



Gearsy Corridor Bus Rapid Transit Project

APPENDIX B: RESPONSE TO COMMENTS

FINAL ENVIRONMENTAL IMPACT REPORT (EIR)



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

IN PARTNERSHIP WITH



November 2016

This page intentionally left blank.

APPENDIX B RESPONSE TO COMMENTS

B.1 List of Persons Commenting

This section presents comments received during the public review period, and responds to each comment. Commenters are grouped in tables by category as follows:

- Table B.1-1: Public Agencies
- Table B.1-2: Organizations
- Table B.1-3: Individuals

B.1.1 Organization

Comments received on the Draft EIS/EIR 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. 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.

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

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

Table B.1-1, Table B.1-2, and Table B.1-3 list all of the comment letters (by comment number and associated agency, organization, or individual commenter) that were submitted to SFCTA during the 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 B.1.1 above for a detailed description of the coding for each comment received.

Table B.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 B.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 B.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

COMMENT NUMBER	INDIVIDUAL COMMENTER
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
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

COMMENT NUMBER	INDIVIDUAL COMMENTER
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
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

COMMENT NUMBER	INDIVIDUAL COMMENTER
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
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

COMMENT NUMBER	INDIVIDUAL COMMENTER
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
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

COMMENT NUMBER	INDIVIDUAL COMMENTER
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
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

B.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 B.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 B.2-1 Index of Master Responses

NUMBER	TOPIC
1	Project Alternatives
a.	Type and range of alternatives
b.	Changes to the Hybrid Alternative/SRA 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
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
6	Financial
a.	Project cost

B.2.2 Master Responses

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

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 help better 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’s purpose and need of enhancing transit service and improving pedestrian conditions in the Geary corridor. Chapter 10.0 of the Draft EIS/EIR further describes the efforts undertaken to generate, develop, refine, evaluate, eliminate, and

compare project alternatives. Accordingly, the Draft EIS/EIR ultimately considered five project alternatives to satisfy NEPA and CEQA requirements: four build alternatives and one no build alternative. Chapter 2.0 of the Draft EIS/EIR describes the alternatives that were considered. Each section of the Draft EIS/EIR considers potential impacts of each of the project alternatives. Chapter 2 of the Final EIR describes changes to the Hybrid Alternative/SRA 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 in the Inner Geary area in 2013). Separate from the Geary project, SFMTA is working to improve enforcement of bus-only lanes in the Inner Geary 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.

As documented in early screening efforts, the local agencies considered increasing bus frequencies only, with no other transit improvements. However, 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. 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.^{1,2}

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/SRA would include an Express line that, like today's 38AX and 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 Local and Rapid 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 Draft EIS/EIR Section 3.3.4.1 for more information regarding projected ridership.

The agencies also considered mixed-flow traffic lanes that convert to bus-only lanes during peak times.^{3,4} Depending on its configuration, a 'peak-time only' bus lane would have impacts similar

¹ 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.

² 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.

³ 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.

to the build alternatives, as impacts to those alternatives were considered in the AM and PM peak hours. Additionally, with 50,000 daily transit riders on Geary, SFMTA must provide frequent, high-ridership 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 2.0 of the Draft EIS/EIR, SFMTA implemented red bus-only lanes in the Inner Geary area (east of Van Ness Avenue) in 2014. The success of those lanes and evidence that red-colored lanes deter unauthorized driving and parking in the bus lane⁵ have given SFMTA enough information to be satisfied that extending these bus-only lanes through Project implementation would provide greater passenger/transit benefits.

Suggested Modifications to the Project Alternatives

Several comments objected to the consolidation of bus stops in the Laguna Street area. The Hybrid Alternative/SRA proposed bus stop consolidation generally as an important means towards the goal of improving bus travel times. Such consolidation is reflected in the locations of BRT stops described in Chapter 2, Project Alternatives of the Draft EIS/EIR. While the existing bus stop at Laguna serves both the 38 Rapid and 38 Local bus lines, the Hybrid Alternative/SRA proposes Laguna as a Local only stop. Currently, transit travel time from Laguna to the downtown area or the Richmond is 2 to 4 minutes faster using the Rapid service than the Local service. With implementation of the Hybrid Alternative/SRA, transit riders not wishing to walk to Fillmore or Gough/Van Ness to access the 38 Rapid service (the closest Rapid stops to Laguna) would still be able to access the 38 Local service at the Laguna stop. Those preferring to use the 38 Rapid service would have the option to choose a farther walk in return for the faster ride.

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 explored a longer center-running segment. The Draft EIS/EIR included this alternative as Alternatives 3 and 3-Consolidated. Alternatives 3 and 3 Consolidated 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. The commenters' preference is noted.

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 Rapid bus is behind them and, if so, find a strategically located bus passing lane to pull into to allow the Rapid bus to pass. SFMTA considers this more complex bus operation to be impracticable insofar as it would raise both performance and safety issues.

⁴ 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.

⁵ Carry, W., E, Donnell, Z. Rado, M. Hartman, and S. Scalici. 2012. Red bus lane treatment evaluation. Institution for Transportation Engineers.

The agencies considered prohibiting private vehicles from turning right from the Geary corridor. Such restrictions would improve bus operations, but would limit necessary access to and from the corridor. The Hybrid Alternative/SRA 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 Geary 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 a Limited/Rapid route but, regardless, because of the higher ridership on Geary, the agencies have identified improving bus service on Geary 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 Draft EIS/EIR, as part of the Agency's Muni Forward/Transit Effectiveness Project efforts to increase transit efficiency citywide.⁶

Suggestions for Additional Ancillary Improvements

Some commenters suggested improving pedestrian conditions by providing 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 Geary itself. Such improvements would fall outside the established purpose for the Project, but could be considered by decisionmakers in the future as part of a separate project.

The agencies explored potential east-west bicycle network connections in the study area, including on Geary and nearby parallel corridors. Because Geary is a wide street 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.

⁶ 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 Variations on Bus Rapid Transit

A group of comments proposed the consideration of different treatments/variations to the proposed bus rapid transit.

One such suggestion was 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 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 alternative forward for further consideration once the formal NEPA and CEQA process was initiated in 2008. Notwithstanding, the Hybrid Alternative/SRA 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 were to proceed.

The agencies are, in fact, considering a more ambitious long-range project for Geary under the SFMTA's effort to plan for the future of San Francisco's subway system as a whole. This effort, called the Subway Master Plan, remains in process as of November 2016. The Draft EIS/EIR does not discuss the Subway Master Plan. 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 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 10.0 (Alternatives Analysis) of the Draft EIS/EIR, the agencies selected the Hybrid Alternative as the SRA after careful consideration and extensive public outreach because it provided the best overall transportation system performance while limiting impacts in key areas of community concern. The Hybrid Alternative/SRA 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 and Palm Avenue/Jordan Avenue to the Transbay Transit Center and the center of the street with right-side boarding islands from 27th Avenue to Palm Avenue/Jordan Avenue.

The agencies balanced the potential bus service improvements with other community considerations in developing the Hybrid Alternative/SRA, given previous community concern regarding potential impacts. For instance, in the center-running Richmond segment, the Hybrid Alternative/SRA would increase bus stop spacing over existing conditions. This is because the Hybrid Alternative/SRA does not include center-running bus passing lanes which would have required occupying more of the street width, including space in the public right-of-way used for street parking. The Hybrid Alternative/SRA 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/SRA is a longer walking distance to access local bus stops and increased Rapid bus travel times, 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 noted but rejected in Chapter 10 of the Draft EIS/EIR, the agencies believe the Draft EIS/EIR presented and analyzed a reasonable range of alternatives, consistent with CEQA Guidelines Section 15126.6(a), which states: “an EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible.”

Moreover, CEQA does not require analysis of “every imaginable alternative” but rather it gives agencies the flexibility to eliminate certain alternatives that either do not reduce environmental impacts or do not further the project’s main objectives. (*Rio Vista Farm Bureau Center v. County of Solano* (1992) 5 Cal.App.4th 351, 376). The alternatives considered in the Draft EIS/EIR represent a reasonable range of alternatives that feasibly meet the project’s objectives. Chapter 10 of the Draft EIS/EIR documents numerous other alternatives the agencies considered, but ultimately rejected for various reasons (failure to meet basic project objectives, infeasibility, a combination of these and other factors).

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

The Draft EIS/EIR identified a Hybrid Alternative/SRA that includes side-running, bus-only lanes between the Transbay Transit Center and Palm Avenue, transitioning at Palm/Jordan to center running bus lanes that would extend to 27th Avenue. The Hybrid Alternative/SRA (as well as other build alternatives) included removal of the Webster Street pedestrian overcrossing (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 pedestrian bridge. Commenter concerns 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 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 concerns over the loss of on-street parking spaces on this particular block. The Hybrid Alternative/SRA 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 cited concerns that BRT stops would generate excessive commotion on this block.

Several other comments expressed concern about pedestrian safety in the corridor.

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

The three modifications to the Hybrid Alternative/SRA are:

1. Retention of the Webster Street pedestrian bridge,
2. No new BRT stops between Spruce and Cook Streets; instead, existing local and express stops would remain; and
3. Several additional pedestrian crossing and safety improvements.

Each of these modifications is discussed below. Please also see Final EIR Chapter 2 for complete descriptions of each.

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. Through this coordination, the agencies revised the Hybrid Alternative/SRA to retain the Webster Street bridge. In addition, revisions to the Hybrid Alternative/SRA 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/SRA address commenter concerns about the Webster Street bridge's role in pedestrian safety and its symbolic importance to the community.

Spruce-Cook Block

The agencies worked with stakeholders to modify the configuration of the proposed project on the Spruce-Cook block of Geary Boulevard, whereby the revised Hybrid Alternative/SRA 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 in this block who expressed concern about the loss of on-street parking and loading spaces that would have been converted into BRT stops.

Additional Pedestrian Improvements

The Hybrid Alternative/SRA would also be modified to include additional pedestrian crossing improvements at several locations across the Geary corridor. The improvements include 26 additional pedestrian crossing bulbs (in addition to the 65 already included as part of the Hybrid Alternative/SRA), plus a painted safety zone at Taylor and O'Farrell Streets, as well as daylighting at key intersections to improve visibility of and by pedestrians seeking to cross Geary.

B.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 vehicle miles traveled.

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 build alternatives would increase transit ridership. While crowding would continue to occur, the build alternatives would either be comparable or improve crowding conditions in comparison to the No Build Alternative. With regard to automobile conditions, the build alternatives are project 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 to more recent ABAG forecasts (Projections 2011/p2011, published in spring 2013). These more recent forecasts ensure that anticipated land uses in the Geary corridor remain consistent with those used in the Draft EIS/EIR analysis.

Travel Lanes

Some commenters requested clarification on the existing traffic lanes that would be converted to bus-only lanes. As discussed in Chapter 2.0 (Description of Project Alternatives) of the Draft EIS/EIR, all of the build alternatives would convert one mixed-flow travel lane between Gough and 14th Avenues and between 28th and 34th Avenues into a bus-only lane in each direction of

travel on the Geary corridor. Between 14th and 28th Avenues, each direction of Geary 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

Some commenters requested information about traffic diversion. As noted in Section 3.4.2.3 of the Draft EIS/EIR, average daily traffic (ADT) 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 3.4.4.3 of the Draft EIS/EIR, depending on the location along the Geary corridor, 12 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- 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 Draft EIS/EIR Section 3.4.4.3 (Table 3.4-7), under the Hybrid Alternative/SRA, 2035 PM peak hour traffic diversions from Geary Boulevard to parallel streets within the Geary corridor are expected to range from approximately 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 Draft EIS/EIR accounted for this diversion in its determination of potential traffic effects.

Left-Turn Movements

Some commenters asked about potential effects on left-turn lanes. Between 34th Avenue and Gough Street, there are a total of 49 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 Draft EIS/EIR, 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,⁷ which would allow for a reduced number of left-turn opportunities to accommodate the left-turn demand.

Traffic Effects

Some commenters asked about potentials effects on intersection performance. As noted in Section 3.4.2.5 of the Draft EIS/EIR, 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 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 3.4.4.10 of the Draft EIS/EIR, with this projected traffic volume increase, the No Build Alternative would have substantial adverse effects under CEQA at 21 study intersections (17 on-corridor and four off-corridor). In comparison, the

⁷ 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>.

Hybrid Alternative/SRA would result in adverse effects at eight study intersections (four on-corridor and four off-corridor). As the Hybrid Alternative/SRA 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/SRA would result in substantial adverse impacts at eight intersections with future increases in traffic volume, the Hybrid Alternative/SRA would still provide overall net traffic improvements throughout the Geary corridor compared to the no build alternative. Section 3.4 of this Final EIR provides further detail on how changes to the Hybrid Alternative/SRA 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. 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 3.4.4.8.2 of the Draft EIS/EIR, by 2035, compared to the No Build Alternative, average automobile travel times under the Hybrid Alternative/SRA 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 four percent decrease in the westbound direction. See Draft EIS/EIR Table 3.4-13 for more details.

Vehicle Miles Traveled

Some commenters requested information about prospective effects on vehicle miles traveled (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; as such, the Draft EIS/EIR includes 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 analyzes 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 VMT. Section 3.4 of the Final EIR 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 EIR, as the sole basis for determining significance under CEQA.

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.⁸ While the revised CEQA Guidelines are 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/SRA 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/SRA 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 Draft EIS/EIR 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.

⁸ 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.

Therefore, because no feasible measures were identified to completely reduce project impacts at the above-identified locations, traffic effects at these intersections under the associated build alternative would remain substantial and 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 C (Mitigation Monitoring and Reporting Program) of this Final EIR for details on all such mitigation commitments.

B.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 the 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 4.2.4.1.2 of the Draft EIS/EIR, construction would 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. The construction of new dual medians would also result in a 13 percent increase in median landscaping area.

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 selected 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/SRA at 100 weeks, not counting inactive periods during project phasing.

Transportation Management Plan

To mitigate anticipated significant impacts under CEQA during construction of the build alternatives, a Transportation Management Plan (TMP), discussed in Section 4.15.5 of the Draft EIS/EIR, 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: In the Inner Geary area, 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 in each direction, 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 this is not possible, an absolute minimum width of four feet; sidewalks would comply with ADA requirements
- Ongoing operations for Muni bus routes 38 Geary (Local) and 38 Limited, as well as 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 (possible relocations)
- Paratransit and Hospital Shuttle boarding and alighting (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 affecting 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 within the Inner Geary Corridor from Taylor to Market Streets (contractors may apply for a waiver to the moratorium).

Construction Effects

Several commenters were concerned about construction effects. 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 Draft EIS/EIR Sections 4.15.10 and 4.15.11, respectively. Light and glare impacts to residential properties that could result from nighttime construction are addressed in Draft EIS/EIR subsection 4.15.6.2.

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 DPW, temporary construction noise effects would not be significant. 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/SRA to retain the Webster Street bridge; Alternatives 2, 3, and 3-Consolidated would still remove the bridge). However, with adherence to the aforementioned provisions of the San Francisco Noise Ordinance, these temporary construction noise effects would not be significant.

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.

B.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.

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.

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. Impacts from loss of parking were considered in the Draft EIS/EIR for NEPA purposes, and discussed in this Final EIR for informational purposes.

Parking Supply/Demand and Loss

Several commenters were concerned about on-street parking loss. 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, area-wide 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, since 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. Since 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 area-wide 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 Draft EIS/EIR list area-wide public parking spaces and on-street parking spaces in the Geary corridor, respectively, by project alternative. SFCTA has modified project plans since the publication of the Draft EIS/EIR, discussed in detail in Master Response 1b. These modifications would not result in an overall decrease in parking along Geary itself and only 15 spaces would be lost along intersecting side streets. Parking space loss on the Geary corridor under the build alternatives would range from 210 to 460 spaces. The Hybrid Alternative/SRA would result in a 3-percent decrease in the Geary corridor's area-wide parking supply (a loss of 370 on-corridor parking spaces—the second-fewest of the build alternatives).

Under the Hybrid Alternative/SRA,⁹ on-corridor 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 – 20 spaces lost
- Park Presidio to Palm / Jordan – 0 spaces lost
- Palm / Jordan to Broderick – 90 spaces lost
- Broderick to Laguna – 120 spaces lost
- Laguna to Van Ness – 60 spaces lost
- Van Ness to Market – 30 spaces lost
- Total – Approximately 370 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 project alternatives: the Masonic and Fillmore study areas, defined below. Parking occupancy data was collected for these areas in order to determine whether a reduced area-wide 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 Draft EIS/EIR 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/SRA would result in a seven percent loss in the study area's public parking supply.

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.

⁹ See Final EIR Chapter 2 and Master Response 1b for details on changes to the Hybrid Alternative/SRA since the publication of the Draft EIS/EIR. See also Final EIR Chapter 3.6 regarding analysis of parking and loading spaces in light of the changes to the Hybrid Alternative/SRA.

Although the project 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 Draft EIS/EIR, within the Japantown/Fillmore study area, the Hybrid Alternative/SRA would result in a three 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/SRA 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.

There would be five commercial loading spaces lost and 10 to 15 commercial loading spaces relocated. 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.

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. Finally, any additional infill spaces would be provided as feasible.

B.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 proposes 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

The project proposes 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 sidewalk bulbouts. Furthermore, 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 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 significant pedestrian safety impacts compared to curbside stops.

Pedestrian Safety

Some commenters raised concerns regarding pedestrian safety 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. As part of the City's adopted Vision Zero program to maximize pedestrian safety on City streets, additional bulbouts, daylighting, and other pedestrian safety improvements have been added to the Hybrid Alternative/SRA; these are detailed in Master Response 1b and Chapter 2 of this Final EIR.

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 city-wide) and involving seniors (about 30 percent compared to 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/SRA would reduce the number of permissive left turns from 39 to 10, and increase the number of protected left turns from 3 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.^{10,11}

Pedestrian Crossing Bulbs and Median Nose Cones

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 corner bulbouts 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/SRA, as noted in Chapter 2 of this Final EIR 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/SRA 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.

¹⁰ 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>.

¹¹ 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 significant or substantial 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/SRA has been revised to retain the Webster Street pedestrian bridge. At Steiner Street, the agencies concluded that removing the bridge remained the best solution.

Low-Floor Boarding

Several comments concerned passenger waiting times, and the boarding efficiency of the Geary BRT Project. 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 five square feet per anticipated passenger. All build 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.

B.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 Draft EIS/EIR 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 the 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,¹² 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 one 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.

B.2.2.8 Master Response 3a: Local Business Impacts

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 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

¹² More information on the Masonic Avenue Streetscape Project is available at <https://www.sfmta.com/projects-planning/projects/masonic-avenue-streetscape-project>.

closures of portions of the sidewalk would nonetheless occur during construction, adversely affecting patrons and employees of businesses along the Geary corridor. Additionally, 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 be minimal and temporary and would not be considered significant, so no significant impacts to local businesses are anticipated which would require mitigation. The severity of these insignificant effects would be reduced by adherence to City regulations for work conducted in public rights-of-way. Once in operation, the Draft EIS/EIR determined that 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.

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 ridership¹³ and may increase ridership by increasing speed and reliability of bus service.¹⁴ 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 Draft EIS/EIR, 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 Draft EIS/EIR for a detailed description of the Transportation Management Plan (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

¹³ 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.

¹⁴ 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.

not exceed Federal Transportation Authority (FTA) criteria. Accordingly, no significant 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 study¹⁵ 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.

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 design are as responsive as possible to the needs of specific businesses. The Draft EIS/EIR included a Transportation Management Plan (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.

B.2.2.9 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 B.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 concerns about the prospective survival rate 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).

¹⁵ Economic & Planning Systems, Inc. Memorandum: Evaluation of Significance of On-Street Parking on Economic Performance of Geary Boulevard Businesses. January 3, 2014.

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 to 19 percent of corridor trees. Table B.2-2 provides a breakdown of trees that each build alternative proposes to preserve and remove.

Table B.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/SRA	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 (approximately 80 to 90 percent) of trees that each build alternative would remove are not mature (see Table B.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.¹⁶ 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 3 to 5 years until replacement trees 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. According to the FHWA’s *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, roadside street trees and other vegetation do not provide noise abatement.

¹⁶ 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>.

Trees along the Geary corridor may serve as nesting habitat 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.

B.2.2.10 Master Response 5a: Length of Comment Period

Several commenters expressed concern about 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 avenues 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 is 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 Q/A 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, Comments and Coordination, of this Final EIR.

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.

B.2.2.11 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 5 of this Final EIR, which also describes public outreach efforts subsequent to publication of the Draft EIS/EIR.

Public outreach and community input has been of critical importance during project development from 2007 through the present. 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. SFCTA's involvement with many of these groups is ongoing and is expected to continue through the final phases of the environmental review process. 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 EIR.

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.
- A 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 meeting 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 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 residents 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.

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 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 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 for the Study 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 Study includes conceptual design and evaluation of several BRT alternatives.

Through technical analysis and community input, the Study developed and evaluated a set of BRT alternatives for Geary Boulevard. The full Geary Corridor BRT Study Final Report is available on the project website at: <http://www.sfcta.org/geary-corridor-bus-rapid-transit-project-history>. SFCTA has conducted multiple rounds of outreach and considers previous community input as the project design has undergone refinement. Community outreach efforts will continue throughout the development and implementation of the Hybrid Alternative/SRA as described in Chapter 5 of this Final EIR.

B.2.2.12 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 majority 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 much 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-project 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 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 6 of this Final EIR.

The agencies considered project cost as a significant factor during the process of refining and evaluating the project alternatives and decisionmakers will consider project cost in determining whether to approve one of the Geary BRT project alternatives. For example, Alternative 3 or Alternative 3-Consolidated have significantly higher costs and resulting funding and timeline challenges. Alternative 2 would cost less to construct, but it would provide fewer transit performance and pedestrian safety benefits. Other lower-cost alternatives, such as peak-period or striping-only bus lanes, were considered but rejected during the project screening process because they would not fully address the project need and purpose. For more information on other alternatives considered but rejected, please refer to Final EIR Chapter 2 and Master Response 1a and Chapter 10 of the Draft EIS/EIR.

B.3 Individual Responses to Comments

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 at public hearings. 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 B.2.

B.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

DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
FAX (510) 286-5559
TTY 711
www.dot.ca.gov



*Serious Drought.
Help save water!*

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-turns 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. SFCTA will develop a Mitigation Monitoring and Reporting Plan (see Appendix C of this Final EIR), which carries forward all of the Hybrid Alternative/SRA 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 B.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
<i>Existing Conditions</i>										
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
<i>2020 No Build</i>										
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
<i>2020 Alternative 2</i>										
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
<i>2020 Alternative 3</i>										
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
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

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
Fulton	144.2	F	57.7	E	31.3	C	52.7	D	61.7	E
<i>2020 Alternative 3C</i>										
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
<i>2020 SRA (Hybrid Alternative)</i>										
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 B.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
<i>2035 No Build</i>										
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
<i>2035 Alternative 2</i>										
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 SRA (Hybrid Alternative)										
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 B.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

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
<i>2020 Alternative 3</i>										
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
<i>2020 Alternative 3C</i>										
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
<i>2020 SRA (Hybrid Alternative)</i>										
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 B.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
<i>2035 No Build</i>										
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
<i>2035 Alternative 2</i>										
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
<i>2035 Alternative 3</i>										
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
<i>2035 Alternative 3C</i>										
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
<i>2035 SRA (Hybrid Alternative)</i>										
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. SFPUC has no intentions 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 42 left turn locations (with both permitted and protected left turn signal phasing) on Geary Boulevard from 25th Avenue to Gough Street. The Hybrid Alternative/SRA would reduce the number of permissive left turns from 39 to 10, and increase the number of protected left turns from 3 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 EIR Chapter 2 and Master Response 1a for a discussion of the alternatives development process and attributes of the Hybrid Alternative/SRA 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 C of this Final EIR, Mitigation, Monitoring, and Reporting Program, which carries forward all mitigation commitments for the Hybrid Alternative/SRA (as were also recorded in Draft EIS/EIR Chapter 7).



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2015

Thomas M. Blalock, P.E.
PRESIDENT

Tom Radulovich
VICE PRESIDENT

Grace Crunican
GENERAL MANAGER

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

November 16, 2015

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

Attn: Geary BRT EIS/EIR

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 EIR 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. The Project History section on page S-2 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 need and purpose of the project are noted. The first Project Need on page S-3 is related to transit service in the Geary corridor. The third Project Need on page S-4 is related to the streetscape as well as the existing bus stop infrastructure and amenities. The Project Purpose on page S-5 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;¹⁷ 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 EIR 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 need and purpose 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 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. All build alternatives are assumed to operate low-floor buses. This would reduce dwell time and improve accessibility to vehicles, especially for people with disabilities and other mobility-impaired passengers. Lastly, all build alternatives would be designed to be rail-

¹⁷ “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.

ready consistent with requirements of Proposition K (refer to Section 1.2 for more detail on Proposition K).

- 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 acknowledges 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 limited) would decrease as well.
- A-3.10 Table 3.3-2 in the Draft EIS/EIR has been 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 EIR 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 Golden Gate transit 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/SRA 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/SRA 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 is 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 to this table because the purpose is to solely illustrate Muni 38 service.

- A-4.9 The Masonic Avenue and Presidio Avenue bus stops are proposed to be consolidated in the eastbound direction under the Hybrid Alternative/SRA. 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 is 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 service.
- A-4.11 No GGT bus stops would be eliminated in the westbound direction under the Hybrid Alternative/SRA.
- 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 Draft EIS/EIR.
- 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 Draft EIS/EIR.
- A-4.16 SFMTA boarding islands include multiple information panels and map cases. GGT will be able to use available space for their 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 traffic management plan (described in Section 4.15 of the Draft EIS/EIR) 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 Draft EIS/EIR 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 District staff as needed to resolve any coordination barriers that may arise during project development and implementation.
- A-4.21 The comment is noted and will be considered in the in the adoption of a SRA. The project team will accommodate future GGT coaches along the corridor, as feasible.
- A-4.22 The comment is noted and will be considered in the in the adoption of a SRA. A sidewalk reconfiguration at the Masonic underpass bus stop to accommodate luggage bay bike racks is not a part of this project. The project team will accommodate future GGT coaches along the corridor, as feasible.
- A-4.23 The comment is noted and is part of the record. The Hybrid Alternative is the SRA and would become the locally preferred alternative (LPA) upon official SFCTA Board action.
- 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

1501 O'Farrell Street
San Francisco, CA 94115

T 415.749-3519
F 415.749-3610

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/SRA. Refer to Final EIR Chapter 2 and Master Response 1b for details regarding this and other modifications to the Hybrid Alternative/SRA.

- A-5.2 SFCTA has modified the Hybrid Alternative/SRA since the Draft EIS/EIR and the Webster Street bridge will no longer be demolished. See Final EIR 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/SRA. Please refer to Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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/SRA. Please refer to Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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/SRA. Please refer to Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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/SRA. Please refer to Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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/SRA. Please refer to Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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 EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA since the publication of the Draft EIS/EIR.

B.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/SRA. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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/SRA. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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)

- 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 the 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/SRA. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA, 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/SRA. The Hybrid Alternative/SRA still proposes to remove the Steiner Street bridge, as retaining it would interfere substantially with providing a continuous, bus-only lane.¹⁸ See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA since the publication of the Draft EIS/EIR.
- O-4.4 Removal of the Steiner Street bridge would not result in any significant or substantial 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/SRA. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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/SRA. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA since the publication of the Draft EIS/EIR.
- 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 in any alternative would be 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, including the Hybrid Alternative/SRA.

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

¹⁸ JRP Historical Consulting. August 17, 2016. Memorandum Re: Geary Corridor Bus Rapid Transit Project.

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*

Connect with us on *Facebook and Twitter*

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. Removal and replacement of trees is a factor considered in the pending selection of the LPA, as discussed in Section 10.3.6, Comparison of Remaining Combinations. 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 Vilorio	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	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 Angeles	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 F	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 MICHIHIRA	San Francis	California	94121	United States	11/29/2015
Grace McKee	Apollo Beal	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 go to Japan town using the bridge on Geary with my 9 month daughter on a stroller. This is the safest way for us to cross 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 it 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 its 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 safe area if this passes.</p>
<p>I was born and raised in San Francisco 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 pedestrians 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.

<p>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.</p>
<p>getting rid of the pedestrian bridge will DEFINITELY cause more accidents than we already have.</p>
<p>As a native I know people who use this bridge because they need to I.e. disabled, older, have children</p>
<p>In heavy traffic areas that also have restaurants and other attractions for pedestrians, it is far safer for all concerned to have the bridge.</p>
<p>Being a pedestrian is becoming increasingly an extreme sport, and cities NEED pedestrians to remain lively and connected! Keep us safe and alive!!</p>
<p>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.</p>
<p>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.</p>
<p>It's a safety issue and one of the few links to Japan's identity</p>
<p>It is very dangerous crossing streets in SF, even with lights and crosswalks.</p>
<p>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.</p>
<p>The bridge addresses the needs of children, seniors, families and anyone who walks. We all need a safe way to cross Geary Blvd.</p>
<p>This bridge is essential for the safety of pedestrians, especially children and elderly people.</p>
<p>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.</p>
<p>Safety for children</p>
<p>Safety for children</p>
<p>The bridge is safer than street level crosswalks.</p>
<p>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?</p>
<p>My children use that bridge to cross Geary and I feel safer knowing the bridge is there for them!</p>
<p>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</p>
<p>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.</p>
<p>Children's safety is the highest priority that a community can have, Japantown's children need this bridge.</p>
<p>Because a lot of kids is crossing Geary Street, the bridge is the safest way to cross big street.</p>
<p>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.</p>
<p>Save the pedestrians safe</p>
<p>This bridge connects the Nihinmachi and Filmore/Western Addition communities. Travelig 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.</p>
<p>j</p>

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/SRA. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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 ridge is no longer proposed under the Hybrid Alternative/SRA. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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/SRA. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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.

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/SRA 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 EIR Chapter 2 and Master Response 1a for a discussion of the alternatives development process and attributes of the Hybrid Alternative/SRA as the agencies are moving forward.

- O-8.2 Please see Final EIR Chapter 2 and Master Response 1a regarding how the agencies considered and screened various alternatives. Chapter 10 of the Draft EIS/EIR, 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 EIR Chapter 6 and Master Response 6a. The agencies have secured \$64 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/SRA into three funding packages. A potential set of near-term improvements, as described in Chapter 2 (Project Alternatives), is bundled together as Package A and would be funded locally. 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/SRA.

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 of the Draft EIS/EIR for more information.

Please refer to Final EIR Chapter 2 and Master Response 1a for a discussion of the alternatives development process and attributes of the Hybrid Alternative/SRA. 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: ruthow1@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/SRA.

Other alternatives that included passing lanes resulted in greater on-street parking removal, which would have greater impacts on the community. The Hybrid Alternative/SRA 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 EIR Chapter 2 and Master Response 1a for a discussion of the alternatives development process and attributes of the Hybrid Alternative/SRA.

- 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 Rapid is immediately behind, and if so, to find a strategically located bus passing lane to pull into to allow the Rapid 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 EIR Chapter 2 and Master Response 1a for a discussion of the alternatives development process and attributes of the Hybrid Alternative/SRA 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.



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) of the Draft EIS/EIR employs widely accepted methodology from the Federal Highway Administration (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 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 acknowledges 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 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 Draft EIS/EIR 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, SFCTA 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 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. SFCTA 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. SFCTA 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](tel:4159215007)

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/SRA. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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/SRA. New pedestrian surface crossings would also be added at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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 Project Alternatives 2 and 3 include dedicated center-running BRT lanes noted in the comment. The Hybrid Alternative/SRA 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 EIR Chapter 2 and Master Response 1a for a discussion of the alternatives development process and attributes of the Hybrid Alternative/SRA that the agencies are moving forward.

- O-13.2 Many of the features mentioned in the comment are included in the Hybrid Alternative/SRA, including transit stop improvements, colored lanes, signage, pedestrian improvements, dedicated bus lanes, pre-board payment, low-floor buses, all-door boarding, traffic signal synchronization, and digital resources. Parking supply was considered within the SRA. 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 EIR Chapter 2 and Master Response 1a for a discussion of the alternatives development process and attributes of the Hybrid Alternative/SRA as the agencies are moving forward.

B.3.3 Individuals



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 100

I-1.1

Comments: BUILD IT!

LOTS OF GOOD WORK EVIDENT!
THINK OF THE FUTURE, AS
WELL AS TODAY.

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>
To: gearybrt@sfcta.org

Mon, Nov 30, 2015 at 11:52 AM

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 of the Draft EIS/EIR for background on the alternatives screening process.



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.

Amul Kalia

NAME

AFFILIATION (IF APPLICABLE)

EMAIL OR MAILING ADDRESS

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-3.1

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 EIR Chapter 2 and Master Response 1a on alternatives definition and screening, Chapter 2 of the Draft EIS/EIR, and the Alternatives Screening Report (May, 2009).
- I-3.2 Please see Final EIR Chapter 2 and Master Response 1a regarding how the agencies considered and screened various alternatives. Chapter 10 of the Draft EIS/EIR, 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.



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

Comments:

I-5.1

We need a SUBWAY

(continue on other side if necessary)

Responses to Comment I-5: Anonymous

- I-5.1 Please see Final EIR Chapter 2 and Master Response 1a regarding how the agencies considered and screened various alternatives. Chapter 10 of the Draft EIS/EIR, and the Alternatives Screening Report (May, 2009), explain why rail was not recommended for further alternatives analysis.



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 Areballo

NAME

Japantown Youth Leaders

AFFILIATION (IF APPLICABLE)

minervareballo@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 friends 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 the projects!

(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 know
that I am the only senior
citizen who believes
taking down this bridge,
which is a historical landmark
to the Japantown community,
is not safe nor preferred
by San Francisco youth
and others 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/SRA. Please See Final EIR Chapter 2 and Master Response 1b for details on modifications to the Hybrid Alternative/SRA 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 EIR Chapter 2 and Master Response 1a regarding how the agencies considered and screened various alternatives. Chapter 10 of the Draft EIS/EIR, 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/SRA would reduce the number of permissive left turns from 39 to 10, and increase the number of protected left turns from 3 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 3.4.4.3 of the Draft EIS/EIR 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 EIR 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 Limited/Rapid 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>

Wed, Oct 7, 2015 at 3:41 PM

Reply-To: troy barber <finocchio68@yahoo.com>

To: "gearybrt@sfcta.org" <gearybrt@sfcta.org>

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 EIR 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/SRA also proposes center-running operations 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 EIR.

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](tel: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



GEARY BRT PROJECT UPDATE

**Let's Get
Geary BRT
Moving!**

[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.



SFMTA
Municipal
Transportation
Agency



Free language assistance / 免費語言協助
Ayuda gratuita con el idioma / Бесплатная
помощь переводчиков / Trợ giúp Thông
dịch Miễn phí / Assistance linguistique
gratuite / 無料の言語支援 / 무료 언어 지원
Libreng tulong para sa wikang
การช่วยเหลือฟรีทางภาษา / 免費語言協助 / 免費語言協助
مقرنا یراع یراجعنا یراع یراع

You are receiving this email because of your interest or involvement in a San Francisco County Transportation Authority project/study.

[UNSUBSCRIBE](#) | [CHANGE YOUR SUBSCRIPTION PREFERENCES](#) | [FORWARD THIS EMAIL](#)

SFCTA
1455 Market Street
22nd Floor
San Francisco, CA 94103

[Add us to your address book](#)

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 Geary 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 EIR 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/SRA travel times (38 Local and 38BRT) 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 Draft EIS/EIR. 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 a significant 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 Draft EIS/EIR, this particular stop is only proposed for removal under Alternative 3-Consolidated and the Hybrid Alternative/SRA. 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/SRA. 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 a significant 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 considers 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 Draft EIS/EIR Section 4.6.1.3).

Please also see Draft EIS/EIR Section 4.15 (Construction Impacts) for more discussion of construction-period transportation-related effects and pertinent mitigation and improvement measures, as well as Appendix C of this Final EIR, the Mitigation, Monitoring, and Reporting Program. With these measures, impacts from construction would be less than significant.

Project operation would not displace any businesses and, through transit improvements, would enhance connectivity and access to businesses along the corridor. In addition, SFCTA commissioned a study¹⁹ 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 3/3-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.

As described in Chapter 10 (Alternatives Analysis) of the Draft EIS/EIR, of the alternatives considered in the Draft EIS/EIR, the Hybrid Alternative/SRA and Alternative 3-Consolidated²⁰ 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/SRA 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/SRA would incorporate the greatest number of pedestrian safety features of all alternatives considered.

- I-11.3.5 See Chapter 2 of this Final EIR and Final EIR 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 2.0 of the Draft EIS/EIR, SFMTA implemented red bus-only lanes in the Inner Geary area (east of Van Ness Avenue) in 2014. The success of those lanes

¹⁹ Economic & Planning Systems, Inc. Memorandum: Evaluation of Significance of On-Street Parking on Economic Performance of Geary Boulevard Businesses. January 3, 2014.

²⁰ Chapter 10 includes references to Alternative 3.2, which is the same as Alternative 3-Consolidated.

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.

CEQA (and NEPA) requires an EIS/EIR to evaluate a reasonable range of feasible alternatives. Chapter 10.0, Alternatives Analysis, of the Draft EIS/EIR 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 because they would not have provided significant transit performance benefits, which are a key component of the project purpose and need.

- 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 3.4.4.3 of the Draft EIS/EIR 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 3.4.4.3 of the Draft EIS/EIR 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). The evaluation criteria used are consistent with CEQA requirements for assessing potential land use impacts of projects.

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 Inner Geary area and eastern portions of the City. The need and purpose 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 assumes 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 Draft EIS/EIR 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, 3-Consolidated, and the section of the Hybrid Alternative/SRA 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 significant 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 Draft EIS/EIR Chapter 2 and Final EIR Chapter 2 and 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 was considered but not pursued because such a vehicle would be a vehicle unique to the domestic bus market and 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/SRA. Stop spacing optimization is also part of the Hybrid Alternative/SRA.

- 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/SRA as modified in response to public comments. See Final EIR Chapter 2 and Master Response 1b for details on modifications to the Hybrid Alternative/SRA 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 EIR Chapter 2 and Final EIR 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 EIR Chapter 2 and Final EIR 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, 38L, 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. 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. The No Build and build alternatives would result in higher ridership on Geary corridor bus routes.

In 2020, the build alternatives would result in up to 82,000 daily transit boardings. In 2035, the build alternatives would serve between 92,000 and 99,000 daily transit riders.

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 EIR Chapter 2 and Final EIR Chapter 2 and Master Response 1a regarding the type and range of project alternatives.

Pedestrian crossing bulbs reduce crossing distances 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 EIR Chapter 2 and Final EIR 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, Project Alternatives, in the Draft EIS/EIR for more detail.



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

[GearyBRT] removal of Geary Pedestrian Bridges in the Fillmore

2 messages

Justin Bigelow <jdbigelow@gmail.com>
To: gearybrt@sfcta.org

Tue, Nov 3, 2015 at 3:33 PM

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/SRA. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA since the publication of the Draft EIS/EIR.



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.

Joseph Blackman
NAME
Inner Richmond District Native & SFTRV
AFFILIATION (IF APPLICABLE)
josephblackman@gmail.com
EMAIL OR MAILING ADDRESS

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)



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~~

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 EIR 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 significant impacts from right turns and therefore no need to include mitigation measures precluding right turns. Please see Final EIR 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 EIR Chapter 2 and Master Response 1a for a discussion of the alternatives.



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.

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

Responses to Comment I-19.2: Bonilla, Nelson

- I-19.2.1 Support for Alternative 3 is noted. Refer to Final EIR 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/SRA. 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/SRA. Please See Final EIR Chapter 2 and Master Response 1b for more details on modifications to the Hybrid Alternative/SRA 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/SRA. 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/SRA.

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 EIR 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.



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.

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.

Responses to Comment I-23: Camp, Daniel

I-23.1 Support for Alternative 3 (first) and the Hybrid Alternative/SRA (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/SRA. Section 3.3.4.6 of the Draft EIS/EIR summarizes bus travel times by horizon year (2035). Implementation of the Hybrid Alternative/SRA would reduce bus travel times by approximately 21-23 percent relative to the No Build Alternative by 2035. Refer to Final EIR 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 EIR 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/SRA'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 EIR Chapter 2 and Master Response 1a regarding the type and range of project alternatives.

In developing the Hybrid Alternative/SRA, the agencies have attempted to balance bus improvements with other community concerns. For instance, in the center-running Richmond district segment, the Hybrid Alternative/SRA'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:

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.

I-29.1

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/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.

I-29.2 See Final EIR 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 3.5.4.3, Pedestrian Safety, for more details related to the pedestrian safety improvements.

Letter I-30

NOV 3 0 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.

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 3 0 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.

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.



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.

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/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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/SRA 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/SRA.

bchoden85@gmail.com
bchoden85@gmail.com Bernice Choden

① Need to provide ~~Transit~~ ~~Access~~ Diverse and affordable ~~access~~ transit access where required planning expertise & state general

I-34.1.1

safe

Plan directive determine where an affordable & sustainable community need to exist

① City does not have such a general plan

② Study does not provide ~~for~~ purposes on such a plan.

I-34.1.2

③ Impact on existing commercial & residential communities not ~~acknowledged~~ ^{acknowledged}

④ ~~Alternate~~ Alternatives 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 (filary)

I-34.1.4

③ ~~Feeder~~ ~~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

I-34.1.7

⑤ I have to necessary expertise to do Portlands Transit Flexibility & efficiency given disaster investment approach by ~~the~~ ~~transit~~ ~~structures~~

I-34.1.8

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 discusses 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 Draft EIS/EIR 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 to be less than significant. The severity of these effects would be reduced to a less than significant level by adherence to City regulations for work conducted in public rights-of-way (see discussion in Section 4.6.1.3). Please also see Section 4.15 (Construction Impacts) and Appendix C of this Final EIR (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 Draft EIS/EIR 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 EIR Chapter 6 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.²¹ However, the focus of this project is to improve transit service on Geary.
- I-34.1.5 See Final EIR 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 heavily utilized east-west transit route in the area. Other lines, such as the 1-California might warrant a Limited/Rapid 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 EIR.

²¹ See Draft EIS/EIR Section 4.6.1.2.1 for a discussion of SFDPW Order 176,707.

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 considers 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 Draft EIS/EIR 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 9.0, Financial Analysis, both operating and maintenance costs of the project were evaluated. The agencies have secured \$64 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 EIR Chapter 6 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>

Mon, Nov 30, 2015 at 6:10 PM

To: gearybrt@sfcta.org

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.
- I-34.3.8 | 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 3.3.4.2 in the Draft EIS/EIR for a discussion of impacts related to bus stop locations; and Section 3.5.4.4 in the Draft EIS/EIR for a discussion of access for seniors and people with disabilities. Diverse ridership needs and potential impacts to transit riders are 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 CEQA Guidelines (Section 15126.4). The measures identified are feasible, enforceable, and would help to mitigate significant adverse effects of the proposed project, or minimize less-than-significant impacts of the project. Please see Final EIR Appendix C (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 of the Draft EIS/EIR. Please see Final EIR Appendix C (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 Draft EIS/EIR.
- 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 describes 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 Draft EIS/EIR 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 Draft EIS/EIR 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 EIR 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 are 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 EIR Appendix C (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 EIR Chapter 2 and Final EIR 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/SRA 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 EIR Chapters 2 and 3 Master Response 1b provides details regarding these modifications to the Hybrid Alternative/SRA.

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: gearybrt@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 Final EIR Chapter 2 and Master Response 1b for details regarding modifications to the Hybrid Alternative/SRA, which no longer include new BRT stops in this area. Also see response to comment I-36.1 above.

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 EIR Chapter 2 and Final EIR 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 are 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 TSP was installed at several intersections in 2005 and again in 2014. TSP is active on the entire Geary corridor. The Hybrid Alternative/SRA would upgrade existing traffic signals with the latest 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 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. New technology improves the reliability of the system and when paired with transit-only lanes and bus stop improvements, it offers additional travel time and efficiency benefits.
- 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. The project team has endeavor and will continue to work with the community to minimize or improve significant and less-than significant adverse effects of the project, including the less-than significant adverse effects to parking along the corridor, while also providing an alternative with the greatest transit improvements, as discussed in Chapter 1.0, Project Need and Purpose.

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

I-40.1

EMAIL OR MAILING ADDRESS sean.cochran@ottp-sf.org

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 those 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, far 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/SRA 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 EIR Chapter 6 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 utilized the City’s preferred traffic simulation software as further described in Chapter 3 of the Draft EIS/EIR.
- I-41.1.2 See Draft EIS/EIR Section 9.1.4 and Final EIR Chapter 6 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 Draft EIS/EIR Sections 3.6.4.5 and 3.6.4.6 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 Limited-stop service to include Sundays on Geary, but did not propose any route changes and was designed to coordinate with Geary BRT.²² 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 (bulbouts and crossings) and traffic safety measures (left turn protection).

²² 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?
 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
- I-41.2.2

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, Alternatives Analysis). The effect of parking loss on local businesses is discussed in Draft EIS/EIR Section 4.2.4.3 (under CEQA for informational purposes), Build Alternatives – 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 Draft EIS/EIR 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.



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.

JACK DIXON

NAME

EM: JUDAWACA@ATT.NET

AFFILIATION (IF APPLICABLE)

1400 GEARY BLVD. #1909 S.F. 94109

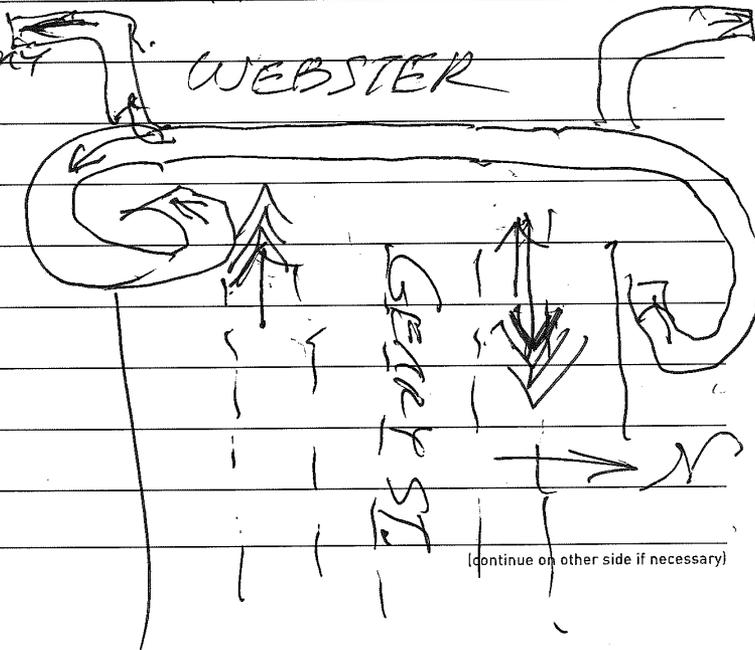
EMAIL OR MAILING ADDRESS

I-42.1

Comments: SAVE THE GEARY & WEBSTER BRIDGE OR DESIGN

TO REACH A (FOUR) CORNER
CROSSING ACROSS WEBSTER

TO
STREET



(continue on other side if necessary)

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/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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](tel:4159745603) ext 14
f. [415 974 0849](tel:4159740849)

www.aidlindarlingdesign.com

This e-mail and any attachments thereto, is intended only for use by the addressee(s) named herein and may contain legally privileged and/or confidential information. If you are not the intended recipient of this e-mail, you are hereby notified any dissemination, distribution or copying of this email, and any attachments thereto, is strictly prohibited. If you receive this email in error please immediately notify me at [\(415\) 974-5603](tel:4159745603) and permanently delete the original copy and any copy of any e-mail, and any printout thereof.

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/SRA. Please refer to Final EIR Chapter 2 and Master Response 1b for details on modifications to the Hybrid Alternative/SRA in response to public comments.
- I-43.2 Removal of the Webster Street and Steiner Street bridges would not result in any significant or substantial pedestrian safety impacts. Nevertheless, demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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 significant or substantial pedestrian safety impacts. Nevertheless, demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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/SRA. See Final EIR 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](tel:408-221-0290)
D [408-615-3484](tel: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 EIR 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/SRA. See Final EIR 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/SRA. See Final EIR 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 Peace Plaza.



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.

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/SRA. See Final EIR 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/SRA 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 3.4.4.3 of the Draft EIS/EIR 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 3.5.4.3 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 Section 1.3, Project Need and Purpose. Please refer to Master Response 2d as well as Draft EIS/EIR Section 3.5.4.3 (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.

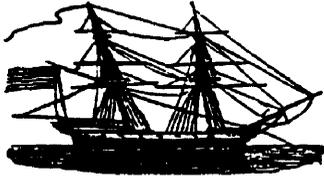
- I-47.7 See Final EIR Chapter 2 and Master Response 1a regarding the type and range of project alternatives.

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.

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.



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

I-48.1.2

Procedural Problems

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.

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.

I-48.1.4

- 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.

Re-envisioned, Phased Mass Transit

I-48.1.10

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.

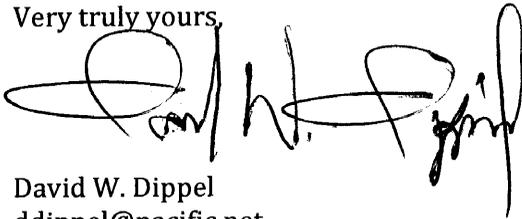
Conclusions, continued

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 Controller's 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 EIR 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 EIR Chapter 2 and Master Response 1a and Chapter 10, Alternatives Analysis, 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 EIR Chapter 2 and Master Response 1b, which summarizes a number of modifications to the Hybrid (Staff-Recommended Alternative), 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 EIR Chapter 5 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 project alternatives incorporate center-running bus lanes, but all such proposed center-running lanes would extend no further west than 34th Avenue, not 48th Avenue as asserted. The Hybrid Alternative/SRA 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 EIR 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 EIR 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.

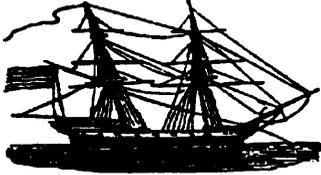
To reduce insignificant construction-related impacts to adjacent land uses and to the community (such as access disruptions), the unique characteristics of each area would be taken into consideration in construction planning and scheduling, and access would be maintained to the maximum extent feasible. 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 EIR Chapters 2 and 6 on these subjects.

The agencies have previously considered light rail, including an underground line. Please see Final EIR 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 EIR Chapters 5 and 6) 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

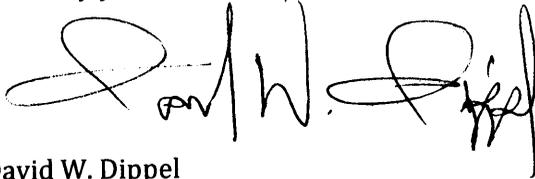
Transfer of Geary Traffic to Parallel Streets, continued

- 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 EIR Chapter 5 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 EIR 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 Transportation Management Plan (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 NEPA/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 EIR 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 me 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/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.



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.

Madeline 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:
Gearybirt@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: Elfege, 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 EIR 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 EIR 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 choose 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 EIR 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 significant 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 Draft EIS/EIR.
- I-56.2 See Master Response 2a for a discussion of traffic on Geary and diversion 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 Transportation Management Plan (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 EIR Appendix C (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 EIR 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](tel:(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/SRA 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 EIR Chapter 2 and Master Response 1b for details regarding these modifications to the Hybrid Alternative/SRA.

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 Draft EIS/EIR Section 3.5.4.3, Pedestrian Safety, for more details related to the pedestrian safety improvements.

I-58.2 See Final EIR Chapter 2 and Master Response 1a.

The proposed project aims to achieve bus performance improvements with a combination of changes, including stop consolidation. While some riders currently ride the 38 Rapid line using the Laguna stop, the Hybrid Alternative/SRA proposes to use the Laguna stop only for local buses. The difference between a trip from Laguna on the local service compared with the Rapid service to the downtown area or the Richmond ranges between 2 and 4 minutes. Riders not wishing to walk to Fillmore or Gough/Van Ness to access the 38 Rapid service would still be able to access the 38 local service at the Laguna stop. Those preferring a faster ride will be able to choose a further walk in return for the faster ride on the 38 Rapid service.

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/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.



SFMTA
Municipal
Transportation
Agency

Comment Card
Geary Corridor
Bus Rapid Transit

NOV 10 2013

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 TRANS BAY TRANSIT CTR) THEREFORE, WE DO NOT NEED THE "CENTER BUS LANES" AS RECOMMENDS 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

(Comments, continued from front)

FTER DURATION OF DISRUPTI
SHO ON

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 & 5th
AVENUE TO VAN NESS

ASKING THE WIDE AREA SIGNAL (EXISTING ON) ONE
DIVISADERO, FILMORE, GOUGH + VAN NESS AV'S
② EDUCATE / ENCOURAGE OUR SENIORS TO USE ALL
DOORS.

RIDERS MOVE TO USE THE REAR US.

③ EDUCATE / ENCOURAGE ALL RIDERS TO
NO + THE B IN

④ INCREASE BUS FREQUENCY BUT
ADD NEW BUSES TO ALL LANE BUT
IF ALL TWO OR THREE BUSES COME
THE SAME TIME

⑤ COMMENTS CAN BE MAILED TO: NEW

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 EIR Chapter 6); 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 EIR 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 transit 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 EIR Chapter 2 and Master Response 1a.
- The Hybrid Alternative/SRA 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 alternative 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 EIR Chapter 2 and Master Response 1a for a summary of improvements included within the scope of the project.
- I-60.3 Please see Final EIR Chapter 6 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 Need and Purpose, 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 Draft EIS/EIR Chapter 10, Alternatives Analysis, and Master Response 1a. The Hybrid Alternative/SRA and Alternatives 3/3C 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/SRA would be its benefits to pedestrian safety, a key element of the project purpose.

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 Draft EIS/EIR Chapter 10, Alternatives Analysis, and Final EIR Chapter 2 and Master Responses 1a and 2d. The Hybrid Alternative/SRA and Alternatives 3/3-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. A significant advantage of the Hybrid Alternative/SRA would be its benefits to pedestrian safety, a key element of the project purpose.



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.

Jean Fraser
NAME

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/SRA 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 is a bad idea & time savings unrealistic. Today (Nov 5, 2015) I boarded a 38BX at Park Presidio at 7:10am. 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~~ lines 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/SRA 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/SRA 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 3/3-Consolidated, and Hybrid Alternative between Plam and 27th) 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
							2.9	1.3		
11/5/2015	38BX	Inbound	7:10 AM		7:28 AM	18:00.0				
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	Downtown to Van Ness	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 data on travel times on which to project 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/SRA. 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 Final EIR Chapter 2 and Master Response 1a and Draft EIS/EIR Chapter 10, Alternatives Analysis, for a summary of alternatives and key performance indicators considered in the development of the build alternatives carried forward in the Draft EIS/EIR.

Letter I-67

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>

Tue, Nov 17, 2015 at 11:14 PM

To: gearybrt@sfcta.org

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 EIR 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 EIR Chapter 2 and Master Response 1a regarding the type and range of project alternatives.

The Hybrid Alternative/SRA 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 EIR Chapters 2 and 6.

Prior to formal initiation of the Geary BRT project, the local agencies previously considered light rail, including an underground line, which would offer benefits beyond those by BRT. Please see Master Response 1a for additional discussion on this subject.



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.



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.

Luis Gonzalez

NAME

Richmond District Resident

AFFILIATION (IF APPLICABLE)

katieandluis@prodigy.net

EMAIL OR MAILING ADDRESS

I-69.1

Comments:

As 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 but that
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 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 3.4.4.3 of the Draft EIS/EIR 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.

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

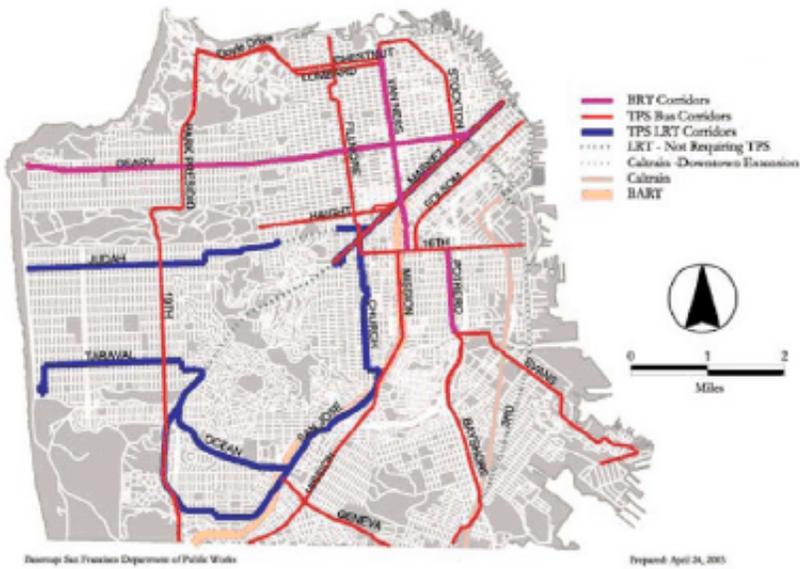
Section 4.16 – Irreversible and Irretrievable Resources – it seems to be counterintuitive to do a BRT system when it will cost doubly environmentally and resource wise when further down the road due to capacity issues Light-Rail Vehicle or larger and more flexible bus systems will need to be implemented 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

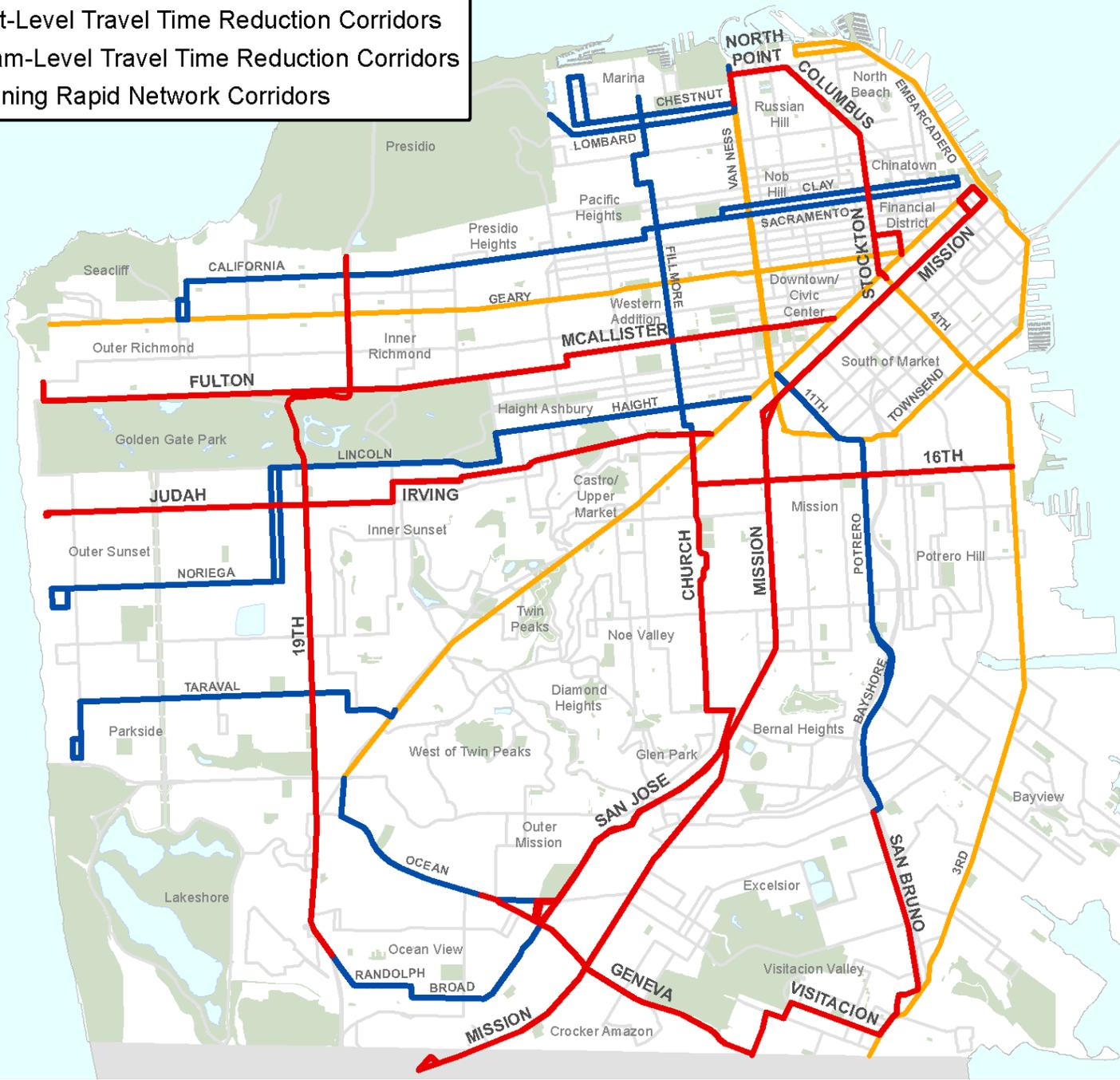
Section 10.0 – Alternative Analysis – Under section 10.2.2 the light-rail surface option and underground options are eliminated due to upfront costs and funding, yet they are being discussed by BART and regional transit agencies, and would provide a better more cost effective way of getting people in 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)

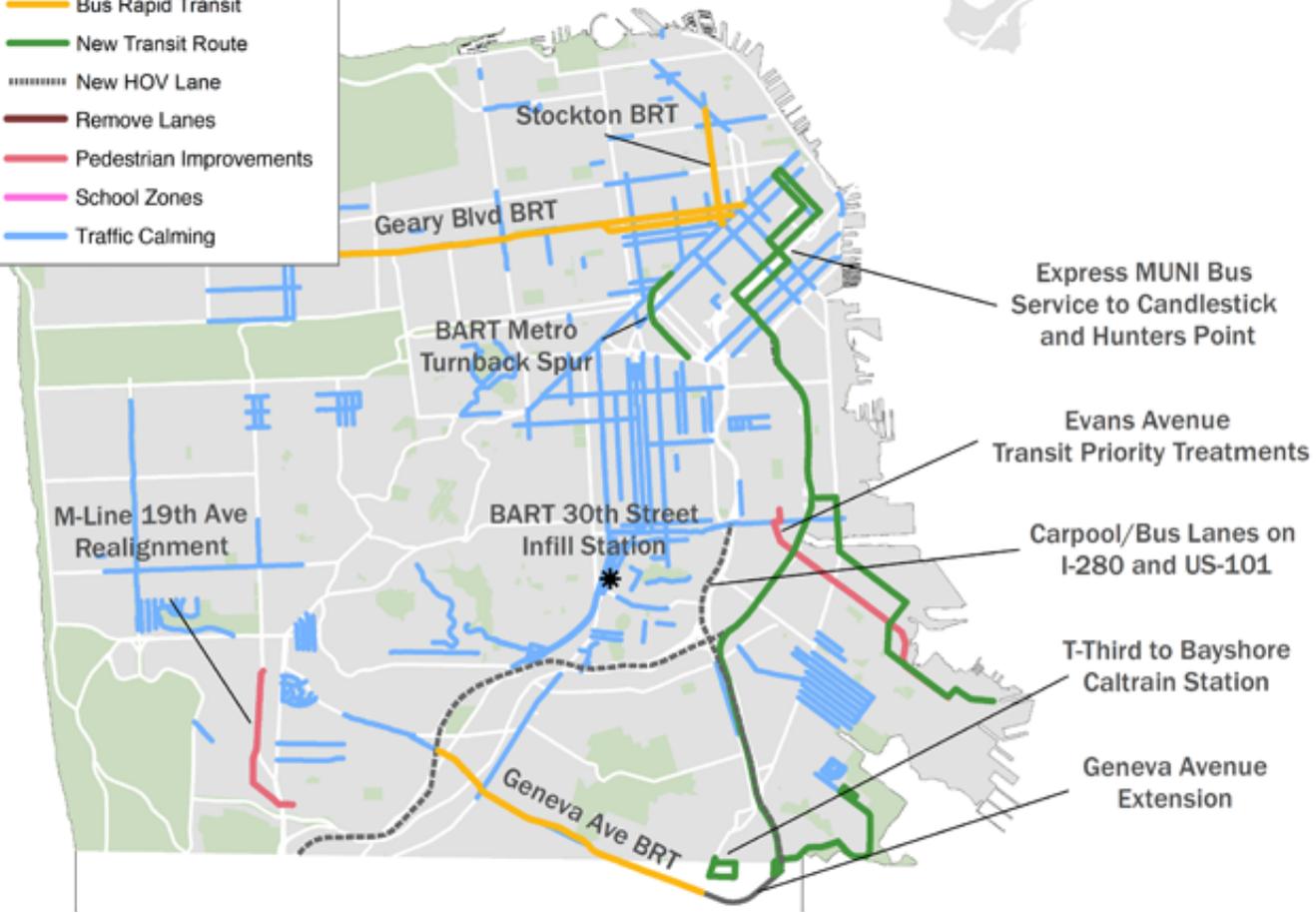


- Project-Level Travel Time Reduction Corridors
- Program-Level Travel Time Reduction Corridors
- Remaining Rapid Network Corridors



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 EIR 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 EIR 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 September 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. See Section 3.3.5 of the Draft EIS/EIR 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. As discussed in Sections 2.2.2.1 and 2.2.3 of the Draft EIS/EIR, 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 pilot Commuter Shuttle Program that provides permits to eligible commuter shuttle operators to use a designated network of stop in San Francisco.²³ 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, among others.²⁴ As of January 2016, the SFMTA Commuter Shuttle Program had six designated stops on the Geary corridor (three in each direction).²⁵ The project's impact on shuttle services

²³ More information on the City's Commuter Shuttle Program is available at <https://www.sfmta.com/projects-planning/projects/commuter-shuttle-program-2016-2017>.

²⁴ 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>.

²⁵ 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>.

themselves would be similar to its impacts on other private vehicles, which are detailed in the traffic analysis in Section 3.4 of the Draft EIS/EIR. 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 EIR 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 being acquired by Muni will have more room for wheelchair and other disabled users.

- I-70.5 See Final EIR 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 EIR 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 Alternatives Analysis 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 Limited/Rapid 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.

- I-70.7 See Final EIR 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 3.4.4.3 of the Draft EIS/EIR 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 3.4.4.2 of the Draft EIS/EIR 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 EIR 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 EIR 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, bulbouts, 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 EIR 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 EIR Chapter 2 and Master Response 1a regarding the type and range of project alternatives and Final EIR Chapter 6 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 Draft EIS/EIR Section 3.5.4.3 (Pedestrian Safety) for more details related to the pedestrian safety improvements and Final EIR Chapter 2, for additional pedestrian improvements added to the Hybrid Alternative/SRA 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 Draft EIS/EIR Section 3.5.4.3 (Pedestrian Safety) for more details related to the pedestrian safety improvements and Final EIR Chapter 2, for additional pedestrian improvements added to the Hybrid Alternative/SRA in response to public comments on the Draft EIS/EIR.



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 EIR Chapter 2 and Master Response 1a regarding the type and range of project alternatives considered and ultimately carried forward for environmental analysis.



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)

gubbinstever@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.

Responses to Comment I-74: Greenfield, Adam

- I-74.1 Support for parking removal and near-term improvements is noted. Please refer to Final EIR Chapter 2 and Master Response 1a and Chapter 2.0, Description of Project Alternatives, for a summary of the project improvements that would be implemented under each of the build alternatives.



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
Mature trees, the City should

I-75.2

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: Gyotoku, Sarah

I-78.1 Request for additional buses is noted. Please refer to Final EIR Chapter 2 and Master Response 1a and Draft EIS/EIR Section 3.3, Transit Conditions, 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 Draft EIS/EIR Section 3.5.4.3 (Pedestrian Safety) for more details related to the pedestrian safety improvements and Final EIR Chapter 2, for additional pedestrian improvements added to the Hybrid Alternative/SRA 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/SRA 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/SRA would reduce the number of permissive left turns from 39 to 10, and increase the number of protected left turns from 3 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.^{26/27}

²⁶ 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>.

²⁷ 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 EIR 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/SRA'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.

The pedestrian bridge at Webster Street is no longer proposed for removal under the Hybrid Alternative/SRA. Please refer to Master Response 1b for modifications to the Hybrid Alternative/SRA 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/SRA. The Hybrid Alternative/SRA would improve the crosswalk here 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.



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

Inhouse
attend

NAME
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} day 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/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.



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.

JIM HERD

NAME

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/SRA. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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 EIR 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.²⁸ Reducing the number of permitted left turns would contribute to improved pedestrian safety on the Geary corridor. The Hybrid Alternative/SRA would reduce the number of permissive left turns from 39 to 10, and increase the number of protected left turns from 3 to 18.

Left-turn locations included in the Hybrid Alternative/SRA 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/Jordan Avenue. In Alternative 3-Consolidated there would be consolidated bus service running in center lanes between Broderick Street and Palm Avenue/Jordan Avenue. In the Hybrid Alternative/SRA, there would be non-consolidated bus service running in side lanes between Broderick Street and Palm Avenue/Jordan 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.

Left-turn locations included in the Hybrid Alternative/SRA 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

²⁸ Federal Highway Administration, Office of Safety. "Permissive/Protected Left Turn Phasing." Available at http://safety.fhwa.dot.gov/intersection/conventional/signalized/case_studies/fhwasa09015/.

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 D of this Final EIR (and were also presented in Appendix A of the Draft EIS/EIR). 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 for ease of use. 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 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/Jordan 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/SRA).

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/SRA 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 Draft EIS/EIR 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/SRA with adherence to avoidance and minimization measures. See also Final EIR 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/SRA propose to remove this tree in order 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, including a 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 4.13.4.1.2 of the Draft EIS/EIR. 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/SRA), 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/SRA 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 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.

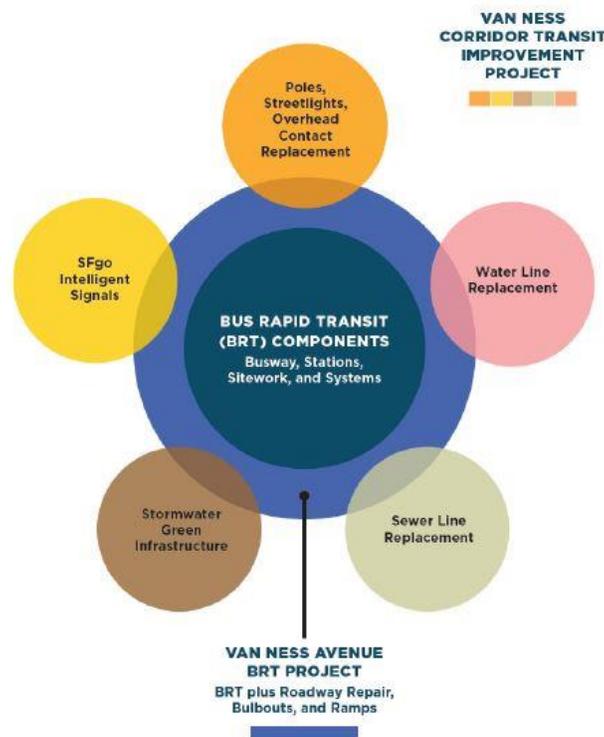
I-86.2.3
cont.

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.

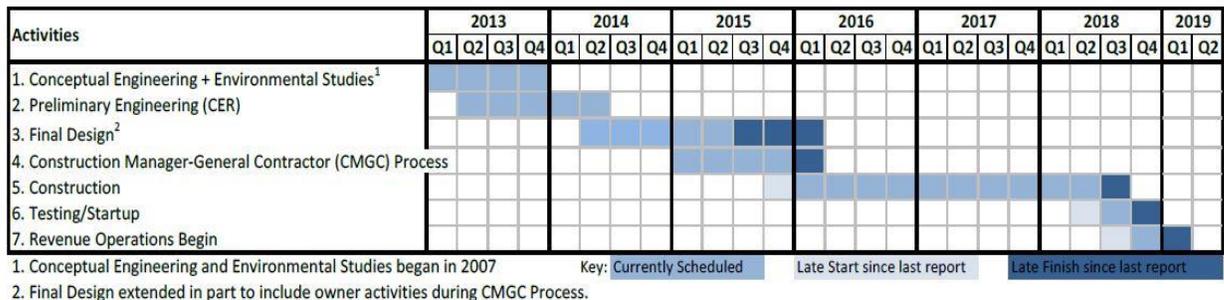
Refer back to Page 1 of this letter, one of the 3 core purposes was to “enhance overall passenger experience” and the goal is not about smooth rides or turns that may or may not jostle people on the buses as has been an excuse to NOT move platforms around the route proposed. The GearyBRT and the entire 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/SRA 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 1.0, Project Need and Purpose, of the Draft EIS/EIR 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 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.

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 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 need and purpose 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

²⁹ San Francisco Public Utilities Commission. 2015. "Sewer Repair Work." Accessed August 29, 2016 at <http://sfwater.org/index.aspx?page=601>.

anticipated land development projects, which are described in Draft EIS/EIR Section 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/SRA. However, retention of parking spaces is not part of the project purpose or need, as described in Chapter 1 of the Draft EIS/EIR.

- I-86.2.5 See Final EIR 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/SRA 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 3.4.4.3 of the Draft EIS/EIR 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-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 lists 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. 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/SRA would result in the loss of some on-street parking spaces (see Final EIR 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 EIR Chapter 2 and Master Response 1b for modifications to the Hybrid Alternative/SRA 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 have a less than significant impact on the supply of loading spaces, as discussed in Section 3.6.4.5 of the Draft EIS/EIR.

- I-86.2.7 Please see Final EIR 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 (Alternative 3 and 3-Consolidated), as well as a combination of both (Hybrid Alternative/SRA).

Please refer to Master Response 2d, Draft EIS/EIR Section 3.5.4.4, and Final EIR Chapter 2 for a discussion of pedestrian safety improvements associated with the Hybrid Alternative/SRA for all pedestrians, including seniors and people with disabilities. The Hybrid Alternative/SRA 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/SRA 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 Draft EIS/EIR Section 3.5.4.3 (Pedestrian Safety) for more details related to the pedestrian safety improvements and Final EIR Chapter 2, for additional pedestrian improvements added to the Hybrid Alternative/SRA in response to public comments on the Draft EIS/EIR.

New Geary BRT buses would be equipped with accessible features for seniors and people with disabilities, including low-floor buses, 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 3.5.4.4 (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/SRA 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/SRA would replace the current 38 Limited 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 page 2-18 of the Draft EIS/EIR, the Hybrid Alternative/SRA 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 fleet of low-floor buses that would be expected to 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 of the Draft EIS/EIR 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. 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 Draft EIS/EIR. Traffic and transit analysis for these locations are discussed in Section 3.4.4.3.
- I-86.2.13 The analysis of parking and loading effects in the Draft EIS/EIR provides information on these effects at both the corridor-wide 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 project 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 3 to 5 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.³⁰ 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, No Build, and build conditions, 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) of the Draft EIS/EIR 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 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. Mitigation is provided to render identified impacts to a less-than-significant level. 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

³⁰ 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*.

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 EIR. 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 under CEQA.

Construction noise impacts are discussed in Section 4.11.4.2 of the Draft EIS/EIR. As shown in the Draft EIS/EIR, the project would comply with the San Francisco Noise Ordinance, DPW Article 2.4, and DPW Order 176,707, thus temporary noise impacts would be less than significant with 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 EIR Appendix C (Mitigation Monitoring and Reporting Program) and Draft EIS/EIR Section 7.5.11 for more information.

Table 4.11-7 of the Draft EIS/EIR 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.³¹

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 1,000,000 tons of solid waste, with an average annual capacity of 2,000,000 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.³² 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.

³¹ 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).

³² 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.³³ 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.³⁴ 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.

³³ 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>.

³⁴ 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.



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 BET Plan. While
I believe it would be preferable to have
contiguous bus lanes the entire length of
Geary, I understand that they cannot do
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 BAT 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 EIR Chapter 2 and Master Response 1a and Draft EIS/EIR Chapter 10, Alternatives Analysis 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/SRA. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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.



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@jyc.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/SRA. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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 EIR Appendix C (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, Alternatives Analysis). The effect of parking loss on local businesses is discussed in Section 4.2.4.3, Build Alternatives – 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/SRA. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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/SRA. 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 EIR Chapter 5. 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 EIR. Please also refer to Draft EIS/EIR Chapter 10, Alternatives Analysis, for a description of the design options considered throughout the history of the project.



SFMTA
Municipal
Transportation
Agency

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: Jaxdale
& 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 sides if necessary)

I-95.1 cont.

By keeping the existing "side bus lanes" as 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 EIR Chapter 2 and Master Response 1a and Chapter 10, Alternatives Analysis, 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 Draft EIS/EIR Section 3.5.4.3 (Pedestrian Safety) for more details related to the pedestrian safety improvements and Final EIR Chapter 2, for additional pedestrian improvements added to the Hybrid Alternative/SRA in response to public comments on the Draft EIS/EIR.

From: OTTO Jones
206 Kirkham ST.
S.F. Ca. 94122



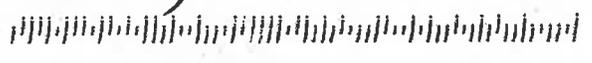
SAN FRANCISCO CA 94111
NOV 2 2015 PM 7 L



Letter I-96

c/o ATTn. Geary BRT/ELR
S.F. Transp. Authority
1455 MKT. ST. 22nd Flr.
S.F., Ca. 94103

9410381991 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.



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.

Michelle Jayce

NAME

AFFILIATION (IF APPLICABLE)

michellejayce23@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 EIR Chapter 2 and Master Response 1a and Chapter 10, Alternatives Analysis, 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 5 of the Final EIR. 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.

(continue on other side if necessary)

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/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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/SRA to retain the Webster Street bridge, as detailed in Master Response 1b and Final EIR 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.

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-100.2.1

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/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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/SRA; See Final EIR 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 Draft EIS/EIR Chapter 1.0 (Project Need and Purpose) and Section 7.2 (Project Objectives) for a summary of the need for transit improvements along the Geary corridor, including pedestrian safety enhancements and transit time improvements. Final EIR 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, Alternatives Analysis). Effects on local businesses were discussed in Draft EIS/EIR Section 4.2.4.3 (Build Alternatives – 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. Loss of parking is not considered an environmental impact under CEQA.



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 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. 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 Draft EIS/EIR 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 EIR.

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/SRA is noted. Refer to Final EIR 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.

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 EIR Chapter 2 and Master Response 1a for a summary of the transit benefits expected under each of the build alternatives.



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. E. FROM DISTRICT 6 (JANE KIM)
NAME

AFFILIATION (IF APPLICABLE)

ORANGEANDBLACKIQ@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 AGENDA 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 Draft EIS/EIR Chapter 2 (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 EIR Chapter 2 and Master Response 1a regarding the type and range of project alternatives considered and ultimately carried forward for environmental analysis.



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.

RICK KLUMP

NAME

AFFILIATION (IF APPLICABLE)

186 COMMONWEALTH AVE

EMAIL OR MAILING ADDRESS

I-108.1

Comments:

• HYBRID ALTERNATIVE

MAKES MOST SENSE

I-108.2

• PODOSTRIAN 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/SRA is noted.
- I-108.2 As discussed in Chapter 2.0, Description of Project Alternatives, 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 Rapid 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 EIR 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 Q/A session with the development team to provide open dialogue between the public and staff.
- I-109.2 See Final EIR 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 EIR Chapter 6 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



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 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 EIR Chapter 2. Under the Hybrid Alternative/SRA, 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.



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.

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 w/ 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 EIR 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. SFCTA will conduct an additional round of public outreach to coincide with the release of the Final EIR document. Please see Final EIR Chapter 5. SFCTA will announce any public meetings and hearings associated with the Final EIR through the same means used to communicate publication of this document. SFCTA's website will continue to be an important communication tool for these latter stages of public engagement, and updated project information will continue to be available at: <http://www.sfcta.org/delivering-transportation-projects/geary-corridor-bus-rapid-transit-home>.



SFMTA
Municipal
Transportation
Agency

Comment Card

Geary Corridor Letter Bus Rapid Transit I-116

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 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"

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.



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.

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/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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



SFMTA
Municipal
Transportation
Agency

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.

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.



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 Faithy Leong

AFFILIATION (IF APPLICABLE)
EMAIL OR MAILING ADDRESS funktastyk@yahoo.com

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) distansa 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 ~~of~~ if BRT is implemented as planned.

Thanks!

38 Rider

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 re-locate 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/SRA 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/SRA would contribute to faster boarding at central median stations (proposed for the Richmond area – Palm/Jordan to 25th 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/SRA would reduce dwell time by 36 percent on the 38 Local and by 17 percent on the 38 Rapid 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 rapid bus travel time reductions under the Hybrid Alternative/SRA 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 rapid bus travel time reductions under the Hybrid Alternative/SRA 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

Realtor/Advisor since 1995, CalBRE# [01198078](#)

t: 415 816-1335 f: 415 277-3725

e: joanloeffler@zephyrsf.com. www.SFRoost.com



A personal hands-on approach to your success.



Responses to Comment I-121.1: Loeffler, Joan

I-121.1 See Master Response 2d.

Letter I-122.1



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.

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 ~~to~~ 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.



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.

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."

CONFIDENTIAL STUDENT INFORMATION: This e-mail message is for the sole use of the designated SFUSD recipient(s) with a legitimate educational interest and may contain legally confidential information protected by the Family Education Rights Privacy Act (FERPA) 20 USC 1232g. Any unauthorized review; use, distribution or disclosure is strictly prohibited. If you are not the intended recipient, please contact the sender by reply email and destroy all copies of the original message. This email cannot be produced for a records request.

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: Marsteller, 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](tel:(415)279-5380)

Responses to Comment I-130: Mawhinney, Alex

I-130.1 See Master Response 3a.



SFMTA
Municipal
Transportation
Agency

Letter I-131 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.

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 replace SF streets and forget this ~~cr~~ 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 Geary 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 is to provide the public and decision-makers with detailed information about a project's environmental impacts, ways to minimize significant impacts, and reasonable alternatives to the project.
- I-131.3 See Master Response 6a.



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.

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 Gery 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.



SFMTA
Municipal
Transportation
Agency

Letter I-133

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.

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 EIR 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 transit 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 disabled people, 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 Draft EIS/EIR.



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/SRA 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/SRA. Traffic on Geary would be reduced as vehicular trips transition to walk, bike, transit, and ride-sharing trips. Auto traffic diverting from Geary Boulevard would not be concentrated on any particular street. Instead trips would spread out across all of street 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 Draft EIS/EIR Section 3.4.4.3 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.

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.



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.

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. ~~While~~ 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)

Responses to Comment I-141: Morimoto, Lauren

- I-141.1 Demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/SRA. See Final EIR Chapter 2 and Master Response 1b for further details and updated information regarding modifications to the Hybrid Alternative/SRA 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/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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 EIR 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/SRA. While Alternative 3/3-Consolidated would provide higher travel time savings, they 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/SRA'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.

- 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 Draft EIS/EIR Section 4.10 as well as Final EIR Appendix C (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.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

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/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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/SRA 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/SRA 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 EIR Chapter 6.

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, substantial adverse effects would occur at 21 study intersections (17 on-corridor and four off-corridor). The Hybrid Alternative/SRA would result in adverse effects at a lower number of study intersections (eight; four on-corridor and four off-corridor).

Overall, the Hybrid Alternative/SRA 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 EIR Chapter 6 regarding project costs.

While the cost of the Hybrid Alternative/SRA 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 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 Draft EIS/EIR Section 3.4.4.3 of the 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.



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.

Gina Ng
NAME

AFFILIATION (IF APPLICABLE)

gina.sun@mail.com
EMAIL OR MAILING ADDRESS

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 ^{Geary} and Regular ^{Geary} bus stops to
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 both the no build 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, orange 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 EIR 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 choose the Hybrid Alternative as the SRA.

Constructing a bridge deck over the Fillmore underpass was considered early but not further pursued. 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.



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

SCYC

AFFILIATION (IF APPLICABLE)

Josaki@SCYC.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. SCYC 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/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.



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)

Hosaki852@gmail.com

EMAIL OR MAILING ADDRESS

I-154.1

Comments: I am a high school student (junior),

I am a part 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/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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 EIR 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/SRA'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.



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

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 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 Draft EIS/EIR Section 3.4.4.3 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-156.2 See Master Response 2c regarding parking loss along the Geary corridor.

The Hybrid Alternative/SRA 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/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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

lgpetty <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 EIR 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 be less than significant.

- I-160.2 Demolition of the Webster Street bridge is no longer proposed under the Hybrid Alternative/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.



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.

MARUS J. PHILLIPS

NAME

ALLIANCE FOR A BETTER DIST 6

AFFILIATION (IF APPLICABLE)

230 EIGHT ST #1206 S.F., CA 94102-6516

EMAIL OR MAILING ADDRESS

Comments: ON P. 7 OF POWER POINT PRINTED GIVEN
SENSE 1 YOU STATE 1-3 PASSENGER
LOADING SPACES LOST.

① PASSENGER LOADING SPACES ALLOW SENIOR'S
WHEEL CHAIR + AMBLYOPIC 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 ACCOMMODATE THOSE INDIVIDUALS
WITH THE BRT SERVICE CHANGES

(continue on other side if necessary)

OWAK ->

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. Hill

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.

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.



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.

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.



SFMTA
Municipal
Transportation
Agency

Letter I-165.1

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.

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/SRA. New at-grade crosswalks would also be constructed at the Webster Street intersection. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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
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

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/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.

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 EIR 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 EIR 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.

Responses to Comment I-172: Rothman, Richard

I-172.1 Bus service is located approximately 0.3 miles from the Cliff House.



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

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 commment to
Arguello or Stenzan &
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, bulbouts, 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 3.4.4.3 of the Draft EIS/EIR 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.

SFMTA will minimize pedestrian and bicycle circulation effects, wherever feasible.



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.

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 bidget
and add the ADA
street level crossing?

Responses to Comment I-174: Ruiz, Dyan

- I-174.1 While some riders currently ride the 38 Rapid line using the Laguna stop, the Hybrid Alternative/SRA proposes to use the Laguna stop only for local buses. The difference between a trip from Laguna on the local service compared with the Rapid service to the downtown area or the Richmond ranges between 2 and 4 minutes. Riders not wishing to walk to Fillmore or Gough/Van Ness to access the 38 Rapid service would still be able to access the 38 local service at the Laguna stop. Those preferring a faster ride will be able to choose a further walk in return for the faster ride on the 38 Rapid service.
- I-174.2 Modifications to the Hybrid Alternative/SRA in response to public comments include retaining the Webster Street bridge as well as adding at-grade crosswalks at Webster Street. Please See Final EIR 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 substantial 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/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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/SRA.
- The pedestrian bridge at Webster Street is no longer proposed for removal under the Hybrid Alternative/SRA. Please refer to Master Response 1b for details on modifications to the Hybrid Alternative/SRA since the Draft EIS/EIR, 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 reinforced concrete pedestrian bridge at Steiner Street would need to be removed under the Hybrid Alternative/SRA.
- I-175.5 The Webster Street bridge would no longer be removed as part of the Hybrid Alternative/SRA. See Final EIR 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/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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/SRA. See Final EIR 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/SRA 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 EIR 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/SRA as a near-term way to provide transit improvements. See Final EIR Chapter 2 and Master Response 1a regarding the type and range of project alternatives considered and ultimately carried forward for environmental analysis. See Final EIR Chapter 6 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, bulbouts, 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 3.3.4.4 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 3.3.4.1 (Future Geary Corridor Ridership). This discussion takes into account anticipated bus stop service changes along the corridor. The Cultural Resources section of the Draft EIS/EIR discusses known historical and cultural resources along the Geary corridor. Refer to Section 4.5.4, Environmental Consequences, and Chapter 7.5.4 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 Draft EIS/EIR, which explains why a finding of ‘No Adverse Effect’ to cultural resources was determined for the Project under NEPA. See Chapter 7.5.4 for a discussion of why impacts to cultural resources were found to be less than significant with mitigation for construction and less than significant for operation of the project.
- I-181.2 The agencies not have 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. As a result of changing the Laguna stop to Local only, the distance to the nearest Rapid stop is 1,440 feet (at Fillmore Street), and 1,920 feet to the next closest Rapid stop at Van Ness Avenue. Other proposed Rapid Stops, such as at Arguello Boulevard and Powell Street, have walking distances of 1,000-1,700 feet.
- I-181.3 SFMTA stop spacing guidelines for buses are approximately 800 to 1,360 feet, and 900 to 1,500 feet for surface rail; limited 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 Draft EIS/EIR. 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%, stop spacing can be as close as 500 feet (less than 10% grade stop spacing is 800 -1,360 feet). Rapid and Specialized stops are spaced on a case-by-case basis. Further consideration is given to important transfer points and destinations.
- I-181.5 See Final EIR 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/SRA 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 EIR 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 Draft EIS/EIR Section 4.14.4.7, the

Hybrid Alternative/SRA 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

The information contained in this communication is confidential, may be privileged and is intended for the exclusive use of the above named addressee(s). If you are not the intended recipient(s), you are expressly prohibited from copying, distributing, disseminating, or in any other way using any information contained within this communication. If you have received this communication in error please contact the sender by telephone or by response via mail.

We have taken precautions to minimize the risk of transmitting software viruses, but we advise you to carry out your own virus checks on any attachment to this message. We cannot accept liability for any loss or damage caused by software viruses.

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, bulbouts, 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 3.4.4.3 of the Draft EIS/EIR 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.

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/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

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 Draft EIS/EIR 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 Draft EIS/EIR Chapter 1, Project Need and Purpose and Section 7.2, Project Objectives) 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 EIR Chapter 6 and Master Response 6a regarding project costs.

While the cost of the Hybrid Alternative/SRA 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 EIR 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 is currently implementing improvements like colored side-running lanes and transit signal priority.

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/SRA.

I-186.4 See Master Response 4a.

I-186.5 See Master Responses 2a, 2c, and 3a.

In the center-running Richmond segment, the Hybrid Alternative/SRA’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. This design enabled the Hybrid Alternative/SRA 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 three percent (360 spaces) with implementation of the Hybrid Alternative/SRA.

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 the Draft EIS/EIR, construction period transportation would be guided by a Transportation Management Plan (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 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, substantial adverse effects would occur at 21 study intersections (17 on-corridor and four off-corridor). The Hybrid Alternative/SRA would result in adverse effects at eight study intersections (four on-corridor and four off-corridor). While the cost of the SRA 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 the Draft EIS/EIR, construction period transportation would be guided by a Transportation Management Plan (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

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

TO WHOM IT MAY CONCERN:

I-188.1

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-188.2

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-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/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.



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.

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 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 transit 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.



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.

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 between 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 in order to understand the neighborhood's needs.

Analysis of some environmental topic areas in the Draft EIS/EIR includes 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.



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.

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.



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 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.

(continue on other side if necessary)

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

--

****CONFIDENTIALITY NOTICE**** This e-mail communication and any attachments contains confidential and privileged information intended only for the use of the individual or entity to which it is sent. If the reader of this message is not the intended recipient, or the employee or agent responsible for delivery to the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication is STRICTLY PROHIBITED. If you have received this communication in error, please immediately notify the sender by reply e-mail or telephone.

Responses to Comment I-197: Song, Dennis

I-197.1 See Master Responses 2c, 2d, and 3a.

Modifications to the Hybrid Alternative/SRA have eliminated the proposed BRT stop on the Spruce-Cook block of Geary Boulevard, retaining approximately 10 more existing parking spaces. Please See Final EIR Chapter 2 and Master Response 1b for details regarding these modifications to the Hybrid Alternative/SRA.

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/SRA 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/SRA 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.

- 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/SRA, 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 EIR 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 defunded.

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/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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/SRA 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 EIR Chapter 2 and Master Response 1b for details regarding these modifications to the Hybrid Alternative/SRA.

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, system-wide 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 EIR 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.
- 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.. 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 need and purpose or major project objectives as set forth in Chapter 1 of the Draft EIS/EIR. As noted in Chapter 2 of the Draft EIS/EIR, SFMTA implemented red bus-only lanes in the Inner Geary area (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. Draft EIS/EIR 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, 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.³⁵ As of January 2016, the SFMTA Commuter Shuttle Program had six designated stops on the Geary corridor (three in each direction).³⁶ 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 Draft EIS/EIR. 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 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 3.3.4.1 of the Draft EIS/EIR.

³⁵ 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>.

³⁶ 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>.



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 EIR Chapter 2 and Master Response 1a regarding the type and range of project alternatives.

The Hybrid Alternative/SRA 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/SRA'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.

- I-202.2 The Webster Street bridge is no longer proposed for removal under the Hybrid Alternative/SRA. 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 Chapter 2.0, Description of Project Alternatives, of the Draft EIS/EIR. 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]

--

Andrew Stoltzfus
andrewjstoltzfus@gmail.com

Responses to Comment I-203: Stoltzfus, Andrew

I-203.1 See Master Response 1a.

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.

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/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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 EIR 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 5.0, 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.

- I-207.3 See Final EIR 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 EIR 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 transit 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@JAYC.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/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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 EIR Chapter 2 and Master Response 1a regarding the type and range of project alternatives considered and ultimately carried forward for environmental analysis.

The project includes increased transit frequency. The project's dedicated bus lanes will also allow these buses to run more quickly and reliably, with fewer obstructions, which will result 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 EIR 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/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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 project no longer proposes to remove the Webster Street bridge; See Final EIR 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 bulbouts and median refuge islands at transit stops.

The median boarding stations will be nine feet wide and nearly a 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
Transportation
Agency

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 20% 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 EIR Appendix C (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 transit-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 transit-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 and no further response is required.



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 transit-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 across 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 which 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 or No Action 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
travel time analysis? The
travel times are 2 year old.

New buses, less bus stops.

Take away 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 (NOP) 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. As noted in the Draft EIS/EIR, auto-transit related impacts may thus be overstated and transit travel time improvements may have lessened somewhat.

Please refer to Draft EIS/EIR 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 by 2020.

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. Layout of the Hybrid Alternative/SRA has been clarified to reflect *dashed* red bus-only lanes in front of the commenter's driveway and approaching the adjacent Cook Street intersection.

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 Draft EIS/EIR. 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 EIR Chapter 2 and Master Response 1b regarding modifications to the Hybrid Alternative/SRA since the Draft EIS/EIR, including at Spruce Street. The Hybrid Alternative/SRA 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 CFS/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
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.

Jade Vargo Nelson
NAME

Mhonomachi Little Friends & Rosa Parks Elem.
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/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.



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.

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/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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 3.3.4.8.1 of the Draft EIS/EIR 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 Draft EIS/EIR) 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 proposes 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/SRA proposes side-running bus lanes from Gough Street to Palm Avenue and center-running bus lanes from Palm Avenue to 27th Avenue.

Please see Draft EIS/EIR Section 3.6.4.3.2, which contains 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

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.

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 EIR 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 2.0 of the Draft EIS/EIR, SFMTA implemented red bus-only lanes in the Inner Geary area (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 Draft EIS/EIR 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 Draft EIS/EIR Section 4.15.5 for a detailed description of the Transportation Management Plan (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
---------------	--------------	---------------	----------	---------	------------	-----------	----------	--------------	-------------------

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.

The proposed project aims to achieve bus performance improvements with a combination of changes, including stop consolidation. While some riders currently ride the 38 Rapid line using the Laguna stop, the Hybrid Alternative/SRA proposes to use the Laguna stop only for local buses. The difference between a trip from Laguna on the local service compared with the Rapid service to the downtown area or the Richmond ranges between 2 and 4 minutes. Riders not wishing to walk to Fillmore or Gough/Van Ness to access the 38 Rapid service would still be able to access the 38 local service at the Laguna stop. Those preferring a faster ride will be able to choose a further walk in return for the faster ride on the 38 Rapid service.



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/SRA would reduce the number of permissive left turns from 39 to 10, and increase the number of protected left turns from 3 to 18.

Left-turn locations included in the Hybrid Alternative/SRA 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-235.1.1.2

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/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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/SRA 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/SRA. 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/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA since the publication of the Draft EIS/EIR. See Master Response 2d regarding pedestrian safety and access.



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.

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 Draft EIS/EIR, 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-travel lanes and improved transit service.

Letter I-238 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.

NAME ALFRED YEE

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

(continue on other side if necessary)

Responses to Comment I-238: Yee, Alfred

I-238.1 See Master Response 2d.

Letter I-239

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.

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/SRA 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 EIR Chapter 2 and Master Response 1b for details regarding these modifications to the Hybrid Alternative/SRA.



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/SRA. New at-grade crosswalks would also be constructed at Webster Street. See Final EIR Chapter 2 and Master Response 1b for updated information regarding modifications to the Hybrid Alternative/SRA 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:

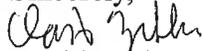
This is regarding the Geary Corridor Bus Rapid Transit Project (BRT).

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.