



Communications Received After End of Public Comment Period (2 of 2)

December 22, 2016 – January 4, 2017



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Steve Stamos <steve.stamos@sfcta.org>

Fwd: [GearyBRT] Laguna St 38R stop

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: Sandy Amos

Date: Fri Dec 30 2016 16:52:58 GMT+1100 (AEDT)

Subject: [GearyBRT] Laguna St 38R stop

To: GearyBRT@sfcta.org

I am writing to urge to reconsider the elimination of the 38R stop at Laguna street. This is an essential stop to many seniors and students in the area who would be greatly disadvantaged by the elimination of this stop. This stop is an important element of this community and we would be greatly damaged if it were to go away. Thank you for your consideration and I would sincerely hope reconsider this decision. All the best, Sandy Amos



Fwd: [GearyBRT] Elimination of Laguna street stop for 38R Geary

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: Judith Baker

Date: Mon Jan 02 2017 04:02:01 GMT+1100 (AEDT)

Subject: [GearyBRT] Elimination of Laguna street stop for 38R Geary

To: GearyBRT@sfcta.org

To whom it may concern: I am one of the many seniors who live near the Laguna/38 Geary bus stop. I think there are 3 senior residences and other complexes such as ours, St. Francis Square, that house mostly seniors. I have severe osteoarthritis as well as other illnesses which make it difficult to walk. I rely on this bus stop to get downtown and to medical appointments. Removing this bus stop would make it impossible to travel by Muni. Do not eliminate this stop that we seniors rely on. Thank you. Judith Baker **REDACTED** Laguna Street Sent from my iPhone Judith Baker **REDACTED**



Steve Stamos <steve.stamos@sfcta.org>

SFCTA Consideration of Geary BRT Final EIR

Jean Barish <REDACTED>

Wed, Dec 28, 2016 at 4:49 AM

To: "Board.of.Supervisors@sfgov.org" <Board.of.Supervisors@sfgov.org>, "clerk@sfcta.org" <clerk@sfcta.org>, "London.Breed@sfgov.org" <London.Breed@sfgov.org>, "Aaron.Peskin@sfgov.org" <Aaron.Peskin@sfgov.org>, "Malia.Cohen@sfgov.org" <Malia.Cohen@sfgov.org>, "Mark.Farrell@sfgov.org" <Mark.Farrell@sfgov.org>, "Jane.Kim@sfgov.org" <Jane.Kim@sfgov.org>, "Eric.L.Mar@sfgov.org" <Eric.L.Mar@sfgov.org>, "Katy.Tang@sfgov.org" <Katy.Tang@sfgov.org>, "David.Campos@sfgov.org" <David.Campos@sfgov.org>, "Norman.Yee@sfgov.org" <Norman.Yee@sfgov.org>, "kanishka.karunaratne@sfgov.org" <kanishka.karunaratne@sfgov.org>, "hillary.ronen@sfgov.org" <hillary.ronen@sfgov.org>, "REDACTED" <REDACTED>, "REDACTED" <REDACTED>, "jess.montejano@sfgov.org" <jess.montejano@sfgov.org>, "conor.johnston@sfgov.org" <conor.johnston@sfgov.org>, "margaux.kelly@sfgov.org" <margaux.kelly@sfgov.org>, "John.Avalos@sfgov.org" <John.Avalos@sfgov.org>, "sunny.angulo@sfgov.org" <sunny.angulo@sfgov.org>, "Dyan.Ruiz@sfgov.org" <Dyan.Ruiz@sfgov.org>, "REDACTED" <REDACTED>

Dear Supervisors/Board Members of the SF County Transportation Authority,

I strongly urge you, as members and prospective members of the San Francisco County Transportation Authority, to postpone your consideration of the Geary BRT Final Environmental Impact Report for at least thirty days after the currently scheduled SFCTA meeting on January 5, 2017.

This rush to judgement is unfair and unprecedented. The SFCTA waited almost three months, until December 9, 2016, to make public the Final EIR for the Geary BRT. It then scheduled the vote to certify the FEIR for January 5, 2017. This leaves the public and your Board only 27 calendar days and 17 working days to review and analyze a Final EIR with many new sections, new information, and 870 pages of comments. During this time, many interested members of the public well as Board members and staff will be traveling or otherwise engaged in holiday celebrations with family and friends.

This abbreviated comment period during the holidays is not long enough for either the Board or the public to meaningfully review and understand this massive document. The public deserves at least the legally required 30 day review and comment time. There is no need to rush the vote to certify this FEIR.

Additionally, this hearing will be held right before the newly elected members of the Board of Supervisors will be sworn in. One of the new Supervisors is Sandra Lee Fewer, representing District 1. This project will significantly impact her constituents. It is only fair, therefore, that she should be allowed to participate in the SFCTA review.

Instead of rushing to judgement at the expense of full and careful consideration, and in deference to Supervisor-elect Fewer and other newly elected Supervisors, I urge you to vote to continue consideration of the Final EIR for the Geary BRT for at least thirty days after the currently scheduled SFCTA meeting on January 5, 2017.

Thank you very much for your consideration.

Sincerely,

Jean B Barish

Opposition to Palm/Arguello-27th ave construction project

Sydney Bernier <REDACTED>

Wed, Jan 4, 2017 at 10:30 AM

To: "Board.of.Supervisors@sfgov.org" <Board.of.Supervisors@sfgov.org>, "clerk@sfcta.org" <clerk@sfcta.org>, "London.Breed@sfgov.org" <London.Breed@sfgov.org>, "Aaron.Peskin@sfgov.org" <Aaron.Peskin@sfgov.org>, "Malia.Cohen@sfgov.org" <Malia.Cohen@sfgov.org>, "Mark.Farrell@sfgov.org" <Mark.Farrell@sfgov.org>, "Jane.Kim@sfgov.org" <Jane.Kim@sfgov.org>, "Eric.L.Mar@sfgov.org" <Eric.L.Mar@sfgov.org>, "Katy.Tang@sfgov.org" <Katy.Tang@sfgov.org>, "David.Campos@sfgov.org" <David.Campos@sfgov.org>, "Norman.Yee@sfgov.org" <Norman.Yee@sfgov.org>, "kanishka.karunaratne@sfgov.org" <kanishka.karunaratne@sfgov.org>, "hillary.ronen@sfgov.org" <hillary.ronen@sfgov.org>, "REDACTED" <REDACTED>, "REDACTED" <REDACTED>, "jess.montejano@sfgov.org" <jess.montejano@sfgov.org>, "conor.johnston@sfgov.org" <conor.johnston@sfgov.org>, "margaux.kelly@sfgov.org" <margaux.kelly@sfgov.org>, "John.Avalos@sfgov.org" <John.Avalos@sfgov.org>, "sunny.angulo@sfgov.org" <sunny.angulo@sfgov.org>, "Dyan.Ruiz@sfgov.org" <Dyan.Ruiz@sfgov.org>, "REDACTED" <REDACTED>

As a lifelong resident of the Richmond district, I urge you to oppose Muni's plan for Geary Blvd. The process has been secretive and undemocratic, the cost ridiculously excessive and the result is bad for local business and is shockingly ignorant of our future traffic needs. I demand that you NOT spend my tax payer money on this ill-conceived project. In case you haven't read this article, I'm copying it here to let you know I support the position of San Franciscans for Sensible Transit. Here's an idea: you want to fix congestion on our streets? Start ticketing people for double-parking. The city would be swimming in cash!

By David Hirtz on January 1, 2017 1:00 am

Transit planners have been at work for many years to come up with a plan to improve bus service for all of **Geary Boulevard**, but let's just talk about the 2.2-mile western portion from **Masonic Avenue** to 27th Avenue. Planners envision the median there with more than 100 trees replaced by two, red-painted central bus-only lanes for 24 hours a day. Riders would board from narrow platforms in the middle of the roadway, between the bus lanes and other traffic.

Riders now are accustomed to two levels of service: the infrequently stopping Rapid, and the Local that makes stops every two blocks or so. With only one lane for buses, there will be just one quality of service: Local, as all buses will back up behind the slowest moving one. But Local service will have fewer stops, as statistically that will reduce rider times — even if you have to walk farther to find one.

That certainly won't save you any rider time if you like the Rapid.

Planners, their consultants and a small number of appointed citizens have met over eight years on this plan. In that time, the world has changed, and the future is arriving in the form of driverless vehicles of all sizes. Ride-hail services are snatching riders away from buses, including the BART from downtown to the airport that is hemorrhaging fare money. It is a poor idea to invest \$300 million in public money for hard infrastructure for buses alone, imagining they are the only future.

A public-spirited citizens group offered comment to Muni and officials with the San Francisco County Transportation Authority on this project and were summarily dismissed. They then founded San Franciscans for Sensible Transit to advocate for transit issues all over San Francisco. After much study, they support a number of improvements — more buses, better schedules, holding green lights for buses, street paving and others — at a cost of \$50 million as a more sensible idea. See what you can get for these proven steps, they say. Their cost-benefit comparisons are on the website of both the Muni-favored version, called the Hybrid, and the Sensible Transit concept.

For many, the Rapid service at present is excellent. A rider embarking at 20th Avenue can, on average, get to Union Square in 21 minutes riding the 38R — as fast as cars. In a story in the San Francisco Examiner

— “Transit officials offer tweaks to Geary BRT project” — a Muni planner claimed that rider times could be cut by 20 minutes by this project. Really? It’s time to look at this project more critically.

Planners have controlled the landscape here, and citizens at large have not had a part of the dialogue, which is perhaps the most egregious part of this process. It is, sadly, a transit agency behavior exhibited in big projects on Mission, Van Ness, Taraval and others. It is not honest, nor fair, to citizens who are being asked to live through four years of construction and traffic flow changes that will make their lives difficult.

Our Transit First Policy first requires that all transportation projects ensure the quality of life and economic health of the community. No studies of economic health were done for the planners, who dismiss concerns about quality of life as well. The potential loss of many small businesses and their jobs is also ignored.

A representative of Mayor Ed Lee told Sensible Transit that we already have too much retail at street level. If many of these valued shops fall to the huge interruption for their businesses, not many others will want to come into the chaos. That could easily become blight, and that, indeed, is very hard to correct.

Other vehicles on high-traffic volume Geary Boulevard would be reduced to two lanes. Except when delivery vehicles are double parking, as they do with impunity, then cars and trucks would have to merge to one lane, while the bus lane may be empty at that moment. Left turns would be greatly reduced, and parking will be cut back, too. So there would be swarms of drivers hoping to find a place to stop on the adjacent streets to Geary. Good luck. Parking there is already congested. Do you suppose people would just quit trying to come to Geary stores and shops?

Thank you,

Sydney Fisher Bernier

Richmond District Resident



Geary BRT Final EIR Consideration and Postponement of Vote

Jim Billings <REDACTED>

Tue, Jan 3, 2017 at 4:38 PM

To: Board.of.Supervisors@sfgov.org, clerk@sfcta.org, London.Breed@sfgov.org, Aaron.Peskin@sfgov.org, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org, David.Campos@sfgov.org, Norman.Yee@sfgov.org, kanishka.karunaratne@sfgov.org, hillary.ronen@sfgov.org, REDACTED, REDACTED, jess.montejano@sfgov.org, conor.johnston@sfgov.org, margaux.kelly@sfgov.org, John.Avalos@sfgov.org, sunny.angulo@sfgov.org, Dyan.Ruiz@sfgov.org, REDACTED

Dear Supervisors and Board Members of the San Francisco County Transportation Authority,

Last Friday, I sent the following letter (below my signature) to Aaron Peskin, the current chair of San Francisco County Transportation Authority and Supervisor Norman Yee, regarding the Final EIR for the Geary BRT. I would appreciate it if you would review the letter and consider postponing the vote on the Geary BRT Final EIR for the reasons stated below..

Thank you.

Best Regards,

Jim Billings

To: Supervisor Aaron Peskin, Chairman, SFCTA Board of Commissioners

Fr: Jim Billings, San Francisco Resident for 33 Years

Re: Geary BRT Final EIR Consideration and Postponement of Vote

Date: December 30, 2016

I am writing in regards to the Geary BRT Final EIR. In your position as the new Chair of the San Francisco County Transportation Authority (SFCTA) Board, I am requesting you propose to your fellow commissioners a one month postponement of the vote on the Final EIR for the Geary BRT at your meeting on Thursday, January 5, 2017.

I believe a postponement is necessary for the following reasons:

1. If it took almost 15 months for the draft EIR to be reviewed, revised and prepared, how is the SFCTA supposed to review and approve the more than 1,000 page Final EIR in less than 30 days?
2. SFCTA Commissioners and members of the public who are impacted by the Geary BRT have not been given ample time to digest the 1,000-plus pages of the Final EIR since it was only released on

December 9th. The board is legally required to provide a period of 30 days for public review and comment after an EIR is released. Now is not the time to risk a possible protracted lawsuit.

3. Why is there a rush to get the Final EIR approved when it was released only three weeks ago for review? Are there issues with the Final EIR that the SFMTA doesn't want commissioners and community members to find? Given the \$300 - \$350 Million cost of this project, I believe there needs to be a public discussion and thorough review of this very expensive project by the newly-constituted SFCTA board for a minimum of 30 days as the law requires.

4. At your January 5th meeting, four SFCTA commission members are lame-ducks to be replaced four days later by newly-elected Supervisors when they are sworn in on January 9th. Don't you think new board members should have an opportunity to review and vote on the EIR and the possible implementation of the Geary BRT, since they will be responsible for oversight for the next four to eight years?

5. Fast-tracked approvals of significant expenditures are often used to choke off public debate and prevent alternative solutions from being considered. By rushing to approve the Final EIR by a board that includes four lame-duck commissioners, the SFCTA is going against the tenets of democracy that require an open and transparent government.

We are asking you to propose to your fellow commissioners the postponement of the Geary BRT Final EIR vote to give the newly-elected supervisors and soon-to-be commissioners the opportunity to study the report and give it due consideration as required by law. This additional time will also give constituents the opportunity to thoroughly review the report and offer input to their individual supervisors/commissioners.

Thank you for your assistance in this matter.

Best Regards,

Jim Billings

cc: Supervisor/Board Commissioner Norman Yee



Fwd: [GearyBRT] 1 request and 1 proposal

Colin Dentel-Post <colin.dentel-post@sfcta.org>
To: Steve Stamos <steve.stamos@sfcta.org>

Tue, Jan 3, 2017 at 9:22 PM



Colin Dentel-Post

Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

----- Forwarded message -----

From: **diana binunskaya** <REDACTED>
Date: Wed, Jan 4, 2017 at 12:15 AM
Subject: [GearyBRT] 1 request and 1 proposal
To: "GearyBRT@sfcta.org" <GearyBRT@sfcta.org>

Hi, Project Team,

1 request:

Please, don't close a 38R bus stop. There are so many elder and disable people in this area who use it every day. Many of seniors already signed a petition for keeping 38R stop, but I am not sure you got it.

1 proposal:

Please, find a great computer programmer to create a GREEN WAVE on Geary. It will make a big difference! All cars and buses usually waste their time stopping and waiting, because traffic lights work in wrong schedule. Thank you,

Diana Binunskaya
71 years old



Fwd: [GearyBRT] Geary BRT stops

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
 To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: "Deetje B' via GearyBRT"

Date: Tue Jan 03 2017 17:06:53 GMT+1100 (AEDT)

Subject: [GearyBRT] Geary BRT stops

To: gearybrt@sfcta.org

To whom it may concern:

Please know that any elimination of **any** bus stops is an affront to all Muni riders who are elderly or disabled or have any kind of impairment in ambulation, including persons traveling with young children or carrying packages. Have you ever done a survey to account for the proportions of these riding Muni, these people who do not have the alternative of driving cars instead of riding the bus? So: return all eliminated bus stops and bus lines (e.g., the Valencia Street line, the cut-off section at the end of the Clement bus line, etc.) And anyway, for the sake of the environment, you should be designing a system that will get as many people, disabled, elderly, burdened or not, out of their cars and onto public transit. The best way to do this is to make bus-riding comfortable and convenient, not just a few minutes faster for a particular trip. I believe that's called "comprehensive" planning?

It enrages me to be confronted with planners' bone-head thinking that focuses only on speed, ignoring the most essential considerations of bus riders: 1) safety (e.g., adding any extra crossings on foot of intersections, dealing with traffic to get to and from bus stops); 2) length of time it takes to get from home and back to and from bus stops on foot (i.e., elimination of bus stops and even of whole bus lines!); and 3) crowdedness once on bus (being forced to stand when the bus is too full of passengers). The designers should be making their plans from the point of view of these various needs of the passengers, not just the speed of the bus route. Exception: Perhaps to meet the needs of employed commuters for fast trips, extra express buses could run during the morning and evening rush hours. It is also a downright **shame** that on weekends people are forced to stand crammed onto buses that are too crowded to allow seating for all. What are we: cattle????

Our transit funds should be spent on adding more buses and runs to the fleet in order to handle all the passengers so that they have ready access to neighborhood bus stops, seating capacity for all once on the buses, etc. instead of on expensive BRT street redesigns or on all the high-paid planners who think from the wrong point of view (i.e., cutting minutes off route times instead of meeting the needs and comforts of the travelers).

One last thing: we should be buying buses with better suspension than those low-slung ones that have recently been added to the fleet: they're going to shake themselves apart in no time -- and meanwhile shake the passengers apart from the spine and throughout the body. Have you ever tried riding over the wheels on one of them as the disabled must, up at front? Well, good luck -- a tip of advice: don't lean back, sit forward on the seat to minimize the impact. And please don't tell me as bus drivers have that it'll be smoother when the streets are repaved. They even vibrate on smooth sections.

To repeat the most important point: DO NOT eliminate ANY Muni bus stops. They are needed. (And, by the way, it used to be stated as a point of pride by Muni management that there was a maximum distance adhered to between bus stops. Whatever happened to that operating principle?? Down the drain with SFCTA Muni management. Lost in the bureaucratic maze.)

Very, very sincerely,

Deetje Boler



Fwd: [GearyBRT] Native tree use in Geary Blvd bus corridor

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: Martha Brown

Date: Tue Jan 03 2017 01:40:15 GMT+1100 (AEDT)

Subject: [GearyBRT] Native tree use in Geary Blvd bus corridor

To: GearyBRT@sfcta.org

Dear San Francisco County Transportation Authority Board,

Thank you for your work on planning bus rapid transit and improved streetscapes along Geary Boulevard, San Francisco. My comment is in relation to mitigation measure 11-I, I VQ-2 of the EIR, which proposes using a consistent palette of street tree types throughout the Geary corridor.

Please consider using native tree species in the project in order to create quality habitat for songbirds, pollinators, and other native wildlife. There are a number of California native trees that would enhance wildlife habitat, including California buckeye (*Aesculus californica*), coast live oak (*Quercus agrifolia*), bigleaf maple (*Acer macrophyllum*), California black walnut (*Juglans californica*), or western sycamore (*Platanus racemosa*). All these species are recommended by nurseries for street planting, are aesthetically pleasing, and would provide excellent habitat qualities for native songbirds and insects.

If none of these species are ultimately suitable, I recommend using species that provide similar habitat features as locally native species, such as *Quercus tomentella* or a *Ceanothus* species, both of which are found on the Recommended San Francisco Street Tree List.

Use of native trees would both enhance wildlife habitat and improve aesthetics of the area. Please consider this in your plan.

Thank you,

Martha Brown



Steve Stamos <steve.stamos@sfcta.org>

Fwd: [GearyBRT] Geary Street Project

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: "'Cal' via GearyBRT"

Date: Tue Dec 27 2016 08:49:05 GMT+1100 (AEDT)

Subject: [GearyBRT] Geary Street Project

To: GearyBRT@sfcta.org

Please reconsider bulking out sidewalks. It only means pedestrians will attempt to beat traffic signals to get onto a bus causing more accidents with vehicles. I am a third generation S.F. native and drive this street daily. In my years of living here, I constantly see pedestrians running to beat traffic signals. You are only tempting them to beat more signals to make it across the street. Thank you. Cal~



Fwd: [GearyBRT] Re: Geary Blvd Bus Rapid Transit Final EIR Comment

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
 To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: Ryan Carle
 Date: Thu Dec 29 2016 11:28:21 GMT+1100 (AEDT)
 Subject: [GearyBRT] Re: Geary Blvd Bus Rapid Transit Final EIR Comment
 To: GearyBRT@sfcta.org

Hello,
 I forgot to include my contact information in my previous comment I submitted:

It is
 Ryan Carle
REDACTED
 Soquel CA 95073
REDACTED

My comment is reattached below.

Dear San Francisco County Transportation Authority Board,

Thank you for your work on planning bus rapid transit and improved streetscapes along Geary Boulevard, San Francisco. My comment is in relation to mitigation measure 11-I, I VQ-2 of the EIR, which proposes using a consistent palette of street tree types throughout the Geary corridor. I encourage the project to select a palette of tree species that provide quality habitat quality for native wildlife such as insects and migratory and resident songbirds. California-native and Bay Area-native tree species are the ideal candidates to provide habitat for native animal species. The Recommended San Francisco Street Tree Species List (<http://sfpublicworks.org/sites/default/files/SF%20Street%20Tree%20Species%20List%202016%20Adopted.pdf>) is limited in information on habitat quality and on native tree species. However, this project affords a great opportunity to demonstrate that native trees can perform well in the urban landscape. Please explore using California- and Bay Area- native species like California buckeye (*Aesculus californica*), coast live oak (*Quercus agrifolia*), bigleaf maple (*Acer macrophyllum*), California black walnut (*Juglans californica*), or western sycamore (*Platanus racemosa*). All these species are recommended by nurseries for street planting, are aesthetically pleasing, and would provide excellent habitat qualities for native songbirds and insects. If none of these species are ultimately suitable, I recommend using species that provide similar habitat features as locally native species, such as *Quercus tomentella* or a *Ceanothus* species, both of which are found on the Recommended San Francisco Street Tree List. These habitat-providing species would improve connectivity between habitat patches in the rest of San Francisco.

Thank you,

Ryan Carle

On Tue, Dec 27, 2016 at 10:38 PM, Ryan Carle <**REDACTED**> wrote:

Dear San Francisco County Transportation Authority Board,

Thank you for your work on planning bus rapid transit and improved streetscapes along Geary Boulevard, San Francisco. My comment is in relation to mitigation measure 11-I, I VQ-2 of the EIR, which proposes using a consistent palette of street tree types throughout the Geary corridor. I encourage the project to select a palette of tree

species that provide quality habitat quality for native wildlife such as insects and migratory and resident songbirds. California-native and Bay Area-native tree species are the ideal candidates to provide habitat for native animal species. The Recommended San Francisco Street Tree Species List (<http://sfpublishing.com/Default/Files/SF%20Street%20Tree%20Species%20List%202016%20Adopted.pdf>) is limited in information on habitat quality and on native tree species. However, this project affords a great opportunity to demonstrate that native trees can perform well in the urban landscape. Please explore using California- and Bay Area- native species like California buckeye (*Aesculus californica*), coast live oak (*Quercus agrifolia*), bigleaf maple (*Acer macrophyllum*), California black walnut (*Juglans californica*), or western sycamore (*Platanus racemosa*). All these species are recommended by nurseries for street planting, are aesthetically pleasing, and would provide excellent habitat qualities for native songbirds and insects. If none of these species are ultimately suitable, I recommend using species that provide similar habitat features as locally native species, such as *Quercus tomentella* or a *Ceanothus* species, both of which are found on the Recommended San Francisco Street Tree List. These habitat-providing species would improve connectivity between habitat patches in the rest of San Francisco.

Thank you,

Ryan Carle



Transportation
Research and
Improvement
Project

December 28, 2016

Supervisor Aaron Peskin
Chair, SF County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94133

Re: Geary BRT and 38R stop at Geary & Laguna Streets

Dear Supervisor Peskin:

I am writing to you as a co-chair of the Chinatown Transportation Research and Improvement Project (TRIP) and as the Board Chair of the Chinatown Community Development Center (Chinatown CDC). We are supportive of the Geary BRT but we are very concerned about the elimination of the stop for the 38R at Geary and Laguna Streets. The elimination of the 38R stop at Geary and Laguna may be enough for us to withdraw our support for the project.

That stop serves numerous housing complexes serving the elderly and disabled. The largest is the Sequoias, a massive building owned by Northern California Presbyterian Homes that houses several hundred seniors along with individuals with various levels of disabilities. Kimochi Home, a senior housing and care facility for Japanese-Americans is also clustered near the Geary and Laguna stop. Finally, Chinatown CDC also owns and operates a senior/disabled facility known as the Namiki Apartments which depend on that stop.

Elimination of this 38R stop would result in a de facto service reduction of about 50% for residents in these senior housing facilities and that is unacceptable. The fact that the majority of residents around the stop are seniors also means that the stop elimination may constitute a violation of the equity framework that we developed with the SFCTA and SFMTA two years ago.

We urge you to exercise your leadership on the SFCTA to oppose the stop removal and select the variant that combines one stop for both the 38 local and the 38R. Please feel free to give me a call if you have any questions. Thank you!

Sincerely,

A handwritten signature in black ink, appearing to read "Phil Chin", with a long horizontal flourish extending to the right.

Phil Chin, Co-Chair
Chinatown Transportation Research & Improvement Project
Board Chair, Chinatown CDC



Steve Stamos <steve.stamos@sfcta.org>

Geary BRT

Larry Costello <REDACTED>

Wed, Jan 4, 2017 at 3:10 PM

To: Board.of.Supervisors@sfgov.org, clerk@sfcta.org, London.Breed@sfgov.org, Aaron.Peskin@sfgov.org, Malia.Cohen@sfgov.org, Mark Farrell <Mark.Farrell@sfgov.org>, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org, David.Campos@sfgov.org, Norman.Yee@sfgov.org, "Karunaratne, Kanishka (BOS)" <kanishka.karunaratne@sfgov.org>, hillary.ronen@sfgov.org, REDACTED, REDACTED, jess.montejano@sfgov.org, conor.johnston@sfgov.org, Margaux Kelly <margaux.kelly@sfgov.org>, John.Avalos@sfgov.org, sunny.angulo@sfgov.org, Dyan.Ruiz@sfgov.org, REDACTED

Cc: Paul Danielsen <REDACTED>, joyce small <REDACTED>, Rich Worner <REDACTED>, Owen Hart <REDACTED>, Rose Hillson <REDACTED>, John Lucena <REDACTED>

SFCTA Commissioners,

The Jordan Park Improvement Association (JPIA) stands opposed to the Geary BRT project as currently proposed (i.e., the Hybrid Alternative). This is an expensive project that offers little in terms of transit benefits. We believe it will be highly disruptive to neighborhoods and businesses along Geary, particularly those west of Masonic Ave. Before investing a very large amount of taxpayer money into this effort, please implement other improvements, such as more buses, better schedules, traffic light synchronization, and street paving.

Specifically, we recommend the following:

1. **For the section of Geary west of Masonic**, there needs to be greater input from neighborhood and merchant groups. Up to now, neighborhood groups *west of Masonic* either have not been invited to participate in the planning process (e.g., JPIA) or they have not been listened to (e.g., PAR). For this to be an inclusive process and successful project, these groups need to participate.
2. **Postpone further action** on Geary BRT until newly-elected Supervisors take office. In particular, Sandra Fewer needs the opportunity to provide input on a significant project in her district. Delaying this project another few weeks will not substantially affect its timetable, but will allow for review from a key player. In my view, this is a professional courtesy that Supervisors should extend to one another.

Your attention to the above recommendations will be greatly appreciated. Please don't hesitate to contact me if you have questions or concerns. Thank you.

L. R. Costello, President
 Jordan Park Improvement Association
 REDACTED
 San Francisco, CA
 94118

E4-16

From: LAC CAL [<mailto:REDACTED>] **Sent:**
Thursday, December 29, 2016 10:42 AM **To:**
BreedStaff <BreedStaff@sfgov.org> **Cc:**
info@muniforward.com
Subject: 38 R stop at Laguna and Geary

December 23, 2016

President London Breed
SF Board of Supervisors

Re: Elimination of the 38R stop at Laguna and Geary

Recently, dealing with a broken bone in my foot involved wearing a "boot" for three months resulting in decreased mobility and the use of a cane. So when I found that the 49 bus on Van Ness now goes from Sutter to Clay with no intermediate stop, I began thinking of the inconvenience that will be caused should the 38R stop at Laguna be eliminated. (Please NOTE: All of this is happening at a time when the monthly cost for the MUNI bus pass is increasing significantly!!!)

Not only will the increased distance between stops necessitate dealing with the challenge of the grade of the sidewalks in that areas well as additional street crossings, but for some that problem will be magnified because of confinement to a wheel chair or dependence upon a walker !

As you know from numerous meetings with our community here at the Sequoias and, no doubt, the resulting correspondence, we have a concentration of senior citizens living in this area for whom MUNI is their only affordable link to the greater world of San Francisco. The majority of us are no longer driving and many are using walkers, canes, etc. Any obstacle which can be removed to make our mobility easier and safer must be considered.

My sincere hope is that you will succeed in making our case for the need to continue with the 38 R stop at Laguna. Your consideration and efforts on our behalf will be appreciated enormously.

My sincere thanks,
Lewis A. Crickard
REDACTED



January 4, 2017

Members of the Board of Commissioners
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Re: Geary Corridor Bus Rapid Transit (BRT) Project

Dear SFCTA Board of Commissioners:

On behalf of Walk San Francisco and our members, I urge you to certify the Final Environmental Impact Report (EIR) for the Geary Corridor Bus Rapid Transit Project, to select the Hybrid Alternative as the Locally Preferred Alternative, and to approve the Project.

As you know, Geary Boulevard is one of the city's high-injury corridors, the 12% of San Francisco's streets where over 70% of crashes are concentrated. People walking on Geary are eight times more likely to get hit by a car than on other city streets.

The Geary BRT Project and the Hybrid Alternative will significantly improve safety for people walking along Geary, due to important design features, such as:

- Corner sidewalk extensions, or bulb-outs, that shorten crossing distance and slow turning vehicles
- Median refuge islands, which give people a safe place to wait as they cross the street
- Pedestrian countdown signals, which reduce crashes by 25%
- New pedestrian crossings
- Fewer automobile lanes on some segments of the corridor, which calm speeds
- New lighting, more landscaping, and more trees
- More accessible bus stops with boarding islands

This project will also increase transit reliability and efficiency. Studies show that total traffic injuries and deaths tend to decline for all street users in a community as people shift to using public transit. So by improving transit, the Geary BRT Project will not only benefit transit riders, but it will increase the safety of everyone who travels along Geary.

San Francisco needs the safety improvements that will come with the Geary Corridor BRT Project, and there is no time to waste. Despite the City's many efforts, there has not been a significant reduction in serious and fatal traffic collisions since the City adopted Vision Zero in

2014. Projects like Geary BRT — ones that redesign dangerous corridors into safe places for people — can help us turn the tide and reach our Vision Zero goals.

For the above reasons, Walk San Francisco urges you to move the Geary BRT Project forward as soon as possible. Please certify the EIR, choose the Hybrid Alternative, and approve the Project to help make San Francisco a safer place for everyone who uses our streets.

Sincerely,



Cathy DeLuca
Policy & Program Director

CC: Tilly Chang, SFCTA Executive Director



Steve Stamos <steve.stamos@sfcta.org>

Postpone the Geary BRT Decision

mari eliza <REDACTED>

Wed, Jan 4, 2017 at 4:54 PM To: Aaron

Peskin <Aaron.Peskin@sfgov.org>

Cc: Malia Cohen <Malia.Cohen@sfgov.org>, Mark Farrell <Mark.Farrell@sfgov.org>, Jane Kim <Jane.Kim@sfgov.org>, Eric Mar <Eric.L.Mar@sfgov.org>, Katy Tang <Katy.Tang@sfgov.org>, David Campos <David.Campos@sfgov.org>, Norman Yee <Norman.Yee@sfgov.org>, kanishka.karunaratne@sfgov.org, David Campos <hillary.ronen@sfgov.org>, Sandra Lee Fewer <REDACTED>, REDACTED, Jess Montejano <jess.montejano@sfgov.org>, "Conor Johnston (Breed)" <conor.johnston@sfgov.org>, Mark Farrell <margaux.kelly@sfgov.org>, John Avalos <John.Avalos@sfgov.org>, Sunny Angulo <sunny.angulo@sfgov.org>, Dyan Ruiz <Dyan.Ruiz@sfgov.org>, REDACTED, clerk@sfcta.org, London Breed <London.Breed@sfgov.org>

January 4, 2017

Supervisors Aaron Peskin, current and future Supervisors and staff:

re: Please Postpone Vote on Geary BRT EIR Scheduled for January 5

Thank you Aaron for so succinctly voicing in the Marina Times article, *To a season of real sharing*, what many SF residents have been thinking for some time. There are limits to allowing disruptive corporations to take over and manipulate our city. We have seen the worst side of this and it is not pretty.

While you are at the wheel we must call on you and the other Supervisors to take matters in hand and set limits on spending on street projects that are creating gridlock and planned confusion on our streets. All of the constant changes make getting home safely with your bag of groceries more of a challenge than it should be.

As you know an extremely controversial \$360 million dollar plus street project is coming your way for approval this week. We hope that the Board will agree to postpone a decision to allow everyone returning from a much-needed break, time to digest the 1000 page plus EIR review and amendments on the Geary BRT this week. Please Postpone it for at least 30 days.

We are sure that most of you can think of much better ways to spend \$360 million dollars than to disrupt Geary street for years and infuriate more people.

Sincerely,

Mari Eliza



Fwd: [GearyBRT] Please APPROVE Geary BRT

Colin Dentel-Post <colin.dentel-post@sfcta.org>
 To: Steve Stamos <steve.stamos@sfcta.org>

Wed, Jan 4, 2017 at 12:39 PM


Colin Dentel-Post

Senior Transportation Planner
 San Francisco County Transportation Authority
 1455 Market Street, 22nd Floor
 San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

----- Forwarded message -----

From: **Tina Eshaghpour** <REDACTED>

Date: Wed, Jan 4, 2017 at 11:18 AM

Subject: [GearyBRT] Please APPROVE Geary BRT

To: John.Avalos@sfgov.org, London.Breed@sfgov.org, David.Campos@sfgov.org, Aaron.Peskin@sfgov.org,
Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org,
Norman.Yee@sfgov.org, gearybrt@sfcta.org

Dear San Francisco County Transportation Authority Board Member:

As a daily commuter to downtown, I write to you today to urge you to **vote in favor of the Staff Recommended Alternative for the Geary Bus Rapid Transit (BRT) project** and to approve the project's Final Environmental Impact Report at your hearing on January 5th. Geary BRT is more than a transit project. The project will greatly benefit everyone who uses Geary, including families, people with disabilities, residents, small business workers, students, and visitors.

Geary BRT will significantly improve the safety of all those traveling through the area whether they travel by foot, car, or bus and those benefits cannot be ignored. The project has been delayed for long enough. It makes no sense that my colleagues who commute from the East Bay require less time to reach downtown than I do traveling mere miles from the Richmond to my office on Market St.

It's time for Geary BRT to move forward so that critical improvements can finally be made to this important connection for our city. Please approve Geary BRT.

Thank you for your time.

Tina Eshaghpour

(18 year resident of the Richmond)



Steve Stamos <steve.stamos@sfcta.org>

Fwd: SFCTA - approval of the Geary BRT Project / certification of the Final EIR

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
 To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: Joanna Fong

Date: Tue Jan 03 2017 17:35:35 GMT+1100 (AEDT)

Subject: SFCTA - approval of the Geary BRT Project / certification of the Final EIR

To: Aaron.Peskin@sfgov.org, Eric.L.Mar@sfgov.org, John.Avalos@sfgov.org, Breedstaff@sfgov.org,
David.Campos@sfgov.org, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org,
Katy.Tang@sfgov.org, Norman.Yee@sfgov.org

Cc: Colin Dentel-Post

The Honorable Aaron Peskin, Chairperson
 The Honorable Eric Mar, Vice Chairperson
 The Honorable John Avalos
 The Honorable London Breed
 The Honorable David Campos
 The Honorable Malia Cohen
 The Honorable Mark Farrell
 The Honorable Jane Kim
 The Honorable Katy Tang
 The Honorable Norman Yee
 SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Dear Board of Commissioners,

I am writing to urge the SFCTA Board to certify of the Final Environmental Impact Report (EIR) for the Geary Corridor Bus Rapid Transit (BRT) project, with the Hybrid Alternative as the Locally Preferred Alternative.

As a life-long resident of the Richmond District, the 38 Geary has been a key mode of transportation for all 3 generations of my family and a vital service within the City. Improving the speed, reliability and quality of this highly used bus line, as well as increasing pedestrian safety along the Geary corridor are critical to the quality of life in San Francisco. The proposed Geary BRT project will contribute to the livability of our city.

As a landscape architect and urban design professional, I have been involved in the planning, design and construction of major transportation projects including the San Francisco North and South Embarcadero roadways, Sound Transit Link Light Rail in Seattle, VTA Downtown stations retrofit, Eastridge Transit Center and the Capital Expressway Light Rail in San Jose, and the El Camino BRT from San Jose to Palo Alto, and am familiar with the long term benefits of transportation projects. The planning and design process is usually long and onerous, while construction is often disruptive. However, maintaining focus on the project's goals, the resulting improvements generate social and economical benefits to the immediate and greater community. The proposed Geary BRT project can yield such results for San Francisco.

As a member of the Geary Corridor BRT Citizen Advisory Committee since 2008 (the start of the Environmental Review Phase of the project), I have worked closely with the TA and MTA staff through the evolution of the BRT project. Numerous design alternatives were developed and evaluated for locations throughout the corridor to address Muni's operational needs and the community's interests. The resulting preferred option - the Hybrid Alternative in the Final EIR, reflects the continuing challenge to maintain the goals of improving transit service and pedestrian safety, while balancing the interests and concerns of residents, merchants and advocates. Currently, the Geary BRT project is at a major milestone. With the approval of the project and the Final EIR by the SFCTA and SFMTA Boards, the project will be able to proceed with detailed design and engineering. As the Locally Preferred Alternative, the Hybrid Alternative establishes the base concept for further design refinement and engineering. Input from the public and the CAC will continue beyond this milestone as the MTA staff refine the design for construction.

The BRT project has come a long way since its inception over a decade ago. It is critical that the BRT project receives approval and continues into the next phase of work. The City of San Francisco deserves an efficient and safe multi-modal Geary corridor, implemented as quickly as possible, to support our growth in the 21st Century.

E4-22

I am writing in support of the Geary BRT project, as I will not be able to attend the January 5th TA Board Meeting to speak in person. I urge you to approve the certification of the Final Environmental Impact Report for the Geary Corridor Bus Rapid Transit project and grant Project approval with the Hybrid Alternative as the Locally Preferred Alternative.

Thank you for your consideration.

Sincerely,

Joanna Fong, RLA ASLA
Richmond District Resident
Geary Corridor BRT Citizen Advisory Committee Member



Steve Stamos <steve.stamos@sfcta.org>

Fwd: [GearyBRT] Geary Corridor

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: Carol Fox
Date: Sat Dec 31 2016 15:07:09 GMT+1100 (AEDT)
Subject: [GearyBRT] Geary Corridor
To: "GearyBRT@sfcta.org"

I am opposed to the Geary Corridor plan as it currently stands. I have lived on 12th Avenue in the Richmond for about 45 years. Geary Boulevard traffic still works very well. After driving around many other parts of town...many of which have been mucked up with red lanes and green lanes and loading platforms, I am pleased that my neighborhood is one of the only surviving ones in San Francisco to have fast, direct access to downtown or the beach via Geary Boulevard, or no bike lanes! It is a street that still works. It ain't broke, so don't fix it. (That is, Geary Boulevard works until you get downtown and run into the useless red lanes, which snarl up the traffic.) I get around by driving a car. I don't take public transit for a variety of reasons: I can't carry groceries and packages on the bus because of back problems. The bus doesn't go where I need to go. It doesn't go at the times I need. I often have many errands/meetings/appointments at different places and I don't have time to wait for buses and connections. At certain times of day I do not feel it is safe to walk to and from the bus, especially if one is female and alone. The last time I did ride the 38 Geary, about three years ago, I was approached by a very disreputable older man who wanted to hand me something...and that was at commute time in broad daylight in the middle of a crowded bus. I hope you will keep Geary Boulevard open and flowing to traffic. Thank you. Carol Fox



Open Letter to the City Authorities: Geary BRT

Rob Francis <[REDACTED]>

Fri, Dec 30, 2016 at 12:59 PM

To: MTABoard@sfmta.com, "Reiskin, Ed" <Ed.Reiskin@sfmta.com>

Cc: MayorEdwinLee@sfgov.org, John.Avalos@sfgov.org, London.Breed@sfgov.org, David Campos

<David.Campos@sfgov.org>, Aaron.Peskin@sfgov.org, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, "Kim, Jane"

<Jane.Kim@sfgov.org>, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org, Norman.Yee@sfgov.org,

Board.of.Supervisors@sfgov.org, clerk@sfcta.org

Open Letter to the City Authorities:

Our plea to San Francisco city authorities is to delay the decision for 30 days and consider what you can better spend \$300 million dollars on than cutting trees and digging holes on Geary and killing more local businesses like you did on Mission Street. We need economic impact and socioeconomic impact reports on all projects that involve shifting traffic on major commercial streets.

Wasting time and taxpayer money on a \$300 million dollar boondoggle when there are thousands of homeless people on the streets who need immediate attention is a criminal act as far as many are concerned. For once the SFMTA should allow the much cheaper and less disruptive public plan to move forward. See if the public is smarter than the SFMTA. Just give us this one street to prove we can do it cheaper and get better results.

Notice there is no mention of safety here, only speeding Muni on Geary. Who ever came up with the idea of moving the BRT lanes from the curb to the center and back again? That cannot be a safe move. Already we have seen the results of merging traffic with the BRT on 3rd Street and merging bike lanes and traffic lanes without warning. What happened to merging lane warning signs? Bike lanes crossing over traffic lanes has got to be the worst way to protect cyclists.

This plan is all about moving more than \$350 million dollars of taxpayer money from our pockets into the contractors' bank accounts. Read the alternative plan and see if you don't agree that it makes sense to try a different approach.

Robert Francis

ENUF, Eastern Neighborhoods United Front

<http://sfenuf.net/>

<http://www.redcarpetmess.org/>



Steve Stamos <steve.stamos@sfcta.org>

Fwd: [GearyBRT] Geary BRT

Colin Dentel-Post <colin.dentel-post@sfcta.org>
To: Steve Stamos <steve.stamos@sfcta.org>

Wed, Jan 4, 2017 at 9:19 PM



Colin Dentel-Post

Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

----- Forwarded message -----

From: **Ritu Garg** <REDACTED>
Date: Wed, Jan 4, 2017 at 8:35 PM
Subject: [GearyBRT] Geary BRT
To: GearyBRT@sfcta.org

As a resident of the richmond district, I would like to add my voice in support of the project and request the SFCTA approve the Geary BRT Project, including the Final Environmental Impact Report (EIR), and select the Hybrid Alternative as the "locally preferred alternative."

Ritu Garg



GearyBRT FEIR Input

:) <REDACTED>

Tue, Jan 3, 2017 at 4:09 PM

To: Ed Reiskin <ed.reiskin@sfmta.com>, Wahid Amiri <wahid.amiri@sfmta.com>, Kate Elliott <Kate.Elliott@sfmta.com>, Liz Brisson <Liz.Brisson@sfmta.com>, Tom Nolan and SFMTA Board <MTABoard@sfmta.com>, Colin Dentel-Post <colin.dentel-post@sfcta.org>, Tilly Chang <tilly.chang@sfcta.org>, Steve Stamos <steve.stamos@sfcta.org>, Aaron Peskin <Aaron.Peskin@sfgov.org>, David Campos <David.Campos@sfgov.org>, Eric Mar <Eric.L.Mar@sfgov.org>, Jane Kim <Jane.Kim@sfgov.org>, John Avalos <John.Avalos@sfgov.org>, Katy Tang <Katy.Tang@sfgov.org>, London Breed <London.Breed@sfgov.org>, Malia Cohen <Malia.Cohen@sfgov.org>, Mark Farrell <Mark.Farrell@sfgov.org>, Norman Yee <Norman.Yee@sfgov.org>, Scott Wiener <Scott.Wiener@sfgov.org>

Cc: Board.of.Supervisors@sfgov.org, clerk@sfcta.org, Roberta Boomer <Roberta.Boomer@sfmta.com>

Dear SFMTA/SFCTA (aka Board of Supervisors), CAC Members, SFMTA/CTA Staff, Director Reiskin, & SFMTA Board of Directors:

Please read my attached letter for your respective Jan. 4, 2017 CAC & Jan. 5, 2017 SFCTA (Board of Supervisors) meetings prior to taking action.

Thank you for your attention to this matter.

Sincerely,

Rose Hillson

 **Comments on Final EIR on GearyBRT.pdf**
1123K

Geary Corridor Bus Rapid Transit (GearyBRT) Project
Final Environmental Impact Report / Comments
January 3, 2017

San Francisco Municipal Transportation Authority (SFMTA):

1455 Market Street, 22nd Floor

San Francisco, CA 94103

Wahid Amiri, SFMTA Project Manager – west of Stanyan

Kate Elliott, SFMTA Public Information Officer

Liz Brisson, SFMTA Project Manager – east of Stanyan

Edwin Reiskin, SFMTA Director of Transportation

SFMTA Board of Directors:

Tom Nolan, Chairman; Cheryl Brinkman; Malcolm A. Heinicke; Joel Ramos; Cristina Rubke; Gwyneth Borden; Lee Hsu;

Roberta Boomer, SFMTA Secretary to the Board

San Francisco County Transportation Authority (SFCTA):

Colin Dentel-Post, SFCTA Sr. Planner

Tillie Chang, SFCTA Executive Director

Steve Stamos, SFCTA, Clerk of the Authority

GearyBRT Citizens Advisory Committee:

Cyndi Bakir, Asher Butnik, Paul Chan, Joanna Fong, Peter Gallotta, Richard Hashimoto, Benjamin Horne, Jolsna John, Angela Paige Miller, William Newsom, Alexander Post, Kevin Stull

President Breed and Members of the Board of Supervisors

1 Dr. Carlton B. Goodlett Place, 2nd Floor, SF, CA 94103

SUBJECT: GearyBRT FEIR – Before Voting on Jan. 4, 2017 & Jan. 5, 2017

Dear SFMTA/SFCTA (BOS), CAC Members, SFMTA/CTA Staff and Director Reiskin & SFMTA Board of Directors:

The GearyBRT FEIR should not be voted on for certification, nor for Project approval, nor should a vote be taken at the Jan. 4, 2017 CAC and the Jan. 5, 2017 CTA/BOS meetings on the Locally Preferred Alternative (LPA) until further clarification and the finalized signed FINAL Environmental Impact Statement (EIS) is published with the FEIR for the public and for the decision-makers to review with a 30-day “wait period” per the rules (*see below).

Unlike the Van Ness BRT Project which *did* have the signed Final Environmental Impact Statement (EIS) from the Federal Transit Administration (FTA) published for the decision-makers and the public to review **before** any approval actions were taken, the Geary BRT Project does not. It is unclear to the public the thoroughness of the process with the FTA being kept apprised of various changes and circumstances related to this GearyBRT Project. The Record of Decision (ROD) will later allow federal funding for the final design and construction. Taking the votes at both the Jan. 4, 2017 CAC meeting and the Jan. 5, 2017 CTA/BOS meetings would not allow the public with a fully-informed and transparent decision without the FINAL EIS especially after changes.

I read on the EPA website that a FINAL EIS is supposed to be received from the federal agency(ies) involved with the GearyBRT Project. For full disclosure and transparency, there is “generally” a 30-day

E4-28

“wait period” **before** any decisions are made. Since the GearyBRT project is for a longer distance than the VanNessBRT and of a greater scope with more neighborhoods with different lay of the land, one would think there would be all the documents from the proper agencies in hand prior to making any decisions. Also, the western part of the City was for residential and smaller scale development and not for a downtown-type commercial atmosphere, especially west of Divisadero St. Passing anything on this GearyBRT may be premature.

With the most recent changes, if there is no FINAL signed official EIS for a project that is much larger in scope than the existing bus system that runs along Geary today. The public will be blind to what the FINAL EIS could be without its publication prior to any votes taken.

Here is information on the process for the EIS that I found on the EPA website (deals with NEPA & rules for EIS requirement). There are 3 possible levels of analysis:

1. Categorical Exclusion determination (CATEX) → no impact on human environment
2. Environmental Assessment/Finding of No Significant Impact (EA/FONSI) → gives specific discussion items, 2 possible actions: A. no significant environmental impact so issue a Finding of No Significant Impact (FONSI) upon implementation of the action; B. If EA determines environment impacts will be significant, EIS is prepared
3. Environmental Impact Statement (EIS) → more detailed than EA requirements

And, according to the website, there are these steps in the **EIS Process**:

1. Agency publishes Notice of Intent in Federal Register. This starts scoping process, define range of issues, possible alternatives to be addressed in EIS.
2. DRAFT EIS is published for public review & comment for minimum of 45 days. At close of public comment period, agencies consider all substantive comments and, if necessary, conduct further analyses.
- 3. FINAL EIS is published, provides responses to substantive comments.**
Publication of FINAL EIS begins minimum 30-day “wait period” in which agencies are generally required to wait 30 days before making a final decision on a proposed action. <emphasis added>
4. Issuance of Record of Decision (ROD) as end of EIS process. Explains agency’s decision, describes alternatives agency considered, and discusses agency’s plans for mitigation & monitoring, if necessary.

As proof that there is **no** signed FINAL EIS for Geary, I submit the following screenshots:
For the Federal Register, note that **both** DRAFT and FINAL EIS for the Van Ness BRT were made available prior to the VanNessBRT decision being made by SFMTA/CAC/CTA/BOS but for the GearyBRT, to date, there is **only** the DRAFT EIS:

the Metro Expo Line Los Angeles County CA						Letters
Van Ness Avenue Bus Rapid Transit Project To Implement Bus Rapid Transit (BRT) Improvement Along a 2-Mile Stretch of Van Ness Avenue City of County of San Francisco CA	Draft	12/14/2011	11/04/2011	Federal Transit Administration	CA	Download Comment Letters
Crenshaw Transit Corridor						

						Comment Letters
Van Ness Bus Rapid Transit Project	Final	08/07/2013	07/12/2013	Federal Transit Administration	CA	Download EIS
Downtown San Francisco						Download EIS

Agency

ACHP, USAID, ARS, APHIS, BPA, BIA, BLM, USBM, BOEM, BOP, BR, Caltrans, CIA, CDBG, BRAC, DLA, DNA, DNFSB, DSA, DRB, USDA, DOC, DOD, DOE, HHS, DHS, HUD, DOJ, DOL, DOS, DOT, TREAS, VA, DOI, DEA, EDA, ERA, ERDA, EPA, FSA, FHA, FAA, FCC, FEMA, FEA, FERC, FHWA, FMC, FMShrc, FMCSA, FPC, FRA, FRBSF, FTA, USFWS, FDA, USFS, GSA, USGS, GLB, IHS, IRS, IBWC, ICC, JCS, MARAD, MTB, MSHA, MMS, MESA, MRB, NASA, NCPC, NGA, NHTSA, NIGC, NIH, NMFS, NNSA, NOAA, NPS, NSF, NSA, NTSB, NRCS, NER, NRC, OCR, OSM, OBR, RSPA, REA, RUS, SEC, SBA, SCS, SRB, STB, SRC, TVA, TPT, TDA, USACE, USCG, RRB, USAF, USA, USMC, USN, USPS, USTR, UMR, UMTA, WAPA

State or Territory

CA

Only EISs with Comment Letters?

Check the box to search for EISs with EPA comment letters.

*If all search criteria are left empty, all EIS records will be returned.

Reset Search

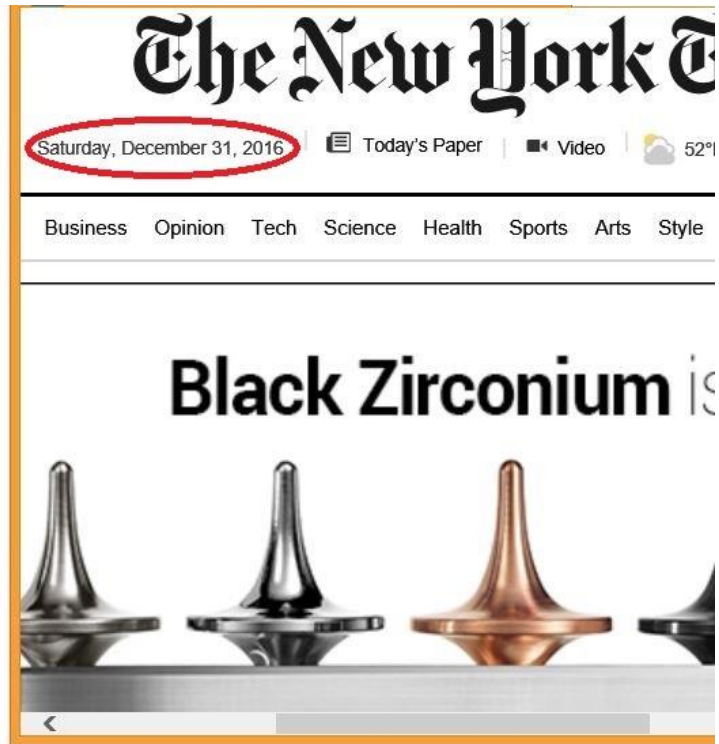
Exporter : [CSV](#) | [Excel](#) | [XML](#) | [HTML](#)

One item found.

Title	Document	EPA Comment Letter Date	Federal Register Date	Agency	State	Download Documents
Geary Corridor Bus Rapid Transit Project	Draft	11/12/2015	10/02/2015	Federal Transit Administration	CA	Download EIS Download Comment Letters

One item found.

Exporter : [CSV](#) | [Excel](#) | [XML](#) | [HTML](#)



NO FINAL EIS for the GearyBRT exists since the 2015 DRAFT EIS as of the date of this letter; without this, decision-makers should not be premature and should not adopt to support a motion for the certification of the FEIR; nor adopt findings required by CEQA, including a Statement of Overriding Considerations; nor adopt Mitigation Monitoring and Reporting Program (MMRP); nor approve the Hybrid Alternative as the GearyBRT Project; nor select the Hybrid Alternative as the Locally Preferred Alternative (LPA).

E4-30

Specific comments related to the Final Environmental Impact Report (FEIR) released on December 9, 2016 are as below.

CHAPTER 1: INTRODUCTION:

Page 1-1:

The Draft EIS/EIR was prepared as a joint document to meet all pertinent requirements of both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

However, following publication of the Draft EIS/EIR, the federal and local agencies have agreed to prepare this Final EIR separate from a Final EIS.

The Van Ness BRT had a joint FINAL EIS and FEIR adopted together *unlike* for this GearyBRT. The GearyBRT Project has only a federal **DRAFT** EIS and a State Clearinghouse filing back in October 2015. The only state-level agency commenter in the Draft EIR was the “Department of Transportation (CalTrans) in their DRAFT EIS. Neither document was included in this FEIR.

The **recent changes** stated from community feedback have also **NOT** been re-submitted to the State Clearinghouse as the only posting for the GearyBRT Project found on the State Clearinghouse website as of December 21, 2016 was the following posting from 2015:

2008112095 Geary Corridor Bus Rapid Transit (BRT) Project
San Francisco, City and County of
San Francisco--San Francisco

EIR 11/16/2015

The project would create bus rapid transit (BRT) along one of San Francisco's major east-west transit routes. The Draft EIS/EIR analyzes 4 build alternatives; each would create two dedicated transit lanes (one eastbound and one westbound) from Gough Street to 34th Ave. The build alternatives would include the following features: colorized bus-only lanes, high frequency bus service, transit signal priority, BRT/rapid network-branded vehicles, high-amenity BRT stations, mixed-flow travel lanes, bus bulbs and pedestrian crossing bulbs, protected left turns, new signalized pedestrian crossings, and a bicycle lane between Masonic and Presidio Avenues.

As stated above, the City of San Francisco did not have a FINAL “Environmental Impact Statement” (EIS) from the federal agency by the time SFMTA’s and SFCTA’s signoff on December 6, 2016 and certainly not for the December 9, 2016 release to the public.

It is unclear if other federal agencies besides FTA is needed to be consulted for this GearyBRT.

According to CEQA Statutes sections copied herein below, the FEIR cannot be approved and used without the thorough federal involvement with the FINAL EIS especially since the GearyBRT relies on federal and state funding and no Negative Declaration has been issued.

Since the **Final EIS is not yet available** as the federal agencies are reviewing it and not expected to be in until after the Jan. 4 and Jan. 5, 2017 meetings, the approval is premature. The description has changed with the alternatives on various points when the GearyBRT Project was submitted in the DEIR to the State Clearinghouse in 2012, it would be judicious to revise the FEIR and recirculate at least the changed portions and the impacts with Federal Transit Agency (FTA) input to the public. It has been 5 years and may need to be updated.

15205. REVIEW BY STATE AGENCIES

...

(f) While the Lead Agency is encouraged to contact the regional and district offices of state Responsible Agencies, the Lead Agency must, in all cases, submit documents to the State Clearinghouse for distribution in order to comply with the review requirements of this section. **Note:** Authority cited: Section 21083, Public Resources Code. Reference: Section 21083, 21091, 21104, and 21153, Public Resources Code.

15222. PREPARATION OF JOINT DOCUMENTS

If a Lead Agency finds that an EIS or Finding of No Significant Impact for a project would not be prepared by the federal agency by the time when the Lead Agency will need to consider an EIR or Negative Declaration, the Lead Agency should try to prepare a combined EIR-EIS or Negative Declaration-Finding of No Significant Impact. To avoid the need for the federal agency to prepare a separate document for the same project, the Lead Agency must involve the federal agency in the preparation of the joint document. This involvement is necessary because federal law generally prohibits a federal agency from using an EIR prepared by a state agency unless the federal agency was involved in the preparation of the document.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Sections 21083.5 and 21083.7, Public Resources Code; Section 102(2)(D) of NEPA, 43 U.S.C.A. 4322(2)(D); 40 C.F.R. Part 1506.2.

15223. CONSULTATION WITH FEDERAL AGENCIES

When it plans to use an EIS or Finding of No Significant Impact or to prepare such a document jointly with a federal agency, the Lead Agency shall consult as soon as possible with the federal agency.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Sections 21083.5 and 21083.7, Public Resources Code.

Under CEQA Statute Sec. 15090 (Certification of the Final EIR), although the Lead Agency (SFMTA) is not required to have a separate review period of the FINAL EIR after the DRAFT EIR, the federal agencies must allow a 30-day review period on the contents of the FINAL EIS.

Under this same statute, each public agency who commented on the EIR which must be provided to the SFMTA as the Lead Agency 10 days prior to the SFMTA certifying the FEIR. In the DEIR, "Letter A-1" after Page 8-38, the U.S. Environmental Protection Agency on November 15, 2015 determined the Draft EIR in a Draft EIS as "LO" or "Lack of Objections." However, there have since been various objections by numerous parties along the stretch of the Geary corridor. There is no letter from any other federal agencies in the Draft EIR nor in the Final EIR. Did the EPA go over the latest changes and still considers the FEIR as "LO"? How is the public to know what their decision was when there is no document in the FEIR or as part of the postings of documents for the GearyBRT as of this letter?

Page 1-5: One substantial oversight not in the FEIR is that with the City being limited to being 7 miles wide at the widest part, surrounded by water on three sides, and with sea level rising to slowly lessen that distance, travelling from Ocean Beach to Downtown with a purported 8 minutes savings in *one* direction – and now increased 2 minutes to 10 minutes in this FEIR -- for the highest stated capital for one of the alternatives being \$300 million (questionable), there will not be many people moving through the City because of more private automobiles (including rideshares and carshares since the publication of the DEIR/DEIS) on the road taking up all the linear feet of travel lanes without passing capability. SFMTA says VMT is lessened but VMT will go up for each private vehicle ride because even with "rideshare" which *could* carry as little as 1 person per ride, and with parking spaces severely reduced in some retail corridors, vehicles will circle. In the "Masonic Area" alone, the parking spaces are taken from a purported current 109 spaces in the "No Build" alternative to as low as 16 spaces when including the other alternatives. The alternatives eliminate from 73-93 spaces (67%-85% reduction of spaces) for that stretch of Geary. All the neighboring *residential* avenues and streets will soon have very little parking

E4-32

for the population in the areas. Families with children and disabled and elderly people who may rely on vehicles will suffer. More vehicles will circle to increase VMT compared to the 2010-2012 data that was used and the massive traffic on the roads today from the 45,000 new rideshares reported in the newspapers has not been incorporated into the DEIR nor this FEIR and these have been known entities. See also my comment under Page 3-10 on “AUTOMOBILE TRAFFIC” and for “APPENDIX A” below.

The GearyBRT time savings looks even at the 2 minute “savings” from Ocean Beach to Downtown (example is the increase in time savings from 8 to 10 minutes one way), but this “savings” is easily taken up by other entities and situations that slow Muni down. The time savings is erroneous as depending on the bus one gets on, one may encounter passengers that require additional time boarding or offloading, blockage of bus zones for various reasons, etc. One trip from Van Ness to Masonic took about 30 minutes *one* way because all of these things occurred. There is no guarantee for the 10 minutes of savings.

There is no mention of this lost time due to these factors in any study. Buses today have to wait for drivers to get out of the red lanes, for drivers deciding to drop off or pick up passengers and impede the bus traffic. There is no mitigation measure for this significant impact. Decision-makers need the data before approval of the project and FEIR. The idea that VMT will go down is not factual but conclusory.

Page 2-2:

Accordingly, the planning and environmental processes did not consider potential improvements inconsistent with this purpose and need, including light rail or subway options, or improvements to other parallel corridors.

Public opinion has now shifted to considering subway vs. GearyBRT more than when the GearyBRT was first conceived. It makes no sense that the change to save 8 minutes has now become a 10-minute time savings from Ocean Beach to Downtown for the price which appears to have grown. Talk is now of continuing with the GearyBRT *and* implement a subway later. With a city that's only about 9 miles wide, the savings of an additional 2 minutes on GearyBRT is not a good “bang for the dollar.” It is a way to get federal and state funding for the City to use on various other projects and maybe that was more the intent than to really help Muni transit. Where did the money go so far?

CHAPTER 3: TRANSPORTATION

Pages 3-1 – 3-2: The FEIR covers “existing travel patterns” but omits outside influences that use the bus stops such as ride shares, private vehicles, commuter buses and shuttles, etc. that Muni has to wait on to conduct their business and so the 1-2 minutes of travel savings is lost. This is *not* in your data collection and analysis nor in the report which is a significant impact when counting 1-2 minutes. This would not be in your “traffic counts” (Page 3-1) nor in the “travel patterns” (Page 3-2). The FEIR makes no mention of the larger more dense buildings which have parking and increase in those vehicles to clog the streets so nobody moves thereby increasing the loss of the 1-2 minutes additional “savings” to the riders from Ocean Beach to Downtown. These and delivery vehicles double-parked” are “adverse effects” to the total minutes savings to the riders so the study is flawed in not including them. The lead agency’s statements are conclusory that that many riders would actually take GearyBRT. There is no factual data in the record supporting this.

Page 3-10:

The Draft EIS/EIR reported that daily weekday VMT in San Francisco is expected to increase by 4.3 percent from existing conditions under the 2020 No Build Alternative. Relative to VMT under 2020 No Build, the Hybrid Alternative/SRA is projected to result in a decrease in VMT by about 0.1 to 0.4 percent. These numbers indicate that the project could enhance transit service levels without causing major disruptions to vehicular traffic

patterns in San Francisco. Similarly, in 2035, the Hybrid Alternative/SRA would decrease VMT relative to the No Build Alternative by approximately 0.4 percent.

VMT calculations for the Hybrid Alternative and the other alternatives will increase to negate the decrease in VMT to bring it back to or exceed the 4.3 percent increase under the No Build Alternative when not factoring in the circling of the vehicles in the neighborhoods with the new forms of alternative transportation (shuttles, car shares, etc.). Only LOS was used in the reviews. Analysis and in-depth data of much quantity does not exist in the record in re VMT; and the project should not be approved or the finding that LOS and VMT would end in the same result with no impact is conclusory until this in-depth, substantive data-driven analysis is done so the decision-makers can make a fully informed decision.

Page 3-12:

In sum, this Final EIR is updating the regulatory information in the Draft EIS/EIR to reflect the City's policy decision regarding the VMT metric. Notably, this Final EIR is retaining all LOS based traffic impact conclusions from the Draft EIS/EIR.

Not having done an analysis based on VMT and stating it is the City's policy decision to rely only on LOS and thus bypass the CEQA measurement criteria for environmental impact is a flaw in the analysis. Porting the conclusions of the LOS-based traffic impacts as the same for VMT or just as not impactful as the LOS studies is not based on factual data. This is a conclusory and needs to be studied prior to approval of the FEIR. Further analysis of the real vehicle miles travelled (VMT) is needed prior to final publication and approval of the GearyBRT project. This is a substantial change of a CEQA measurement of impact handed down from the state level. The GearyBRT needs to be evaluated on VMT with proper studies and data which were not included in the DEIR or at any stage of the project. This FEIR adoption should be postponed until this data is analyzed especially for the areas of significant traffic impacts stated on Page 3-14, including the various regional and San Francisco block areas and a complete report provided to the public for full disclosure. Conclusory statements to satisfy the VMT CEQA criteria or the use of LOS data for potential environmental effects is not factual; and again, without facts, this FEIR that incorporates the DEIR findings from a different measurement of CEQA is flawed. The FEIR is incomplete, flawed and conclusory. A significant environmental impact would result if the VMT has not been studied and data collected and the findings circulated to the public. One would not be able to come up with any mitigation measures unless the study is done. And there are no mitigation measures for this in any appendices. Need this done and recirculate this portion.

Page 3-13:

SFCTA uses SF-CHAMP to estimate VMT by private automobiles and taxis for different land use types. Travel behavior in SF-CHAMP is calibrated based on observed behavior from the California Household Travel Survey 2010-2012, Census data regarding automobile ownership rates and county-to-county worker flows, and observed vehicle counts and transit boardings.

Where is the data from SF-CHAMP that SFCTA uses to estimate VMT? The travel modes have changed since 2010-2012 and the vehicle counts have increased with new projections of car share vehicles alone reported in the newspaper at 45,000.

San Francisco has a lower VMT ratio than the nine-county San Francisco Bay Area region...some areas of the City have lower VMT ratios than other areas of the City. These areas of the City can be expressed geographically through transportation analysis zones...the zones may vary in size...

When all the streets are clogged, VMT may go down, but when parking spaces are eliminated and development projects continue to allow vehicles which are needed for certain people like families with

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children, etc., then VMT adds up with all the influx of cars from the other 8 counties, now more so with rideshares that are allowed to rent vehicles to run the “taxi” service. And here, the zones are selected at random sizes based on no set federal or state criteria. Per Page 3-12, this FEIR is “*retaining* all LOS based traffic impact conclusions from the Draft EIS/EIR.” A separate VMT analysis should have been done with the VMT vs. wholesale adoption of conclusions from the DEIS/EIR based on a different metric. Thus the study is inaccurate and incomplete and not thorough to be passed at this time on January 5, 2017 at the SFMTA meeting.

Page 3-14: The FEIR states that the LOS “F” level (gridlock) areas are going to remain adverse with no mitigation measures. This is unfortunate that the streets most impacted by the Hybrid Alternative to worsen LOS level are in the University of San Francisco (USF)/Jordan Park area (Parker & Geary) and in Presidio Heights (California & Presidio) whereas the other intersections are at improved LOS or remain the LOS. The data for the VMT in this area is not found. The VMT CEQA standard needs to be evaluated for environmental impact regardless of City policy to use and make decisions based on LOS. VMT is part of the state required mandate of measurement that was not met in the DEIR nor in the FEIR released on December 9, 2016. There needs to be an enforceable mitigation monitoring system in place to give relief to these intersections instead of summarily dismissing the VMT as the same as LOS results when no study was done by VMT separately. In addition, the LOS data was based on 2010-2012 LOS and with the extraordinary development of the parcels in this City, the unusual not foreseen impact is the extraordinary growth of construction and development projects and new transportation vehicles now on the scene to exacerbate even the worst case scenario described in these FEIR pages. This needs a fresh re-look and revision.

In the Energy section (Page 4-18 of DEIR), VMT is used as a measurement for that. There is inconsistency with use of LOS for one criteria but VMT for another considering it City “policy” to use LOS.

Page 4-18: ENERGY

As none of the build alternatives would result in adverse effects, Draft EIS/EIR Section 4.12.5 concluded that no avoidance, minimization, or mitigation measures would be required.

If having a LOS of “F” (gridlock) is not “adverse,” I do not know what could be. See Page 3-14 & Presidio & Parker Avenue intersections which will have adverse “F” levels as the numbers of cars down these streets clearly tells the story that with the unprecedented building boom in the City that was not foreseen in the DEIR and the FEIR, the backup traffic is already piling up on these streets so nobody gets through very easily even by foot having to go around vehicles stuck in the intersections. Low-density (RH-1 & RH-2) residential streets should *not* have the bulk of the traffic for safety and health reasons. With these intersections being “significant and unavoidable” issues that cannot be mitigated, along with other similar significant impacts found with the GearyBRT, there was a need for the EIS but a finalized signed version is needed along with the signed ROD.

Page 5-4: Typographical error → “Coalition of San Francisco Neighborhoods” should be “Coalition for San Francisco Neighborhoods.”

One of the unforeseen changes not in the FEIR is funding for the GearyBRT Project. The consideration of approving any of the alternatives at this point may need to be postponed as the VanNessBRT also competes for Prop K funding and that Project construction is still ongoing. It is not clear as to all the funding sources listed in the FEIR that will enable the GearyBRT to move forward in any iteration except the “No Build Alternative.”

Funding could change project design, and if so, those changes will have to be re-analyzed for environmental impact. There would need to be another circulation of a supplemental EIR to clarify firmed-up sources not reliant on the outcome of a ballot vote or for sources that are not known yet even if those sources seem like a “good bet.”

The City does should not be matched for the additional federal and state funding as this is not clear in this November-2016-December 6, 2016- sign-off-release of the FEIR.

Page 6-3: In Table 6-1 “Proposed Geary Corridor Funding Packages,” costs for the “Improvements Included” such as “bus and pedestrian bulbs, stops, and signals, vehicles for increased service, utility relocation related to BRT” relies on \$200 million from “FTA Small Starts (\$100M) with matching local and non-Small Starts federal funds.” What is not clear is the cost for *each* of the alternatives. The problem with using the \$300 million figure is the assumption that this is the cost for all alternatives no matter which is chosen. In addition, does the \$300 million price tag mean that funds supposedly targeted for transportation improvements will later be used to re-pay SFPUC for the sewer projects going on all over the City? The public will not be assured of this.

In Appendix B, Page B-437, the response to my earlier comment about this GearyBRT being primarily a sewer project and the opportunity being seized along with the sewer project to upgrade any transportation issues, the SFMTA in this FEIR states that the SFPUC is “in process of upgrading” the sewer lines. The SFMTA instead says that the GearyBRT Project “may capitalize” on the SFPUC work while they are working on the GearyBRT Project. Here is the text from Appendix B:

The San Francisco Public Utilities Commission (SFPUC) **is in the process of upgrading aging sewer infrastructure Citywide**, 30 percent of which exceeds 100 years in age and some of which dates to the Gold Rush.²⁹ The SFPUC would assess the condition of the infrastructure on Geary and **may capitalize on the opportunity to upgrade systems as needed during construction of the Geary BRT project** to minimize construction disturbance. Replacement of infrastructure that is nearing the end of its useful life does not, however, necessarily equate to upsizing infrastructure to accommodate increased development. Increasing development density along the Geary corridor would require environmental review and consideration separate from the Geary BRT project.

SFPUC for the sewer work which is *not* a transportation project and those funds should not be used for it at all or reimbursed. The funding costs also assume a 100% center-running alternative is chosen so if parts of Geary are side-running, it shouldn't cost the same as there would not be a need to dig up medians nor the sewer in those areas.

Under “6.1.2 Budgeted/Planned Funding,” it states:

FTA Small Starts (\$100 million). This FTA program provides competitive grants for new transit projects with capital costs that do not exceed \$300 million.

What is clear from Table 6-1, “Proposed Geary Corridor Funding Packages,” is that the total highest funding figure quoted in any GearyBRT document stops at \$300 million (\$200 million + FTA Small Starts of \$100 million). It is clear also from the “FTA Small Starts Program” that the grants are approved only for projects with capital costs that “do NOT <emphasis added> exceed \$300 million.”

The GearyBRT Project is partitioned (pieced up) to qualify for the smaller funding streams such as offered by “Small Starts.” With enough “Small Starts” funding, it will turn into a very “Big Expenditure” with “potential” federal and state funds rolling into the General Fund (aka “Slush Fund Account”). So if the

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whole GearyBRT Project were taken from the start to the last feature being implemented, it would likely cost more than \$300 million. Much of the funding is not even applied for or allocated. In fact, in the “Approval Memo” of Dec. 22, 2016, it states that “SFMTA plans to continue refining the cost estimate and funding plan for the remainder of the Project as it proceeds with planning and conceptual engineering work” as if there will be an open checking account (the citizens’ tax dollars).

From the DRAFT EIR, Page 2-42, it states:

For federal funding purposes, the project cost estimate has been developed with separate costs for each scope element, and for some alternatives, including Alternative 2 and the Hybrid Alternative, the cost of the BRT scope elements is less than \$250 million, making those alternatives eligible to compete for funds within the FTA Small Starts program.

The cost from the DRAFT EIR to this FINAL EIR went from \$250 million to \$300 million. What is the real total cost of the GearyBRT Project without piecing it up to qualify for the various “smaller” funds?

From the DRAFT EIR, Page 2-4, **Table 2-9** shows for “Capital cost Estimates for Build Alternatives”:

GEARY CORRIDOR BUS RAPID TRANSIT PROJECT EIS/EIR | SEPTEMBER 2015

Table 2-9 Capital Cost Estimates for Build Alternatives

BUILD ALTERNATIVE	DESCRIPTION	CAPITAL COST OF BRT ELEMENTS AND RELATED IMPROVEMENTS (YOE IN MILLION \$)
Alternative 2	Side-Lane BRT	\$170
Alternative 3	Center-Lane BRT with Dual Median and Passing Lanes	\$430
Alternative 3-Consolidated	Center-Lane BRT with Dual Medians and Consolidated Bus Service	\$435
Hybrid Alternative	34 th Avenue to Palm Avenue - Center-Lane BRT with Consolidated Service East of Palm Avenue - Side-Lane BRT	\$300

Source: SFCTA & SFMTA, 2015

The GearyBRT Project will hit the maximum allowable \$300 million for which a project would be eligible under the FTA Small Starts Program. It will likely take more than the \$300 million as some features such as the lighting for fog has not been factored in yet. In the Richmond District, unlike other areas of the GearyBRT, one of the unforeseen issues is fog. How much to set aside for fog-related safety measures for the people to get out to the boarding islands without being hit? The cost-benefit analysis in the FEIR needs more work before passage.

Page 6-6: The FEIR states:

Charter Amendment / General Sales Tax Funds. A charter amendment and a general sales tax increase for funding homelessness and transportation are currently proposed for the November 2016 ballot. If both measures are approved by voters, the sales tax could raise funds in the order of \$100 million annually for transportation, which would be distributed among various projects, potentially up to 30 million for the Project.

Since this ballot measure did not pass, there is a lack of \$100 million annually for this GearyBRT and for the other “various” and unknown projects. Without the funding stream, the feasibility of this Project going

forward along with other new issues such as which alternative to design in future is questionable to start funding any of it. This FEIR is erroneous based on a presupposed approval of the funding availability.

Since this FEIR was prepared and signed off on December 6, 2016 for release on December 9, 2016, the GearyBRT Project financing that relied on the Nov. 8, 2016 ballot tax measure which did not pass. Yet and still, this FEIR, was still published assuming the money is there. The financial analysis should be redone.

Page 6-8: Table 2-10 in the Draft EIR and **Table 6-3** in the Final EIR show operating and maintenance costs as shown below:

GEARY CORRIDOR BUS RAPID TRANSIT PROJECT EIS/EIR | SEPTEMBER 2015

Table 2-10 Annual Operating and Maintenance Costs for Proposed Service

COST TYPE	NO BUILD ALTERNATIVE	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 3-CONSOLIDATED	HYBRID ALTERNATIVE
Annualized Revenue Hour Vehicle Operating Cost*	\$36,471,000	\$48,409,000	\$45,586,000	\$43,322,000	\$48,340,000
Other Incremental Annualized Operating and Maintenance Costs**	\$251,000	\$1,091,000	\$596,000	\$596,000	\$858,000
Total Cost	\$36,722,000	\$49,500,000	\$46,182,000	\$43,918,000	\$49,198,000

Note: Operating and vehicle maintenance costs based on National Transit Database (NTD); other roadway maintenance accounts for paving, pothole, red lane, and landscape costs.

* Vehicle cost type includes costs for operating the service and maintaining the vehicles.

** Other cost type includes busway surface maintenance and landscaping maintenance.

Source: SFMTA, 2014

Table 6-3 Annual Operating and Maintenance Costs for Proposed Service

COST TYPE	NO BUILD ALTERNATIVE	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 3-CONSOLIDATED	HYBRID ALTERNATIVE/SRA
Annualized Revenue Hour Vehicle Operating Cost*	\$36,471,000	\$48,409,000	\$45,586,000	\$43,322,000	\$48,340,000
% Change From No Build Alternative	--	+33%	+25%	+19%	+33%
Other Incremental Annualized Operating and Maintenance Costs**	\$251,000	\$1,091,000	\$596,000	\$596,000	\$858,000
% Change From No Build Alternative	--	+335%	+137%	+137%	+242%
Total Cost	\$36,722,000	\$49,500,000	\$46,182,000	\$43,918,000	\$49,198,000
Total % Change From No Build Alternative	--	+35%	+26%	+20%	+34%

Note: Operating and vehicle maintenance costs based on National Transit Database (NTD); other roadway maintenance accounts for paving, pothole, red lane, and landscape costs.

* Vehicle cost type includes costs for operating the service and maintaining the vehicles.

** Other cost type includes busway surface maintenance and landscaping maintenance.

Source: SFMTA, 2015

The term of the funding stream is based on non-firm sources. The source of funds should be analyzed again especially since the FEIR was published after it was known that at least one funding bucket was not going to be available.

APPENDIX A – ERRATA SUMMARY (SEE ALSO TEXT on Page 5-6 (“5.5.3 – Parking and Loading” & 7-9 (“7.5.1 – “Transportation and Circulation – CEQA Impacts and Mitigation”) IN DRAFT EIR WITHOUT CHANGES SHOWN)

Page A-2:

Page 5-6, text edit

Neither NEPA, the State CEQA Guidelines nor the guidance of the Environmental Planning Major Environmental Analysis Division of the San Francisco Planning Department expressly or explicitly require that an environmental document disclose whether a project would merely result in the loss of any number of parking spaces.

In CEQA, the “vehicle miles travelled” is the new basis of measurement vs. LOS that measures “congestion.” Although the loss of parking spaces is said to not be a required disclosure, with the loss of them, I would think vehicles would circle blocks. What is the vehicle miles travelled by these vehicles looking for parking and where was this disclosed? Today, it is not only parking spaces where people park for long periods but there are car-shares and other short-term parking space users that also take up parking for the residents. What is the number of vehicle miles travelled without the parking spaces?

Page 7-9, text edits

All of the build alternatives were developed to help better meet existing and projected future growth in travel demand. As discussed in Section 3.3.4.1 and illustrated in Figure 3.3-10, with or without the addition of BRT improvements (i.e. No Build Alternative), daily transit ridership in the Geary corridor is expected to increase from about 50,000 riders per day (as of 2012) to about 64,000 ~~70,000~~ in 2020 and about 77,000 ~~84,000~~ by 2035. In 2020, the build alternatives would result in up to 82,000 daily transit boardings (28 percent higher than in the No Build Alternative). In 2035, the build alternatives would serve between 92,000 and 99,000 daily transit riders (20 percent to 28 percent higher than in the No Build Alternative). Each build alternative is intended to help meet this projected increase in transit demand while at the same time reduce transit travel times (see discussion at Section 3.3.4.4) and improving transit time reliability (see section 3.3.4.5). Therefore, the build alternatives would each result in a less-than-significant effect; no mitigation would be required.

As stated in the VanNessBRT ROD, the goal of it was to “stimulate development” for the “transit corridor.” The GearyBRT is trying to do the same to get all the people to live like the east side that was less residential and not all on mostly sand dunes. The environment is different that needs re-thinking.

APPENDIX B – RESPONSE TO COMMENTS:

Page B-24:

The parking analysis *assumed* <emphasis added> that transit riders and private vehicle drivers would walk a similar distance to reach a destination from a bus stop or parking spot, respectively.

Assumptions lead to conclusory findings in the FEIR. I hear that younger people want door-to-door service and continue to use private means of transportation which eats up road linear feet. It is hard to imagine these people taking GearyBRT. If all the current reported-in-the-newspapers 45,000 rideshare riders decide they will not walk and would rather use private vehicles (carshare, Uber, commuter shuttles), this is a significant overlooked impact based on assumption vs. facts not in the FEIR. This conclusory finding that the transit riders would walk is mere supposition not based on data which is still left unanalyzed and incomplete in the FEIR.

Sincerely,

/s

Rose Hillson



Steve Stamos <steve.stamos@sfcta.org>

Support for Geary BRT

Ron <[REDACTED]>
To: clerk@sfcta.org

Fri, Dec 23, 2016 at 4:55 PM

Hello,

I support the Geary BRT proposal, including the design alternative that will be recommended by the Geary BRT Citizens Advisory Committee (CAC).

Sincerely,

Ronald Hirsch
[REDACTED]
SF CA 94121

Homeowner and resident of the Outer Richmond for 19 years.



Fwd: [GearyBRT] Problem with eliminating the the 38 R bus stop at Laguna and Geary

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: Ann Homan

Date: Mon Jan 02 2017 04:32:12 GMT+1100 (AEDT)

Subject: [GearyBRT] Problem with eliminating the the 38 R bus stop at Laguna and Geary

To: GearyBRT@sfcta.org

I'm a resident of St. Francis Square Coop, who is retired. I use SF Muni (particularly the 38R) to do my volunteer work for the SF Public Library's supported program -- SF City Guides -- and to get to my tour guide job at AT&T Park. Using the 38R has been a wonderful asset to my ability to provide entertainment to SF tourists and support the community in which I live. I'm not sure what I will do if I had to rely on only the 38. It's too infrequent and extremely crowded. There are always lots of people getting on and off the bus at that stop well into the evening. I will never get a seat and I fear breaking something if I have to stand the whole time. Please do not cut our service. I am one of many elderly, who live in this neighborhood who choose to be active to stay healthy. I don't want to go back to driving a car as a means to get where I need to go in the city, but that may end up being my only choice if you cut our service. Sincerely Ann Homan
REDACTED San Francisco, CA 94116



Steve Stamos <steve.stamos@sfcta.org>

Fwd: [GearyBRT] D1 Resident Opposed to BRT`

Colin Dentel-Post <colin.dentel-post@sfcta.org>
 To: Steve Stamos <steve.stamos@sfcta.org>

Wed, Jan 4, 2017 at 12:40 PM



Colin Dentel-Post

Senior Transportation Planner
 San Francisco County Transportation Authority
 1455 Market Street, 22nd Floor
 San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

----- Forwarded message -----

From: Chaz . <REDACTED>

Date: Wed, Jan 4, 2017 at 10:43 AM

Subject: [GearyBRT] D1 Resident Opposed to BRT`

To: "John.Avalos@sfgov.org" <John.Avalos@sfgov.org>, "London.Breed@sfgov.org" <London.Breed@sfgov.org>, "David.Campos@sfgov.org" <David.Campos@sfgov.org>, "Aaron.Peskin@sfgov.org" <Aaron.Peskin@sfgov.org>, "Malia.Cohen@sfgov.org" <Malia.Cohen@sfgov.org>, "Mark.Farrell@sfgov.org" <Mark.Farrell@sfgov.org>, "Jane.Kim@sfgov.org" <Jane.Kim@sfgov.org>, "Eric.L.Mar@sfgov.org" <Eric.L.Mar@sfgov.org>, "Katy.Tang@sfgov.org" <Katy.Tang@sfgov.org>, "Norman.Yee@sfgov.org" <Norman.Yee@sfgov.org>, "gearybrt@sfcta.org" <gearybrt@sfcta.org>, "REDACTED" <REDACTED>

Dear San Francisco County Transportation Authority Board Member,

I am opposed to the Geary Bus Rapid Transit (BRT) plan and encourage you to shelve it until the Richmond gets what it needs and deserves: UNDERGROUND RAIL.

Whether it's Market St or Valencia, the SFMTA has done nothing but implement confusing, and counter-productive measures that makes navigating the city more and more difficult. Red lanes are great in theory, but without adequate enforcement they will be illegally used by the 40K Uber/Lyft cars operating in the city every day. Most of those drivers come into the San Francisco and are unfamiliar with our city, relying solely on GPS to navigate. **All the befits of the proposed Red Bus Lanes will be negated when you factor in the countless TNC vehicles clogging our streets.** In fact, I have yet to hear ANYONE from SFTMA address these vehicles, discuss imposing limits on the number that can operate at any given time (like taxi companies follow), or the impact they have had on traffic and transit efficiency.

\$300M to improve transit time to save 10-minutes on a bus line is ridiculous and I'd rather the SFMTA repave and fix the roads for much less and allocate savings towards financing a permanent solution resulting in underground rail. Also, how about instead of chasing homeless people around, the SFPD actually enforces traffic laws and stops these TNC vehicles from double-parking while they pick-up and let out riders? **The real problem with traffic in this town can be squarely attributed to UBER/LYFT. Stop**

E4-42

them from flooding our streets with ill-trained and amateur drivers and you'll marvel at how much traffic will improve. Sadly the Mayor's family is invested in these companies and he's done nothing but turn a blind eye to the lawless companies operating what amounts to a racketeering ring, disregarding any and all laws in the name of greed.

In conclusion, BRT will do little to nothing to improve traffic without addressing the real issue at hand and I as a 3rd generation native and tax-payer do NOT want to spend money on a project that will likely make traffic worse. Most actual residents I have spoken to are against the BRT and instead want a forward thinking proposal for the future, not a \$300M band-aid touted as a step towards progress.

Thank you for your consideration and VOTE NO on BRT.

Best,

Charles Hurbert, D1

REDACTED



Steve Stamos <steve.stamos@sfcta.org>

Fwd: [GearyBRT] Approve Geary BRT Project

Colin Dentel-Post <colin.dentel-post@sfcta.org>
 To: Steve Stamos <steve.stamos@sfcta.org>

Wed, Jan 4, 2017 at 3:42 PM



Colin Dentel-Post

Senior Transportation Planner
 San Francisco County Transportation Authority
 1455 Market Street, 22nd Floor
 San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

----- Forwarded message -----

From: 'Claude Imbault' via GearyBRT <gearybrt@sfcta.org>
 Date: Wed, Jan 4, 2017 at 3:28 PM
 Subject: [GearyBRT] Approve Geary BRT Project
 To: "gearyBRT@sfcta.org" <gearyBRT@sfcta.org>
 Cc: "info@walksf.org" <info@walksf.org>

Hello SFCTA Board:

I am emailing you to show my support for the Geary BRT, including the Final Environmental Impact Report (EIR), and to select the Hybrid Alternative as the "locally preferred alternative." I work in Union Square and frequently take the 38R to Japantown area for lunch and the gym. The installation of the red lanes last year, coupled with the less frequent bus stops, gets me there within 15 minutes. It's fast and efficient! I can't say the same for taking the 38 bus to the Inner and Outer Richmond. Frankly, I'd spend more time in the Inner Richmond with friends for dinner or shop in the stores on weekdays and weekend if it there were a faster way to get there. As it stands, I take my car there only when I have to. Otherwise, I avoid the district.

San Francisco is an internationally known city, yet our transportation system lags far behind those of other world-class cities. Let's make it easier for San Franciscans, workers, and visitors to get to other parts of our great city. The Geary BRT is the right step at the right time.

Regards,

Claude Imbault
REDACTED
 San Francisco CA
 94114



Please Vote at 1/5/17 SFCTA Meeting to Postpone Consideration of the Geary BRT Final EIR for at Least 30 Days

Paula Katz <REDACTED>

Wed, Jan 4, 2017 at 12:41 AM

To: John Avalos <John.Avalos@sfgov.org>, London Breed <London.Breed@sfgov.org>, "David. Campos" <David.Campos@sfgov.org>, Aaron Peskin <Aaron.Peskin@sfgov.org>, Malia Cohen <Malia.Cohen@sfgov.org>, Mark Farrell <Mark.Farrell@sfgov.org>, Jane Kim <Jane.Kim@sfgov.org>, Eric Mar <Eric.L.Mar@sfgov.org>, "Tang, Katy" <Katy.Tang@sfgov.org>, "Yee, Norman (BOS)" <Norman.Yee@sfgov.org>, Board of Supervisors <Board.of.Supervisors@sfgov.org>, clerk@sfcta.org, "Johnston, Conor (BOS)" <conor.johnston@sfgov.org>, camposstaff@sfgov.org, kanishka.karunaratne@sfgov.org, margaux.kelly@sfgov.org, jess.montejano@sfgov.org, hillary.ronen@sfgov.org, sunny.angulo@sfgov.org, Dyan.ruiz@sfgov.org

Cc: REDACTED, REDACTED, REDACTED

Dear Supervisors/Board Members of the SF County Transportation Authority,

I strongly urge you as members of the Transportation Authority to vote at the CTA meeting this Thursday, January 5, 2017, to postpone considering the Geary Street Final EIR for at least 30 days after this scheduled meeting.

The Final EIR, which was delayed for three months and did not issue until December 9, 2016, unreasonably left the public and your Board and staff only 27 calendar days and only 17 working days over the holidays to review and analyze a FEIR of over 1000 pages with many new portions and information. This has been insufficient time for all to review and evaluate: (1) the proposed Statement of Overriding Considerations with the SFCTA's reasoning for overriding the significant impacts that this massive FEIR found could not be mitigated; (2) the modified proposed alternative; and (3) the 870 new pages of comments and responses. In addition, non-CEQA findings and assessments required by City regulations have not be publicized or reviewed. The Board needs more than 17 working days to comprehensively review and understand this massive document and to honestly arrive at the conclusion that the FEIR reflects its independent professional opinion, as the Board is not allowed to just rubber stamp this document. And just as importantly, the residents of this City, many of whom work full-time, need more time to review and analyze this massive document because the extremely abbreviated period over the holidays just was not enough time.

Also of critical importance is the necessity of allowing the newly elected District One Supervisor Sandra Fewer to vote on this critical District One issue that will so affect her residents and the district she just has been elected to represent. She will not be sworn in as Supervisor until shortly after the January 5th meeting. By refusing to postpone the vote until after January 5th, the SFCTA intentionally would be preventing Supervisor-elect Sandra Fewer the opportunity to vote on such an important issue with long-lasting consequences to the very people she was just chosen to represent. She opposed the construction project and wanted questions asked and answered. The voters of District One agreed. To ignore the vote of 80% of District One for the top two candidates who questioned the project is contrary to our democratic principles. Imagine if you were a

newly elected Supervisor and an issue of such critical importance to your district, and one that you had questions about, was coming up for a vote just days before you were sworn in, and you were going to be denied - for no valid reason - the chance to vote on this issue and represent your district. Hopefully you would be outraged that you were denied the chance to represent your constituents on such an important issue. Certainly your voters would be outraged at the other supervisors who denied you the chance to vote and represent your constituents. Elections have consequences, and one consequence of this past election is that 80% of the District One voters want this project questioned more carefully, and the elected representatives from other areas of the City should not deny those voters the opportunity to have Sandra Fewer, their newly elected representative, the opportunity to vote on this issue.

And there is no need to rush through the vote to certify the FEIR. Instead, I strongly urge you to postpone the vote on the Geary Street FEIR for 30 days beyond your January 5, 2017, meeting. This would give everyone more time to review and analyze the massive FEIR, and would give newly elected District One Supervisor Sandra Fewer the chance to vote on this very important issue.

I would appreciate your letting me know whether or not you support postponing the vote for 30 days, and if not, why not.

Sincerely,

Paula Katz

District 4 voter and District 1 shopper, restaurant diner, and visitor



Fwd: [GearyBRT] Please approve BRT

Colin Dentel-Post <colin.dentel-post@sfcta.org>
To: Steve Stamos <steve.stamos@sfcta.org>

Wed, Jan 4, 2017 at 2:40 PM



Colin Dentel-Post

Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

----- Forwarded message -----

From: **Brooke Kuhn** <REDACTED>
Date: Wed, Jan 4, 2017 at 2:38 PM
Subject: [GearyBRT] Please approve BRT
To: GearyBRT@sfcta.org

Dear Board

Please approve the Geary BRT Project, including the Final Environmental Impact Report (EIR), and select the Hybrid Alternative as the "locally preferred alternative."

Thanks,
Brooke Kuhn
REDACTED



Steve Stamos <steve.stamos@sfcta.org>

Fwd: [GearyBRT] Do not approve

Colin Dentel-Post <colin.dentel-post@sfcta.org>
To: Steve Stamos <steve.stamos@sfcta.org>

Wed, Jan 4, 2017 at 3:58 PM



Colin Dentel-Post

Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

----- Forwarded message -----

From: **'Nancy Leahy' via GearyBRT** <gearybrt@sfcta.org>
Date: Wed, Jan 4, 2017 at 3:54 PM
Subject: [GearyBRT] Do not approve
To: GearyBRT@sfcta.org

I live in the Richmond and think this plan will cause a lot of damage, upheaval and problems to the traffic flow and pedestrian safety here. Please do not approve this project!

Nancy Leahy
REDACTED

Sent from my iPhone



Fwd: [GearyBRT] Approve Geary BRT

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: Debbi Lerman

Date: Wed Jan 04 2017 13:28:31 GMT+1100 (AEDT)

Subject: [GearyBRT] Approve Geary BRT

To: John.Avalos@sfgov.org, London.Breed@sfgov.org, David.Campos@sfgov.org, Aaron.Peskin@sfgov.org,
Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org,
Norman.Yee@sfgov.org, gearybrt@sfcta.org

Dear San Francisco County Transportation Authority Board Member:

I write to you today to urge you to vote in favor of the Staff Recommended Alternative for the Geary Bus Rapid Transit (BRT) project and to approve the project's Final Environmental Impact Report at your hearing on January 5th. Geary BRT is more than a transit project. The project will greatly benefit everyone who uses Geary, including families, people with disabilities, residents, small business workers, students, and visitors.

Geary BRT will significantly improve the safety of all those traveling through the area whether they travel by foot, car, or bus and those benefits cannot be ignored. The project has been delayed for long enough. It's time for Geary BRT to move forward so that critical improvements can finally be made to this important connection for our city. Please approve Geary BRT.

Thank you for your time.

Debbi Lerman



Steve Stamos <steve.stamos@sfcta.org>

Fwd: [GearyBRT] Geary BRT

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: Linda Lewin <REDACTED>

Date: Fri Dec 23 2016 17:18:11 GMT+1100 (AEDT)

Subject: [GearyBRT] Geary BRT

To: Tilly Chang

Geary BRT is a bad idea for the Richmond because it will hinder merchants' businesses along Geary Blvd., it will make seniors and disabled people have to cross into the middle of the street to get on the bus, and it will take 200 million dollars to build, which could be spent on ending homelessness, improving education and other important issues.

Linda Lewin

Richmond senior resident



Postpone the meeting of the County Transportation Authority Board of Commissioners

Ron Lissak <REDACTED> To:
"clerk@sfcta.org" <clerk@sfcta.org>

Tue, Jan 3, 2017 at 8:56 PM

To Whom It May Concern:

I am a homeowner in the Richmond and I support sensible mass transit. I do not support plans that are passed without proper input from critical voices. To that end, the upcoming meeting of the County Transportation Authority Board of Commissioners scheduled for later this week should be postponed until after District One's newly elected supervisor, Sandra Fewer, is able to participate fully (i.e. after she is sworn in).

To do anything less would be undemocratic. This is San Francisco, not Washington. We can do better than this!

Ron Lissak

Homeowner

REDACTED

San Francisco, CA 94121



Steve Stamos <steve.stamos@sfcta.org>

Vote to Postpone Vote on Geary BRT Final EIR Scheduled for January 5

Loane@well.com <REDACTED>

Tue, Jan 3, 2017 at 11:26 PM

To: Board.of.Supervisors@sfgov.org, clerk@sfcta.org, London.Breed@sfgov.org, Aaron.Peskin@sfgov.org, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org, David.Campos@sfgov.org, Norman.Yee@sfgov.org, kanishka.karunaratne@sfgov.org, hillary.ronen@sfgov.org, REDACTED, REDACTED, jess.montejano@sfgov.org, conor.johnston@sfgov.org, margaux.kelly@sfgov.org, John.Avalos@sfgov.org, sunny.angulo@sfgov.org, Dyan.Ruiz@sfgov.org, REDACTED

To Supervisors/Board Members of the SF County Transportation Authority:

I strongly urge you as members of the Transportation Authority to vote to postpone your consideration of the Geary BRT Final EIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

We understand the Board of Supervisors, acting as County Authority, is poised to rush through a vote on the approval of the Geary BRT at a January 6, 2017 meeting, immediately after the MTA Board approves this monster. The new supervisors will barely have time to figure out how to set up their computers and use their email before being asked to approve a \$300-350 million controversial budget item.

Have they no shame? This is without precedent and an incredible slap in the face of the public, who deserve at least the legally required 30 days review and comment time. What is the rush? Who's bonuses or kickbacks are so important that the public must, once again, sue for their right to their 30 days after public release of this monstrous EIR? Did loss of the sales tax not send a message that the voters are not pleased with this department?

The Transportation Authority delayed almost three months until December 9, 2016, to make public the Final EIR for the Geary BRT, then scheduled the vote to certify the FEIR for January 5, 2017. This unreasonably leaves the public and your Board only 27 calendar days and only 17 working days to review and analyze a FEIR with many new portions and information, as well as 870 pages of comments. During this time, many interested members of the public well as Board members and staff will be traveling or otherwise engaged in holiday celebrations with family and friends for Christmas, Hanukkah, and the New Year.

During these 17 working days over the holidays, the Board must be able to review the FEIR and be able to say that the FEIR reflects its independent judgment. The December 9 package contains a proposed Statement of Overriding Considerations. Thus, in addition to 870 pages of comments and responses, the reviewing Board members and your staff as well as the public must evaluate the SFCTA's reasoning for overriding the significant impacts which this massive FEIR found could not be mitigated. In addition, the recommended alternative has modifications to the Draft EIR. Thus, in addition to the comments and responses and the reasoning for overriding the conclusions, the Board members and your staff as well as the public must understand a modified proposed alternative. And beyond the CEQA document and findings, City regulations require certain findings and assessments. Non-CEQA findings have not been publicized or reviewed. Again, how will the Board be able to review, digest and independently arrive at all these new findings in only 17 working days?

In short, this extremely abbreviated period over the holidays is not enough time for the Board to meaningfully review and understand this massive document and to honestly arrive at the conclusion that the FEIR reflects its independent professional opinion, as the Board is not allowed to just rubber stamp this document.

And there is no need to rush through the vote to certify the FEIR.

Although the draft EIR was published on September 15, 2015, it took nearly 15 months to prepare and issue the Final EIR on December 9, 2016. Releasing the report during the holidays with a certification vote 17 working days later is not fair to the public who would like to celebrate the holidays and see family and friends, not "cram" for a January 5, 2017, hearing. This period of review is just too short for the public and the Board to adequately review the Final EIR.

In addition, new District One Supervisor Sandra Fewer will not be sworn in until January 8, 2017, thus denying District One representatives the vote by their newly elected Supervisor/SFCTA Board Member on this critical District One issue.

At the next upcoming meetings please vote to postpone the vote on the Geary BRT FEIR for at least 30 days after the

E4-52

currently scheduled SFCTA meeting on January 5, 2017.

Joseph Loane

REDACTED

SF 94116



Steve Stamos <steve.stamos@sfcta.org>

Fwd: [GearyBRT] Bus rapid transit corridor along Geary Blvd

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: Sarah Lupberger
Date: Wed Dec 28 2016 13:49:52 GMT+1100 (AEDT)
Subject: [GearyBRT] Bus rapid transit corridor along Geary Blvd
To: GearyBRT@sfcta.org

Hello,

Thank you for the work that you are doing to making bus rapid transit and improved streetscapes a reality along Geary Boulevard.

I see that one of the project's mitigation measures (11-I, I VQ-2) is to use a consistent palette of street trees for the project. I wish to comment and recommend that trees are selected which provide biological resources such as insect and bird habitat. I know that the Recommended San Francisco Street Tree Species List (<http://sfpublicworks.org/site/s/default/files/SF%20Street%20Tree%20Species%20List%202016%20Adopted.pdf>) is fairly limited in regards to habitat quality, but the linear nature of this project affords a great opportunity to show how well native street trees can perform in the urban landscape. Please explore using species like California buckeye (*Aesculus californica*) and coast live oak (*Quercus agrifolia*) to support biodiversity along this corridor between the Presidio, Ocean Beach, and Golden Gate Park. These native species would complement native vegetation in bioswales and other landscape areas that are designed to minimize and reduce total storm water runoff.

I am happy to discuss this matter further and connect you with relevant experts. I hope to see a discussion of urban landscape ecology in regards to this project.

Best,
Sarah Lupberger

Text of Measure I-VQ-2:

In order to maximize overall Geary corridor visual unity, a consistent palette of street tree types could be developed, reviewed by City planning staff, and applied throughout the Geary corridor



The Geary BRT Hearing on January 5

Larry Lurie <REDACTED>

Wed, Jan 4, 2017 at 10:11 PM

To: Board.of.Supervisors@sfgov.org, clerk@sfcta.org, London.Breed@sfgov.org, Aaron.Peskin@sfgov.org, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org, David.Campos@sfgov.org, Norman.Yee@sfgov.org, kanishka.karunaratne@sfgov.org, hillary.ronen@sfgov.org, REDACTED, REDACTED, jess.montejano@sfgov.org, conor.johnston@sfgov.org, margaux.kelly@sfgov.org, John.Avalos@sfgov.org, sunny.angulo@sfgov.org, Dyan.Ruiz@sfgov.org, REDACTED

Dear Supervisors,

I think Cost/Benefit is an important way of looking a lots of things in life.

When I look at the \$300 million construction project to get people from Outer Richmond to Downtown by a project that will disrupt and perhaps destroy the Richmond District from many, many years, I strongly doubt that the benefits outweigh the cost.

At least when New York spent a huge amount of money to improve transportation, they put it underground.

My thought is that this project, although much considered, is truly outdated given the modern changes in transportation that are here or around the corner.

I think that having a vote of Supervisors on January 5, 2017 during a period of political transition is inadvisable. Not letting the a newly elected Supervisors vote because they won't be sworn in for a few days, is truly unacceptable and very "political".

I ask that you postpone this vote and defer the decision so that the four new supervisors, who represent our future, be allowed to have time to study the plan and make a thoughtful decision.

Thank you.

Lawrence B. Lurie, M.D.

(Richmond District Resident)



Steve Stamos <steve.stamos@sfcta.org>

Vote to Postpone Vote on Geary BRT Final EIR Scheduled for January 5

Mari M <REDACTED>

Tue, Jan 3, 2017 at 6:42 PM

To: "Board.of.Supervisors@sfgov.org" <Board.of.Supervisors@sfgov.org>, "clerk@sfcta.org" <clerk@sfcta.org>, "London.Breed@sfgov.org" <London.Breed@sfgov.org>, "Aaron.Peskin@sfgov.org" <Aaron.Peskin@sfgov.org>, "Malia.Cohen@sfgov.org" <Malia.Cohen@sfgov.org>, "Mark.Farrell@sfgov.org" <Mark.Farrell@sfgov.org>, "Jane.Kim@sfgov.org" <Jane.Kim@sfgov.org>, "Eric.L.Mar@sfgov.org" <Eric.L.Mar@sfgov.org>, "Katy.Tang@sfgov.org" <Katy.Tang@sfgov.org>, "David.Campos@sfgov.org" <David.Campos@sfgov.org>, "Norman.Yee@sfgov.org" <Norman.Yee@sfgov.org>, "kanishka.karunaratne@sfgov.org" <kanishka.karunaratne@sfgov.org>, "hillary.ronen@sfgov.org" <hillary.ronen@sfgov.org>, "REDACTED" <REDACTED>, "REDACTED" <REDACTED>, "jess.montejano@sfgov.org" <jess.montejano@sfgov.org>, "conor.johnston@sfgov.org" <conor.johnston@sfgov.org>, "margaux.kelly@sfgov.org" <margaux.kelly@sfgov.org>, "John.Avalos@sfgov.org" <John.Avalos@sfgov.org>, "sunny.angulo@sfgov.org" <sunny.angulo@sfgov.org>, "Dyan.Ruiz@sfgov.org" <Dyan.Ruiz@sfgov.org>, "REDACTED" <REDACTED>

Supervisors/Board Members of the SF County Transportation Authority:

I strongly urge you as members of the Transportation Authority to vote to postpone your consideration of the Geary BRT Final EIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

We understand the Board of Supervisors, acting as County Authority, is poised to rush through a vote on the approval of the Geary BRT at a January 6, 2017 meeting, immediately after the MTA Board approves this monster. The new supervisors will barely have time to figure out how to set up their computers and use their email before being asked to approve a \$300-350 million controversial budget item.

Have they no shame? This is without precedent and an incredible slap in the face of the public, who deserve at least the legally required 30 days review and comment time. What is the rush? Who's bonuses or kickbacks are so important that the public must, once again, sue for their right to their 30 days after public release of this monstrous EIR? Did loss of the sales tax not send a message that the voters are not pleased with this department?

The Transportation Authority delayed almost three months until December 9, 2016, to make public the Final EIR for the Geary BRT, then scheduled the vote to certify the FEIR for January 5, 2017. This unreasonably leaves the public and your Board only 27 calendar days and only 17 working days to review and analyze a FEIR with many new portions and information, as well as 870 pages of comments. During this time, many interested members of the public well as Board members and staff will be traveling or otherwise engaged in holiday celebrations with family and friends for Christmas, Hanukkah, and the New Year.

During these 17 working days over the holidays, the Board must be able to review the FEIR and be able to say that the FEIR reflects its independent judgment. The December 9 package contains a proposed Statement of Overriding Considerations. Thus, in addition to 870 pages of comments

E4-56

and responses, the reviewing Board members and your staff as well as the public must evaluate the SFCTA's reasoning for overriding the significant impacts which this massive FEIR found could not be mitigated. In addition, the recommended alternative has modifications to the Draft EIR. Thus, in addition to the comments and responses and the reasoning for overriding the conclusions, the Board members and your staff as well as the public must understand a modified proposed alternative. And beyond the CEQA document and findings, City regulations require certain findings and assessments. Non-CEQA findings have not been publicized or reviewed. Again, how will the Board be able to review, digest and independently arrive at all these new findings in only 17 working days?

In short, this extremely abbreviated period over the holidays is not enough time for the Board to meaningfully review and understand this massive document and to honestly arrive at the conclusion that the FEIR reflects its independent professional opinion, as the Board is not allowed to just rubber stamp this document.

And there is no need to rush through the vote to certify the FEIR.

Although the draft EIR was published on September 15, 2015, it took nearly 15 months to prepare and issue the Final EIR on December 9, 2016. Releasing the report during the holidays with a certification vote 17 working days later is not fair to the public who would like to celebrate the holidays and see family and friends, not "cram" for a January 5, 2017, hearing. This period of review is just too short for the public and the Board to adequately review the Final EIR.

In addition, new District One Supervisor Sandra Fewer will not be sworn in until January 8, 2017, thus denying District One representatives the vote by their newly elected Supervisor/SFCTA Board Member on this critical District One issue.

At the next upcoming meetings please vote to postpone the vote on the Geary BRT FEIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

Please make sure that every San Franciscan has a voice thru all the supervisors.

Thank you!

Mari



Steve Stamos <steve.stamos@sfcta.org>

Fwd: [GearyBRT] Please approve Geary BRT project

Colin Dentel-Post <colin.dentel-post@sfcta.org>
 To: Steve Stamos <steve.stamos@sfcta.org>

Wed, Jan 4, 2017 at 9:18 PM



Colin Dentel-Post

Senior Transportation Planner
 San Francisco County Transportation Authority
 1455 Market Street, 22nd Floor
 San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

----- Forwarded message -----

From: **Solange Martin** <REDACTED>
 Date: Wed, Jan 4, 2017 at 9:16 PM
 Subject: [GearyBRT] Please approve Geary BRT project
 To: GearyBRT@sfcta.org

Greetings.

I urge you to approve the Geary BRT Project, including the Final Environmental Impact Report (EIR). Please select the Hybrid Alternative as the locally preferred alternative.

Thank you,
 Solange Martin

Solange Martin

"People are crazy, and times are strange." ~Bob Dylan



Fwd: [GearyBRT] Approve Geary BRT

Colin Dentel-Post <colin.dentel-post@sfcta.org>
 To: Steve Stamos <steve.stamos@sfcta.org>

Wed, Jan 4, 2017 at 3:58 PM



Colin Dentel-Post

Senior Transportation Planner
 San Francisco County Transportation Authority
 1455 Market Street, 22nd Floor
 San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

----- Forwarded message -----

From: **Cameron McDonald** <REDACTED>

Date: Wed, Jan 4, 2017 at 3:52 PM

Subject: [GearyBRT] Approve Geary BRT

To: John.Avalos@sfgov.org, London.Breed@sfgov.org, David.Campos@sfgov.org, Aaron.Peskin@sfgov.org,
Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org,
Norman.Yee@sfgov.org, gearybrt@sfcta.org

Dear San Francisco County Transportation Authority Board Member:

I write to you today to urge you to vote in favor of the Staff Recommended Alternative for the Geary Bus Rapid Transit (BRT) project and to approve the project's Final Environmental Impact Report at your hearing on January 5th. Geary BRT is more than a transit project. The project will greatly benefit everyone who uses Geary, including families, people with disabilities, residents, small business workers, students, and visitors.

Geary BRT will significantly improve the safety of all those traveling through the area whether they travel by foot, car, or bus and those benefits cannot be ignored. The project has been delayed for long enough. It's time for Geary BRT to move forward so that critical improvements can finally be made to this important connection for our city. Please approve Geary BRT.

Thank you for your time.

Cameron McDonald



Steve Stamos <steve.stamos@sfcta.org>

Fwd: Geary BRT FEIR and Alternatives

Colin Dentel-Post <colin.dentel-post@sfcta.org>
 To: Steve Stamos <steve.stamos@sfcta.org>

Wed, Jan 4, 2017 at 5:35 PM

**Colin Dentel-Post**

Senior Transportation Planner
 San Francisco County Transportation Authority
 1455 Market Street, 22nd Floor
 San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

----- Forwarded message -----

From: **Marlayne Morgan** <REDACTED>

Date: Wed, Jan 4, 2017 at 5:22 PM

Subject: Geary BRT FEIR and Alternatives

To: Aaron Peskin <Aaron.Peskin@sfgov.org>, David Campos <David.Campos@sfgov.org>, Eric Mar <Eric.L.Mar@sfgov.org>, Jane Kim <Jane.Kim@sfgov.org>, John Avalos <John.Avalos@sfgov.org>, Katy Tang <Katy.Tang@sfgov.org>, London Breed <London.Breed@sfgov.org>, Malia Cohen <Malia.Cohen@sfgov.org>, Mark Farrell <Mark.Farrell@sfgov.org>, Norman Yee <Norman.Yee@sfgov.org>, Scott Wiener <Scott.Wiener@sfgov.org>, "Reiskin, Ed (MTA)" <ed.reiskin@sfmta.com>, colin.dentel-post@sfcta.org, gearybrt@sfcta.org, Paul Wermer <REDACTED>, Robert Hamaguchi <REDACTED>, "Smith, Suzanne" <REDACTED>, "REDACTED" <REDACTED>, Janet Tom <REDACTED>, Mary Gassert <REDACTED>, Gary Vondran <REDACTED>, Lgpetty <REDACTED>, Teresa Schnabel <REDACTED>, Melinda Lavallo <REDACTED>, Patrick Carney <REDACTED>, Jason Russell <REDACTED>, "Gabriel Gregoratos (REDACTED)" <REDACTED>, Fran Johns <REDACTED>, Kathie Cheatham <REDACTED>

Dear Chairperson Peskin, President Breed and Supervisors:

Enclosed are comments from the **Cathedral Hill Neighbors Association** for your consideration at the CTA hearing tomorrow.

Thanks,

Marlayne Morgan, President

peskinBRT.docx
 230K



January 4, 2017

To: Supervisor Aaron Peskin, Chair, SFCTA
From : Marlayne Morgan, President, Cathedral Hill Neighbors Association (CHNA)
Re: **Geary BRT FEIR and Alternatives**

Dear Supervisor Peskin:

The *Cathedral Hill Neighbors Association (CHNA)* is writing in support of the **Geary BRT FEIR Alternative 2- Side Lane BRT**, amended by the retention of the Rapid Stop at Laguna and of both the Webster and Steiner Street bridges.

CHNA members have attended numerous SFMTA presentations on both the Geary and Van-Ness BRT projects, and while we appreciate the community engagement efforts and technical expertise of the MTA staff members, we don't believe that Geary Street/Boulevard will achieve the efficiencies of more suitable thoroughfares like VanNess Avenue. We do support the Van-Ness BRT, which provides a broad, continuous and uniform stretch for median boarding, the most efficient model for BRT by allowing flat loading for wheelchairs, strollers and other appliances.

Geary poses very different challenges. From Market to Gough it is a one way street, from Gough to Arguello it is a wide expressway with tunnels and underpasses, from Arguello to 48th it narrows and widens, with some stretches impacted by diagonal parking and others by parallel spaces. Like many other commenters over the years, we believe Geary is best served by a subway system, and that any interim changes or improvements should strive to achieve transportation efficiencies in the most economical way possible.

Economics are an important consideration, as the Staff Recommended Alternative is estimated to cost \$300 million, with only \$65 million of local funding identified. Staff have put together materials for applying for \$100 million of FTA federal funds and for another \$100 million of combined state, federal and local funds, but the current political climate would seem to indicate that this funding would be difficult to tie down in the near or not so near future.

As a neighborhood located along the Geary corridor, Cathedral Hill appreciates the role of the 38 Geary as a champion among transit lines. With over 50,000 trips per day, the 38 is delivering riders to and from BART, patients and employees to two (soon to be three) major hospitals and medical centers, commuters to and from the Golden Gate bridge and Highway 101 and visitors to Japantown as well as transporting local shoppers, students and residents to businesses, schools and homes. Our Laguna stops are the main transit points for the Chinese Consulate, Japantown, the YMCA, St. Mary's Cathedral and a large cluster of senior and assisted living buildings.

We support improved transit times, but don't think we need major construction on Geary to achieve this goal. We do support the policies of marking transit only lanes, adding pedestrian

bulb outs and limiting left turns, as well as adding hours of service and additional vehicles to the fleet as outlined in **Alternative 2 and Section 2.3.3**. Here on Cathedral Hill we strongly support the retention of the two pedestrian bridges and the Laguna 38R stop. It's wasteful to tear down the bridges and eliminate the Laguna Rapid stop, all of which are already in use and are anticipated to have increased pedestrian use and ridership in the future.

Please support **Alternative 2**, without the elimination of the bridges or the 38 Rapid stop.

Fwd: Senior population by zip code

Begin forwarded message:

From: "Breed, London (BOS)" <london.breed@sfgov.org>
Date: December 29, 2016 at 8:35:35 PM PST
To: Sandy Mori <REDACTED>
Cc: "tilly_chang@sfcta.org" <tilly_chang@sfcta.org>, "ed.reiskin@sfgov.org" <ed.reiskin@sfgov.org>, "Nolan, Tom (HSA) (DSS)" <Tom.Nolan@sfgov.org>
Subject: Re: Senior population by zip code

Thanks Sandy. I'm very strongly in support of your request for many of the reasons you outlined below. Happy new year!

Sent from my iPhone

On Dec 29, 2016, at 3:50 PM, Sandy Mori <REDACTED> wrote:

Hi Tilly and Ed, this Sandy Mori; and I'm writing to request that the Laguna/Geary bus stop be included in the Geary BRT 38R stops. As an advocate for seniors and adults with disabilities, I'm sending you data showing the number of seniors over 60 living in the zip code areas of 94109 and 94115, which surrounds the Laguna/Geary bus stop. The proposed R stops are at Geary/Van Ness and Geary/Fillmore, both far from the Geary/Laguna stop. Please reconsider eliminating the Geary/Laguna stop to be a 38R stop. The many senior facilities in that area include: The Sequoias, Kimochi Home, Kokoro Assisted Living, The Carlisle, Coventry Park, the Broadmoor, and the hundreds of apartments occupied by seniors in that area. This area is one of the most dense neighborhoods of seniors in San Francisco. As you may know, 25% of SF's total population consists of seniors and adults with disabilities. Thank you for looking at this request. Warm regards, Sandy Mori

Sent from my iPhone

Begin forwarded message:

From: "Johns, Rose [HSA] (DSS)" <rose.johns@sfgov.org>
Date: December 29, 2016 at 10:50:52 AM PST
To: "REDACTED" <REDACTED>
Subject: Senior population by zip code

Hi Sandy,

Following up on your voicemail about the senior population in zip codes 94109 and 94115, please see below. This data is from the American Community Survey 2015 5-Year Estimates (Table S0101).

ZIP	Total Population	Total 60+	Total 65+
94109	56,293	12,216	10,921
94115	35,154	8,015	7,277

I've also attached data for all zip codes in case that is helpful in this or future efforts. Please let me know if you have questions.

Thanks,

Rose Johns

Senior Planning Analyst

San Francisco Human Services Agency

Rose.Johns@sfgov.org

[\(415\) 557-5239](tel:(415)557-5239)

<SF - Senior Population by Zip Code.xlsx>



Fwd: [GearyBRT] 38R stop at Laguna and Geary

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: Jenna Morris

Date: Wed Jan 04 2017 08:23:57 GMT+1100 (AEDT)

Subject: [GearyBRT] 38R stop at Laguna and Geary

To: GearyBRT@sfcta.org

I am writing about your proposal to eliminate the 38R stop at Laguna and Geary. Aside from the many people who use this route to commute to work or bring their children to school, Japantown is home to many senior citizens. It is unreasonable and unsafe to expect seniors (among others) to walk excessive distances (up large hills) to take the bus. Eliminating this stop is not worth saving 50 seconds. Please consider the people who live in the neighborhood before making this change.

Best,

Jenna

--

Jenna Morris

REDACTED

www.linkedin.com/in/jennamorris1

REDACTED



Fwd: 38R BRTGeary laguna bus stop

----- Forwarded message -----

From: "steve nakajo" <REDACTED> Date:
 Dec 30, 2016 5:01 PM
 Subject: Fwd: 38R BRTGeary laguna bus stop
 To: <tilly.chang@sfcta.org>
 Cc:

Ms Chang
 Again

Regards,
 Steve

Steve Nakajo.
 Mobile: REDACTED
 Email: REDACTED

Begin forwarded message:

From: steve nakajo <REDACTED>
Date: December 30, 2016 at 4:53:26 PM PST
To: tilly_chang@sfcta.org, ed.reskin@sfgov.org
Cc: London Breed <london.breed@sf.gov>, Sandy Mori <REDACTED>, tom.nolan@sfgov.org, Norman Yee <norman.yee@sfgov.org>, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane Kim <Jane.Kim@sfgov.org>, David.Campos@sfgov.org, Eric Mar <Eric.I.Mar@sfgov.org>, REDACTED, REDACTED, REDACTED, Bob Hamaguchi <REDACTED>, Richard Hashimoto <REDACTED>, Paul Wermer <REDACTED>, Kirk Miyake <REDACTED>, Ron Kobata <REDACTED>, Jon Osaki <REDACTED>, REDACTED, REDACTED, Rosalyn Tonai <REDACTED>, Dave Ishida <REDACTED>, Robert Rusky <REDACTED>, Robert Sakai <REDACTED>, Steve Ishii <REDACTED>, Paul Osaki <REDACTED>, Anna Sawamura <REDACTED>, Ron Henmi <REDACTED>, Arnold Townsend <REDACTED>, Grace Kaori Suzuki <REDACTED>, Jerry Ono <REDACTED>, John Noguchi <REDACTED>, Nob Mihara <REDACTED>, Benh Nakajo <REDACTED>, Hiroshi Shimizu <REDACTED>, Mark Izu <REDACTED>, REDACTED, Brenda Wong <REDACTED>
Subject: 38R BRTGeary laguna bus stop

Ms Chang, Director Reskin

My name is Steve Nakajo who up to last Oct 31, 2016 served as Executive Director of Kimochi senior center for the last 45 years.

I was the Co-Founder of Kimochi senior center with Sandy Mori.

I am asking your consideration of having the 38R Geary stop on the corner of Laguna & Geary as it has been for over 50 years.

This stop is one of our main gateways to Japantown.

Sandy Mori in her letter to you cited by the zip code of 94115 & 94109 the heavy population of seniors in the Japantown neighborhoods.

Besides Kimochi senior center & the Sequoias, Kokoro, The Carlisle, Coventry Park, Broadmoor, 1776 senior housing, 1881 Pine st senior housing, Namiki senior apts,

Western Park Apts & the hundred of seniors living in our neighborhood.

We recommend keeping that Laguna/ Geary bus stop..we all utilize it!

E4-66

For the Geary BRT 38R not to stop @ Laguna is outrageous. For our seniors to walk from Van Ness or Fillmore to enter Japantown community is damaging for our seniors. San Francisco thru it's RDA policy & effects in the 60's & 70's on Japantown & the Fillmore completely destroyed our community .

And now 50 Years later with this BRT 38 Geary R to eliminate the Laguna / Geary bus stop is to try & eliminate our Japanese American Community from the history & presence of San Francisco.

The J/A Community had been participating in the BRT process voicing our objections & strongly recommended to keep the Laguna St Bus stop.

But the 38R BRT staff is NOT listening to us!

When will SF finally do something that will benefit our seniors & our Community.?

Our J/A Community has withstood for too many years the elimination of the perseverance of our Community with policies to remove our J/A community from the face of SF.

Please keep the Laguna /Geary bus stop .

Regards

Steve Nakajo

REDACTED



Steve Stamos <steve.stamos@sfcta.org>

Fwd: [GearyBRT] 38R at Laguna

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---
From: "Henry Ostendorf" via GearyBRT"
Date: Sat Dec 31 2016 15:21:02 GMT+1100 (AEDT)
Subject: [GearyBRT] 38R at Laguna
To: GearyBRT@sfcta.org

Please don't eliminate this stop!



Fwd: Re: Geary BRT Exciting Announcement + Meeting Dates!

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: Winston Parsons

Date: Sat Dec 31 2016 16:39:46 GMT+1100 (AEDT)

Subject: Re: Geary BRT Exciting Announcement + Meeting Dates!

To: Colin Dentel-Post

Cc: Cyndi Bakir , Asher Butnik , Joanna Fong , Paige Miller , Richard Hashimoto , Benjamin Home , William Newsom , Peter Gallotta , Keven Stull , Alex Post , paul chan , Jolsna John

Hey all,

Unfortunately I could only have made the Dec. 15th date; I'm currently out of the state until the 8th of January.

Nonetheless, I'd like to share my support for the project. We all know that the City deserves better transportation and safer streets. We all know that unless we do something, traffic will only continue to worsen.

While we could spend a lifetime debating each our constituents' different desires for the corridor, we've already waited over 10 years. What's more we have a plan in front of us that dramatically improves transit, walkability, and the condition of Geary (and by extension, SF) overall.

For those reasons (and many others), I hope you will join me in supporting the staff recommended alternative for BRT on Geary.

Also, if you haven't already please sign [this](#) petition to help get Geary going.

All the best, and have a happy New Year!

~Winston

Winston Parsons

REDACTED
REDACTED



Fwd: [GearyBRT] Geary/Laguna RAPID STOP

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
 To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---
 From: "REDACTED"
 Date: Tue Jan 03 2017 13:35:35 GMT+1100 (AEDT)
 Subject: [GearyBRT] Geary/Laguna RAPID STOP
 To: gearybrt@sfcta.org
 Cc: REDACTED

1/2/17 From: Lorraine Petty REDACTED resident, Western Park Apartments

To: Geary BRT Citizens Advisory Committee Members,

Re: Continuation of Laguna/Geary Rapid Stop

This letter is in 4 parts to urge you to keep Rapid Service at Laguna/Geary. Please give serious consideration to each section.

Part 1 Facts about this Bus Stop which make Rapid service necessary

Located on and around Cathedral Hill, one of the steepest hills in San Francisco, it serves thousands of residents and workers at more than a dozen huge multistory rental, co-op, and condo apartment complexes.

It serves the largest senior population of any bus stop in the city.

It serves thousands of national and world tourists and city / Bay Area residents who visit Japan Center, Japantown neighborhood, and related businesses.

It serves thousands of city, regional and world visa & other petitioners at the Chinese Consulate.

It serves regular worshipers plus national & world visitors to the largest cathedral in San Francisco.

Petitions of support with over 400 total signatures have been submitted from the Japantown Task Force, The Sequoias, Cathedral Hill Apartments, St. Francis Square Complex, Western Park Apartments low income seniors, Carillon Tower, Cleary Court complexes and many others.

Part 2 Omissions & Misrepresentations in the Final EIR

The hundreds who submitted signatures, plus many who wrote emails, letters, and comments in and outside of public meetings to continue this as a RAPID STOP have been omitted or belittled in the FINAL EIR report. Names of individuals are not listed, organizations are not listed, and content not published. They were all submitted while CTA staff were CONDUCTING PUBLIC MEETINGS THROUGH 2016.

Omissions include my own numerous emails requesting the Laguna stop remain RAPID. I personally know of at least 4 others whose names and written comments are missing.

E4-70

All of these pleas to keep the RAPID at Laguna have been dismissed using one line in the FINAL REPORT as (only) , “Several comments objected to the consolidation of bus stops in the Laguna Street area.” And later, “members of the Japantown Taskforce and residents at the Sequoias senior living facility....submitted several hundred petition signatures against this change AFTER THE CLOSE OF THE PUBLIC COMMENT PERIOD ON THE Draft EIS/EIR.” (Nov. 2015, caps mine)

If CTA staff was not going to take into account these signatures or listen to Laguna riders, why did staff keep holding public comment meetings after that date, such as the one at The Sequoias in spring of 2016?

These omissions and dismissals are unfair, noninclusive , certainly poor outreach, and are evidence that CTA staff is arbitrarily selective as to which public input they take seriously and which they ignore.

Part 3 Other Outreach Deficiencies

Note that the scheduled CAC meeting December 8, 2016 was CANCELED WITHOUT NOTICE or even a message informing building front desk guards. So those of us who tried to attend were turned away.

All the MAILBOX UPDATES received by neighborhood residences mid-December this year and ALL THE SIGNS POSTED at the Bus Stops FAILED TO LIST THE JANUARY 4 CAC PUBLIC MEETING.

The December 9 release of the huge Final Geary Report came exactly at a time (the year’s long major holiday season) when the public could not devote full attention to reading, reflecting, and preparing responses.

Part 4 Analysis of the Reasons CTA staff use to deny continuation of Laguna RAPID service:

1. “We will put more Local buses in service”.

This was promised for Fall 2016 and has not materialized. Promises for the future may, or may not be trusted. And further note: service now is completely inadequate after 6pm and on weekends-- with no assurances offered to correct this.

2. “When the project is completed, the Local buses will be properly spaced out, so they won’t be overcrowded.”

This, we predict based on experience, will still result in Local buses reaching Laguna too full to pick us up...just at greater time intervals.

3. “You’re only 2 blocks from the Fillmore Rapid Stop and can easily walk.”

(Nevermind that hundreds of us are over 65 or handicapped.

Nevermind that we’re on an extremely steep hill, difficult to manage downward and impossible to climb on returning.

Nevermind a lot of us go to jobs and are just deserving of Rapid service, which is not-so- rapid when required to hike blocks. And it does seem ludicrous to tell us to take a Local to go two blocks to the RAPID at Fillmore (actually 3 blocks away).

Nevermind that RAPID service at this stop was fought for and won years ago at which time MUNI agreed it was certainly necessary for all the Factual reasons in Part 1.

3. “In order to fulfill the system speed requirements, we had to eliminate 2 existing RAPID Stops from the whole line and yours and Spruce have the lowest ridership.”

No count is given. But a maximum load point where most buses arrive too full to pick up riders can’t be accurately counted. People give up and take their car or a ride

service. The logic here, about eliminating a needed stop, is like saying a person doesn't use their pinky fingers as much as the others so let's increase the blood flow by cutting them off.

4. "About 49 seconds are lost on each Rapid trip for stopping at Laguna."

This ignores the fact that most buses on most trips have to spend this amount of time waiting for the red traffic light to turn green... and so we see them use the time to load passengers.

5." Taking a Rapid bus from Laguna, close to downtown, saves riders only 4 minutes getting to downtown, so a Local will do just as well."

In reality, inbound buses most often are so full THEY DON'T PICK US UP AT ALL. AND, this argument fails to take into account that the 38 line goes TWO WAYS. Laguna riders need speedy RAPID service to get to places all the way out the Avenues.

In conclusion, let's agree that riders deserve a Plan flexible enough to respond to different needs and locales. Such is not the case here, where end-to-end-speed goals are allowed to trump all other concerns. Please don't approve this project until these concerns are resolved. And moving forward, please instruct CTA staff in conducting productive and respectful Outreach.



Comments regarding 38R Geary BRT bus stop on Laguna and Geary St

Rajat Shah <REDACTED>

Wed, Jan 4, 2017 at 5:33 PM

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

Hello,

I'd like to formally request that the 38R bus stop at Geary and Laguna St not be removed.

I take this route to work everyday and it's a vital bus route for me. The nearest stops for 38R are at least 15 minutes away in either direction and would make it inconvenient for me to get to work.

Also this is my main connecting route to get to the BART and the transbay bus terminal when going toward downtown SF. Given that I use these services frequently, my ability to take public transit will be hindered greatly if this stop were removed.

Appreciate your consideration.

Regards,
Rajat Shah

REDACTED
San Francisco, CA 94109



Steve Stamos <steve.stamos@sfcta.org>

Fwd: [GearyBRT] Geary BRT Corridor Street Trees

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: "William H. Spangler"

Date: Wed Dec 28 2016 11:37:52 GMT+1100 (AEDT)

Subject: [GearyBRT] Geary BRT Corridor Street Trees

To: GearyBRT@sfcta.org

Hello,

Thank you for the work that you are doing to making bus rapid transit and improved streetscapes a reality along Geary Boulevard. I see that one of the project's mitigation measures (11-I, I VQ-2) is to use a consistent palette of street trees for the project. I wish to comment and recommend that trees are selected which provide biological resources such as insect and bird habitat. I know that the Recommended San Francisco Street Tree Species List (<http://sfpublicworks.org/sites/default/files/SF%20Street%20Tree%20Species%20List%202016%20Adopted.pdf>) is fairly limited in regards to habitat quality, but the linear nature of this project affords a great opportunity to show how well native street trees can perform in the urban landscape. Please explore using species like California buckeye (*Aesculus californica*) and coast live oak (*Quercus agrifolia*) to support biodiversity along this corridor between the Presidio, Ocean Beach, and Golden Gate Park. These native species would complement native vegetation in bioswales and other landscape areas that are designed to minimize and reduce total storm water runoff. I am happy to discuss this matter further and hope to see a discussion of urban landscape ecology in regards to this project.

Thank you,
Will Spangler

Text of Measure I-VQ-2:

In order to maximize overall Geary corridor visual unity, a consistent palette of street tree types could be developed, reviewed by City planning staff, and applied throughout the Geary corridor



Geary BRT Hearing Jan 5

Jill Storey <REDACTED>

Tue, Jan 3, 2017 at 8:34 PM

To: Board.of.Supervisors@sfgov.org, clerk@sfcta.org, London.Breed@sfgov.org, Aaron.Peskin@sfgov.org, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org, David.Campos@sfgov.org, Norman.Yee@sfgov.org, kanishka.karunaratne@sfgov.org, hillary.ronen@sfgov.org, REDACTED, REDACTED, jess.montejano@sfgov.org, conor.johnston@sfgov.org, margaux.kelly@sfgov.org, John.Avalos@sfgov.org, sunny.angulo@sfgov.org, Dyan.Ruiz@sfgov.org, REDACTED

I urge you to postpone the January 5 meeting on this expensive and unnecessary construction project. To ignore the vote of 80% of District One for the top two contenders who questioned the project is contrary to our democratic principles.

The January 5 date prevents the newly elected Supervisor of District One, Sandra Fewer, from participating because she will not be sworn in until Jan 9. She opposed the construction project and wanted questions asked. Voters of District One agreed.

Please defer the decision to give time for the four new Supervisors to hear the issues.

Jill Storey & Richard Fisher
REDACTED
SF



Steve Stamos <steve.stamos@sfcta.org>

Fwd: [GearyBRT] Geary BRT

Colin Dentel-Post <colin.dentel-post@sfcta.org>
 To: Steve Stamos <steve.stamos@sfcta.org>

Tue, Jan 3, 2017 at 10:25 PM



Colin Dentel-Post

Senior Transportation Planner
 San Francisco County Transportation Authority
 1455 Market Street, 22nd Floor
 San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

----- Forwarded message -----

From: **'Sheila Stuart' via GearyBRT** <gearybrt@sfcta.org>

Date: Wed, Jan 4, 2017 at 1:14 AM

Subject: [GearyBRT] Geary BRT

To: John.Avalos@sfgov.org, London.Breed@sfgov.org, David.Campos@sfgov.org, Aaron.Peskin@sfgov.org,
Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Katy.Tang@sfgov.org, Norman.Yee@sfgov.org,
gearybrt@sfcta.org

Dear Supervisors,

As a resident of the Inner Richmond, I truly hope you will delay the vote on approving this Geary Project. To schedule a vote in early January, after announcing it in early December, during an extremely busy time of year with many residents away seems like politics at its worse. — as if you are saying “quick, let’s act before they are rested from the end of year activities — or perhaps even back in town from a holiday break”

I strongly hope that this vote will be delayed to give residents more time to read the proposed plan and make time to attend the meeting. It also would give the newly elected supervisor for the Richmond District to be part of this process which will disrupt our lives here for years to come.

Thank you,

Sheila Stuart
REDACTED



Fwd: [GearyBRT] Approve Geary BRT

Colin Dentel-Post <colin.dentel-post@sfcta.org>
 To: Steve Stamos <steve.stamos@sfcta.org>

Wed, Jan 4, 2017 at 12:41 PM

**Colin Dentel-Post**

Senior Transportation Planner
 San Francisco County Transportation Authority
 1455 Market Street, 22nd Floor
 San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

----- Forwarded message -----

From: 'Eihway Su' via GearyBRT <gearybrt@sfcta.org>

Date: Wed, Jan 4, 2017 at 10:05 AM

Subject: [GearyBRT] Approve Geary BRT

To: "John.Avalos@sfgov.org" <John.Avalos@sfgov.org>, "London.Breed@sfgov.org" <London.Breed@sfgov.org>, "David.Campos@sfgov.org" <David.Campos@sfgov.org>, "Aaron.Peskin@sfgov.org" <Aaron.Peskin@sfgov.org>, "Malia.Cohen@sfgov.org" <Malia.Cohen@sfgov.org>, "Mark.Farrell@sfgov.org" <Mark.Farrell@sfgov.org>, "Jane.Kim@sfgov.org" <Jane.Kim@sfgov.org>, "Eric.L.Mar@sfgov.org" <Eric.L.Mar@sfgov.org>, "Katy.Tang@sfgov.org" <Katy.Tang@sfgov.org>, "Norman.Yee@sfgov.org" <Norman.Yee@sfgov.org>, "gearybrt@sfcta.org" <gearybrt@sfcta.org>

Dear San Francisco County Transportation Authority Board Member:

I write to you today to urge you to vote in favor of the Staff Recommended Alternative for the Geary Bus Rapid Transit (BRT) project and to approve the project's Final Environmental Impact Report at your hearing on January 5th. Geary BRT is more than a transit project. The project will greatly benefit everyone who uses Geary, including families, people with disabilities, residents, small business workers, students, and visitors.

Geary BRT will significantly improve the safety of all those traveling through the area whether they travel by foot, car, or bus and those benefits cannot be ignored. The project has been delayed for long enough. It's time for Geary BRT to move forward so that critical improvements can finally be made to this important connection for our city. Please approve Geary BRT.

Thank you for your time.

Eihway Su
REDACTED
 SF CA 94117



Steve Stamos <steve.stamos@sfcta.org>

Fwd: [GearyBRT] Comments on the Geary BRT EIR.

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
 To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---
 From: Stephen Taber
 Date: Fri Dec 30 2016 17:50:43 GMT+1100 (AEDT)
 Subject: [GearyBRT] Comments on the Geary BRT EIR.
 To:

Members of the Authority:

I am Stephen Taber, the District 3 representative on the SFMTA Citizens Advisory Committee and a transportation advocate over the last 40 years. Most recently, I have been supporting the extension of the Central Subway to North Beach and Fisherman's Wharf. I served on the citizen's committee that created the ½ cent sales tax and, in that capacity, developed the "four corridors plan." I served on two advisory committees for the Geary corridor, one in the 1980's and one in the 1990's, both of which recommended a subway-surface light rail solution.

I do not oppose the current BRT plan, although I caution that it is only an interim step, in that for the portion of Geary East of Arguello, the classic BRT model doesn't work and what is proposed is not an adequate long-term solution. Almost everyone I have spoken with inside and outside of city government concedes that the long-term solution is rail rapid transit. This being the case, it is essential that the BRT plan be coordinated with the long-term rail plan.

Rail transit for Geary is not only a logical idea, but it is included in the officially-adopted Municipal Transportation Agency 20 year Capital Plan. It is also included in a number of other plans and studies. In my comments to the EIR, I noted that an EIR must assess the environmental impact of a project on approved capital plans and, therefore, it is necessary to analyze the effect of the BRT project on the ultimate rail project. A particular example of such an effect is that if a subway/surface Muni Metro extension were to be built in the future, it would likely involve a subway in the downtown and possibly Western Addition, with surface operation in the Richmond District (as was shown in both the 1989 and 1995 studies). If that configuration were to be pursued, it would necessitate tearing out the entire BRT improvements for about 35 blocks of the Inner Richmond at a cost of several hundred million dollars and two years of disruption in order to make the right of way rail-ready.

The EIR does not respond to this issue. Rather, its authors argue that the 20 year capital plan is not a "real" capital plan and therefore they can ignore it. The only capital plan that needs to be analyzed, in their view, is the 5 year capital plan because only it is a fiscally constrained plan. This is an extremely myopic and dangerous position to take. To ignore any transit planning beyond a 5 year time horizon is fool-hardy, considering the long lead times necessary to accomplish a comprehensive transit vision. The risk is that expensive mistakes will be made (and have been made on past projects) because of an unwillingness or inability to consider the broader context of projects and their potential impact on future plans.

The SFMTA CAC has taken a position in favor of making the Inner Richmond portion of the BRT "rail ready." The argument against doing so is that it is expensive. However, it would not be nearly as expensive as the alternative, which is to build the entire system twice, once for BRT and once for rail.

More recently, it has been noted that rail on outer Geary is only one of a number of configurations that Geary rail might take. For example, the Geary rail might be subway only, with transfers to the BRT at appropriate locations. This may

E4-78

be a valid concept, but until it is studied and a viable alternative is selected, there is no way to know whether or not a “rail ready” alternative would be best for the Inner Richmond.

Fortunately, we have a path forward. Our planning process is currently developing a master plan for subways, as well as an overall analysis and prioritization of rapid transit lines city-wide. We can expect this process to give us enough of a vision to be able to sort out the future of rail rapid transit on Geary. We can then determine whether or not a “rail ready” BRT facility should be built.

I urge that you defer a decision on the BRT on Geary West of Arguello until the design can incorporate the results of the rail rapid transit planning for this corridor.

Thank you for considering these comments.

Stephen L. Taber



Steve Stamos <steve.stamos@sfcta.org>

Fwd: [GearyBRT] Opposed to Geary BRT

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: Greg Tolson

Date: Thu Dec 29 2016 05:30:49 GMT+1100 (AEDT)

Subject: [GearyBRT] Opposed to Geary BRT

To:

Cc: Greg Tolson

I am a native San Franciscan. Livelong Richmond District. Opposed to GearyBRT for all the many reasons others have already posted. Both groups, and individuals. Thank you for listening and acting on the public opposition. Greg Tolson



Fwd: [GearyBRT] 38R stop at Geary/Laguna

Colin Dentel-Post <colin.dentel-post@sfcta.org>
To: Steve Stamos <steve.stamos@sfcta.org>

Wed, Jan 4, 2017 at 8:17 AM



Colin Dentel-Post

Senior Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
[415.522.4836](tel:415.522.4836)

----- Forwarded message -----

From: **Paul Tsuji** <REDACTED>
Date: Wed, Jan 4, 2017 at 7:48 AM
Subject: [GearyBRT] 38R stop at Geary/Laguna
To: GearyBRT@sfcta.org

To whom it may concern:

I am writing this email to voice my strong objection of the removal of the 38R stop at the corner of Geary and Laguna. I am a resident at 66 Cleary Court, and I take this bus everyday to get to and from the Montgomery BART station. I also take this bus often to go to the Outer/Inner Richmond districts.

This stop is very important to residents of the neighborhood; there are many apartment buildings like mine in the area, and I see many people get on/off this stop every day. Taking this bus stop away would make our morning commutes that much more difficult. It would be especially difficult for many of the elderly people who live in our building and don't have many public transit options to begin with.

Thank you for hearing my concerns,

Paul Tsuji



Steve Stamos <steve.stamos@sfcta.org>

Fwd: [GearyBRT] KEEP Geary 38R stop at Laguna

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From:

Date: Tue Jan 03 2017 16:28:30 GMT+1100 (AEDT)

Subject: [GearyBRT] KEEP Geary 38R stop at Laguna

To: gearybrt@sfcta.org

Cc: SF Square board

To Citizens Advisory Committee and SF County Transportation Authority,

I strongly object to the discontinuation of the Laguna bus stop for the 38-Rapid. My neighbors and I rely on Rapid service when we ride the 38. There is a high density of people living in apartment buildings in the Geary and Laguna area who need Rapid as well as local service.

Laguna Street provides a relatively level street for access to the 38-R within an area that is hilly with a long slope on Geary Blvd. The 38-R needs to be kept for all the people who use it, but especially for those with limited walking capabilities.

Many rely on the 38-R. Cultural events draw hundreds of tourists and city resident to Japantown. Residents going to work, shopping, medical appointments, etc. need reliable and speedy bus service. People from schools and churches need the 38-R bus line.

Keep the 38-Rapid at Laguna and Geary for all of us.

Linda Walsh

St Francis Square Co-op resident

cc: St Francis Square Board



Fwd: [GearyBRT] 38R Muni stop on Geary and Laguna

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---

From: Eric Wang

Date: Tue Jan 03 2017 13:31:45 GMT+1100 (AEDT)

Subject: [GearyBRT] 38R Muni stop on Geary and Laguna

To: gearybrt@sfcta.org

Hi Muni,

I have been a resident at 66 Cleary Court for close to 3 years now. Each day our family rely on 38R for commute, meetings, running errands across the city. The convenience of 38R is the main reason that we did not have a car for over 2 years and even now that we have a car, we only drive it during weekends for out of town trips. The 38R stop on Geary and Laguna is very important to the communities around Japantown, including Cleary Courts, St Francis, Sequoia, etc. This area has a very high density. Many of the buildings either are senior and retirement communities or have many senior residents who spends on the 38R as the main transportation mean. Taking away the 38R stop would make their livelihood much more difficult.

Please reconsider removing the 38R stop on Geary and Laguna st. We sincerely appreciate your understanding.

Best regards,

Eric



Steve Stamos <steve.stamos@sfcta.org>

Fwd: [GearyBRT] I Support the Geary BRT

Colin Dentel-Post <colin.dentel-post@sfcta.org>
 To: Steve Stamos <steve.stamos@sfcta.org>

Wed, Jan 4, 2017 at 12:41 PM

**Colin Dentel-Post**

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From: **Patrick White** <REDACTED>
 Date: Wed, Jan 4, 2017 at 10:51 AM
 Subject: [GearyBRT] I Support the Geary BRT
 To: gearybrt@sfcta.org

Geary BRT Office,

I strongly support the Geary Blvd. BRT. It is truly needed. As a homeowner and resident of the outer Richmond I have driven Geary and ridden the 38 for many years. I am 69 years old born in SF and have lived and worked here my whole life. This corridor truly needs the BRT. To drive the Blvd now is like a maze dodging buses and confused traffic. If you were to ride this bus, you would see just how many people it serves and how it is often slowed by the congestion caused by pulling in and out of stops. The situation is not good for either autos or buses.

I think it is really a safety issue. This major transit corridor needs some order. I think it would really improve the look and feel of the areas it passes through as well.

I have been surprised by the amount of time it has taken to move on this needed improvement. It seems obvious. I do understand hearing the concerns of local businesses and I have attended related meetings. I believe the process has been thoughtful and suggestions and concerns integrated into the plan as it evolved. It is now time to move forward and get it done and get us some relief out here.

Please support this important necessary improvement for the many people of SF living on the Geary corridor.

Thank you,
 Patrick White



Fwd: [GearyBRT] No on GearyBRT

colin.dentel-post@sfcta.org <colin.dentel-post@sfcta.org>
To: steve.stamos@sfcta.org

Tue, Jan 3, 2017 at 9:09 PM

---Forwarded using [Multi-Forward Chrome Extension](#)---
From: **REDACTED**
Date: Fri Dec 30 2016 08:10:20 GMT+1100 (AEDT)
Subject: [GearyBRT] No on GearyBRT
To: gearybrt@sfcta.org

This project will only speed up the bus line, but will create much more of a negative impact for the entire Richmond district. So many Parking spaces will be lost during construction and after completion. Thinking of the economical impact of this project for the Richmond, less parking means less people shopping or dining. I've lived in the Outer Richmond my entire 36 years of my life. I am more than familiar with riding the 38 and driving along Geary. I take the 38R round trip to work in the financial district 5 days a week. I drive everywhere else. Parking on Geary from 27th ave to arguello is scarce as it is. I can't imagine a family of 3 taking muni to shops on Geary because there is a lack of parking. The family of four will just take the car and drive elsewhere like the Sunset. Honestly, that is what I will do if the GearyBRT happens, I will frequent the Geary corridor less frequently. The negative financial impact for businesses on Geary Blvd is greater than the need to save 8-10 minutes on a bus commute across town. I've noticed there are more and more vacant spaces. I don't own a business in the Richmond District, but I do support the businesses whenever I can. Instead of BRT maybe just create diamond/right turn only lanes. GearyBRT project should not happen Wesley



Steve Stamos <steve.stamos@sfcta.org>

Please defer vote on Geary BRT FEIR

Nancy Wuerfel <REDACTED>

Wed, Jan 4, 2017 at 10:53 AM

To: Board.of.Supervisors@sfgov.org, clerk@sfcta.org, London.Breed@sfgov.org, Aaron.Peskin@sfgov.org, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org, David.Campos@sfgov.org, Norman.Yee@sfgov.org, kanishka.karunaratne@sfgov.org, hillary.ronen@sfgov.org, REDACTED, REDACTED, jess.montejano@sfgov.org, conor.johnston@sfgov.org, margaux.kelly@sfgov.org, John.Avalos@sfgov.org, sunny.angulo@sfgov.org, Dyan.Ruiz@sfgov.org,

REDACTED

Cc: REDACTED

Government people!

You cannot in good conscience consider the Geary BRT FEIR without requiring that the District 1 newly elected representative Sandra Fewer be part of the discussion. Also, the other newly elected supervisors must be part of this historic decision that impacts ALL of San Francisco, since the SFCTA and SFMTA will use this BOS decision to apply to other transit corridor "improvements."

This meeting is a big deal and you know it. Please play fair and let the people who have to live with this BRT plan be held accountable for the outcome!

Sincerely,

Nancy Wuerfel
District 4



Fwd: [GearyBRT] Rapid Stop at Laguna

Colin Dentel-Post <colin.dentel-post@sfcta.org>
To: Steve Stamos <steve.stamos@sfcta.org>

Wed, Jan 4, 2017 at 4:19 PM



Colin Dentel-Post

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From: **Michael Yezzi** <REDACTED>
Date: Wed, Jan 4, 2017 at 4:02 PM
Subject: [GearyBRT] Rapid Stop at Laguna
To: GearyBRT@sfcta.org

To Whom It May Concern,

I am a senior citizen with limited mobility and I was very dismayed to learn that the bus stop at Laguna and Geary will no longer be used for the Rapid bus line when the GearyBRT is fully implemented. I use the 38 daily for trips both downtown and out to the Richmond district. I live at Cleary Court and Laguna and this stop has incredible convenience for transportation in both directions on Geary. I understand the need to decrease transit time on the Geary line, but removing the Rapid stop at this location means I must walk several blocks to either Fillmore or Van Ness if I want to catch the Rapid line. In addition, on my return trip I would have to wait for a 38 regular which is typically very crowded and I am unable to get a seat or again take the Rapid and walk to my home from Fillmore or Van Ness. I hope you reconsider the use of the Laguna and Geary bus stop to include the Rapid line. Thank you for your consideration.

Sincerely,

Michael Yezzi



Geary BRT

Arnie Zuckman <REDACTED>

Wed, Jan 4, 2017 at 10:58 AM

To: Board.of.Supervisors@sfgov.org, clerk@sfcta.org, London.Breed@sfgov.org, Aaron.Peskin@sfgov.org, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org, David.Campos@sfgov.org, Norman.Yee@sfgov.org, kanishka.karunaratne@sfgov.org, hillary.ronen@sfgov.org, **REDACTED**, **REDACTED**, jess.montejano@sfgov.org, conor.johnston@sfgov.org, margaux.kelly@sfgov.org, John.Avalos@sfgov.org, sunny.angulo@sfgov.org, Dyan.Ruiz@sfgov.org, **REDACTED**

Dear Supervisors/Board Members of the SF County Transportation Authority,

I strongly urge you as members of the Transportation Authority to vote to postpone your consideration of the Geary BRT Final EIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

We understand the Board of Supervisors, acting as County Authority, is poised to rush through a vote on the approval of the Geary BRT at a January 6, 2017 meeting, immediately after the MTA Board approves this monster. The new supervisors will barely have time to figure out how to set up their computers and use their email before being asked to approve a \$300-350 million controversial budget item.

This extremely abbreviated period over the holidays is not enough time for the Board to meaningfully review and understand this massive document and to honestly arrive at the conclusion that the FEIR reflects its independent professional opinion, as the Board is not allowed to just rubber stamp this document.

There is no need to rush through the vote to certify the FEIR.

Although the draft EIR was published on September 15, 2015, it took nearly 15 months to prepare and issue the Final EIR on December 9, 2016. Releasing the report during the holidays with a certification vote 17 working days later is not fair to the public who would like to celebrate the holidays and see family and friends, not "cram" for a January 5, 2017, hearing. This period of review is just too short for the public and the Board to adequately review the Final EIR.

In addition, new District One Supervisor Sandra Fewer will not be sworn in until January 8, 2017, thus denying District One representatives the vote by their newly elected Supervisor/SFCTA Board Member on this critical District One issue.

At the next upcoming meetings please vote to postpone the vote on the Geary BRT FEIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

Sincerely,

Arnold Zuckman