing of 100 to 200-feet before the entrance to a "major commercial business" is not provided by SFMTA, as required by Caltrans approval to *experiment*.



Attachment #4 Photo of ARCO on Mission Street at 14th where hashing of 100 to 200-feet before the entrance to a "major commercial business" is not provided by SFMTA, as required by Caltrans' approval to *experiment*. This is an example how this system confuses drivers. Here we have a one-way street next to a corner business. Hashing is needed for the business but not a right turn into a one-way street going the wrong way.



Letter L-120.1

From: Glenn Urban <REDACTED>

Date: Tue, Sep 6, 2016 at 11:25 AM

Subject: July 12 meeting and statements made

To: Colin Dentel-Post <colin.dentel-post@sfcta.org>, Wahid Amiri <wahid.amiri@sfmta.com>

Colin and Wahid -

By now you know, I hope, that there is no permission to paint transit lanes west of Gough on Geary Blvd. Any statements like "We have had permission from Day 1 to paint whatever lane we want" shows a severe ignorance of the experiment. Pulling a date of May 17 from the sky and looking at me and saying that is the date you got permission is just lame. Is that the best you guys have? Resorting to story-telling? Is that how the SFMTA conducts business?

By now you know, I hope, that Mission Street was not supposed to be painted between Duboce and 30th...but the SFMTA did it anyway. It was painted outside of the parameters of the Permission to Experiment in 2012. The SFMTA thinks they had the permission to do it, but they did not.

Why were the two of you selected to meet with me and Corey? Both of you have less knowledge of transit lanes than we do; no knowledge of the current experiment that is allowing the SFMTA to paint some lanes within the City; and you play fast and loose with statements you portray as true.

In my opinion, both of you owe us an apology.

Sincerely,

Glenn

Glenn Urban
Shell Car Wash
3035 Geary Blvd
San Francisco, CA
94118

REDACTED

Letter L-120.2

Find us on: [Facebook](#) [Twitter](#) [YouTube](#)

From: Glenn Urban [mailto:glennurban@yahoo.com]
Sent: Wednesday, January 04, 2017 12:26 PM
To: Elliott, Kate <Kate.Elliott@sfmta.com>; Amiri, Wahid <Wahid.Amiri@sfmta.com>; Reiskin, Ed <Ed.Reiskin@sfmta.com>; Chester Fung <chester.fung@arup.com>; Colin Dentel-Post <colin.dentel-post@sfcta.org>; Brisson, Liz <Liz.Brisson@sfmta.com>; Eric Cordoba <eric.cordoba@sfcta.org>
Cc: MUTCDTEAM <mutcdteam@dot.gov>; Korth Kevin (FHWA) <kevin.d.korth@dot.gov>; vijay.talada@dot.ca.gov; raymond.sukys@dot.gov; david.kerschner@dot.gov; chris.englemann@dot.ca.gov; mgreenwood@cityofpalmdesert.org; Duper C@DOT Tong <duper.tong@dot.ca.gov>; rick.marshall@countyofnapa.org; bahadori.hamid@aaa-calif.com; Jay Walter <jwalter@cityofsancarlos.org>; wwinter@dpw.lacounty.gov; emma olenberger@goaaa.com; sbaland@chp.ca.gov; Sallaberry, Mike <Mike.Sallaberry@sfmta.com>; Bryan Jones <bryanjones@altaplanning.com>
Subject: Required retraction about the red lane experiment

Kate-

You need to issue a retraction for at least one of the comments in this article cited below. The bus travel time reduction of 4% has been redacted by Dustin White. He did so at the December CTCDC meeting. So you need to clear this up after sending out this false statement to the public, based upon his incorrect testimony in March to the CTCDC. Also based upon the front page article of the Chronicle a week ago, which hopefully you had a chance to read. Please contact Dustin White and get up to speed on this issue if needed.

Also, it would be nice if you would stop using reference to the NACTO document for ANY type of justification for traffic control devices, as the NACTO document is a pamphlet put out by Transit Agency employees throughout the country, and last time I looked, Transit Agency employee publications are not legally binding and do not set up traffic laws for the state or the feds. A Caltrans employee has told me that much of what is in the NACTO document on street design is not even approved by the state of the feds, and it is unfortunate that Caltrans ever endorsed it.

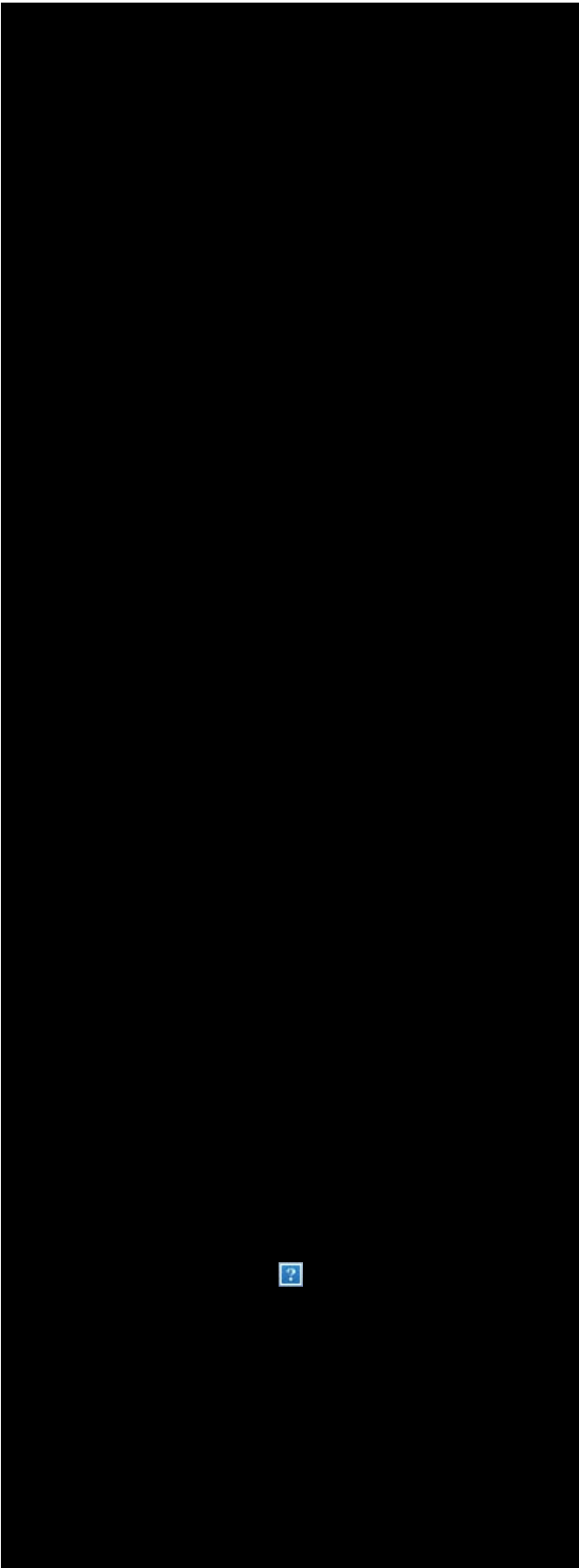
At the CAC meeting tonight, which I am attempting to attend, I would appreciate it if you are able to give the information about the red lane coloring not helping the buses travel faster to every member of the CAC. Also, I hope you can explain about the latest claim of the SFMTA as it pertains to the "...increased compliance" element of this experiment. Dustin White gave an update report to the CTCDC wherein increased compliance was claimed due to the red painting of the transit lanes. Instead of giving the CTCDC members the report 45 days prior to the meeting, as required, he produced it the day of the meeting. So no CTCDC member could take a look at what this claim really means. I have researched the claim, and it is as laughable as the 4% claimed improvement in bus travel times (which was false). Are you aware of what the actual "compliance" data is?

Thank you for your prompt attention to this matter. An immediate, public retraction of the false statement that bus travel times have improved since the transit lanes were painted red would be appreciated.

Sincerely,

Glenn Urban

Shell Car Wash
3035 Geary Blvd
San Francisco, CA 94118
(925) 785-6198





Laying Out the Red Carpet for Muni's Rapid Network

San Francisco has painted transit-only lanes red since 2013 to provide a stronger visual cue for drivers to avoi...

Text Box:



Letter L-120.3

From: [Glenn Urban](#)
To: [Brisson, Liz](#)
Cc: [MUTCDTEAM](#); [Korth Kevin \(FHWA\)](#); [vijay.talada@dot.ca.gov](#); [raymond.sukys@dot.gov](#); [mgreenwood@cityofpalmdesert.org](#); [Duper C@DOT Tong](#); [rick.marshall@countyofnapa.org](#); [bahadori.hamid@aaa-calif.com](#); [Jay Walter](#); [wwinter@dpw.lacounty.gov](#); [emma olenberger@goaaa.com](#); [sbaland@chp.ca.gov](#); [Sallaberry, Mike](#); [Bryan Jones](#); [White, Dustin](#); [Tanner, Britt](#); [Elliott, Kate](#); [Amiri, Wahid](#); [Reiskin, Ed](#); [Chester Fung](#); [colin.dentel-post@sfcta.org](#); [Eric Cordoba](#); [Kennedy, Sean M](#); [Kirschner David \(FHWA\)](#)
Subject: Re: Required retraction about the red lane experiment
Date: Monday, January 30, 2017 4:47:12 PM

Liz, CORRECTION ON MY PART:

Yes, I see the typo. That is \$1,470,000 per mile. Argument still holds. Not easy to see decimal points and commas when you are over 50...

Glenn

From: Glenn Urban <glennurban@yahoo.com>
To: Liz Brisson <liz.brisson@sfmta.com>
Cc: MUTCDTEAM <mutcdteam@dot.gov>; Korth Kevin (FHWA) <kevin.d.korth@dot.gov>; "vijay.talada@dot.ca.gov" <vijay.talada@dot.ca.gov>; "raymond.sukys@dot.gov" <raymond.sukys@dot.gov>; "david.kerschner@dot.gov" <david.kerschner@dot.gov>; "chris.englemann@dot.ca.gov" <chris.englemann@dot.ca.gov>; "mgreenwood@cityofpalmdesert.org" <mgreenwood@cityofpalmdesert.org>; "Duper C@DOT Tong" <duper.tong@dot.ca.gov>; "rick.marshall@countyofnapa.org" <rick.marshall@countyofnapa.org>; "bahadori.hamid@aaa-calif.com" <bahadori.hamid@aaa-calif.com>; Jay Walter <jwalter@cityofsancarlos.org>; "wwinter@dpw.lacounty.gov" <wwinter@dpw.lacounty.gov>; "emma.olenberger@goaaa.com" <emma.olenberger@goaaa.com>; "sbaland@chp.ca.gov" <sbaland@chp.ca.gov>; "Sallaberry, Mike" <Mike.Sallaberry@sfmta.com>; Bryan Jones <bryanjones@altaplanning.com>; "White, Dustin" <Dustin.White@sfmta.com>; "Tanner, Britt" <Britt.Tanner@sfmta.com>; "Elliott, Kate" <Kate.Elliott@sfmta.com>; "Amiri, Wahid" <Wahid.Amiri@sfmta.com>; "Reiskin, Ed" <Ed.Reiskin@sfmta.com>; Chester Fung <Chester.Fung@arup.com>; "colin.dentel-post@sfcta.org" <colin.dentel-post@sfcta.org>; Eric Cordoba <eric.cordoba@sfcta.org>; "Kennedy, Sean M" <Sean.Kennedy@sfmta.com>
Sent: Friday, January 27, 2017 12:03 PM
Subject: Re: Required retraction about the red lane experiment

Dear Liz,

Please find replies to your responses from my questions and comments below:

My comments are italicized and in bold, to differentiate from your comments.

From: "Brisson, Liz" <Liz.Brisson@sfmta.com>
To: Glenn Urban <glennurban@yahoo.com>
Cc: MUTCDTEAM <mutcdteam@dot.gov>; Korth Kevin (FHWA) <kevin.d.korth@dot.gov>; "vijay.talada@dot.ca.gov" <vijay.talada@dot.ca.gov>; "raymond.sukys@dot.gov" <raymond.sukys@dot.gov>; "david.kerschner@dot.gov" <david.kerschner@dot.gov>; "chris.englemann@dot.ca.gov" <chris.englemann@dot.ca.gov>; "mgreenwood@cityofpalmdesert.org" <mgreenwood@cityofpalmdesert.org>; "Duper C@DOT Tong" <duper.tong@dot.ca.gov>; "rick.marshall@countyofnapa.org" <rick.marshall@countyofnapa.org>; "bahadori.hamid@aaa-calif.com" <bahadori.hamid@aaa-calif.com>; Jay Walter <jwalter@cityofsancarlos.org>; "wwinter@dpw.lacounty.gov" <wwinter@dpw.lacounty.gov>; "emma.olenberger@goaaa.com" <emma.olenberger@goaaa.com>; "sbaland@chp.ca.gov" <sbaland@chp.ca.gov>; "Sallaberry, Mike" <Mike.Sallaberry@sfmta.com>; Bryan Jones <bryanjones@altaplanning.com>; "White, Dustin" <Dustin.White@sfmta.com>; "Tanner, Britt" <Britt.Tanner@sfmta.com>; "Elliott, Kate" <Kate.Elliott@sfmta.com>; "Amiri, Wahid" <Wahid.Amiri@sfmta.com>; "Reiskin, Ed" <Ed.Reiskin@sfmta.com>; Chester Fung <Chester.Fung@arup.com>; "colin.dentel-post@sfcta.org" <colin.dentel-post@sfcta.org>; Eric Cordoba <eric.cordoba@sfcta.org>; "Kennedy, Sean M" <Sean.Kennedy@sfmta.com>
Sent: Tuesday, January 10, 2017 8:22 AM
Subject: RE: Required retraction about the red lane experiment

Dear Glenn,

Please find responses to your questions and comments below.

>You need to issue a retraction for at least one of the comments in this article cited below. The bus travel time reduction of 4% has been redacted by Dustin White. He did so at the December CTCDC meeting. So you need to clear this up after sending out this false statement to the public, based upon his incorrect testimony in March to the CTCDC.

The statement has been removed from the noted blog post to avoid confusion. The 4% travel time savings that was reported to the CTCDC in March is still valid – it represents the combined roundtrip travel time savings in the peak direction - inbound on O’Farrell Street from 6-9am and outbound on Geary Street from 4-7pm for the segment between the bus stops at Powell Street and at Van Ness Avenue. This data includes all non-holiday weekdays from 10/28/13 to 11/29/13 and from 10/1/15 to 2/12/16 for the hours 6-9am and 4-7pm. The data includes dwell times at intermediate stops. These date ranges and methodology were used in order to compare travel times over several years.

My response:

The statement should have been removed not because it was confusing. It should be removed because it was not true. And a retraction should have been made and is still expected. The following data collection information was unfortunately NOT mentioned in Kate Elliott's internet article, nor during the March meeting. All information presented to the public and to various neighborhood committees by the SFMTA has been extremely misleading. Here is the actual data collection that tells it all: The red means the buses SLOWED IN THEIR TRAVEL TIMES.

Average Travel Time - Before/After Red Lanes											
Route	Location	All Day			AM Peak			PM Peak			
		Before	After	% Change	Before	After	% Change	Before	After	% Change	
30	3rd (Brannen to Stevenson)	307	324	-6%	274	297	-9%	304	338	-11%	
45	3rd (Brannen to Stevenson)	298	319	-7%	280	298	-7%	309	348	-13%	
8X	3rd (Perry to Stevenson)	180	178	1%	N/A	N/A	N/A	182	184	-1%	
38	Geary (Powell to Van Ness)	1021	1010	1%	1003	1022	-2%	1067	1102	-3%	
38L	Geary (Powell to Van Ness)	189	188	1%	194	187	4%	193	190	1%	
38	O'Farrell (Powell to Van Ness)	423	429	-1%	419	419	0%	428	449	-5%	
38L	O'Farrell (Powell to Van Ness)	220	219	0%	246	236	4%	214	217	-1%	
80th % Travel Time - Before/After Red Lanes											
Route	Location	All Day			AM Peak			PM Peak			
		Before	After	% Change	Before	After	% Change	Before	After	% Change	
30	3rd (Brannen to Stevenson)	354	380	-7%	313	351	-12%	347	392	-13%	
45	3rd (Brannen to Stevenson)	346	378	-9%	330	355	-8%	349	443	-27%	
8X	3rd (Perry to Stevenson)	219	218	0%	N/A	N/A	N/A	217	213	2%	
38	Geary (Powell to Van Ness)	1021	1010	1%	1083	1108	-2%	1164	1190	-2%	
38L	Geary (Powell to Van Ness)	218	216	1%	236	211	11%	219	212	3%	
38	O'Farrell (Powell to Van Ness)	478	489	-2%	466	471	-1%	467	499	-7%	
38L	O'Farrell (Powell to Van Ness)	251	250	0%	275	259	6%	243	241	1%	

My response, continued: Cherry picking data from ONE lane wherein red paint was added to a transit lane is not the way to present the results of an experiment that encompassed numerous other arterials. The deliberate exclusion of all the bus times that were SLOWED by the red paint should not have happened. That noted blog post referenced by you above said there was a 4%

savings in bus travel times due to the painting of red lanes. Other articles issued by the SFMTA use the figures 4%, and also 4-8%. All of those claims are bogus claims. One SFMTA communication goes so far as to state a 10% improvement in bus travel times due to the red coloring of transit lanes. None of it is true.

Your Comments: The travel time data presented to the CTDC in December (presentation attached) was based on different date ranges, hours of day, and also excluded dwell times at intermediate stops in order to more precisely analyze how the red treatments may have influenced transit travel time. The data included Mondays-Thursdays from 5/1/13 to 8/31/13 and from 5/1/15 to 8/31/15 for the hours 7-9am and 4-7pm. Data from these date ranges and time periods showed no change on O'Farrell Street during the AM peak and a 5% reduction on Geary Street during the PM peak period, for a combined roundtrip peak direction travel time savings of 2.5%.

My commentary:

Mr. White stated during his presentation in December that the red lane coloring did not improve bus travel times, which is consistent with the data.

>At the CAC meeting tonight, which I am attempting to attend, I would appreciate it if you are able to give the information about the red lane coloring not helping the buses travel faster to every member of the CAC.

Our findings are that the travel time results vary by street, but we did see an improvement on Geary as shown on Slide 8. It is also notable that travel time for people driving rose, which supports a hypothesis that the bus-only lanes protected the buses from deteriorating travel time in the face of increased traffic congestion downtown. Note also that the red treatment is particularly helpful to prevent violations (slide 7) that contribute to poor bus reliability, and that the treatment showed a reduction in collisions (slide 9). The pilot is not analogous to the proposed treatments on Geary west of Gough. They differ as follows:

- **Red treatment on Geary and O'Farrell east of Gough was added to existing bus only lanes**
- **Red treatment on Geary west of Gough is proposed as a part of a traffic lane designation change where existing general purpose lanes would be converted to bus-only lanes. Much of the travel time benefits expected for Geary west of Gough are expected as a result of introducing new bus-only lanes.**

MY COMMENTS:

The findings of the experiment are that overall, bus travel times were not improved. Hence, my request for a redaction of the claim of a 4% improvement in bus travel times. Not only did Kate Elliot NOT inform the CAC before their vote that they had been misled by the claim of improved travel times utilizing red paint, the retraction I asked for was merely an edit by the SFMTA. They deleted the claim, but made no retraction. There should be a printed RETRACTION that states "We misled the public, including the CAC members, about the benefit of red coloring in transit lanes." The experiment IS analogous to Geary west of Gough. The experiment is about whether red coloring improves transit times, increases compliance, and increases safety. The experiment shows that the red coloring does NOTHING for bus travel times. It also shows that the SFMTA's claim of increased compliance is another slight-of-hand claim that is misleading. If the CTDC would make an effort to find out what this claim really is, they would see this experiment for what it really is. A waste of taxpayer money. Of course the experiment is analogous to Geary Blvd. The experiment shows red coloring is not helping bus transit times, and the compliance claim is misleading, but yet the SFMTA still wants to paint miles of Geary Blvd at approximately \$14,700,000 per mile. It IS ANALOGOUS.

As to COMPLIANCE - the only data that the SFMTA has is a collection of before and after data pertaining to cars traveling through an intersection from a transit lane. That is the

only measure of compliance. Yet, from their own 2012 application, the SFMTA promised a quite different data collection scenario: The SFMTA stated they would undertake the following to see what effect the red coloring had on transit lane violations:

1) Illegal motor vehicle travel within transit-only lanes. How would this be measured? By counting the vehicles per hour traveling within transit-only lanes, excluding vehicles making legal turning or parking maneuvers. THIS WAS NOT DONE. This is a separate category from the next item.

2) Percentage of through-moving vehicles traveling within transit-only lanes. This appears to be the only data set collected for this experiment. I asked for any and all compliance data, and this was the only data set produced from my Sunshine request. It is clear that this type of "compliance" has no bearing on bus transit times. Yet the SFMTA chose to collect this data and call it compliance.

3) Illegal parking (DOUBLE PARKING) within transit-only lanes. This was to be done by counting parking infractions per hour. THIS WAS NOT DONE. The double parking of private vehicles in a transit lane is the most often cited reason for buses slowing, and for requesting bus-mounted camera systems to snap photos of violators. Yet, the SFMTA DID NOT COLLECT THIS DATA IN THE BEFORE AND AFTER CONDITIONS, LIKE THEY SAID THEY WOULD. Or they collected it and buried it.

4) Parking occupancy adjacent to transit-only lanes. This was reportedly done. However, in a City where parking spaces are few and far between, it is meaningless.

5) Lastly, Vehicle turning behavior, utilizing analysis of turning vehicles per hour per approach lane. Mr. White said during the March meeting with the CTCDC that turning behavior was not affected by the red lanes. I am still researching this data. The CTCDC will get a full report from me on this.

>Also, I hope you can explain about the latest claim of the SFMTA as it pertains to the "...increased compliance" element of this experiment. Dustin White gave an update report to the CTCDC wherein increased compliance was claimed due to the red painting of the transit lanes. Instead of giving the CTCDC members the report 45 days prior to the meeting, as required, he produced it the day of the meeting. So no CTCDC member could take a look at what this claim really means. I have researched the claim, and it is as laughable as the 4% claimed improvement in bus travel times (which was false). Are you aware of what the actual "compliance" data is?

As shown on Slide 7 of the attached, violation rates decreased by 51% based on two 2-hour counts at each intersection within the 3rd Street study corridor. Also, as was explained in a prior email response, Dustin submitted the report weeks prior to the meeting. The CTCDC secretary has since clarified that it was distributed in advance, but not all members received the email in advance because of the attachment size.

My comments:

This is covered in my paragraphs above. The compliance study never dealt with other cases of illegal travel in a transit lane, and more importantly, it never collected double parking data sets, which is the major concern of bus drivers using transit lanes, and the primary cause of buses slowing according to articles I have read. Also of note is only 3rd Street was studied, even though earlier, only Geary/OFarrell Street data was considered worthy of consideration by the SFMTA.

Finally, as to Dustin White submitting this report weeks prior to the meeting, I would like to point out that while this report may have been somewhat on time, the Committee should note that utilizing 2013 as the start date (Permission was granted in 2012, but there was a delay in getting this "experiment" started), there were a total of 14 meetings conducted by the CTCDC. The SFMTA was required to attend each meeting, or submit a progress report for each meeting, submitted 45 days prior to the start of the meeting. From my calculations, only 2 reports on data

comparisons of before and after lane painting were provided. No other meetings were attended by the SFMTA to present update reports after the initial Permission to Experiment in 2012. Only two other non-comparison reports were submitted as updates -one was an explanation for the delay of the start of the experiment, the other was a discussion of why the after-data collection was going to be so far out. So out of 14 meetings, 12 were not attended and 10 did not receive a written status report either by email or regular mail. The March 2016 data was the first time a progress report was submitted - 3 years after the start of the experiment. Almost 4 years after permission was granted by the FHWA and the CTCDC. Since 2013 then, out of 14 meetings, the SFMTA has attended 2 when submitting red lane experiment updates. That is as many as I have attended, and I have only been involved with this debacle since November 2015.

So, there has been no improvement overall in bus travel times, per the data. There has been no study of double parking violations, which was part of the terms of the experiment agreement, yet it was ignored. There was no study of other lane violations committed by private vehicles which was also promised by the SFMTA, but they did not perform this part of the experiment either. The only "compliance" study done was a tally of cars traveling along 3rd Street, tracking if the cars crossed the intersection rather than turning right.

The third claim is that traffic accidents are down due to the red paint, and this is my next item to see if again, the data has been slanted to push an agenda forward. There was no research on accidents on adjacent arterials or intersecting streets near the painted lanes, and that data should have been part of this study.

In summary, my request to Kate Elliott was in reference to her claim, disseminated to the public time after time by the SFMTA, that the red lanes had improved transit travel times by 4%. The SFMTA made other claims too, such as a 4%-8% improvement, and one claim was 10%. My request was to print a retraction, because the statement was not true. The article was edited and the claim removed. No retraction.

From the minutes of the December meeting in Sacramento, the idea was actually floated to hear from transit riders about the red lanes. And now the SFMTA is doing a poll? After they contaminated the public with these false claims of transit time improvements? Nothing about this experiment was professional, it has been mis-managed, and it should be stopped.

Sincerely

Glenn Urban

Shell Car Wash
3035 Geary Blvd
San Francisco, CA 94118

END

Thank you. Liz

Liz Brisson

Major Corridors Planning Manager
Liz.Brisson@sfmta.com
415.701.4791
www.sfmta.com



Letter L-120.4

From: [Glenn Urban](#)
To: [Brisson, Liz](#)
Subject: Consulting Firm Commentary
Date: Friday, February 03, 2017 1:14:56 PM

Liz-

I just fielded a call from a consulting firm that has done work with numerous BRT installs. She was referred to me by someone at a certain Transit Authority that will remain anonymous for the time being. She was calling me based upon a conversation I had with this Transit Authority employee a few weeks ago, on top of one I had with this same employee almost a year ago.

She was interested in talking with me because of what she had heard second hand from said Transit Authority person about how the red coloring of transit lanes was creating a problem for some business owners in San Francisco. As an employee of a consulting company working on various BRT projects, she said they had recently attended a symposium where the red coloring for transit lanes was presented as "cutting edge", yet, the people in the company she works for had no idea who had vetted this concept. She said later, at their office, they started discussing this red paint, and the question was, "Where did this come from?"..and "Has this concept been approved at the state and federal level?"...and then one person said they know where it is coming from...I interrupted her..I said the ONLY place it is coming from is the NACTO Urban Street Design Guide and a lame experiment out of New York. She said, "Exactly"...

I gave her my interpretation of the NACTO pamphlet..it is a pamphlet designed by a bunch of public transit people that are trying to supercede state and federal law. She agreed.

This consultant reiterated that they use other methods as part of their demarcation to discern 24/7 transit lanes, BAT lanes, and mixed use transit lanes from standard mixed use lanes. She understood and agreed that putting down red paint in front of businesses was going to hurt said businesses.

The adjectives used by her to describe the SFMTA included one that really stuck with me. "Arrogant."

When I went over the history of this red color experiment, beginning with the SFMTA suggesting cars would access our site from the middle lane of Geary Blvd back in November of 2015, she looked up the Cook Street/Geary Blvd intersection on Google Earth and started laughing.

I have a quote from a guy from the CTCDC who told me that it is

unfortunate that Caltrans has endorsed the NACTO Urban Street Design Guide, because half of the stuff in there has not even gotten to the experimental stage for traffic control devices. The fact that Dustin White quoted the NACTO Urban Street Design Guide as a reason for the SFMTA having the right to expand their experiment west of Geary Blvd back in 2016 is just one more example of the fantasy world the SFMTA lives in. It is as if the SFMTA has forgotten that this is an experiment. The NACTO Urban Street Design Guide is a NOTHING document that has ZERO legal authority.

Corey and I and other business and property owners are going to continue to fight this red paint concept, as it MAKES NO SENSE to put it in the right hand lane next to businesses that need unencumbered vehicle access in order to survive. To be specific, there should not be any red paint between Masonic and Palm. Period. Those lanes should be part time transit lanes AT MOST. Based upon the results of the SFMTA's own data collections for the red lane experiment, bus travel times goals of the Hybrid design for the GEARY BRT would NOT CHANGE if those lanes are peak time, and not painted. The data is there in black and white. It is a concept the SFMTA has refused to consider so far.

How about this? Hire a DIFFERENT CONSULTING FIRM who KNOWS SOMETHING ABOUT PROPER BRT DESIGN, and QUIT PUSHING FOR 24/7 LANES PAINTED RED IN A CONCENTRATED RETAIL AREA (BETWEEN PALM AND MASONIC) THAT IS OUTSIDE OF THE CORE DOWNTOWN AREA?

The Mission Street debacle is not over. It is still my goal to get the red paint off of Mission Street.

Also, I remind you again, that surveying riders who the SFMTA has already lied to about travel time savings is just another example of controlling public opinion by not telling them the truth. Instead of relying on the technical merits of this experiment, which are the ONLY items the CTCDC should be concerned with, the SFMTA is trying to figure out a way to sell this "experiment" to the Committee by introducing "feelings" of riders. So we are going to be very thorough with our letter to the CalTrans Director and with each member of the CTCDC to make sure they KNOW that the travel times of the buses were mis-represented; the "compliance" part of the experiment has been grossly mis-represented, and finally, I am now digging into the safety claims to see if those have been mis-represented as well. If this experiment survives the CTCDC and is allowed to expand - because unfortunately some of you are sort of joined at the hip due to the nature of your chosen field - we will challenge it in court. If we are forced to do that, and if we are successful to kill off the red coloring, all the downtown red paint that I could care less about will be in jeopardy as well. But because no one at the SFMTA ever seems to think things through in a logical process, that is a risk the

SFMTA probably never thought of.

Instead of alienating the business community, the SFMTA should be working with it.

Sincerely,

Glenn

Glenn Urban
3035 Geary Blvd
San Francisco, CA 94118
(925) 785-6198

Letter L-120.5

From: [Glenn Urban](#)
To: [Brisson, Liz](#)
Cc: [Amiri, Wahid](#); [Colin Dentel-Post](#); [Reiskin, Ed](#); [Elliott, Kate](#); vijay.talada@dot.ca.gov; [Korth Kevin \(FHWA\)](#); kevin.sylvester@dot.gov; [David W. Dipple](#); [David Heller](#); [Kirschner David \(FHWA\)](#); bahadori.hamid@aaa-calif.org; [Paul Kozakiewicz](#); [Henry Karnilowicz](#); [Starz928](#); [Celaya, Caroline](#); [Eric Cordoba](#); [Caltrans, Director Dot, Ca. Gov](#)
Subject: <https://www.sfmta.com/about-sfmta/blog/red-transit-only-lanes-work-two-new-studies-show-their-benefits>
Date: Wednesday, April 19, 2017 1:27:35 PM

Liz-

Once again, the SFTMA continues to put forth lies about the red lanes as they have done in this article as linked:

[Red Transit-Only Lanes Work: Two New Studies Show Their Benefits](#)



There is nothing stated in this article that is true about the red lanes. The measurements along Mission Street have nothing to do with red lanes. That transit lane was installed and painted red at the same time. The resulting statistics have everything to do with the elimination of a lane of car traffic in each direction, and nothing to do with red paint. The SFMTA could have done a before and after comparison on Mission with unpainted vs painted transit lanes, but they did not! The claims by the SFMTA are bogus and not true. The claims of traffic slowing but the red lanes keeping bus travel times the same may or may not have to do with the fact it is a transit lane and not because it was painted red. The SFMTA does everything it can to make things go in their favor. There is NO DATA supporting this claim.

There is no mention of the fact bodily injury accidents are UP 54% on 3rd Street, after the installation of red coloring, a FACT that was included in the summary report for the red lanes put out by the SFMTA themselves. I have the data. I have the proof. This article is a LIE.

Either take it down, or our lawyer will contact you to take it down. This is a blatant attempt at misrepresenting safety data as well as performance data of red lanes.

Sincerely,

Glenn Urban

Shell Car Wash
3035 Geary Blvd
San Francisco, CA 94118
(925) 785-6198



Letter L-121

Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] Geary BRT

Colin Dentel-Post <colin.dentel-post@sfcta.org>
To: David Varnum <davidvarnum@earthlink.net>
Cc: GearyBRT <GearyBRT@sfcta.org>

Mon, May 22, 2017 at 9:40 AM

Dear Mr. Varnum,

Thank you for sharing your concern regarding the Geary BRT project design.

Enhancing transit and pedestrian safety in the corridor are the primary objectives of the project. I would like to emphasize that we do not expect the proposed change to the project design between 26th Avenue and 28th Avenue to diminish the benefits of the project to transit riders or people walking. In fact, the change would extend the center-running bus-only lane for one additional block in the outbound direction. Center-running bus lanes benefit from fewer conflicts with other vehicles than side-running lanes, since they keep buses fully separated from vehicles parking, loading, or making right turns. So while this proposed design change did arise from concerns about parking and loading expressed by stakeholders in the area, we think this change is an opportunity for a win-win on all sides.

Thanks again for sharing your feedback,

Colin



Colin Dentel-Post

Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

On Fri, May 19, 2017 at 11:13 PM, David Varnum <davidvarnum@earthlink.net> wrote:
To Whom It May Concern:

This project is being nickel-and-dimed to death by NIMBYS all along the corridor. Preserving parking spaces SHOULD NOT be a priority of Geary BRT. Indeed, the whole point of enhanced transit on Geary is to get people OUT of their cars—thus requiring fewer parking places. The interests of automobile drivers are counterproductive to this project, and should not be prioritized.

—David Varnum
San Francisco

Letter L-122.1

Given the concern we heard about wait times at the meeting, we will be working with SFMTA to look at future service frequency options with that consideration in mind. As we noted, the other improvements that will come with the BRT project, such as the transit-only lane, will help improve service reliability so that you can be more confident that buses will arrive at their scheduled intervals.

Thanks again for providing your input on the Geary BRT project, and we will keep you informed as the process moves forward.

Best,

Colin

Colin Dentel-Post
Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

On Wed, Apr 20, 2016 at 10:07 AM, Gary Vondran <REDACTED> wrote:

To....Colin Dentel-Post,

At the Sequoias meeting the objection to SFMTA/SFCTA plans to eliminate the 38R rapid stop at Laguna was overwhelmingly unanimous.

You pointed out ride times, but what about Laguna-stop riders WAIT times?

Since Laguna stop is sandwiched between very busy transfer points of VanNess and Fillmore, overcrowding and full buses are common where a rider (like me) must wait for the next bus. It is very disappointing not to board arriving buses. Many times while waiting for the second or third bus, one gets a feeling of rejection, and negative thoughts about the reliability of the whole Muni bus system.

Don't forget your rider's sense of joy in seeing 38 & 38R bus stop and boarding Muni.

Keeping the 38R stop at Laguna would only add a fraction of a second to the daily average ride time. So....Please revise plans to keep Rapid 38R stops at Laguna.

Keep me posted, Gary Vondran

From: Colin Dentel-Post <colin.dentel-post@sfcta.org>
To: Gary Vondran <**REDACTED**>
Cc: GearyBRT <gearybrt@sfcta.org>, lgpetty
<**REDACTED**>, london.breed@sfgov.org, Marlayne Morgan
<**REDACTED**>
Subject: Re: [GearyBRT] Keep 38R stop at Laguna
Date: Fri, 22 Apr 2016 18:40:26 -0700

Mr. Vondran,

Thank you for your input on the Geary Bus Rapid Transit project and the proposal to retain Laguna as a local-only stop. We did hear from the meeting at the Sequoias that the primary concern from attendees was about the wait times to board a bus at Laguna without Rapid service.

To clarify the data we presented at the meeting, the changes to travel times from the Laguna stop with the BRT project do include the difference in average wait times for riders who need to board a local bus at Laguna. On average, the increase in wait time would be less than 2 minutes, although with current local schedules it could be as much as 8 minutes in the event that you were to just miss a bus. Rapid riders traveling past Laguna would each save 30 seconds (the time it takes the bus to stop).

Given the concern we heard about wait times at the meeting, we will be working with SFMTA to look at future service frequency options with that consideration in mind. As we noted, the other improvements that will come with the BRT project, such as the transit-only lane, will help improve service reliability so that you can be more confident that buses will arrive at their scheduled intervals.

Thanks again for providing your input on the Geary BRT project, and we will keep you informed as the process moves forward.

Best,

Colin

Colin Dentel-Post

Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

Letter L-122.2

From: Gary Vondran
Date: Tue May 03 2016 00:14:26 GMT+0530 (IST)
Subject: Re: Keep 38R stop at Luguna
To: Colin Dentel-Post

Colin,

Sincere thanks for looking into Improving Laguna Stop service.....it will please the majority resident riders who rely on Muni 24/7 all 365 days/year.

Please let me know of BRT PROJECT revisions that make Laguna stop more rider friendly.

Gary Vondran

Friday, April 29, 2016, Colin Dentel-Post <colin.dentel-post@sfcta.org> wrote:

Mr. Vondran,

Please see my responses to your additional questions below in [blue](#).

Thank you,

Colin

Colin Dentel-Post
Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

On Sun, Apr 24, 2016 at 8:00 PM, Gary Vondran <**REDACTED**> wrote:

To...Colin Dentel-Post,

Appreciate your prompt reply. Several questions remain:

1) would the actual ride and 38R design data be available to the public? If so, please email.

I'm not sure exactly what you're looking for here. The draft environmental document for the project is [available online](#), and [Chapter 3.3](#) focuses on transit analysis. See, for example, page 3.3-10, which shows transit boardings by stop along the route.

2) what are the percentages of SF residents vs. non-residents ride 38 & 38R? or your Professional estimate?

We do not have data on what proportion of Geary bus riders live in SF. I would expect that the substantial majority are, and will continue to be, San Francisco residents.

3) would it be possible to swap one of the 25 other 38R stops to maintain equal Laguna-stop, rapid-loop time? Fact sheet shows rapid stop at Kearny within a block (easy walking distance) of two other rapid stops.

We don't see other opportunities to do this. We did consider consolidating stops in the Union Square/downtown area (e.g. Kearny), but because ridership is very high at all of those stops and pedestrian traffic is high, eliminating one or more could result in excessive sidewalk crowding at the others.

4) what are the actual Laguna-stop, rider-wait times now?compared to design local-only 38 service?

Currently, local buses arrive about every 7-10 minutes during the day, while Rapid buses arrive about every 4-6 minutes (average wait times would be half the frequency). Service frequency would improve with the project. The assumed future local frequency with the project in the draft environmental document released last fall is about every 5.5-7.5 minutes, but as I noted previously, we're working with SFMTA to take another look at that future frequency given what we've heard.

I am very grateful for many Geary route improvements, and hope you take a closer look at rider concerns to retain 38R stop at Laguna.

Sincerely, Gary Vondran

On Friday, April 22, 2016, Colin Dentel-Post <colin.dentel-post@sfcta.org> wrote:

Mr. Vondran,

Thank you for your input on the Geary Bus Rapid Transit project and the proposal to retain Laguna as a local-only stop. We did hear from the meeting at the Sequoias that the primary concern from attendees was about the wait times to board a bus at Laguna without Rapid service.

To clarify the data we presented at the meeting, the changes to travel times from the Laguna stop with the BRT project do include the difference in average wait times for riders who need to board a local bus at Laguna. On average, the increase in wait time would be less than 2 minutes, although with current local schedules it could be as much as 8 minutes in the event that you were to just miss a bus. Rapid riders traveling past Laguna would each save 30 seconds (the time it takes the bus to stop).

Letter L-122.3

From: Gary Vondran
Date: Tue May 03 2016 00:14:26 GMT+0530 (IST)
Subject: Re: Keep 38R stop at Luguna
To: Colin Dentel-Post

Colin,

Sincere thanks for looking into Improving Laguna Stop service.....it will please the majority resident riders who rely on Muni 24/7 all 365 days/year.

Please let me know of BRT PROJECT revisions that make Laguna stop more rider friendly.

Gary Vondran

Friday, April 29, 2016, Colin Dentel-Post <colin.dentel-post@sfcta.org> wrote:

Mr. Vondran,

Please see my responses to your additional questions below in [blue](#).

Thank you,

Colin

Colin Dentel-Post
Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

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1) would the actual ride and 38R design data be available to the public? If so, please email.

I'm not sure exactly what you're looking for here. The draft environmental document for the project is [available online](#), and [Chapter 3.3](#) focuses on transit analysis. See, for example, page 3.3-10, which shows transit boardings by stop along the route.



Fwd: [GearyBRT] KEEP Geary 38R stop at Laguna

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From:
Date: Tue Jan 03 2017 16:28:30 GMT+1100 (AEDT)
Subject: [GearyBRT] KEEP Geary 38R stop at Laguna
To: gearybrt@sfcta.org
Cc: SF Square board

To Citizens Advisory Committee and SF County Transportation Authority,

I strongly object to the discontinuation of the Laguna bus stop for the 38-Rapid. My neighbors and I rely on Rapid service when we ride the 38. There is a high density of people living in apartment buildings in the Geary and Laguna area who need Rapid as well as local service.

Laguna Street provides a relatively level street for access to the 38-R within an area that is hilly with a long slope on Geary Blvd. The 38-R needs to be kept for all the people who use it, but especially for those with limited walking capabilities.

Many rely on the 38-R. Cultural events draw hundreds of tourists and city resident to Japantown. Residents going to work, shopping, medical appointments, etc. need reliable and speedy bus service. People from schools and churches need the 38-R bus line.

Keep the 38-Rapid at Laguna and Geary for all of us.

Linda Walsh

St Francis Square Co-op resident

cc: St Francis Square Board



Petitions to KEEP 38-Rapid at LAGUNA bus stop

lwalsh@igc.org <lwalsh@igc.org>

Thu, Jan 5, 2017 at 11:57 AM

Reply-To: lwalsh@igc.org

To: Aaron Peskin <Aaron.Peskin@sfgov.org>, David Campos <David.Campos@sfgov.org>, Eric Mar <Eric.L.Mar@sfgov.org>, Jane Kim <Jane.Kim@sfgov.org>, John Avalos <John.Avalos@sfgov.org>, Katy Tang <Katy.Tang@sfgov.org>, London Breed <London.Breed@sfgov.org>, Malia Cohen <Malia.Cohen@sfgov.org>, Mark Farrell <Mark.Farrell@sfgov.org>, Norman Yee <Norman.Yee@sfgov.org>, "Reiskin,Ed (MTA)" <ed.reiskin@sfmta.com>, colin.dentel-post@sfcta.org, gearybrt@sfcta.org

Cc: Marlayne Morgan <marlayne16@gmail.com>, Paul Wermer <paul@pw-sc.com>, Robert Hamaguchi <bobhama330@gmail.com>, "Smith,Suzanne" <suzathome@comcast.net>, Mary Gassert <marygassert@yahoo.com>, Gary Vondran <glvondran@gmail.com>, Lgpetty <lgpetty@juno.com>, Teresa Schnabel <tvschnabel@aol.com>, Melinda Lavalle <melindalavalle@aol.com>, Patrick Carney <pat724car@gmail.com>, Jason Russell <jasrussell@deloitte.com>, "Gabriel Gregoratos (ggregoratos@comcast.net)" <ggregoratos@comcast.net>, Fran Johns <fjohns33@mindspring.com>, Kathie Cheatham <KCheat4349@aol.com>, SF Square board <board@sfsquare.org>

This email has attachment with the Petitions to Save 38-RAPID at LAGUNA St..

Linda Walsh and other residents from St Francis Square Co-op

(located between Geary, Laguna, Ellis, and Webster streets)

AND workers, visitors, tourists, and residents who RELY on the 38-RAPID

-----Original Message-----

From: lwalsh@igc.org

Sent: Jan 5, 2017 11:32 AM

To: Aaron Peskin , David Campos , Eric Mar , Jane Kim , John Avalos , Katy Tang , London Breed , Malia Cohen , Mark Farrell , Norman Yee , Scott Wiener , "Reiskin,Ed (MTA)" , colin.dentel-post@sfcta.org, gearybrt@sfcta.org

Cc: Marlayne Morgan , Paul Wermer , Robert Hamaguchi , "Smith,Suzanne" , Mary Gassert , Gary Vondran , Lgpetty , Teresa Schnabel , Melinda Lavalle , Patrick Carney , Jason Russell , "Gabriel Gregoratos (ggregoratos@comcast.net)" , Fran Johns , Kathie Cheatham , SF Square board

Subject: Petitions to KEEP 38-Rapid at LAGUNA bus stop

Normal 0 false false false MicrosoftInternetExplorer4

San Francisco County Transportation Authority (SFCTA)

Public Meeting, City Hall, 2:00 p.m.

Geary Bus Rapid Transit (BRT) Citizens Advisory Committee (CAC)

Re: Discontinuation of Geary and Laguna 38-Rapid (38-R) bus stop

To the SFCTA and CAC:

There are many people who are dismayed and upset about the plans to discontinue the 38-Rapid bus stop at Geary and Laguna. We are attaching 102 signatures of people opposing this. The text of the petition and comments follow this letter.

Many of us residents who live near Geary and Laguna did not know about this planned discontinuation of the bus stop until very recently. Many bus riders were also surprised to learn the news.

Too many organizations and residents in this densely populated area depend on this 38-RAPID bus stop at LAGUNA. In this hilly area, people walk to the stop from fairly level blocks around it. People with disabilities, as well as others with limited mobility, have the right to access a rapid bus. Also, there is a high percentage of seniors near this intersection. Workers in Japantown and residents in the neighborhood rely on rapid service. One petitioner rides the 38-R then continues on to Oakland. Other Bay Area residents park in the Japantown garage, then take the 38-R to work. Do not discount the fact that we also need to go outbound (west) rapidly.

We collected signatures on these petitions from people who do not want to see the 38-R eliminated at Laguna. For each signature, there could easily be 10 friends and family members who were not available to sign.

Thank you for considering our input. As we all know, public transit is for the public, those of us who rely on RAPID transit to get to work, appointments, school, places of worship, Japantown, the Chinese Consulate, and the YMCA -- all at this one bus stop.

Thank you,

Linda Walsh and other residents from St Francis Square Co-op

(located between Geary, Laguna, Ellis, and Webster streets)

AND workers, visitors, tourists, and residents who RELY on the 38-RAPID

Attachments: 18 pages with 102 signatures

PETITION TO SAVE the 38-RAPID Bus Stop at LAGUNA ST.

January 2016

**To: Geary BRT Citizens Advisory Council and
San Francisco County Transit Authority (SFCTA)**

**From: Concerned Users of the Geary and LAGUNA bus stop for the
38-Rapid Geary (38-R Geary) bus**

We ask that the 38-Rapid Geary (38-R) bus stop be retained at Geary Blvd and Laguna Street. The long stretch of Geary without a 38-R stop effectively denies an entire neighborhood of Rapid or Express service. We will be forced onto local buses which run less frequently and have longer route times.

The Laguna bus stop serves the following:

- Multiple senior housing developments
- High density housing communities
- Japantown businesses
- Peace Plaza festivals
- Sacred Heart Cathedral High School
- Chinese Consulate
- Public housing developments
- Japantown community center
- Kabuki Hotel
- YMCA
- Rosa Parks Elementary School
- Many churches and temples

The Fillmore and Van Ness 38-R stops are not a feasible alternative because of the distance and hilly terrain. This is particularly difficult for the high number of seniors who live in the area. SFMTA has a responsibility to provide quality bus service for all residents, workers, and visitors in the neighborhood.

~~~~~Additional Comments from residents~~~~~

The 38R is important to Seniors who are frequent riders and need safe and efficient transport. Being exposed to crime and bad weather for longer periods of wait [if only a local bus is available] makes no sense.


The buses are to serve all segments of San Francisco!!

~~Prudence Parker

It may not be a concern of the transit authorities, but waiting longer times on the streets will increase the risk to citizens of becoming victims of crime. Taking the 38 frequently, I don't recall any occasion where I have seen a police officer on foot patrol in this area. Longer wait times would discourage some people from venturing out, with particular cause for concern by seniors.

If Laguna is no longer a 38R stop, it will be a great inconvenience to everyone in St. Francis Square Co-op, where a considerable percentage of the residents are seniors.

~~ Ann Williams

 **Petitions to SAVE 38-Rapid at LAGUNA.pdf**
816K

January 2016

To: Geary BRT Citizens Advisory Council and
San Francisco County Transit Authority (SFCTA)



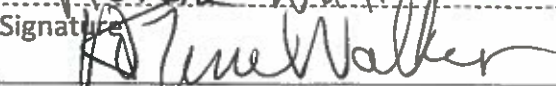
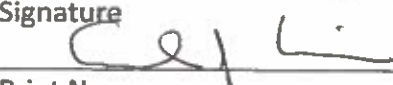
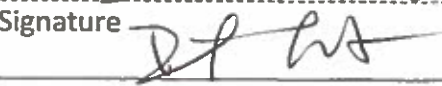
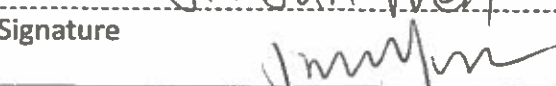
From: Concerned Users of the Geary and LAGUNA bus stop for the
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- Kabuki Hotel
- YMCA
- Rosa Parks Elementary School
- Many churches and temples

The Fillmore and Van Ness 38-R stops are not a feasible alternative because of the distance and hilly terrain. This is particularly difficult for the high number of seniors who live in the area. SFMTA has a responsibility to provide quality bus service for all residents, workers, and visitors in the neighborhood.

Print Name Timothy Schwartz	Email stschwartz574@gmail.com
Signature 	Address or neighborhood 574 9th Ave SF, CA
Print Name Sandra G Schwartz	Email stschwartz574@gmail.com
Signature 	Address or neighborhood 574 9th Ave SF CA 94115
Print Name Rolene Walker	Email rolene.walker@aol.com
Signature 	Address or neighborhood 85 Western Shore Ln SF
Print Name Carol Cwickshank	Email Saint Francis Square Co-op
Signature 	Address or neighborhood 85 Western Shore Lane San Francisco, CA 94115
Print Name DANZA GAO	Email
Signature 	Address or neighborhood SEE WORK IN J-TOWN
Print Name Jiadun Wen	Email jimwchen@gmail.com
Signature 	Address or neighborhood 1422 2nd St.

January 2016

To: Geary BRT Citizens Advisory Council and San Francisco County Transit Authority (SFCTA)

From: Concerned Users of the Geary and LAGUNA bus stop for the 38-Rapid Geary (38-R Geary) bus

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The Fillmore and Van Ness 38-R stops are not a feasible alternative because of the distance and hilly terrain. This is particularly difficult for the high number of seniors who live in the area. SFMTA has a responsibility to provide quality bus service for all residents, workers, and visitors in the neighborhood.

Print Name	JANET TOM	Email	janet.tom@gmail.com
Signature	<i>Janet Tom</i>	Address or neighborhood	85 Western Shore Ln. St. Francis Sq. Co-op.
Print Name	Elizabeth Treacy	Email	5 Galilee Ln #64115 SF CA
Signature	<i>Ely A Treacy</i>	Address or neighborhood	etinstf@yahoo.com
Print Name	Barbara Freshman	Email	6freshman2@aol.com ^{NE} Costa
Signature	Barbara Freshman	Address or neighborhood	5 Galileen Ln #2 SE CA 94115
Print Name	Rodney Chin	Email	chinrodne@yahoo.com
Signature	<i>Rodney Chin</i>	Address or neighborhood	1136 Eddy St Unit A
Print Name	Yumi Takenaka	Email	St Francis Square Co-op
Signature	<i>Yumi Takenaka</i>	Address or neighborhood	1545 Buchanan St. #1 St. Francis Sq. COOP
Print Name	Mika Takenaka	Email	St Francis Square Coop
Signature	<i>Mika Takenaka</i>	Address or neighborhood	1545 Buchanan St #1 St. Francis Sq Coop.

We ask that the 38-Rapid Geary (38-R) bus stop be retained at Geary Blvd & Laguna St.

January 2016

To: Geary BRT Citizens Advisory Council and
San Francisco County Transit Authority (SFCTA)

From: Concerned Users of the Geary and LAGUNA bus stop for the
38-Rapid Geary (38-R Geary) bus

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- Peace Plaza festivals
- Sacred Heart Cathedral High School
- Chinese Consulate
- Public housing developments
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- Kabuki Hotel
- YMCA
- Rosa Parks Elementary School
- Many churches and temples

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Print Name Tyler Chin	Email
Signature <i>Tyler Chin</i>	Address or neighborhood St Francis Square Coop
Print Name PROSCHAN, MAYUMI	Email
Signature <i>Mayumi Proschan</i>	Address or neighborhood ST FRANCIS SQUARE COOP
Print Name CYNTHIA JOE	Email
Signature <i>Cynthia Joe</i>	Address or neighborhood Sequoia
Print Name Donald Cryer	Email manager@sfsquare.org
Signature <i>Donald Cryer</i>	Address or neighborhood 55 Zampa Ln #1 ST. Francis Square
Print Name Bonnie Wang	Email live in neighborhood
Signature <i>Bonnie Wang</i>	Address or neighborhood Fillmore
Print Name Wilkens	Email
Signature <i>Wilkens</i>	Address or neighborhood 1739 Post St

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Print Name	Patrick Dunleavy	Email	St Francis Square Co-op
Signature		Address or neighborhood	35 WESTER SHORE 94115
Print Name	Maria Lee	Email	St Francis Square Co-op
Signature		Address or neighborhood	35 western shore Lane 94115
Print Name	TIM GODDARD	Email	St Francis Square Co-op
Signature		Address or neighborhood	35 WESTERN SHORE LANE APT. 3
Print Name	BRITTANY CHENG	Email	SFS Co-op
Signature		Address or neighborhood	35 WESTERN SHORE LN 94115
Print Name	Jin Ming Hu	Email	35 Western Shore Ln 4
Signature		Address or neighborhood	St Francis Square Co-op
Print Name	Penny Wong	Email	
Signature		Address or neighborhood	Japan town

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January 2016

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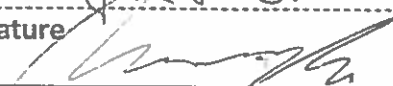


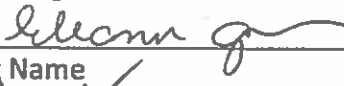

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Print Name MARINA WRIGHT	Email marinawright53@gmail.com
Signature 	Address or neighborhood SAUSALITO, CA
Print Name Vester Peis	Email
Signature 	Address or neighborhood Walnut Creek, CA
Print Name Maria C Garcia	Email
Signature 	Address or neighborhood 1625 Post St.
Print Name Ryan Kwang	Email
Signature 	Address or neighborhood Visitation Valley
Print Name Eleanor Gruspe	Email I work in Japantown
Signature 	Address or neighborhood 243 25th AVE S.F. CA. 94121
Print Name Gary Vondra	Email
Signature 	Address or neighborhood 1235 Ellis St SF 94109

January 2016

To: Geary BRT Citizens Advisory Council and
San Francisco County Transit Authority (SFCTA)

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Print Name	LINDA WALSH	Email	lwalsh@igc.org
Signature	Linda Walsh	Address or neighborhood	ST FRANCIS SQUARE COOP
Print Name	WYCOFF Allison Wyckoff	Email	allisonwyckoff@gmail.com
Signature	AW	Address or neighborhood	15 galilee ln #2 SF 94110
Print Name	Jerry Hirsch	Email	JerryHirsch@yahoo.com
Signature	Jerry Hirsch	Address or neighborhood	1420 Turk #712
Print Name	LISA ANGI KAMA LISA ANGI KAMA	Email	LISAANGKAMA@yahoo.com
Signature	Lisa Angi Kama Lisa Angi Kama	Address or neighborhood	45 Galilee Ln #2
Print Name	BRIAN LTV	Email	
Signature	Brian LTV	Address or neighborhood	25 GALILEE LN #3
Print Name	ROBB ANGELO	Email	
Signature	Robb Angelo	Address or neighborhood	40 INCA LANE #3 SF, CA, 94115

To: Geary BRT Citizens Advisory Council and
San Francisco County Transit Authority (SFCTA)

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Print Name JUDITH YAMAMOTO	Email judithyamamoto@earthlink.net
Signature <i>Judith Yamamoto</i>	Address or neighborhood San Francisco Western Addition
Print Name LAWRENCE T. YAMAMOTO	Email
Signature <i>Lawrence T. Yamamoto</i>	Address or neighborhood St. Francis Square San Francisco, Ca.
Print Name KATH YAMAMOTO	Email ryamamoto12@yahoo.com
Signature <i>Kath Yamamoto</i>	Address or neighborhood Lower Haight
Print Name PETER KENICHI YAMAMOTO	Email peteryamamoto@yahoo.com
Signature <i>Peter Kenichi Yamamoto</i>	Address or neighborhood CHINATOWN
Print Name Ann Pastreich	Email brookside1960@gmail
Signature <i>Ann Pastreich</i>	Address or neighborhood Western Addition
Print Name MARTA MADRIGAL	Email
Signature <i>Marta Madrigal</i>	Address or neighborhood

January 2017

To: Geary BRT Citizens Advisory Council and San Francisco County Transit Authority (SFCTA)

From: Concerned Users of the Geary and LAGUNA bus stop for the 38-Rapid Geary (38-R Geary) bus

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Print Name <i>Betty L. Traynor</i>	Email <i>btraynor@att.net</i>
Signature <i>Betty L. Traynor</i>	Address or neighborhood <i>Japantown / St. Francis Square Coop</i>
Print Name <i>Raphael Motagally</i>	Email <i>xballer87x@yahoo.com</i>
Signature <i>Raphael Motagally</i>	Address or neighborhood <i>Japantown / St. Francis Square Coop</i>
Print Name <i>Jamie Trinh</i>	Email <i>Jamie Trinh@yahoo.com</i>
Signature <i>Jamie Trinh</i>	Address or neighborhood <i>Japantown / St. Francis Square Coop</i>
Print Name <i>Suzanne Daniel</i>	Email <i>critters333@att.net</i>
Signature <i>Suzanne Daniel</i>	Address or neighborhood <i>St. Francis Square</i>
Print Name <i>Ying Zhang</i>	Email <i>ipiszy@gmail.com</i>
Signature <i>张莹</i>	Address or neighborhood <i>St. Francis Square</i>
Print Name <i>Yunging zhai</i>	Email <i>azurezya@gmail.com</i>
Signature <i>Yunging zhai</i>	Address or neighborhood <i>St. Francis Square</i>

Govt

We ask that the 38-Rapid Geary (38-R) bus stop be retained at Geary Blvd & Laguna St.

January 2016

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Print Name	Elena Engel	Email	elenaengel@gmail.com
Signature		Address or neighborhood	MISSION
Print Name	Sara Greenwald	Email	anderson.greenwald@att.net
Signature		Address or neighborhood	Pacific Heights
Print Name	John P. Anderson	Email	p8ton.anderson@gmail.com
Signature		Address or neighborhood	Pacific Heights 94115
Print Name	ADELE FRAMER	Email	adeleframer@gmail.com
Signature		Address or neighborhood	Upper Haight 94117
Print Name	KAT LIU	Email	navykat@yahoo.com
Signature		Address or neighborhood	Sunset
Print Name	Melvin STARKY	Email	mpc5124@hotmail.com
Signature		Address or neighborhood	Lower Nob Hill

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Print Name NORMAN YOUNG	Email nodayo@sbcglobal.net
Signature M. Young	Address or neighborhood 94115 neighborhood 40 INCA LN. #2, S.F. CA
Print Name Gerardo Castaneda	Email I work in JAPAN TOWN.
Signature Gerardo Castaneda	Address or neighborhood Oakland C.A.
Print Name Claire Lui	Email claire.lui@mckesson.com
Signature [in hurry to catch bus]	Also her relatives live nearby Address or neighborhood [she said her parents and grandparents upset if Rapid is discontinued]
Print Name Heather Lukens	Email heatherlukens@whoo.com
Signature Heather Lukens, RN	Address or neighborhood I work @ 1400 Geary Blvd Live El Cerrito
Print Name Joel Robinson	Email
Signature Joel Robinson	Address or neighborhood Walnut Creek, CA
Print Name Wafa Alameri	Email
Signature Wafa Alameri	Address or neighborhood Eddy Street

January 2016

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Print Name <i>Karen Rodriguez</i>	Email <i>Kdrodriguez@comcast.net</i>
Signature <i>Karen Rodriguez</i>	Address or neighborhood <i>1231 28th Ave. SF 94122</i>
Print Name <i>Lucia S. She</i>	Email
Signature <i>Lucia S. She</i>	Address or neighborhood <i>3230 Irving St S.F. 94122</i>
Print Name <i>NEIL CROSSAN</i>	Email <i>NEIL@NEILCROSSAN.COM</i>
Signature <i>Neil Crossan</i>	Address or neighborhood <i>1060 LUMBARD ST 502 SF, CA 94109</i>
Print Name <i>ESTHER BUGAR</i>	Email
Signature <i>Esther Bugar</i>	Address or neighborhood <i>1359 47th Ave SF CA 94122</i>
Print Name <i>Gisela Herzka 610</i>	Email <i>1065 ROUTOREY BLVD SF CA 94127</i>
Signature <i>Gisela Herzka</i>	Address or neighborhood
Print Name <i>Linda Zimmerman</i>	Email
Signature <i>Linda Zimmerman</i>	Address or neighborhood <i>Inner Sunset SF CA</i>

January 2016

To: Geary BRT Citizens Advisory Council and
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Print Name John Herbert	Email johncherbert
Signature 	Address or neighborhood 35 Zampa Ln # 2
Print Name E K Herbert	Email e.herbert 415@yahoo.com
Signature 	Address or neighborhood Fillmore / W. Addition
Print Name E. D. HERBERT	Email edherbert2112@yahoo.com
Signature 	Address or neighborhood 35 ZAMPA LANE Western Addition
Print Name M Du F...	Email 35 Zampa Ln 94115
Signature 	Address or neighborhood 35. ZAMPA LANE 94115
Print Name	Email
Signature	Address or neighborhood
Print Name	Email
Signature	Address or neighborhood

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January 2016⁷

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Print Name	Email
<i>Rose Sharkey</i>	
Signature	Address or neighborhood
<i>R Sharkey</i>	<i>St. Francis</i>
Print Name	Email
<i>ANNE CHOI</i>	
Signature	Address or neighborhood
<i>Anna Choi</i>	
Print Name	Email
<i>G.M. Sellers</i>	<i>sellerswood@yahoo.com</i>
Signature	Address or neighborhood
<i>G. Sellers</i>	<i>NOVA</i>
Print Name	Email
<i>Sarah Sosolin</i>	<i>sosolin@meca.edu</i>
Signature	Address or neighborhood
<i>Sarah Sosolin</i>	<i>lower Pac.</i>
Print Name	Email
Signature	Address or neighborhood
Print Name	Email
Signature	Address or neighborhood

January 2016

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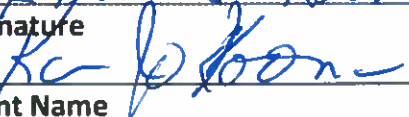
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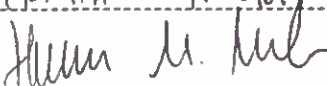



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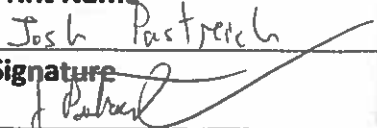
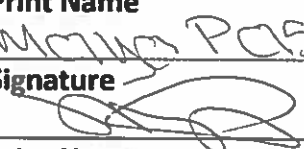
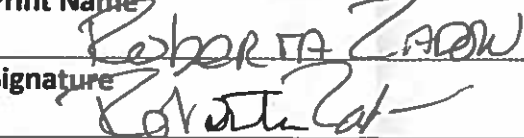
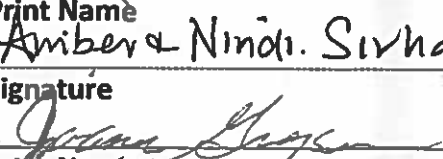
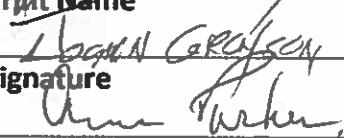
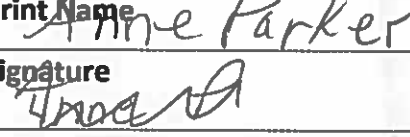
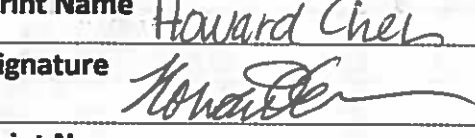
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Print Name	Linda Silver	Email	lsilver44@comcast.net
Signature		Address or neighborhood	1460 Webster St. - St Francis Square Co-op
Print Name	Marin Peterzell	Email	St Francis Square Co-op
Signature		Address or neighborhood	1460 Webster Street
Print Name	LAREN JO KRONAN	Email	St Francis Square Co-op
Signature		Address or neighborhood	20 Quickstep Ln SF
Print Name		Email	
Signature		Address or neighborhood	
Print Name		Email	
Signature		Address or neighborhood	
Print Name		Email	
Signature		Address or neighborhood	

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Print Name	Patrick Lan	Email	patrick.lancestf@hotmail.com
Signature		Address or neighborhood	5 Galilee Lane # 4 SF CA 9405
Print Name	JANESW ISLAR	Email	
Signature		Address or neighborhood	HAYES VALLEY
Print Name	HITIKSHEI	Email	
Signature		Address or neighborhood	ST. FRANCIS SQUARE COOP
Print Name	Carolyn Franklin	Email	
Signature		Address or neighborhood	Laguna and Geary Blvd
Print Name	Anna Manuel	Email	anna.pants@yahoo.com
Signature		Address or neighborhood	USF CA
Print Name	MARBYN MORSE	Email	marby16@gmail.com
Signature		Address or neighborhood	1200 Geary St #17A
Print Name	KYOKO TAKENAKA	Email	St Francis Square Coop
Signature		Address or neighborhood	1545 Buchanan St. Francis Sq. Coop
Print Name	SYLVIA LEW	Email	
Signature		Address or neighborhood	St. Francis Square #2 10 Bertie Minor #2
Print Name	Herman Melara	Email	
Signature		Address or neighborhood	ST. FRANCIS Sq 10 Bertie Minor #2.
Print Name	Sarah Wu	Email	
Signature		Address or neighborhood	St Francis Square 10 Bertie Minor #2
Print Name	Betsy Darr	Email	betdarr@gmail.com
Signature		Address or neighborhood	Richmond
Print Name	Margaret Pearce	Email	Pearcestf@comcast.net
Signature		Address or neighborhood	30 Quickstep Ln #3
Print Name		Email	
		neighborhood	

Print Name	Josh Pastreich	Email	St Francis Square Co-op
Signature		Address or neighborhood	15 Galilee Lane #5 SF CA 94115
Print Name	Miriam Pastreich	Email	
Signature		Address or neighborhood	15 Galilee #5 SF, CA 94115
Print Name	Roberta Zaron	Email	
Signature		Address or neighborhood	1580 O'Farrell St #1
Print Name	Amber & Nindi. Sirha	Email	ambasirha@hotmail.com. 1530 O'Farrell St. #2
Signature		Address or neighborhood	30 Gwinnett St #4
Print Name	Isabel Grafson	Email	I Grafson 510 @ gmail.com
Signature		Address or neighborhood	Jordan Park
Print Name	Anne Parker	Email	
Signature		Address or neighborhood	
Print Name	Howard Chen	Email	
Signature		Address or neighborhood	Neighborhood visitor
Print Name		Email	
Signature		Address or neighborhood	
Print Name		Email	
Signature		Address or neighborhood	
Print Name		Email	
Signature		Address or neighborhood	
Print Name		Email	
Signature		Address or neighborhood	
Print Name		Email	
Signature		Address or neighborhood	

January 2016

To: Geary BRT Citizens Advisory Council and
San Francisco County Transit Authority (SFCTA)

From: Concerned Users of the Geary and LAGUNA bus stop for the
38-Rapid Geary (38-R Geary) bus

We ask that the 38-Rapid Geary (38-R) bus stop be retained at Geary Blvd and Laguna Street. The long stretch of Geary without a 38-R stop effectively denies an entire neighborhood of Rapid or Express service. We will be forced onto local buses which run less frequently and have longer route times.

The Laguna bus stop serves the following:

- Multiple senior housing developments
- High density housing communities
- Japantown businesses
- Peace Plaza festivals
- Sacred Heart Cathedral High School
- Chinese Consulate
- Public housing developments
- Japantown community center
- Kabuki Hotel
- YMCA
- Rosa Parks Elementary School
- Many churches and temples

The Fillmore and Van Ness 38-R stops are not a feasible alternative because of the distance and hilly terrain. This is particularly difficult for the high number of seniors who live in the area. SFMTA has a responsibility to provide quality bus service for all residents, workers, and visitors in the neighborhood.

Print Name	Email
Signature	Address or neighborhood
Print Name	Email
Signature	Address or neighborhood
Print Name	Email
Signature	Address or neighborhood
Print Name	Email

Joseph Thornton
 J. Thornton, St. Francis Square Cooperative, Geary@Laguna

D.J. WALSH
 DJWalsh St. Francis Sq. Coop @laguna/Geary

Conny Ford
 Conny Ford, St. Francis Square Geary/Laguna



Sensible Transit Protests Rush to review Geary BRT Final EIR

Anne Chou <REDACTED>

Mon, Dec 12, 2016 at 2:10 PM

To: "To:" <John.Avalos@sfgov.org>, London.Breed@sfgov.org, David.Campos@sfgov.org, Aaron.Peskin@sfgov.org, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org, Norman.Yee@sfgov.org, Board.of.Supervisors@sfgov.org, clerk@sfcta.org, kanishka.karunaratne@sfgov.org, margaux.kelly@sfgov.org, jess.montejano@sfgov.org, conor.johnston@sfgov.org, camposstaff@sfgov.org
Cc: REDACTED, REDACTED, REDACTED

Dear Supervisors/Board Members of the SF County Transportation Authority,

I strongly urge you as members of the Transportation Authority to vote at your December 13, 2016, meeting to postpone your consideration of the Geary BRT Final EIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

Although the Transportation Authority delayed almost three months until this past Friday, December 9, 2016, to make public the Final EIR for the Geary BRT, it scheduled the vote to certify the FEIR for January 5, 2017. This unreasonably leaves the public and your Board only 27 calendar days and only 17 working days to review and analyze a FEIR with many new portions and information, as well as 870 pages of comments. And during this time, many interested members of the public as well as Board members and staff will be traveling or otherwise engaged in holiday celebrations with family and friends for Christmas, Hanukkah, and the New Year.

During these 17 working days over the holidays, the Board must be able to review the FEIR and be able to say that the FEIR reflects its independent judgment. The December 9 package contains a proposed Statement of Overriding Considerations. Thus, in addition to 870 pages of comments and responses, the reviewing Board members and your staff as well as the public must evaluate the SFCTA's reasoning for overriding the significant impacts which this massive FEIR found could not be mitigated. In addition, the recommended alternative has modifications to the Draft EIR. Thus, in addition to the comments and responses and the reasoning for overriding the conclusions, the Board members and your staff as well as the public must understand a modified proposed alternative. And beyond the CEQA document and findings, City regulations require certain findings and assessments. Non-CEQA findings have not been publicized or reviewed. Again, how will the Board be able to review, digest and independently arrive at all these new findings in only 17 working days?

In short, this extremely abbreviated period over the holidays is not enough time for the Board to meaningfully review and understand this massive document and to honestly arrive at the conclusion that the FEIR reflects its independent professional opinion, as the Board is not allowed to just rubber stamp this document.

And there is no need to rush through the vote to certify the FEIR.

Although the draft EIR was published on September 15, 2015, it took nearly 15 months to prepare and issue the Final EIR on December 9, 2016. Release at the holidays with a certification vote 17 working days later is not fair to the public, who would like to celebrate the holidays and see family and friends, not "cram" for a January 5, 2017, hearing. This period of review is just too short for the public and the Board to adequately review the Final EIR.

In addition, new District One Supervisor Sandra Fewer will not be sworn in until after the January 5, 2017, SFCTA meeting, thus denying District One representatives the vote by their newly elected Supervisor/SFCTA Board Member on this critical District One issue.

At your December 13, 2016, meeting, please vote to postpone the vote on the Geary BRT FEIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

Sincerely,

Thank you

Anne Wang

Email: REDACTED



Fwd: [GearyBRT] 38R Muni stop on Geary and Laguna

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: Eric Wang
Date: Tue Jan 03 2017 13:31:45 GMT+1100 (AEDT)
Subject: [GearyBRT] 38R Muni stop on Geary and Laguna
To: gearybrt@sfcta.org

Hi Muni,

I have been a resident at 66 Cleary Court for close to 3 years now. Each day our family rely on 38R for commute, meetings, running errands across the city. The convenience of 38R is the main reason that we did not have a car for over 2 years and even now that we have a car, we only drive it during weekends for out of town trips. The 38R stop on Geary and Laguna is very important to the communities around Japantown, including Cleary Courts, St Francis, Sequoia, etc. This area has a very high density. Many of the buildings either are senior and retirement communities or have many senior residents who spends on the 38R as the main transportation mean. Taking away the 38R stop would make their livelihood much more difficult.

Please reconsider removing the 38R stop on Geary and Laguna st. We sincerely appreciate your understanding.

Best regards,

Eric



Letter L-126

Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] Approve Geary BRT

'Clare Watsky' via GearyBRT <gearybrt@sfcta.org>

Thu, Jan 5, 2017 at 12:52 PM

Reply-To: Clare Watsky <cmwatsky@yahoo.com>

To: John.Avalos@sfgov.org, London.Breed@sfgov.org, David.Campos@sfgov.org, Aaron.Peskin@sfgov.org, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org, Norman.Yee@sfgov.org, gearybrt@sfcta.org

Dear San Francisco County Transportation Authority Board Member:

I write to you today to urge you to vote in favor of the Staff Recommended Alternative for the Geary Bus Rapid Transit (BRT) project and to approve the project's Final Environmental Impact Report at your hearing on January 5th. Geary BRT is more than a transit project. The project will greatly benefit everyone who uses Geary, including families, people with disabilities, residents, small business workers, students, and visitors.

Geary BRT will significantly improve the safety of all those traveling through the area whether they travel by foot, car, or bus and those benefits cannot be ignored. The project has been delayed for long enough. It's time for Geary BRT to move forward so that critical improvements can finally be made to this important connection for our city. Please approve Geary BRT.

Thank you for your time.

Clare Watsky

32 year resident of the Richmond District



Fwd: [GearyBRT] No on GearyBRT

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---
From: **REDACTED**
Date: Fri Dec 30 2016 08:10:20 GMT+1100 (AEDT)
Subject: [GearyBRT] No on GearyBRT
To: gearybrt@sfcta.org

This project will only speed up the bus line, but will create much more of a negative impact for the entire Richmond district. So many Parking spaces will be lost during construction and after completion. Thinking of the economical impact of this project for the Richmond, less parking means less people shopping or dining. I've lived in the Outer Richmond my entire 36 years of my life. I am more than familiar with riding the 38 and driving along Geary. I take the 38R round trip to work in the financial district 5 days a week. I drive everywhere else. Parking on Geary from 27th ave to arguello is scarce as it is. I can't imagine a family of 3 taking muni to shops on Geary because there is a lack of parking. The family of four will just take the car and drive elsewhere like the Sunset. Honestly, that is what I will do if the GearyBRT happens, I will frequent the Geary corridor less frequently. The negative financial impact for businesses on Geary Blvd is greater than the need to save 8-10 minutes on a bus commute across town. I've noticed there are more and more vacant spaces. I don't own a business in the Richmond District, but I do support the businesses whenever I can. Instead of BRT maybe just create diamond/right turn only lanes. GearyBRT project should not happen Wesley



Fwd: [GearyBRT] I Support the Geary BRT

Colin Dentel-Post <colin.dentel-post@sfcta.org>
To: Steve Stamos <steve.stamos@sfcta.org>

Wed, Jan 4, 2017 at 12:41 PM



Colin Dentel-Post
Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

----- Forwarded message -----

From: **Patrick White** <REDACTED>
Date: Wed, Jan 4, 2017 at 10:51 AM
Subject: [GearyBRT] I Support the Geary BRT
To: gearybrt@sfcta.org

Geary BRT Office,

I strongly support the Geary Blvd. BRT. It is truly needed. As a homeowner and resident of the outer Richmond I have driven Geary and ridden the 38 for many years. I am 69 years old born in SF and have lived and worked here my whole life. This corridor truly needs the BRT. To drive the Blvd now is like a maze dodging buses and confused traffic. If you were to ride this bus, you would see just how many people it serves and how it is often slowed by the congestion caused by pulling in and out of stops. The situation is not good for either autos or buses.

I think it is really a safety issue. This major transit corridor needs some order. I think it would really improve the look and feel of the areas it passes through as well.

I have been surprised by the amount of time it has taken to move on this needed improvement. It seems obvious. I do understand hearing the concerns of local businesses and I have attended related meetings. I believe the process has been thoughtful and suggestions and concerns integrated into the plan as it evolved. It is now time to move forward and get it done and get us some relief out here.

Please support this important necessary improvement for the many people of SF living on the Geary corridor.

Thank you,
Patrick White

Letter L-129

From: Colin Dentel-Post
Date: Tue May 10 2016 00:13:53 GMT+0530 (IST)
Subject: Re: [GearyBRT] The Geary BRT idea is a great idea!
To: Daniel Wiener
Cc: GearyBRT

Mr. Wiener,

Thanks for your input! We'll make sure to keep you updated as the project progresses and on future public meetings. We're currently expecting to request approval actions from the Transportation Authority Board and SFMTA Board at public hearings this fall, so those will be key opportunities to share your views on the project.

Please feel free to stay in touch and let me know if you have any questions or suggestions about the project.

Sincerely,

Colin

Colin Dentel-Post
Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

On Wed, May 4, 2016 at 10:38 PM, Daniel Wiener <REDACTED> wrote:

To whom it may concern,

I am strongly in favor of the BRT on Geary. Please improve the public transit in the Richmond.

Thanks,
Daniel Wiener
A local citizen



Please defer vote on Geary BRT FEIR

Nancy Wuerfel <REDACTED>

Wed, Jan 4, 2017 at 10:53 AM

To: Board.of.Supervisors@sfgov.org, clerk@sfcta.org, London.Breed@sfgov.org, Aaron.Peskin@sfgov.org, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org, David.Campos@sfgov.org, Norman.Yee@sfgov.org, kanishka.karunaratne@sfgov.org, hillary.ronen@sfgov.org, **REDACTED**, **REDACTED**, jess.montejano@sfgov.org, conor.johnston@sfgov.org, margaux.kelly@sfgov.org, John.Avalos@sfgov.org, sunny.angulo@sfgov.org, Dyan.Ruiz@sfgov.org,

REDACTED

Cc: **REDACTED**

Government people!

You cannot in good conscience consider the Geary BRT FEIR without requiring that the District 1 newly elected representative Sandra Fewer be part of the discussion. Also, the other newly elected supervisors must be part of this historic decision that impacts ALL of San Francisco, since the SFCTA and SFMTA will use this BOS decision to apply to other transit corridor "improvements."

This meeting is a big deal and you know it. Please play fair and let the people who have to live with this BRT plan be held accountable for the outcome!

Sincerely,

Nancy Wuerfel
District 4



Fwd: [GearyBRT] Rapid Stop at Laguna

Colin Dentel-Post <colin.dentel-post@sfcta.org>
To: Steve Stamos <steve.stamos@sfcta.org>

Wed, Jan 4, 2017 at 4:19 PM



Colin Dentel-Post
Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

----- Forwarded message -----

From: **Michael Yezzi** <REDACTED>
Date: Wed, Jan 4, 2017 at 4:02 PM
Subject: [GearyBRT] Rapid Stop at Laguna
To: GearyBRT@sfcta.org

To Whom It May Concern,

I am a senior citizen with limited mobility and I was very dismayed to learn that the bus stop at Laguna and Geary will no longer be used for the Rapid bus line when the GearyBRT is fully implemented. I use the 38 daily for trips both downtown and out to the Richmond district. I live at Cleary Court and Laguna and this stop has incredible convenience for transportation in both directions on Geary. I understand the need to decrease transit time on the Geary line, but removing the Rapid stop at this location means I must walk several blocks to either Fillmore or Van Ness if I want to catch the Rapid line. In addition, on my return trip I would have to wait for a 38 regular which is typically very crowded and I am unable to get a seat or again take the Rapid and walk to my home from Fillmore or Van Ness. I hope you reconsider the use of the Laguna and Geary bus stop to include the Rapid line. Thank you for your consideration.

Sincerely,

Michael Yezzi



Letter L-132

Colin Dentel-Post <colin.dentel-post@sfcta.org>

[GearyBRT] [San Francisco County Transportation Authority] Geary Corridor BRT

2 messages

REDACTED<REDACTED> To: gearybrt@sfcta.org

Mon, Aug 15, 2016 at 5:01 PM

Hello gearybrt,

Timur Zeinapur (**REDACTED**) has sent you a message via your contact form (<http://www.sfcta.org/user/42/contact>) at San Francisco County Transportation Authority.

If you don't want to receive such e-mails, you can change your settings at <http://www.sfcta.org/user/42/edit>.

Message:

Hello,

I live on 6th Ave and have been taking the 38 downtown and back for 4 years now! I wanted to let you know how excited I am for the Geary Corridor BRT!

Woooo for public transportation improvements!

Timur

Geary BRT

Arnie Zuckman <REDACTED>

Wed, Jan 4, 2017 at 10:58 AM

To: Board.of.Supervisors@sfgov.org, clerk@sfcta.org, London.Breed@sfgov.org, Aaron.Peskin@sfgov.org, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org, David.Campos@sfgov.org, Norman.Yee@sfgov.org, kanishka.karunaratne@sfgov.org, hillary.ronen@sfgov.org, REDACTED, REDACTED, jess.montejano@sfgov.org, conor.johnston@sfgov.org, margaux.kelly@sfgov.org, John.Avalos@sfgov.org, sunny.angulo@sfgov.org, Dyan.Ruiz@sfgov.org, REDACTED

Dear Supervisors/Board Members of the SF County Transportation Authority,

I strongly urge you as members of the Transportation Authority to vote to postpone your consideration of the Geary BRT Final EIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

We understand the Board of Supervisors, acting as County Authority, is poised to rush through a vote on the approval of the Geary BRT at a January 6, 2017 meeting, immediately after the MTA Board approves this monster. The new supervisors will barely have time to figure out how to set up their computers and use their email before being asked to approve a \$300-350 million controversial budget item.

This extremely abbreviated period over the holidays is not enough time for the Board to meaningfully review and understand this massive document and to honestly arrive at the conclusion that the FEIR reflects its independent professional opinion, as the Board is not allowed to just rubber stamp this document.

There is no need to rush through the vote to certify the FEIR.

Although the draft EIR was published on September 15, 2015, it took nearly 15 months to prepare and issue the Final EIR on December 9, 2016. Releasing the report during the holidays with a certification vote 17 working days later is not fair to the public who would like to celebrate the holidays and see family and friends, not "cram" for a January 5, 2017, hearing. This period of review is just too short for the public and the Board to adequately review the Final EIR.

In addition, new District One Supervisor Sandra Fewer will not be sworn in until January 8, 2017, thus denying District One representatives the vote by their newly elected Supervisor/SFCTA Board Member on this critical District One issue.

At the next upcoming meetings please vote to postpone the vote on the Geary BRT FEIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

Sincerely,

Arnold Zuckman

San Franciscans for Sensible Transit, Inc.



P.O. Box 210119, San Francisco, CA-94121

Website: Sfsensibletransit.org

San Franciscans for Sensible Transit believes the advantage of the “NO BUILD” project is that all of the improvements slated for the Hybrid design can be employed immediately without significant construction. That means more buses, better traffic light synchronization and control, improved bus stops, tighter schedules and repaving. The transportation planner testifying at the January 5th hearing admitted that the schedule transit time (for the 38 Rapid) is equal to or better than what the BRT will provide when operating. And, we get that without spending \$300 million, and ripping up the center median of the boulevard. MUNI intends to shorten transit time by cutting stops. That they can do tomorrow on the Geary 38 Rapid. They need more buses for the Local, but those are funded. The project East of Masonic Avenue is not a BRT center lane and it does not need to be West of Masonic. It’s that simple; and, we save \$300 million for other transit needs.

Thanks for supporting SENSIBLE TRANSIT!

David Hirtz, President

Robert F. Starzel, Secretary

David W. Dippel, Treasurer

Email us: info@sfsensibletransit.org

-----Cut Here-----

San Franciscans for Sensible Transit, Inc.



P.O. Box 210119, San Francisco, CA-94121

Website: Sfsensibletransit.org

Yes, I wish to make a difference toward good, smart transit growth by supporting San Franciscans for Sensible Transit, Inc.

Donor Information

Check is enclosed payable to

San Franciscans for Sensible Transit, Inc.

Name: _____

Individual Membership (\$25)

Address: _____

Business Sponsorship (\$100)

City/State/Zip: _____

\$ _____ (other)

Phone or E-mail: _____

THANK YOU for supporting better transit in San Francisco.



Edwin M. Lee, Mayor
Philip A. Ginsburg, General Manager

Steiner Street Bridge and RPD Facilities

To implement the Geary BRT, SFMTA plans to remove the existing bulb-out in front of Hamilton Recreation Center, remove all parking directly in front of the center, and relocate the blue zone and white passenger loading zone spaces on Steiner Street or farther west on Geary. SFMTA is currently considering whether or not to remove the Steiner Street Bridge.

SFMTA has analyzed pedestrian use of the bridge, and found that most people cross in the crosswalk at street level (75-95% use the crosswalk compared to using the bridge). The bridge is not ADA compliant and will require extensive repairs at some point. RPD supports removing the bridge and sees the following as benefits with bridge removal and challenges with maintaining the bridge.

Benefits from removing Steiner Street Bridge:

- Maintain a 9 foot-wide sidewalk, which would:
 - Maintain all existing trees in sidewalks, and
 - Provide a wide enough sidewalk to be immediately next to a traffic lane for moving Muni buses.
- Remove visual impediments to Hamilton Recreation Center and Kimbell Field and create a more welcoming connection to the Steiner St. edge for both facilities.
- Add space for pedestrians and park users at both facilities along the Steiner St. edge.
- Remove a hard-to-see area that creates space for undesirable uses.

Challenges with preserving the bridge:

- Create an uncomfortable pedestrian situation with a narrow 6' 6" sidewalk near the Steiner Street intersection that may discourage use of the Hamilton Center.
- Maintain a visual barrier to both parks that can encourage undesirable use and create an uncomfortable space for park users to pass by.



EXISTING CONDITIONS



PROPOSED CONDITIONS



GEARY BRT PROJECT

NARRATIVE ISSUES FROM THE RICHMOND DISTRICT

Public Process Narratives

1. That support for the Geary BRT is not based on public need but is the result of then Supervisor McGoldrick's desire to curry support from Rescue Muni in 2003, and specifically to obtain their financial support for his 2004 campaign.
2. That the Geary BRT was incubated in a cloak of secrecy without public input or collaboration with merchants that would be affected. Moreover, that there were no public hearings concerning the insertion of the Geary BRT project into Prop K.
3. That the 60 public meetings have given short shrift to the merits of the alternative plans and have instead been scripted presentations by SFCTA on its preferred plan.
4. That the above mentioned public meetings were not held with informed, directly affected Richmond residents and businesses. Most of the meetings were held at locations far from the residences and business of community members most likely to be affected.
5. That the CTA and SFMTA have refused to consider the public's requests to evaluate the economic impact of the Geary BRT on Geary merchants.
6. That there is a natural momentum created when an agency has some funding, can reach more, and has had on its planning lists a project for a considerable time. It appears to those not in government that the Geary BRT is less a necessary project and more one created by a government agency because it started moving in that direction. That fixation on a project represents an unwanted inflexibility.
7. That the possibility of obtaining federal funds in a substantial amount makes the No-Build option by definition to be off the table, in spite of fact that the public is ready to be satisfied by incremental improvements as it has in the past.

Narratives concerning tactics used by CTA/SFMTA communications employees and consultants.

1. That consultants have been employed to be part of the momentum favoring a government-imposed project and to assure the adoption of the hybrid option.
2. That consultants, who have been paid more than \$7 million to word smith and sell a program, have delivered a product which cannot be fully read and absorbed and makes no sense to the public. And through this process the consultants have refused to engage in debate, or to test project's parameters and thus cannot be trusted. Turning over the project to a group of consultants means there is no debate that is public.
3. That the public has been excluded from the planning process and consultants have engaged in a bewildering obfuscation in an effort to hide facts and confuse the public. And that the November 5 "public meeting", at which no questions could be asked nor answers obtained, was the height of hubris and dismissive of the public. Emblematic of the entire BRT process, at the November 5th meeting, no interest was shown in or respect for the public, and consultants engaged in a one-way broadcast.
4. That there is no transparency in government since persons in leadership policy positions have failed to stand ready for discussion and debate on intricate issues involved in this massive project.
5. That the EIS/EIR does not reveal the extent to which the MTA/SFCTA and their consultants went to government agencies and departments to get their views. And that designers failed to consult with Planning, Police, Fire, Environment, Small Business, and Bicycle subject matter experts.
6. That the City Planning Department's Affordable Housing Bonus Program planners and the Geary BRT planners have failed to collaborate and understand the interrelationships between the projects of the consequences.
7. That the Geary BRT planners have not incorporated Vision Zero and related safety concepts into their planning, and have not collaborated with the extended City family and other subject matter experts on the issue of Vision zero and the Geary BRT.

8. That consultants and designers failed to harmonize their work with the requirements of Transit First (as now embodied in the Charter) and planning for increased density and affordable housing along the corridor.
9. That employees involved in Geary BRT planning and consultants have not acknowledged or elucidated MUNI's history of staffing and equipment problems, and have not factored such experience into formulas used to estimate expected BRT performance improvements.

Narratives concerning major benefits sought that have already been gained

1. That the efficiencies obtained by the no build alternative have been intentionally understated by the CTA. Table 10-2 shows the BRT performance for a no-build scenario would be 54 minutes. With the improvements already made, MUNI has reduced the transit time to 44 or 45 minutes according to schedules currently published.
2. That the efficiencies promised by the Geary BRT have already been achieved. The same table 10-2 shows the goal of the Hybrid alternative to be approximately the same as the times already achieved.
3. That the Geary BRT program has a foundation in outdated and unreliable data, and assumptions based on same.
4. That the expenses incurred to achieve the improved transit times to date make the Hybrid option a colossal waste of money. The question in the minds of residents is why would be spend \$300 million to gain a few minutes for a limited number of riders.

Narratives concerning project goals benefiting a small group to detriment of quality for larger group

1. That the Geary BRT benefits are illusory and few will actually benefit. The primary goal is to reduce transit times measured by the length of the entire 38 line. Of the approximately 55,000 riders on all 38 buses every day, only a "small percentage" (thought to be at most a few thousand) are within the target commuter group.
2. That since the primary segment for riders in the Richmond will be found between 25th Avenue and Fillmore, the benefits of the Geary BRT become inconsequential.

3. That the fact the EIS/EIR does not contain a segment analysis to permit thorough understanding of the benefits to the largest number of riders is by design and intended to suppress the high cost/low benefit of the project, and to hide this fact from the public.
4. That there will never be more local service buses or better utilization since there will be more traffic over time vying for transportation space on a more constricted corridor.

Narratives concerning the Hybrid build and safety hazards

1. That planners have ignored the safety risks of transit riders who cross lanes of traffic to get to and from bus stops. With bus stops in the center of the Boulevard, riders must cross the street halfway to board a bus or return to the sidewalk after leaving the bus platform. Likewise, platforms may become congested and disorganized, and thus unsafe, due to "all door boarding".
2. That the Hybrid option reduces the amount of lost parking spaces by providing parallel parking. This necessitates the opening of car doors into traffic. Bicyclists and car drivers will be put at greater risk of accident. Slanted parking and wider streets reduces those risks.
3. That planners are out of touch with current traffic and parking issues in the neighborhoods on and around the Boulevard.
4. That the Geary BRT (both during construction and in later operations) will cause such significant changes to traffic patterns and vehicle operator behavior such that both safety and the quality of neighborhood life will be diminished.
5. That Geary BRT planners have not fully evaluated or quantified the potential effects of Geary BRT construction and operations on pedestrian and traffic safety.
6. That the Geary BRT hybrid option, and specifically the inability of buses to pass one-another in the center lanes, is a fundamental flaw that portends safety and efficiency shortcomings that have not been fully considered.
7. That one double parked truck, a small collision or a simply a vehicle backing into a parallel parking space will disrupt the entire transit

corridor. Human responses to such issues, such as road rage and speeding on alternative east/west streets, create significant risk for the public.

Narratives concerning Quality of life and lost shopping opportunities

1. That merchants along Geary Boulevard have not been heard on the advisability of the Hybrid option. Nor are there any disclosures in the EIS/EIR regarding the impacts on business on the corridor.
2. That those who live on or around the Boulevard who need to shop for necessities and occasional goods and services will find the diminished parking and the difficult traffic flow to inhibit driving their cars to the shopping area. This will cause a loss of car driving consumers. As businesses fail the walking consumers will no longer have access to businesses and will have to travel distances to other shopping areas.
3. That government employees with steady salaries have little empathy for the difficulties of the small business people.

Narratives concerning the cutting down of 196 significant trees

1. That the beauty and quality of life on and around the Boulevard will be negatively impacted by the loss of 196 mature trees. In a city with a relatively light cover of trees, the removal of so many significant trees with substantial diameter, height and canopy means a loss in the essential nature of the Boulevard itself.
2. That assertions in the EIS/EIR that the replacement trees could be expected to restore the streetscape within 5 to 10 years (see page 4-4-22) is false. The mature trees being removed have taken 30 to 50 years to reach their maturity.
3. That San Francisco has a poor record dealing with vegetation in median areas and the loss of the trees will be, if not permanent, long-lasting.
4. That the meaningless notion of "visual intactness" does not relate to what people want to see and appreciate when they look at the mature trees now along the Boulevard.

5. That the trees that are slated to be removed produce oxygen and that the amount of same and impact of the loss has been ignored.

Narratives concerning the use of the EIS/EIR to make a project decision instead of its primary purpose of exposing impacts and ameliorations

1. That decision making will turn on the EIS/EIR and the document will be employed to justify a particular project alternative.
2. That the CTA/SFMTA are indifferent to the true cost-benefit of the Geary BRT and did not include such analysis in the EIS/EIR or elsewhere.
3. That the comments and criticisms offered in writing to the SFCTA as a result of the publication of the EIS/EIR will be treated not to careful analysis and consideration but rather a statement in favor of the recommended plan. And such reflects that the once a public agency has become fixed in its position it will not consider openly making changes in position. Because the EIS/EIR does not contain analysis of the segments and numbers of riders affected, nor the impacts on the quality of life resulting from a robust business corridor, neither a common sense decision-making approach nor a cost-benefit analysis can be inferred from the more than 700 pages of description and data.
4. That the CTA/SFMTA have eschewed a common sense approach, even something less than a cost-benefit analysis, which would at least ask what it is worth spending to achieve what ends.
5. That the planners assume that there will be sufficient capacity along the Geary Boulevard under the hybrid plan to achieve greater local service capacity to meet the needs of increased use of transit coming from growth of a population arising from higher density development. However, there are no hypothetical analyses in the EIS/EIR giving support to such conclusions.
6. That the final approval for the Geary BRT is in the hands of the supervisors who, relying on staff work, will approve the project in spite of community concerns.
7. That Supervisors have been given briefings or documents which contain material in addition to or in conflict with the quarterly written memoranda sent to them by the SFCTA. And also have seen and been briefed with respect detailed reviews of significant issue discussions and debates by the consultants or SFCTA/SFMTA.

8. That Supervisors do not have before them or will not have presented to them material reflecting the starting goals and current transit times.

Narratives concerning the belief there is a wiser plan to improve Geary Boulevard transit

1. That in connection with the No-Build option, the SFCTA hasn't explored the use of techniques and improvements similar to those already employed to achieve the gains in transit time reflected by the schedules. As such, there is no reference in the EIS/EIR as to what could be done and there is no hypothesis in the EIS/EIR reflecting the gains which could be achieved by further incremental improvements.
2. That CTA is committed to building something (anything) rather than pursuing incremental improvements to see what can be achieved without more disruptive actions, such as building the hybrid option. And that by pursuing the hybrid option, there is a loss of flexibility to respond to whatever density is achieved in housing or changes in transportation modes along the corridor in the future.
3. That the implementation of red "transit only" lanes in San Francisco has increased transit times on the 38 Local, 30-Stockton, and 45-Union.

Miscellaneous public narratives

1. That a great deal of money has been spent on the Geary BRT project and government officials have not explained where money has been spent.
2. That there is a significant Geary BRT budget shortfall and there isn't enough money to build the project.
3. That the impact of removing parking spaces has not been fully and properly evaluated, and that the impact of converting to parallel parking has not analyzed beyond a basic count of spaces.
4. That the proliferation of the use of handicap parking placards between 19th and 22nd Avenues has not been considered by the CTA/SFMTA.
5. That Bauer buses, and similar private commuting modes, will tend to congregate at the limited number of curbside bus stops along the Boulevard, and create traffic congestion.

6. That SFCTA has not considered the many impacts of Bauer and other more recently implemented modes of transportation, including, ride-sharing, rental scooters and on-street rental vehicles.
7. That Geary signal prioritization has decreased travel times on the 38 Geary and that those newer efficiencies have not incorporated into a baseline so as to be able to accurately measure the differentials travel times between the build and no build options.

GEARY MERCHANTS CATEGORY	GEARY MERCHANTS NARRATIVE	NARRATIVE RESPONSES
Priority topics	List of the material causes for the difference in outcomes of transit times for the Hybrid and No Build as of 2020 and 2035	There are several features in the Geary BRT project that would improve operations, resulting in faster transit service in comparison to the no project alternative. These features include red transit-only lanes from Market Street to 33rd Avenue, signal upgrades, stop consolidation, and bus stop improvements such as bus bulbs and center-boarding platforms. The bus-only lanes, eliminating traffic conflicts, are the main source of reduced travel times. Of these features the No-build Alternative only accounts for TSP, other elements estimated to reduce travel times are part of the package of BRT improvements includes in the build alternatives.
Priority topics	Whether the TSP system has been employed either partially or in its entirety	Transit-signal priority (TSP) was installed at some intersections in 2005 and the remaining in 2014 (see Travel Time White Paper distributed March 17, Appendix A). TSP is active on the entire corridor. The Geary BRT project would upgrade existing traffic signals with the latest TSP technology and optimize bus stop locations to improve operations.
Priority topics	What projected effect will there be once the TSP system is active throughout the corridor	TSP is active on the entire corridor and has resulted in only a modest change in travel times because of increasing traffic congestion, on the Geary corridor and citywide. New technology improves the reliability of the system and when paired with transit-only lanes, and bus stop improvements offers additional travel time and efficiency benefits. More details are available in the in Travel Time White Paper distributed March 17, Appendix A.

Priority topics	Can commute times only lanes be established or does the County only buy red paint	The City has implemented both full-time and part-time transit-only lanes in the past. The majority of transit-only lanes are full-time to reduce conflicts between transit and other vehicles during all hours when transit operates. Full-time transit-only lanes offer benefits to transit riders throughout the day, not just for those who commute during peak hours. 60% of transit riders on the Geary corridor board outside the peak commute hours. Full-time red transit-only lanes are not required for federal funding, but red treatments can improve compliance by providing a stronger visual cue to motorists. Red transit-only lanes will continue to be installed on Muni's Rapid Network, including the Geary corridor.
Priority topics	What are the segment loads i.e. where people are getting on and off and in what numbers – this is also time-of-day sensitive. We heard in one meeting that fewer than 50% of the passenger load came during commute times and that during those hours many passengers were on the locals or going only between segments. This is a significant matter and the analysis may be difficult. We would like whatever has been done.	A recent analysis of fall 2015 Automated Passenger Counter (APC) daily ridership data illustrates that along the 38 Geary bus routes, including the local, rapid and express buses, 9% of riders (4,290) get on between 48th and 33rd avenues, 27% (13,665) get on between 33rd and Arguello avenues, 24% (11,992) get on between Arguello and Gough streets, 34% (16,884) get on between Gough and Market Streets, and 7% (3,487) get on between Market Street and Transbay Terminal. Numbers of passengers exiting the bus by segment are similar.
Priority topics	What are the segment transit times – this will only produce useful information if the segments are meaningfully defined and we have not been shown how many segments have been analyzed and why they were chosen. Perhaps that was because of the passenger loads but we do not know that.	The segment analysis of travel times in the Environmental Document was chosen to reflect existing transit-only lanes, future transit only-lanes and center vs. side-running bus lanes. The segments in the Travel Time White Paper were chosen based on APC time points. Refer to Travel Time White Paper and Travel Time Powerpoint distributed March 17 (Appendices A and B), and Appendix H the VISSIM Traffic and Transit Model Validation for more information, this was reviewed at the March 15 modeling meeting.

Priority topics	Given that too much maintenance has been deferred, what is the element of capital vs maintenance assumed in the project cost. Geary in parts has been poorly maintained. That may also have been affecting transit times.	Geary BRT is being coordinated with other citywide planned infrastructure changes and repaving has been deferred to avoid costly rework. The rough cost of repaving a typical city block is \$400,000. After repaving there is a five-year moratorium prohibiting further excavation or trenching, which would constrain additional curb or utility treatments. The Geary BRT project would include repaving mixed flow lanes between 10th and 28th Avenues as well as between Van Ness and Masonic Avenues. Portions of these segments would also be paved in the No-Build Alternative. See No-Build Alternative handout, Appendix F (new document).
Priority topics	Are there any other projects or experiments in other cities or counties around the country known to include boulevards (since that is a highly inflammatory issue with respect to the quality of life and the history and culture of the Richmond)	BRT exists on boulevards in other cities throughout the United States including Eugene (EmX) and Los Angeles (Wilshire BRT). Both Wilshire and Franklin boulevards are commercial corridors with popular destinations and institutions similar to those along Geary Boulevard. See Appendix G Economic Effects of BRT (new document).
Priority topics	Economic impact analysis methodology has not had full discussion.	The economic impact of Geary BRT cannot be quantified through modeling or statistical software. The SFCTA and SFMTA are committed to learning from existing projects in the City and throughout the U.S. to develop effective construction mitigation strategies, see Appendix E Construction Outreach and Mitigation Strategies reviewed at the March 2 meeting.)
Public process	That support for the Geary BRT is not based on public need but is the result of then-Supervisor McGoldrick's desire to curry support from Rescue Muni in 2003, and specifically to obtain their financial support for his 2004 campaign.	The Geary transit corridor has over 50,000 daily riders making it the most heavily-used bus corridor in the Bay Area, but service is often slow, crowded, unreliable and in need of improvement. In 2003, City voters reauthorized Proposition K to create additional funding for transportation projects. The expenditure plan for Prop. K included BRT on the Geary corridor.
Public process	That the Geary BRT was incubated in a cloak of secrecy without public input or collaboration with merchants that would be affected. Moreover, that there	Geary Street/Boulevard has been an important transit corridor since the 1880's. In 1998, the passage of Proposition B established both a half-cent sales tax and the Four Corridor Plan. This plan proposed creating rapid

	were no public hearings concerning the insertion of the Geary BRT project into Prop. K.	<p>transit service along Third Street, Van Ness Avenue, Chinatown, and Geary Boulevard. The voters reaffirmed their support for the Four Corridors Plan with the passage of Proposition K in 2003 which extended the 1988 measure. BRT was included as a more affordable and less disruptive alternative to light rail.</p> <p>The project has been shaped by hundreds of outreach meetings and the Citizens' Advisory Committee (CAC), which has included a diverse array of local leaders, including David Heller, President of the Geary Blvd Merchants Association. This platform has provided an open, public space for anyone to participate.</p>
Public process	That the 60 public meetings have given short shrift to the merits of the alternative plans and have instead been scripted presentations by SFCTA on its preferred plan.	A feasibility study conducted in 2007, in addition to outreach in 2012 and 2013 contributed to the staff-recommended design in the Environmental Document. All alternatives were considered based upon their merits and environmental impacts. Ongoing outreach related to comments submitted has resulted in additional changes, to ensure the final design benefits both transit operations and the community.
Public process	That the above mentioned public meetings were not held with informed, directly affected Richmond residents and businesses. Most of the meetings were held at locations far from the residences and business of community members most likely to be affected.	The project team has hosted more than 50 meetings with community groups all along the Geary corridor in the past three years, including meetings with multiple Richmond community groups and local businesses. In addition, the project team launched multiple social media campaigns. The project team will continue to engage with groups all along the corridor, and where possible meet with them in their neighborhood.
Public process	That the CTA and SFMTA have refused to consider the public's requests to evaluate the economic impact of the Geary BRT on Geary merchants.	The project team compiled existing research evaluating BRT systems across the United States including Eugene, Cleveland, Pittsburgh and New York. Research indicates that BRT in all cities improved the local economies adjacent to the transit corridors.

		The City cannot model the future economic impact of BRT, but continues to learn from existing BRT systems and mitigation strategies for other transportation project to lessen the potential impacts of construction. See Appendices E and G for more details related to the economic effects of BRT and mitigation strategies.
Public process	That there is a natural momentum created when an agency has some funding, can reach more, and has had on its planning lists a project for a considerable time. It appears to those not in government that the Geary BRT is less a necessary project and more one created by a government agency because it started moving in that direction. That fixation on a project represents an unwanted inflexibility.	The Geary BRT project has been a proposed solution to rising travel demands for over a decade. The current conditions of the corridor include potholes, high collision rates for pedestrians and vehicles, and overcrowded and unreliable transit. The project is currently only partially funded, and is not a candidate for federal funding until the appropriate local, state and federal agencies approve the project.
Public process	That the possibility of obtaining federal funds in a substantial amount makes the No-Build option by definition to be off the table, in spite of fact that the public is ready to be satisfied by incremental improvements as it has in the past.	The No-Build Alternative does not include any major safety or transit improvements. See No-Build Alternative handout Appendix F, new document. The implementation of the Geary BRT project would occur in multiple phases, and phase 1 of the project would include near-term safety and transit improvements between Market and Stanyan streets.
Tactics being used by CTA/SFMTA communications employees and consultants	That consultants have been employed to be part of the momentum favoring a government-imposed project and to assure the adoption of the hybrid option.	The SFCTA, the current project lead, as a planning and funding agency hires consultants because of their experience and expertise relating to specific project elements and processes.
Tactics being used by CTA/SFMTA communications	That consultants, who have been paid more than \$7 million to word smith and sell a program, have delivered a product which cannot be fully read and absorbed and makes no sense to the public. And	State and federal law require an in-depth analysis of all potential environmental impacts of transportation and land use projects. Various subject matter experts are involved to ensure all impacts are adequately identified and mitigated. The analysis required and detailed in the document

employees and consultants	through this process the consultants have refused to engage in debate, or to test project’s parameters and thus cannot be trusted. Turning over the project to a group of consultants means there is no debate that is public.	is by necessity very complex, and can be difficult for the average person to understand. The project team has made themselves available to review the contents of the document with those interested and continues to do so through the remainder of the environmental review period.
Tactics being used by CTA/SFMTA communications employees and consultants	That the public has been excluded from the planning process and consultants have engaged in a bewildering obfuscation in an effort to hide facts and confuse the public. And that the November 5 “public meeting”, at which no questions could be asked nor answers obtained, was the height of hubris and dismissive of the public. Emblematic of the entire BRT process, at the November 5 th meeting, no interest was shown in or respect for the public, and consultants engaged in a one-way broadcast.	The project team has held more than 50 meetings with community groups all along the Geary corridor in the past three years, and over 200 total. The format and advertisement of the November 5 public comment meeting was mandated by state and federal requirements as part of the environmental review process. Staff were there to solicit written comments and answer any questions related to the project and the project alternatives, a court reporter was also at the meeting in addition to translators to record verbal comments. Over 300 comments were submitted.
Tactics being used by CTA/SFMTA communications employees and consultants	That there is no transparency in government since persons in leadership policy positions have failed to stand ready for discussion and debate on intricate issues involved in this massive project.	Public input has played a significant role in shaping the project plan we see today. Significantly less parking will be lost as a direct result of feedback from merchants. More boarding stations have been included at the behest of advocates for seniors and persons with disabilities. Other stations were relocated based on localized needs and concerns. The current project represents a balance between the needs of a diverse array of stakeholders along the Geary corridor and the project benefits.
Tactics being used by CTA/SFMTA communications employees and consultants	That the EIS/EIR does not reveal the extent to which the MTA/SFCTA and their consultants went to government agencies and departments to get their views. And that designers failed to consult with	The planning and coordination of the Geary BRT project has been a citywide effort led by the SFCTA in partnership with the SFMTA. All projects of this size and magnitude require that all City departments are consulted.

	Planning, Police, Fire, Environment, Small Business, and Bicycle subject matter experts.	
Tactics being used by CTA/SFMTA communications employees and consultants	That the City Planning Department's Affordable Housing Bonus Program planners and the Geary BRT planners have failed to collaborate and understand the interrelationships between the projects and the consequences.	The Geary BRT project takes into account existing and planned zoning regulations and changes. The project team has worked closely with relevant city departments to better understand future zoning along the corridor. We believe that a significant investment in the transportation corridor will be of great benefit to future residential and commercial plans for the area.
Tactics being used by CTA/SFMTA communications employees and consultants	That the Geary BRT planners have not incorporated Vision Zero and related safety concepts into their planning, and have not collaborated with the extended City family and other subject matter experts on the issue of Vision zero and the Geary BRT.	Geary Boulevard is a high-injury corridor and hosts some of the highest collision rates in the City. Major project components are designed specifically to address safety. The project team has worked closely with its Vision Zero colleagues to ensure that work is complementary. Safety treatments are incorporated into the project at almost every intersection to improve visibility, calm traffic, and reduce walking distances when crossing the street.
Tactics being used by CTA/SFMTA communications employees and consultants	That consultants and designers failed to harmonize their work with the requirements of Transit First (as now embodied in the Charter) and planning for increased density and affordable housing along the corridor.	By making transit a more attractive and accessible option through faster, safer and more reliable service along the Geary corridor, the Geary BRT project fits very well with the City's Transit First policy initiative.
Tactics being used by CTA/SFMTA communications employees and consultants	That employees involved in Geary BRT planning and consultants have not acknowledged or elucidated MUNI's history of staffing and equipment problems, and have not factored such experience into formulas used to estimate expected BRT performance improvements.	The transit model used to evaluate the impacts of the Geary BRT project was recently validated with 2015 APC data. See Travel Time White Paper Appendix A, distributed March 17. The planning and design of Geary BRT has always been in partnership with SFMTA/Muni staff. SFMTA will be responsible for final design, construction and implementation of Geary BRT, which includes operation and maintenance.

Major benefits sought that have already been gained	That the efficiencies obtained by the no build alternative have been intentionally understated by the CTA. Table 10-2 shows the BRT performance for a no-build scenario would be 54 minutes. With the improvements already made, MUNI has reduced the transit time to 44 or 45 minutes according to schedules currently published.	<p>A recent analysis of transit travel times indicates improvements invested in the Geary corridor between 2012 and 2014 resulted in modest travel time improvements of less than one minute, due mainly to the red color treatment on downtown segments.</p> <p>The model uses PM peak travel times 4-7 PM and the current schedules are consistent with the reported existing travel times during this time period.</p>
Major benefits sought that have already been gained	That the efficiencies promised by the Geary BRT have already been achieved. The same table 10-2 shows the goal of the Hybrid alternative to be approximately the same as the times already achieved.	Recent Muni Forward improvements resulted in modest travel time reductions, but without corridor wide changes travel times would get increasingly worse as congestion increases. By 2020, the proposed project would improve bus travel times, relative to no project conditions, by 8-10 minutes. See above and refer to Travel Time Presentation Appendix B distributed March 17, for additional details.
Major benefits sought that have already been gained	That the Geary BRT program has a foundation in outdated and unreliable data, and assumptions based on same.	The travel time model was recently validated with 2015 APC data.
Major benefits sought that have already been gained	That the expenses incurred to achieve the improved transit times to date make the Hybrid option a colossal waste of money. The questions in the minds of residents is why would we spend \$300 million to gain a few minutes for a limited number of riders.	The \$300 million BRT price tag includes, in addition to transit benefits, roadway and streetscape improvements, pedestrian safety upgrades, new utilities, more bus station amenities and improved landscaping.
Project goals benefiting a small group to detriment of quality for larger group.	That the Geary BRT benefits are illusory and few will actually benefit. The primary goal is to reduce transit times measured by the length of the entire 38 line. Of the approximately 55,000 riders on all 38 buses every day, on a “small percentage” (thought to be at most a few thousand) are within the target commuter group.	<p>The Geary BRT project package of corridor improvements would benefit all road users on the Geary corridor including over 50,000 daily riders.</p> <p>Moreover, reliability improvements along any section of the corridor improve the reliability for every rider along the route.</p>

<p>Project goals benefiting a small group to detriment of quality for larger group.</p>	<p>That since the primary segment for riders in the Richmond will be found between 25th Avenue and Fillmore, the benefits of the Geary BRT become inconsequential.</p>	<p>The majority of proposed transit improvements are west of Van Ness between Van Ness and 35th avenues. The Richmond District, as part of the staff-recommended design would have center-running BRT lanes. Center-running BRT eliminates all traffic conflicts and offers the most benefits to transit riders.</p>
<p>Project goals benefiting a small group to detriment of quality for larger group.</p>	<p>That the fact the EIS/EIR does not contain a segment analysis to permit thorough understanding of the benefits of the largest number of riders is by design and intended to suppress the high cost/low benefit of the project, and to hide this fact from the public.</p>	<p>The Environmental Document includes segmented corridor data for many project effects, such as parking. Additional segmented data, e.g. travel times, was distributed to the group at the March 17 meeting, see Appendices B and C.</p>
<p>Project goals benefiting a small group to detriment of quality for larger group.</p>	<p>That there will never be more local service buses or better utilization since there will be more traffic over time vying for transportation space on a more constricted corridor.</p>	<p>By making transit a more attractive and accessible option, conditions will improve for riders and all road users as more people choose to take transit. Also, the prospect of increased traffic highlights the need to give transit its own space and improve service for the long run.</p>
<p>The Hybrid build and safety hazards</p>	<p>That planners have ignored the safety risks of transit riders who cross lanes of traffic to get to and from bus stops. With bus stops in the center of the Boulevard, riders must cross the street halfway to board a bus or return to the sidewalk after leaving the bus platform. Likewise, platforms may become congested and disorganized, and thus unsafe, due to “all door boarding.”</p>	<p>Center boarding islands improve efficiency and exist on several corridors already including Market and Church streets. Center boarding islands do not increase traffic exposure to riders making a round trip on transit. They require transit riders to walk across half the street on both the inbound and outbound trip, rather than the full street in one direction and none of the street in the other. The status quo is unsafe, as passengers need to walk through parked cars, navigate into the street, or off-board in street lanes because of insufficient capacity at existing curbside bus stops.</p>
<p>The Hybrid build and safety hazards</p>	<p>That the Hybrid option reduces the amount of lost parking spaces by providing parallel parking. This necessitates the opening of car doors into traffic. Bicyclists and car drivers will be put at greater risk of</p>	<p>Parallel parking preserves both traffic capacity and parking while also providing a transit lane. Parallel parking exists on the majority of the corridor, only parking west of Park Presidio would be impacted by the change.</p>

	accident. Slanted parking and wider streets reduces those risks.	
The Hybrid build and safety hazards	That planners are out of touch with current traffic and parking issues in the neighborhoods on and around the Boulevard.	The project team has relied on many field observations and input from community meetings in its analysis. Members of the team ride transit, drive, dine and visit destinations along the Geary corridor. In addition, some staffers live in the Richmond district and experience current conditions daily.
The Hybrid build and safety hazards	That the Geary BRT (both during construction and in later operations) will cause such a significant changes to traffic patterns and vehicle operator behavior such that both safety and the quality of neighborhood life will be diminished.	The City is developing construction mitigation strategies to lessen the impacts of construction on businesses and residents (see Appendix E Construction Outreach & Mitigation Strategies distributed March 2). The SFMTA would survey and conduct door-to-door outreach to every property fronting the Geary corridor to help shape the construction phasing. The City believes that the Geary BRT package of corridor improvements would benefit everyone, and improve the commute and quality of life of business owners, resident and visitors alike.
The Hybrid build and safety hazards	That the Geary BRT planners have not fully evaluated or qualified the potential effects of Geary BRT construction and operations on pedestrian and traffic safety.	The environmental document fully evaluates construction impacts, but typically the impacts of construction are temporary and blocks would only be impacted a few months at a time. During construction the SFMTA would work with local businesses and the Office of Economic and Workforce development to encourage activity and maintain accessibility during the construction period.
The Hybrid build and safety hazards	That the Geary BRT hybrid option, and specifically the inability of buses to pass one-another in center lanes, is a fundamental flaw that portends safety and efficiency shortcomings that have not been fully considered.	<p>This is not included in the design because it is not necessary. Buses would not pass each other where there are center-running lanes because local, rapid and express buses would all stop at the same bus stops. Where there is side-running transit rapid buses can freely pass local buses.</p> <p>The hybrid option reduces parking loss because it does not require passing lanes, in addition to other transit benefits.</p>

<p>The Hybrid build and safety hazards</p>	<p>That one double parked truck, a small collision or a simply a vehicle backing into a parallel parking space will disrupt the entire transit corridor. Human responses to such issues, such as road rage and speeding on alternative east/west streets, create significant risk for the public.</p>	<p>With BRT, drivers would have two travel lanes in each direction and would not have to deal with weaving buses, making Geary easier to navigate. In addition, these type of behaviors also disrupt transit, and that's why the staff-recommended design includes a dedicated right-of-way for the bus, and where possible center-running transit lanes to completely separate the bus from traffic conflicts.</p>
<p>Quality of life and lost shopping opportunities</p>	<p>That merchants along Geary Boulevard have not been heard on the advisability of the Hybrid option. Nor are there any disclosures in the EIS/EIR regarding impacts on business on the corridor.</p>	<p>Based on research of other BRT projects, and an intercept survey recording customer spending and travel habits in the Richmond, the project team believes that the Geary BRT project once implemented could benefit businesses on the corridor. There are no existing projects that serve as a model of the economic impact of Geary BRT. During construction, the City is committed to doing its part to lessen the impacts of construction on local businesses.</p>
<p>Quality of life and lost shopping opportunities</p>	<p>That those who live on or around the Boulevard who need to shop for necessities and occasional goods and services will find the diminished parking and the difficult traffic flow to inhibit driving their cars to the shopping area. This will cause a loss of car driving consumers. As businesses fail the walking consumers will no longer have access to businesses and will have to travel distances to other shopping areas.</p>	<p>There would be minimal change to the number of on-street parking spaces between Arguello and 25th Avenue with the project. An intercept survey indicated that over 75% of customers shopping on the corridor walked, biked, or took transit. For commute trips, a recent analysis of 2014 census data indicated that of the working population west of Park Presidio in the Richmond within three blocks of Geary Boulevard, 31% take public transit and 53% drive alone or carpool. In the Inner Richmond between Park-Presidio to Stanyan streets, 37% ride public transit and 43% drive.</p>

Quality of life and lost shopping opportunities	That government employees with steady salaries have little empathy for the difficulties of the small business people.	<p>Public transit is a lifeline service to many San Franciscans. Unreliable transit can be a risk to people’s employment and health. Over 30% of households on the Geary corridor live on less than \$30,000 a year and only 35% of working residents use a car or carpool to work, the remainder rely on transportation alternatives, mainly transit (ACS 2014 5-year Census Estimates).</p> <p>While the project has changed in response to merchant’s concerns, the project team is considerate and empathetic to needs of all those who use the corridor with the goal of providing the safest and most efficient travel options possible.</p>
The cutting down of 196 significant trees	That the beauty and quality of life on and around the Boulevard will be negatively impacted by the loss of 196 mature trees. In a city with a relatively light cover of trees, the removal of so many significant trees with substantial diameter, height and canopy means a loss in the essential nature of the Boulevard itself.	Each tree taken down would be replaced by a healthy new one. Many of the current trees are not healthy. See Geary Tree Assessment, Appendix I for more information (new document).
The cutting down of 196 significant trees	That assertions in the EIS/EIR that the replacement trees could be expected to restore the streetscape within 5 to 10 years (see page 4-4-22) is false. The mature trees being removed have taken 30 to 50 years to reach their maturity.	See Appendix I, Geary Tree Assessment, for the full analysis of trees and tree removal on the Geary corridor.
The cutting down of 196 significant trees	That San Francisco has a poor record dealing with vegetation in median areas and the loss of the trees will be, if not permanent, long-lasting.	See above comments.
The cutting down of 196 significant trees	That the meaningless notion of “visual intactness” does not relate to what people want to see and	The project would plant a new tree to replace every tree being removed. The draft Environmental Document includes visual simulations showing what the

	appreciate when they look at the mature trees now along the Boulevard.	project would look like at multiple locations along the corridor. See Appendix I, Geary Tree Assessment.
The cutting down of 196 significant trees	That the trees that are slated to be removed produce oxygen and that the amount of same and impact of the loss has been ignored.	For more information related to the existing tree canopy and environmental impacts see Appendix I, Geary Tree Assessment.
Use of the EIS/EIR to make a project decision instead of its primary purpose of exposing impacts and ameliorations	That decision making will turn on the EIS/EIR and the document will be employed to justify a particular project alternative.	The environmental impacts of every alternative has been fully analyzed and the SFMTA Board and the SFCTA Board (the SF Board of Supervisors) can approve or reject of any of the alternatives within the document. Based on years of analysis and outreach, staff will recommend the Board approve the hybrid alternative.
Use of the EIS/EIR to make a project decision instead of its primary purpose of exposing impacts and ameliorations	That the CTA/SFMTA are indifferent to the true cost-benefit of the Geary BRT and did not include such analysis in the EIS/EIR or elsewhere.	Hundreds of thousands of people would benefit through the proposed package of corridor improvements, not just the 50,000 daily transit riders. In addition, a cost-benefit analysis is required for projects seeking Federal Transit Administration Small Starts funds. Given the Geary BRT project cost, expected Federal funds contribution, and the corridor's very high ridership, we expect the project to achieve a "high" cost-effectiveness rating, the highest rating available.
Use of the EIS/EIR to make a project decision instead of its primary purpose of exposing impacts and ameliorations	That the comments and criticisms offered in writing to the SFCTA as a result of the publication of the EIR/EIR will be treated not to careful analysis and consideration but rather a statement in favor of the recommended plan. And such reflects that once a public agency has become fixed in its position it will not consider openly making changes in position. Because the EIS/EIR does not contain analysis of the segments and numbers of riders affected, nor the impacts on the quality of life resulting from a robust	Every alternative and its impacts included in the Environmental Document, in addition to submitted comments and responses, will be vetted by the SFCTA and SFMTA Boards. The project team will recommend both boards approve the staff recommended design as the locally preferred alternative, in addition to presenting the benefits and tradeoffs of each alternatives. Any parking, bus or changes to the transportation code would be approved separately by the SFMTA Board.

	business corridor, neither a common sense decision-making approach nor a cost-benefit analysis can be inferred from the more than 700 pages of description and data.	
Use of the EIS/EIR to make a project decision instead of its primary purpose of exposing impacts and ameliorations	That the CTA/SFMTA have eschewed a common sense approach, even something less than a cost-benefit analysis, which would at least ask what it is worth spending to achieve what ends.	See above response. The EIS/EIR details project benefits and costs, and a cost-benefit analysis is required when seeking Small Starts funds.
Use of the EIS/EIR to make a project decision instead of its primary purpose of exposing impacts and ameliorations	That the planners assume that there will be sufficient capacity along the Geary Boulevard under the hybrid plan to achieve greater local service capacity to meet the needs of increased use of transit coming from growth of a population arising from higher density development. However, there are no hypothetical analyses in the EIS/EIR giving support to such conclusions.	Validated transit and traffic models indicate that with more people taking transit, future traffic conditions would be better with the staff-recommended design than without the project. See chapter 3.4 in the environmental document for more information.
Use of the EIS/EIR to make a project decision instead of its primary purpose of exposing impacts and ameliorations	That the final approval for the Geary BRT is in the hands of the supervisors who, relying on staff work, will approve the project in spite of community concerns.	The public will be invited to both the San Francisco Board of Supervisors and SFMTA Board meetings. All interested in speaking will be able to testify. The meeting will be televised and the testimonials will become a part of the official public record. The same is true for every hearing regarding Geary BRT over the project's lifetime.
Use of the EIS/EIR to make a project decision instead of	That Supervisors have been given briefings or documents which contain material in addition to or in conflict with the quarterly written memoranda sent to	Supervisors are briefed on all pertinent project analyses.

its primary purpose of exposing impacts and ameliorations	them by the SFCTA. And also have seen and been briefed with respect detailed reviews of significant issue discussions and debates by the consultants or SFCTA/SFMTA.	
Use of the EIS/EIR to make a project decision instead of its primary purpose of exposing impacts and ameliorations	That Supervisors do not have before them or will not have presented to them material reflecting the starting goals and current transit times.	Supervisors are briefed on all pertinent project analyses and have access to full project details in the draft environmental document.
The belief there is a wiser plan to improve Geary Boulevard transit	That in connection with the No-Build option, the SFCTA hasn't explored the use of techniques and improvements similar to those already employed to achieve the gains in transit time reflected by the schedules. As such, there is no reference in the EIS/EIR as to what could be done and there is no hypothesis in the EIS/EIR reflecting the gains which could be achieved by further incremental improvements.	See No-Build Alternative, Attachment A for a detailed description of the No Build Alternative. The implementation of the proposed Geary BRT project would occur in phases, and Phase 1 offers near-term transit and safety benefits east of Stanyan Street prior to the implementation of center-running BRT lanes in the Richmond.
The belief there is a wiser plan to improve Geary Boulevard transit	That CTA is committed to building something (anything) rather than pursuing incremental improvements to see what can be achieved without more disruptive actions, such as building the hybrid option. And that by pursuing the hybrid option, there is a loss of flexibility to respond to whatever density is achieved in housing or changes in transportation modes along the corridor in the future.	The moderate transit improvements proposed under the No Build alternative would not maintain existing travel times, and as traffic congestion increases transit would become slower and less reliable. Significant corridor-wide improvements are necessary to improve safety and transit conditions.

<p>The belief there is a wiser plan to improve Geary Boulevard transit</p>	<p>That the implementation of red “transit only” lanes in San Francisco has increased transit times on the 38 Local, 30-Stockton, and 45-Union.</p>	<p>Since the transit-only lanes on the Geary corridor were colorized on the downtown segments of Geary and O’Farrell, travel times have improved even as congestion citywide and on the corridor has increased significantly. See Travel Time White Paper, Appendix A, distributed March 17 for more details.</p>
<p>Miscellaneous public narratives</p>	<p>That a great deal of money has been spent on the Geary BRT project and government officials have not explained where money has been spent.</p>	<p>The funds spent on planning and environmental analysis work for the Geary BRT project have been spent to develop and screen a wide range of alternative ideas, further develop a smaller set of alternatives, conduct a comprehensive environmental analysis of those alternatives, and develop a refined Staff-Recommended Alternative based on technical analysis and community input, and conduct ongoing outreach and coordination with partner agencies and stakeholders along the corridor. Full budget details are publicly available in each request made for Prop K sales tax funds.</p>
<p>Miscellaneous public narratives</p>	<p>That there is significant Geary BRT budget shortfall and there isn’t enough money to build the project.</p>	<p>The Geary BRT project is only partially funded, which is not uncommon at this phase of the project. Expected funding contributions include Federal Small Starts, SF’s ½-cent sales tax, Prop A, Prop B, SFMTA revenue bond, and gas tax revenues.</p>
<p>Miscellaneous public narratives</p>	<p>That the impact of removing parking spaces has not been fully and properly evaluated, and that the impact of converting to parallel parking has not analyzed beyond a basic count of spaces.</p>	<p>The SFCTA has analyzed the economic impact of removing parking in the Richmond. The results indicated there would be no significant impact because of the parking available nearby, and a majority of customers used alternative means of transportation to get to their destination. Since this analysis, the recommended design was altered to retain parking in the Richmond by consolidating service. Parking would be restored at existing bus stops and removed at some intersections to improve pedestrian safety and visibility.</p>

Miscellaneous public narratives	That the proliferation of the use of handicap parking placards between 19 th and 22 nd Avenues has not been considered by the CTA/SFMTA	No blue handicap spaces in the Richmond district would be removed as part of the Geary BRT project. There would be opportunities during the detailed design phase to convert metered parking to blue zones. If there are enforcement concerns related to blue zone violations the SFMTA can follow-up with parking enforcement to address any issues.
Miscellaneous public narratives	That Bauer buses, and similar private commuting modes, will tend to congregate at the limited number of curb bus stops along the Boulevard, and create traffic congestion.	Along the 6.5 mile Geary corridor there are six designated commuter shuttle stops; these stops are typically for commuter shuttles during peak commute hours on adjacent routes, including Park Presidio, Divisadero and Van Ness. While Chariot is not a part of the official SFMTA commuter shuttle program, it is permitted to use any legal curb space for stopping and staging.
Miscellaneous public narratives	That SFCTA has not considered the many impacts of Bauer and other more recently implemented modes of transportation, including, ride-sharing, rental scooters and on-street rental vehicles.	While there are some conflicts with existing commuter shuttles, they're minimal as Geary Boulevard is not a typical commuter shuttle route. These conflicts would be even less with the proposed project because Muni buses would operate in their own right-of-way.
Miscellaneous public narratives	That Geary signal prioritization has decreased travel times on the 38 Geary and that those newer efficiencies have not incorporated into a baseline so as to be able to accurately measure the differentials travel times between the build and no build options.	TSP currently exists and is active on the full length of the Geary corridor. Installing TSP requires upgrading the traffic signal programming to the latest city, state and federal standards, which often includes changing the pedestrian signal phasing to allow for slower walking speeds and, in the case of Geary Boulevard, decreasing the amount of green time for the major roadway. Because of these changes TSP has not had a huge impact on transit travel times. TSP and other improvements have resulted in a reduction in travel times of less than one minute, remaining consistent with the baseline travel time data for 2012. Upgrades to more reliable TSP technology, in addition to other signal timing changes, stop optimization and red transit-only lanes would offer more travel time and efficiency benefits.

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