



# **Communications Received After End of Public Comment Period**

December 10, 2015 – December 21, 2016



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Steve Stamos <steve.stamos@sfcta.org>

## Please Vote to Postpone Approval of Geary BRT Final EIR

Jim Billings <REDACTED>

Mon, Dec 12, 2016 at 5:26 PM

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

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

I am writing to you in your role as a member of the Transportation Authority. At tomorrow's meeting, as a key member of the Authority, I urge to vote to postpone your consideration of the Geary Street BRT Final EIR for a minimum of 30 days after the presently scheduled SFCTA meeting on January 5, 2017.

The Transportation Authority choose to not make public the Final EIR (FEIR) for the Geary BRT until this past Friday, which had been delayed for almost three months. Now the SFCTA wants a rush to judgment to approve and certify the FEIR. This prevents due consideration and review of the FEIR. By scheduling the meeting for January 5, 2017, it leaves the public and your Board only 27 calendar days and only 17 working days to review and analyze a FEIR with many new portions and information, as well as 870 pages of comments. And during this time, many interested members of the public well as Board members and staff will be traveling or otherwise engaged in holiday celebrations with family and friends for Christmas, Hanukkah, and the New Year.

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

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

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

Although the draft EIR was published on September 15, 2015, it took nearly 15 months to prepare and issue the Final EIR on December 9, 2016. This period of review is just too short for the public and the Board to adequately review the Final EIR.

In addition, new District One Supervisor Sandra Fewer will not be sworn in until after the January 5, 2017, SFCTA meeting, thus denying District One representatives the vote by their newly elected Supervisor/SFCTA Board Member on this critical District One issue.

At your December 13, 2016, meeting, please vote to postpone the vote on the Geary BRT FEIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

Thank you for your assistance with this critical matter.

# E4-2

Jim Billings

San Francisco Resident and Voter



**SFMTA**  
Municipal  
Transportation  
Agency



Edwin M. Lee, *Mayor*

Tom Nolan, *Chairman*

Cheryl Brinkman, *Vice-Chairman*

Gwyneth Borden, *Director*

Edward D. Reiskin, *Director of Transportation*

Malcolm Heinicke, *Director*

Joél Ramos, *Director*

Cristina Rubke, *Director*

**July 29, 2016**

**Holy Virgin Cathedral  
6210 Geary Boulevard  
San Francisco, CA 94121**

**Subject: Holy Virgin Cathedral Response to Comment Letter**

**Comment #1: BRT will adversely affect businesses between 25<sup>th</sup> and 33<sup>rd</sup> avenues because of parking loss.**

Commercial businesses comprise approximately 30 percent of the ground-floor land uses along Geary Boulevard between 25<sup>th</sup> and 33<sup>rd</sup> avenues. Most of the adjoining land uses along this section are residential or other non-commercial uses.

A visitor intercept study was conducted by the project team in 2013. Results indicated that a large majority of the visitors arrive by bus, walking, or biking, and approximately 20 percent of visitors arrive by car. The majority of the customer base of the businesses along Geary is therefore not adversely affected by removal of four percent of the existing on-street parking supply available within one block of Geary Boulevard.

The agencies, however, acknowledge the concern about on-street parking loss along Geary and are exploring ways to accommodate more parking on side streets.

**Comment #2: The Environmental Document did not consider the cumulative effect of parking loss caused by the BRT when combined with San Francisco's Vision Zero program.**

The Environmental Document considered other projects when describing cumulative impacts in the discussion under Chapter 5 Cumulative Impacts.

The chapter notes that no major development projects are anticipated for the Geary corridor west of Gough Street, and that other transportation projects could result in pedestrian and/or signal enhancements, but are not anticipated to result in substantial parking loss. The potential parking loss from these projects would have little impact on the corridors supply of publicly available parking and loading. Transit and pedestrian enhancing aspects of these projects would help reduce demand for parking, offsetting potential negative effects. Please see the Environmental document's [Chapter 5 Cumulative Impacts](#) for the full discussion.

Vision Zero is a high-priority city policy committing to safer streets with the goal of eliminating all traffic deaths by 2024. In the segment of Geary between 25<sup>th</sup> and 33<sup>rd</sup> avenues, the Vision Zero program includes implementing multiple safety features, including crosswalk striping

enhancements, signal timing changes, and ‘daylighting’, which removes on-street parking spaces at street corners to improve the visibility of crossing pedestrians and vehicles.

Daylighting has been implemented at one location: Geary and 26<sup>th</sup> Avenue, where up to two spaces were removed in order to improve pedestrian crossing visibility. The photo below, showing a pick-up truck parked very close to the corner and possibly blocking visibility for crossing pedestrians, illustrates the visibility issue that the daylighting project is intended to address.



No other location on Geary between 25<sup>th</sup> and 33<sup>rd</sup> avenues is planned for daylighting. Therefore, the parking loss described in the Environmental Document adequately discloses the cumulative effect of parking loss caused by the BRT and the Vision Zero program in this area.

**Comment #3: The BRT will reduce pedestrian safety for people with disabilities, the elderly, and school children.**

The specific issue raised here is the effect of the project on the existing passenger loading zone on the north side of Geary between 26<sup>th</sup> and 27<sup>th</sup> avenues near the church front door, with spaces currently arranged diagonally. The project’s proposed design includes changing the on-street parking on this block to parallel parking and retaining the loading zone in the same location. The concern is that, under the Hybrid Alternative as the staff recommended design, westbound buses, emerging from the 26<sup>th</sup> Avenue intersection in the center bus-only lane and shifting to the outside

lane of the street, may cause safety conflicts with the loading zone that is to remain on that same block.

The agencies chose the proposed location for the bus center-to-side transition zone between 25<sup>th</sup> and 27<sup>th</sup> avenues in consideration of several factors. They include: the desire to retain the eastbound left turn at 27<sup>th</sup> Avenue that would preclude locating the transition anywhere between 27<sup>th</sup> and 29<sup>th</sup> avenues; the ridership pattern reflecting much lower ridership west of 25<sup>th</sup> Avenue in relation to the high cost of center-running bus lanes that requires high ridership to justify; and the steep grade beginning at 28<sup>th</sup> Avenue to be avoided because of the more difficult bus transition conditions involved at that location for visibility and acceleration.

Bus operations at the proposed transition would not conflict with the passenger loading zone. Outbound buses emerging from the 26<sup>th</sup> Avenue intersection would not immediately cross two lanes of traffic from the center to reach the right-most lane of Geary Boulevard, as might be inferred from the striping plan. The buses would have two blocks to make the full transition from center to side; they only need to be in the right lane by 28<sup>th</sup> Avenue, the location of the first curbside bus stop.

Bus operators would be trained to watch for opportunities to shift lanes and use judgment and caution to determine the appropriate time to make lane changes between these two blocks. Buses would emerge from the 26<sup>th</sup> Avenue intersection in the left-most travel lane. It is expected that, if the operators were to observe passenger loading activity in the Cathedral's loading zone, they would remain in one of the left-side travel lanes until the bus passes that location and they can safely change lanes without conflicting with the passenger loading. The striping plan is only intended to shift the vehicle traffic away from the right lane to provide buses a buffer space if needed. This type of bus operation is standard practice in the industry in situations where buses shift travel lanes and will also be used for the Van Ness BRT Project, which is slated to begin construction later this year.

For additional details on the expected operation of the transition, please see the video simulation of this bus transition at: <https://www.youtube.com/watch?v=1AoAy8Ruww0>

**Comment #4: The EIR did not address the BRT project's parking impact in relation to San Francisco General Plan Policy 33.2 "Protect neighborhoods from the parking impacts of nearby traffic generators."**

The staff recommended design would result in a loss in on-street parking of about four percent of the existing supply, defined as including on-street spaces along Geary and within one block of Geary. This level of impact is not considered significant. Throughout the corridor bus stops relocated or consolidated would be converted into usable on-street parking spaces, offsetting some of the losses, particularly between Arguello Boulevard and 25<sup>th</sup> Avenue where the bus would operate in the center converting existing curbside stops to on-street parking and corner bulb outs.

**Comment #5: The BRT would increase air pollution in the Outer Richmond.**

In general, the project will result in more travelers choosing transit and fewer choosing to drive, resulting in lower overall emissions. The Environmental Document used an industry-accepted methodology for describing air quality impacts. This methodology focuses on the biggest sources of mobile-source air emissions, including all vehicle trips to, from, and through the neighborhoods along the Geary corridor. Passenger vehicle emissions were estimated using Vehicle Miles Traveled (VMT) and traffic speed data. Implementation of any of the build alternatives would generate operational emissions associated with a shift in regional passenger VMT and new buses servicing the Geary corridor. The operational air quality analysis focused on estimating emissions associated with changes to transit and non-transit VMT.

Vehicles traveling additional distance while looking for parking as a result of removal of 40 parking spaces constitute a very small source of emissions compared to the overall total and therefore would not result in substantially worsened air quality. Alternatively drivers may also drive less (i.e., stop two blocks before their destination and grab the first available parking spot rather than try to park directly in front). Furthermore, as shown in [Table 4.10-6](#) of the Draft Environmental Document, regional VMT would be reduced under all of the build alternatives relative to the No Build Alternative. By 2035, regional emissions of criteria pollutants and greenhouse gases would also be substantially reduced (see [Table 4.10-7](#)). Thus, implementation of any of the build alternatives would benefit the corridor by improving regional air quality, and no substantial increase in emissions would be expected in the Richmond or any other neighborhood along the corridor.

**Comment #6: The Environmental Document did not adequately consider alternatives to BRT.**

The agencies considered many other alternatives during the previous project phase, including non-BRT designs, narrowing the list down to those described in the Environmental Document was a multi-year effort that included multiple rounds of community outreach. Please see the Environmental Document's [Chapter 10 Alternatives Analysis](#) for further details on other alternatives considered but rejected.

The environmental document analyzed five alternatives, as follows:

- No-build, which, instead of additional bus-only lanes, features already-planned minor improvements to existing infrastructure, including traffic signals, pedestrian crossings, service increases, and bus stop enhancements
- Alternative 2: Side-running BRT from Market Street to 34<sup>th</sup> Avenue
- Alternative 3: Center-running BRT with passing lanes from Gough Street to 27<sup>th</sup> Avenue
- Alternative 3c: Center-running BRT with no passing lanes from Gough Street to 27<sup>th</sup> Avenue
- Hybrid Alternative (SRA): Side Running BRT from Market Street to Arguello Avenue, 27<sup>th</sup> to 34<sup>th</sup> avenues, and center running BRT from Arguello Avenue to 25<sup>th</sup> Avenue.



**Comment #7: Requested measures to address the above concerns:****7.1 Provide 40 off-street parking spaces within one block of Geary, and open the grounds of the Presidio Middle School to public parking during non-school hours**

The SFMTA and the SFCTA have discussed this idea with the Presidio Middle School. The school has replied that, in the near term, before 2019, a planned renovation of school grounds will preclude the use of the school parking lot by any non-school users. The school indicated a willingness to re-visit the discussion after the school renovation is completed.

Separately, the SFMTA is exploring ways to accommodate more on-street parking spaces on side streets near the Holy Virgin Cathedral to address the loss of spaces along Geary Boulevard.

**7.2 Suspend implementation of the Vision Zero program between 25<sup>th</sup> and 33<sup>rd</sup> Avenue**

Please see the response provided for Comment #2 above.

**7.3 Terminate the BRT lanes at 25<sup>th</sup> Avenue**

Please see the Environmental Document's [Chapter 10 Alternatives Analysis](#) for the full discussion on alternatives considered but rejected. Regarding the extent of the bus lanes at the western end of the corridor, 33<sup>rd</sup> Avenue was chosen as the end of the bus-only lanes in order to provide students with more reliable transportation to/from Presidio Middle School and Washington High School at 31<sup>st</sup> and 32<sup>nd</sup> avenues.

Sincerely,

**Wahid**  
**Project Manager**  
**San Francisco Municipal Transportation Agency**  
**One South Van Ness**  
**San Francisco, CA 94103**  
**(415) 646-2151**

**Colin Dentel-Post**  
**Senior Transportation Planner**  
**San Francisco County Transportation Authority**  
**1455 Market Street, 22<sup>nd</sup> Floor**  
**San Francisco, CA 94103**  
**415.522.4836**



MAY 27 2016



Русская Православная Церковь Заграницей  
 Кафедральный Собор  
 Пресвятой Богородицы Всех Скорбящих Радости  
**ЦЕРКОВНО-ПРИХОДСКОЙ СОВЕТ**  
 The Holy Virgin Community of San Francisco Inc.  
 Church Parish Council  
 6210 Geary Blvd. San Francisco, CA 94121 Tel: 221-3255

May 22, 2016

Mr. Chester Fong, Transportation Planner  
 San Francisco County Transportation Authority  
 1455 Market Street, 2<sup>nd</sup> Floor  
 San Francisco, CA 94103

Dear Mr. Fong:

We are writing to express our opposition to extension of the Geary Corridor Bus Rapid Transit Project (BRT) west of 25<sup>th</sup> Avenue and to provide our comments on the inadequate draft EIR/EIS developed to evaluate the environmental impacts of the project.

The San Francisco County Transportation Authority (CTA) and the San Francisco Municipal Transportation Agency (MTA) are proposing to implement a bus rapid transit project along Geary Boulevard from Market Street to 48<sup>th</sup> Avenue. During scoping meetings for the EIR/EIS held several years ago, we met with CTA/MTA staff to voice our concerns. Staff listened, informed us that the project as proposed would have a “devastating” impact on our Church, and assured us that the project would be modified to address our concerns. Relying on their assurances, we stopped paying attention to the project. Imagine our surprise when we learned earlier this year from new staff members that the BRT was proceeding as planned. We are deeply disappointed at this perceived bad faith communication.

We are, therefore, providing this letter so our concerns may be addressed in the EIR/EIS even though the deadline for comments has passed.

#### **UNFORESEEN ENVIRONMENTAL IMPACTS**

**The BRT will kill businesses between 25<sup>th</sup> Avenue and 33<sup>rd</sup> Avenue.** The EIR/EIS states that the BRT will eliminate 40 of the 130 parking spaces along this part of Geary Boulevard. This will have a devastating effect on stores, restaurants, residents, and our Church. We have not seen parking occupancy studies for this area except for a general statement on page 4.2-37 of the EIR/EIS that “...changes in on-street parking associated with the build alternatives would not result in adverse effects to the economic and business environment.” Really? Eliminating 1/3 of available parking would not affect businesses? This could only happen if some of the businesses/restaurants ceased to operate. AC Transit’s BRT project in Oakland, which is very similar to this BRT, is providing two off street parking lots to mitigate parking loss.

**The EIR/EIS failed to consider the cumulative effect of parking loss caused by the BRT when combined with San Francisco’s failed *Better Streets Plan*.** The *Better Streets Plan* is eliminating corner parking throughout the City, ostensibly to increase visibility of pedestrians. This has eliminated dozens of parking spaces on or adjacent to Geary Boulevard between 25<sup>th</sup> and 33<sup>rd</sup> Avenues with no apparent benefit. (See Michael Cabanatuan’s report in the March 27, 2016, edition of the SF Chronicle under the headline “Deaths in traffic not down as hoped. Reduction effort faces resistance over parking” which states that seven pedestrian

deaths occurred this year compared to one last year and seven the year before.) Merchants throughout the City, including the People of Parkside are objecting to the failed *Better Streets Plan*.

Similarly, Mr. Cabanatuan's article in the April 14, 2016, SF Chronicle headlined "Mission Street users on road to rebellion" describes that "... transit-only lanes and changes to driving routes that force cars onto other streets angered drivers and merchants, caused traffic backups, and filled the air with horn-honking and cursing...". It appears that the City's anti-car policies are having an effect other than the ones sold to elected officials by staff and described in the EIR/EIS.

**The BRT will reduce pedestrian safety for our most vulnerable residents - the disabled, elderly and school children.** West of 25<sup>th</sup> Avenue, traffic along Geary Boulevard flows freely with little interruption. The BRT recognizes this by ending center bus lanes at 25<sup>th</sup> Avenue. However, instead of allowing buses to flow with traffic, the BRT provides an exclusive bus lane which moves from the center of the street to the side. This occurs directly in front of our Church in the area where our elderly and disabled churchgoers are dropped off and attendees at the two schools located in our Church are picked up. The result is that buses are directed into the same space where vehicles are stopping. The potential for injury and rear end accidents directly caused by aiming buses into loading areas has not been adequately addressed.

**The EIR does not address the fact that the BRT violates San Francisco General Plan Policy 33.2: "Protect residential neighborhoods from the parking impacts of nearby traffic generators."** Prior city planning provided extensive parking along Geary Boulevard in front of the businesses, restaurants, and Churches which generate traffic. Eliminating 40 of these parking spaces will not reduce demand, but will force people who use Geary Boulevard businesses to park in the adjacent neighborhood. This will result in increased congestion, people parking partially or fully in driveways (at least "temporarily"), increase competition with neighborhood residents for the few available parking spaces.

**The BRT would significantly increase air pollution in the Outer Richmond.** At present, because of the high demand for parking, worshipers at our Church join business and restaurant goers in spending an average of 20 minutes circling the area looking for a parking space. Eliminating 40 more parking spaces increases vehicle travel by  $40 \times 365 \text{ days} \times 5 \text{ periods (2 hour meter parking from 10 am to 8 pm = at least five vehicles per parking space)} = 73,000 \text{ vehicle trips approximately three miles each at the low speed/idle which generates the most pollutants. The issue of increased air pollution caused by people circling and looking for parking spaces is not addressed in the EIR/EIS.}$

**The EIR/EIS is fatally flawed in failing to adequately consider alternatives to the BRT.** Every alternative studied in the EIR/EIS assumes that the BRT must run from Market Street to 48<sup>th</sup> Avenue. What would happen if the BRT ended at 25<sup>th</sup> Avenue? Savings in travel time would be negligible since traffic flows freely beyond 25<sup>th</sup> avenue. The cost of the project would be reduced (a significant benefit for a project which is currently not fully funded). The result would be a more cost effective project. Time to start thinking outside the box?

### REQUIRED MITIGATION MEASURES

To mitigate the negative environmental impacts of this project, the BRT should implement the following measures:

1. Provide 40 off-street parking spaces within one block of Geary Boulevard between 25<sup>th</sup> Avenue and 33<sup>rd</sup> Avenue – the same mitigation measure adopted by AC Transit's BRT Project.
2. Open the grounds of Presidio Middle School to public parking during non-school hours.
3. Suspend implementation of the failed *Better Streets Program* between within one block of Geary Boulevard between 25<sup>th</sup> Avenue and 33<sup>rd</sup> Avenue. The program isn't working anyway, so at least give businesses a break.
4. Terminate the BRT at 25<sup>th</sup> Avenue and allow buses to move with existing light traffic west of 25<sup>th</sup> Avenue.

### NEXT STEPS

1. We are requesting that the above comments be addressed in revisions to the current Draft EIR/EIS.

2. We would appreciate the opportunity to meet with decision makers to discuss ways to preserve the needs of businesses, restaurants, Churches and residents between Anza Street and Clement and between 25<sup>th</sup> Avenue and 33<sup>rd</sup> Avenue.
3. We are requesting that a moratorium be placed on any further implementation of the City's Better Streets Plan between Anza Street and Clement and between 25<sup>th</sup> Avenue and 33<sup>rd</sup> Avenue until the plan can demonstrate concrete improvements in reduction of pedestrian accidents.
4. Under no circumstances should the striping of bus-only lanes, currently scheduled for Fall, be implemented until these issues are resolved.

For questions/comments about this letter, please contact

Mr. Vitaly B. Troyan  
Parish Council Member



Yours truly,

A handwritten signature in black ink, appearing to read 'Nick Buick'.

Nick Buick, Warden  
Holy Virgin Community of San Francisco

C:  
Scott Weiner, Chair  
SF County Transportation Authority  
1455 Market Street, 2<sup>nd</sup> Floor  
San Francisco, CA 94103

Ed Reiskin Director of Transportation  
SF Municipal Transportation Authority  
1 South Van Ness  
San Francisco, CA 94103

From: Lynn Catchings  
Date: Fri Feb 19 2016 00:55:29 GMT+0530 (IST)  
Subject: Fwd: [GearyBRT] BRT  
To: Colin Dentel-Post

Traffic control. I hate spell check I

Sent from my iPhone

Begin forwarded message:

**From:** Lynn Catchings <REDACTED>  
**Date:** February 18, 2016 at 11:23:34 AM PST  
**To:** Colin Dentel-Post <[colin.dentel-post@sfcta.org](mailto:colin.dentel-post@sfcta.org)>  
**Cc:** [eric.l.mar@sfgov.org](mailto:eric.l.mar@sfgov.org)  
**Subject:** Re: [GearyBRT] BRT

Thanks for your reply. Obviously you have closed the door on tweaking the plan while hypocritically eliciting public input.

It confirms my opinion. You are going forward with this whether tax paying residents want it or not. That's the arrogance we have come to expect as you cram your half baked projects down our throats. No one in my neighborhood believes this will work, even though they seek pedestrian safety and smooth transit.

We should be working toward a subway NOW. Had New York or Paris or even LA (light rail) waited till bureaucrats like you frittered away money on non solutions there would be total gridlock in those cities.

You have failed to address the issue of working people with no control over their schedules, families and commuters. Like Donald Trump, it appears you would build a wall around the City and watch smugly while it dies.

You have not addressed MTAs failure to conduct adequate traffic. Ontario despite your huge use of overtime.

Go back to the drawing board. Or at least get out of your office to see what's at stake.

L

Sent from my iPhone

On Feb 18, 2016, at 10:24 AM, Colin Dentel-Post <[colin.dentel-post@sfcta.org](mailto:colin.dentel-post@sfcta.org)> wrote:

Ms. Jimenez Catchings,

Thank you for sharing your views on the proposed Geary Bus Rapid Transit project.

Although improving transit service by 10-15 minutes for the more than 50,000 daily bus riders in the corridor is a key reason we are proposing BRT, we are very aware of the need to improve conditions for all users of the corridor, including pedestrians and drivers.

In addition to transit improvements, the project includes a full street repaving, new and upgraded traffic signals, and extensive pedestrian safety improvements. The project would maintain two traffic lanes in each direction throughout the corridor.

We conducted a detailed traffic analysis of the project, which found that traffic conditions would actually be better overall with the Geary BRT Project than without, as some drivers will switch to improved transit service or decide to drive during off-peak times or take different routes. For more information on the traffic effects of the project, please see the [project FAQ](#) or the traffic section of the [draft environmental document](#) (Section 3.4).

Lastly, while rail transit may be in the future for the Geary corridor, a subway would cost billions of dollars in funding that is not currently available. BRT can improve transportation in the near term at a fraction of the cost, and would not preclude future rail construction.

Thanks again for sharing your concerns about the project, and please let me know if you have further thoughts or questions. I will also make sure you are notified about future public meetings about the Geary project.

Best,

Colin

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

On Tue, Feb 16, 2016 at 7:42 PM, Lynn Catchings <REDACTED> wrote:

Hello,

I am writing to express my opinion of the BRT plan proposed for Geary Street. It's terrible.

As a caregiver for several of my elderly relatives who live in San Francisco, I must travel by car to different neighborhoods on a regular basis. (I do grocery shopping, transport equipment and take people over 80 to the doctor.) I have had occasion to observe the MTA'S handiwork on such streets as Randolph in the Ocean View, and Bay in the Marina, as well as O'Farrell and other downtown streets. What are you people smoking?

Please, do not implement the Geary Street BRT plan. You will reduce the City's main east west corridor to a crawl, just as a new, "improved" plan has on Randolph. You will turn the side streets into throughways. You will irreparably damage small businesses and restaurants along the corridor. You will harm the quality of life for hundreds of thousands of people.

The rationale for this ridiculous Geary Street plan is to speed up bus service by somewhere around 7 minutes and to get people out of their cars.

The reality is that most people who live and work in the City try to take public transit whenever possible.

But the other reality is that Geary brings commuters from Marin through the City to jobs at medical centers in Mission Bay and tech jobs south of Market, and other jobs at offices and restaurants downtown. It also serves people who drive trucks to deliver goods, parents with kids at two different schools, people who work odd shifts, and the disabled and elderly.

Most working people, especially families can't afford to live in SF. So, who will fill the medical jobs, the teaching jobs, the tech jobs?

MTA doesn't care. It paints the streets but doesn't fix the potholes. It fines people for blocking the box, but fails to provide traffic control officers to deal with numerous closed lanes and streets due to construction and double parked delivery trucks. It puts balky parking meters in, but fails to maintain them. (I've pulled into spots with 5 minutes left and tried to use my meter card to park for a doctor's appointment to no avail at least once a week.)

And though I like helping bike riders move safely through the City, I believe they should be licensed to help pay for improvements and that MTA has gone WAY too far in some areas to designate separate lanes even when bike traffic volume doesn't warrant it.

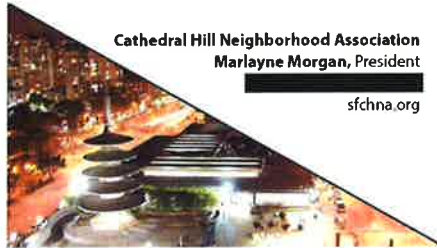
I take the 38 when I can, but I truly believe Geary Street should be served by a SUBWAY. That would improve the public commute by way more than 7 minutes. It would connect San Franciscans living on the northwest side of the City to BART, a service we pay for, but for the most part, can't use unless we're going to the East Bay from downtown.

The surface streets can be used by delivery vehicles, shuttles, buses, bikes, pedestrians and yes, for out of town commuters who must use their cars to get to work or must use them in the course of their work. The side streets won't be clogged. And once construction is done, small business can flourish. We could retain some of the parking you want to eliminate, and the City will be more livable for EVERYONE.

I have little hope you'll listen to us. You haven't so far. You have been arrogant and tone deaf. You behave as though anyone who has a different opinion than you is resistant to any change or is selfish. That's not true. Some of us try to see both sides and seek compromise. And some of us have been around long enough to know when money is being poorly spent to nibble around the edges of a problem rather than to deal with core issues.

You can tell by the tone of this letter that I'm fed up. I also vote, and influence other votes. I will not vote for anyone now or in the future who is supporting or has supported this plan. And I promise you, I will become active in upcoming campaigns should this plan be shoved down our throats.

Lynn Jimenez Catchings



**November 3, 2016**

**To: Mr. Colin Dentel-Post, Senior Transportation Planner, SFMTA**

**From: Marlayne Morgan, President, Cathedral Hill Neighbors Association**

**Re: Opposition to the SFCTA Staff Recommendation to remove the 38 Rapid Stop at Laguna and Geary**

**The Cathedral Hill Neighbors Association (CHNA)** echoes the sentiments of the Japantown Task Force and the Sequoias Residents Association in their letters of support for the retention of this Rapid stop.

The Cathedral Hill/Japantown neighborhood have the highest concentration of senior resident housing in San Francisco, most of whose residents heavily rely upon public transit in general and the 38 Geary specifically for groceries, errands, doctor's visits and other daily transportation needs. Geary Blvd from Fillmore to VanNess is not a flat surface, but rather a fairly steep five block passageway between these two major commercial corridors and transit connections hubs.

In addition, the important role of the 38 line will be significantly enhanced by both the opening of the CPMC Cathedral Hill Medical Campus and the VanNess BRT, with two of the eight stops at Geary and Sutter. CPMC alone will generate an additional 20,000+ trips per day with many of them connecting through the 38 and 38R.

Having the 38R bypass Laguna not only means additional wait times and erroneous boardings for all our residents, but places a particular burden on our many frail and mobility challenged seniors. We urge the SFMTA to retain the Rapid stop at Laguna Street.



From: Colin Dentel-Post  
 Date: Fri Nov 11 2016 13:36:02 GMT+1100 (AEDT)  
 Subject: Re: [GearyBRT] Geary BRT - SFMTA Update  
 To: gerald cauthen  
 Cc: GearyBRT, [REDACTED] Howard Wong

Greetings Mr. Cauthen,

Thanks for your input on the Geary Bus Rapid Transit project, and I appreciate hearing your concerns with the current service on the corridor.

It is true that transit delays along the entire corridor need to be addressed in order to most effectively improve reliability of the entire line, which is why the BRT project proposes bus-only lanes extending from Gough Street to 34th Avenue.

A variety of issues currently delay buses along the corridor, including traffic signal delays, closely-spaced curbside stops that require buses to pull in and out of traffic, double-parked vehicles, queues of turning traffic, and other general traffic congestion. Exclusive bus-only lanes (with double-parking enforcement using vehicle-mounted cameras), traffic signal upgrades, right turn lanes where needed, stop location optimization, and construction of new station platforms will together address all of these issues to the extent possible. As a result, we expect transit reliability to improve by about 20 percent.

Admittedly, the general noise and rider behavior issues you mentioned are larger issues than the BRT project can address, but paving work will help with the vibration you currently experience. You're right that the pavement quality along Geary Boulevard is poor in many areas. Pavement repairs are currently underway to address the most critical problem areas and smooth the bus ride, to be followed by full street resurfacing together with the BRT project.

Finally, we are still working to fill in the funding plan for the BRT project (approximately \$100 million of the \$300 million total remains to be identified); but the project has scored very well in a recent regional project performance assessment and also performs very well against Federal project ranking criteria, so we expect it to be very competitive for a variety of funding sources.

Thanks again for sharing your thoughts. Please feel free to reach out again in the future, and I will add you to our email list so you are notified of upcoming project milestones and public hearing dates.

Best,

Colin



**Colin Dentel-Post**  
 Senior Transportation Planner  
 San Francisco County Transportation Authority  
 1455 Market Street, 22nd Floor  
 San Francisco, CA 94103  
 415.522.4836

On Mon, Nov 7, 2016 at 12:13 PM, [REDACTED] via GearyBRT <[gearybrt@sfcta.org](mailto:gearybrt@sfcta.org)> wrote:

Geary BRT works only if transit vehicles are given reliable priority along the entire route, including in particular the congested commercial sections east of Octavia and between 15th and 27th Avenues.

Bus travel along Geary is currently substandard, but not necessarily because of traffic congestion. What makes the current ride unacceptable for many riders are:

- a.) the excessive interior noise, caused largely by the rattles of poorly- designed articulated buses.
- b.) the excessive vibration, caused partly by neglected street surfaces, but also partly by the inferior riding qualities of poorly-designed articulated buses.
- c.) the SFMTA's continued willingness to tolerate the bad behavior of the few who drive away the many.

Transportation resources have traditionally been hard to acquire and will probably remain so. For this reason it is important that available funds be allocated and used with forethought and care.





Steve Stamos <steve.stamos@sfcta.org>

## Fwd: Geary BRT

REDACTED <REDACTED>

Sun, Dec 11, 2016 at 4:24 PM

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

## SaveMuni

Dear Supervisors:

As you can see people are asking for more time to review the Geary BRT Final EIR. Apparently the report wasn't released until December 9th, after having taken staff almost a year to prepare. For this reason getting the matter "wrapped up" by January 5th seems a little rushed. We suggest that the matter be put over until at least February 2nd. Thank you.

Gerald Cauthen  
 for SaveMuni

From: REDACTED  
 To: REDACTED  
 Sent: 12/11/2016 2:23:54 P.M. Pacific Standard Time  
 Subj: Geary BRT

**SFMTA is trying to rush their Geary BRT project through without time for the public review and comments.**

[View this email in your browser](#)



## Stop the Fast Tracking of the Geary BRT

Let the supervisors and Mayor know that you voted to oppose the sales tax because of these tactics being used by the SFMTA. Let them know that you oppose the fast tracking tactics of the SFMTA Geary BRT hybrid plan. Let them know that you prefer a less expensive plan that will **inconvenience Muni riders and residents less than this plan.**

**WHY DOES SFMTA ALWAYS CHOOSE THE MOST EXPENSIVE WAY TO DO EVERYTHING? DIDN'T THEY GET THE MESSAGE THAT THE VOTERS ARE NOT SUPPORTING THEIR SPENDING HABITS WHEN THEY VOTED AGAINST THE SALES TAX?**

## Sensible Transit Protests Rush to review Geary BRT Final EIR

The San Francisco County Transportation Authority (Transportation Authority) executives and planners have demonstrated their rejection of the will of the voters in District One by setting an unreasonable schedule in order to push through their recommended Hybrid version of the Geary BRT project, which would kill the boulevard and damage businesses. The voters of District One overwhelmingly voted for the two top women on the ballot who expressed doubt and opposition to the Hybrid option.

After a delay of almost three months in making public the final EIR for the Geary BRT late this past Friday, the Transportation Authority calls for its board to approve the final EIR and the Hybrid on January 5. This gives the public only 10 work days to review, criticize and challenge hundreds of pages of the document during the holiday season when at least two weeks are not available.

This rush to decision negates entirely the assertion that public comment is honored. Instead it is a crude maneuver to assure that the critical thinking of the new District One Supervisor will not be heard by the board. Sandra Fewer will be sworn in a mere four days later and will be handed a flawed project.

Please express your concerns immediately by email to all Supervisors because they constitute the board of the Transportation Authority. If you can, please attend the December 13 meeting of that board at 11 a.m. in Room 250 of City Hall. The agenda is attached at <http://www.sfcta.org/board-december->

Thank you.

David Hirtz  
 David Dippel  
 Robert Starzel  
 Directors of San Franciscans for Sensible Transit

[www.sfsensibletransit.org](http://www.sfsensibletransit.org)

Supervisors' emails: [John.Avalos@sfgov.org](mailto:John.Avalos@sfgov.org); [London.Breed@sfgov.org](mailto:London.Breed@sfgov.org);  
[David.Campos@sfgov.org](mailto:David.Campos@sfgov.org); [Aaron.Peskin@sfgov.org](mailto:Aaron.Peskin@sfgov.org); [Malia.Cohen@sfgov.org](mailto:Malia.Cohen@sfgov.org);  
[Mark.Farrell@sfgov.org](mailto:Mark.Farrell@sfgov.org); [Jane.Kim@sfgov.org](mailto:Jane.Kim@sfgov.org); [Eric.L.Mar@sfgov.org](mailto:Eric.L.Mar@sfgov.org);  
[Katy.Tang@sfgov.org](mailto:Katy.Tang@sfgov.org); [Norman.Yee@sfgov.org](mailto:Norman.Yee@sfgov.org);  
[Board.of.Supervisors@sfgov.org](mailto:Board.of.Supervisors@sfgov.org); [clerk@sfcta.org](mailto:clerk@sfcta.org)

For bullet points please see the following:

Additional points for emails or public statements December 13:

**The period of review is too short to adequately review the Final EIR. The January 5 meeting should be postponed.**

**1. Final EIR was published in the afternoon of Friday December 9.**

Currently the Board plans to determine whether to certify the FEIR on January 5, 2017. This period of time for review is only 27 calendar days and that is only 17 working days.

**2. This period of review falls over the Christmas/Hanukah/Winter holiday season** where some members of the public (and even the Board members!) may be traveling and/or spending time with family.

**3. During these 17 days over the holidays, the BOARD MUST ALSO REVIEW the FEIR and it must be able to say that it reflects its independent judgment.**

**4. The Final EIR has many new portions and information**

**a. Over 600 written and transcribed comment responses.** Appendix B contains 870 pages worth of comments and responses (incorrectly dated "November 2016", it was published December 9, 2016)

b. **The comments and responses are dense** – it took SFCTA almost a year to compile and publish them.

c. **The December 9 package contains a proposed Statement of Overriding Considerations** -- Thus, in addition to 870 pages of comments and responses, the reviewing Board members and public must evaluate the SFCTA's reasoning for overriding the significant impacts which this massive EIR found could not be mitigated.

d. **The recommended alternative has modifications since the Draft EIR** -  
- Thus, in addition to the comments and responses and the reasoning for overriding the conclusions, the Board members and public must understand a modified proposed alternative.

5. Non-CEQA findings. Beyond the CEQA document and findings, the City regulations require certain findings and assessments. **Non-CEQA findings have not been publicized or reviewed.** Again, will the Board be able to review, digest and independently arrive at all these new findings?

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

6. **Release at holiday time is not fair** – members of the public would like to celebrate the holidays and see family and friends, not “cram” for a January 5 hearing.

7. **We would like to think maybe the City didn't realize this unfortunate timing.** The cynic thinks it is purposeful and that the City is acting in bad faith.

a. The Draft EIR published September 15, 2015 -- 15 months ago.

- i. Why is the Board meeting on the Final scheduled so soon?
- ii. Why rush now?

b. **Publishing at the holidays punishes the public who take this matter seriously and want to continue participating**

c. **Some believe the January 5 hearing is being scheduled to take advantage of the changing political landscape** -- new Board members

on January 8. Could this rush, after 15 months between Draft and Final – be politically motivated?

**d. Even if not politically motivated, the City is acting in bad faith by publishing over the holidays.**

**Please postpone the consideration of the Final EIR until after the holidays, at least 30 days after the currently scheduled meeting.**

ENUF, Eastern Neighborhoods United Front



*Copyright © 2016 ENUF, All rights reserved*  
Save San Francisco for the Residents

**Our mailing address is:**

ENUF  
475 Alabama Street, San Francisco, CA, United States  
San Francisco, CA 94110

[Add us to your address book](#)

Want to change how you receive these emails?  
You can [update your preferences](#) or [unsubscribe from this list](#)



APR 25 2016

April 20, 2016

Colin Dentel-Post  
SFCTA Transportation Planner  
1455 Market Street, 22<sup>nd</sup> Floor  
San Francisco, CA 94103

Dear Colin:

Many thanks to you and the SFMTA team (Wahid Amiri, Kate Elliot and Lulu Feliciano) for coming to the Sequoias yesterday to update community residents on the Geary BRT project and to hear strong community opinion about retaining the Laguna stop as both a Rapid and Local Stop.

To further support the community position and urge you to amend the current plan to add a Rapid stop at Laguna, enclosed are Petitions from residents and staff at The Sequoias, 1400 Geary Blvd., and residents at The Carlisle, 1450 Post St., Western Park Apts., 1280 Laguna St., and 1200 Gough St. There are 282 signatures on the Petitions.

As you know, we had many residents raise significant reasons for reconsidering the nature of the Laguna stop which serves the largest concentration of Seniors in San Francisco. As one commenter pointed out, even without Laguna being a transfer point, we still have 2900 daily riders, many of whom are severely mobility challenged. The steep grade from either Van Ness or Fillmore to Laguna, coupled with the demographics of the neighborhood population, and the safety issue for particularly vulnerable Seniors argue strongly for consideration of the special needs of this community served by the Laguna stop on the #38 Geary line. While travel time shortening is your ultimate goal, some other overriding issues need to be incorporated -- even if time is slightly lengthened.

We thank you for listening and hope that our comments conveyed the strong and valid need for your re-consideration.

Sincerely,



Kathie Cheatham  
Sequoias Resident/Meeting Coordinator



**PETITION TO  
BOARD OF SUPERVISORS PRESIDENT, LONDON BREED  
SFMTA/SFCTA**

Since Cathedral Hill and Japantown have a large population of Senior residents, many of whom are both solely dependent on public transit and are mobility challenged, the undersigned hereby strongly urge you to reconsider and make the proposed Geary BRT project's Laguna St. stop a **Rapid Stop**.

Among the reasons for this request are: (1) mistakes made in boarding a Rapid bus (in areas where every stop is both a rapid and a local stop) instead of a local bus and then having to walk or cross the street to back track to a Laguna St. destination (with a steep street grade change in either direction), (2) extending the wait time as part of a trip to distant destinations and (3) the two long blocks (due to superbloc planning in the 1960s) between the nearest other stops at ~~Geary~~ <sup>Van Ness</sup> and Fillmore).

Senior residents are among the most mobility challenged, health challenged and vulnerable in the city's population. Even if ridership numbers seem low compared to other Rapid Stops, we urge you to consider the special needs of our Cathedral Hill/Japantown community.

April 19, 2016

ALL SEQUOIAS RESIDENTS  
(AND STAFF)  
1400 GEARY BLVD.  
94109

Signed:

1. [Signature]
2. [Signature]
3. [Signature]
4. marjorie Erickson
5. Rena Fajzani
6. Ann Cornelius
7. [Signature]
8. Rita Pieri
9. Cynthia Joe
10. Kathleen F. Harrington
11. J. H. Klein

12. Suzi Karsuagi13. Betty Ozawa14. Anna Liu15. Daisy Kaganella16. Joan Brownstein17. Morris Del18. L. Allen19. Th. Bier20. Yoko Samida21. Sharon Phillips22. Roger Kallen23. Glenn Beal24. Ray Ho25. Ann Preston26. Kiki Hawaii27. Sachi Fukami28. Richard Wanner29. Carole Bailey30. Pat Hasky31. Kosma Lebach32. Morgan Barkoul33. Ann Jorgensen34. Arnold Delli

35. Neil Gordon
36. Elizabeth Passanisi
37. Quirk Pursey
38. Grace Lohr
39. Alice Daniels
40. Al Scheffer
41. Joan Dillin
42. Bob Holmes
43. Bob Gilbert
44. Robert Poyzer
45. Gene Berman
46. Tony Scortico
47. Genzee Tanaka
48. Brenda Freyke
49. Phillip Barb
50. Sharon Adichur
51. Shirley Costello
52. Melvin Kellin
53. Barbara Fields
54. Dennis Gundersen
55. Harold (Bud)
56. Gene Purcell
57. Donna Ellis

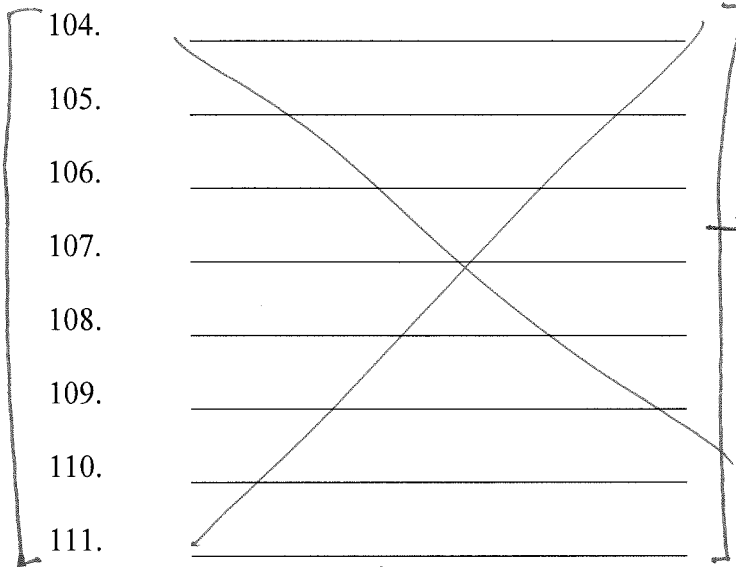
58. Beverly Rosenberg
59. Laura K. Jacobson
60. Mary Lou Brydon
61. Ralph Harris
62. ~~Edna O'Connor~~
63. Kathleen v. Huel
64. Miss Paul
65. Lillian Kreisk
66. Nancy Alee
67. Betty Cardach
68. Wilma Krueger
69. Wilma Haege
70. Dennis Smith
71. Eleanor Ginn
72. ~~Martha~~
73. Ruth Alee
74. Robert Werdhauer
75. ~~Ann Smith~~
76. Barney Olmstead
77. Judi Kantor
78. ~~Joe Kantor~~
79. ~~John Rice~~
80. Bill Roten

- 81. Marilyn Kreegil 106 Rin Fano
- 82. Willy D. Uebach 107 Jun Saeriki
- 83. Murako Kurada 108 Jackie Saeriki
- 84. Anne V. Ticks 109 Patricia Hultgen
- 85. Swan Brown 110 Julian Hultgen
- 86. Willy Yamamoto 111 Wade Woo
- 87. Jeff Scammell 112 Emile Raito
- 88. Shah Koedman 113. Thomas DeAlba (Dining Room)
- 89. Sandra Dussan
- 90. P. Pennell
- 91. Britt-Marie Bonan
- 92. Tom Street
- 93. Koreyn Goldstein
- 94. James R. Coran
- 95. Georgette Geymer
- 96. John Apple
- 97. Margaret M. Lipp
- 98. Pauline Johnson
- 99. Katy Gough
- 100. Jarrett Dale
- 101. Amber R. Hayes
- 102. Patrick Yen
- 103. Lily Chen
- 104. Glenn Leticola
- 105. Warren K. DeFlu

Where & what time?

AUDITORIUM 2PM  
FLIER WILL BE POSTED  
ON THE 16th

SEE PREVIOUS PAGE



- 112. Al Schaffer
- 113. Roy Brekeman
- 114. Susan Goldsmith
- 115. Kingsford Byers
- 116. Steve White
- 117. Ron Kay
- 118. Bob
- 119. James Boza
- 120. Barbara Resnick
- 121. Gloria Pastore
- 122. Barbara Aase
- 123. Lillian Chen
- 124. Isaac Hashemiaty
- 125. S. H. 4
- 126. Wilma Hall

127. Wanda Richards

128. Neva Wigfield

129. Donald Houghton

130. Marion Jones

131. Mgo

132. Jean Wilcox

133. Ann Landrum

134. Patty Beyer

135. Marie Kurikawa

136. Joseph P. Papp

137. Barbara Aase

138. adi wu

139. Gen. Huot

140. Ray Buscher

141. Michael Zupers

142. Elizabeth D. Bell

143. Kos Chan

144. Michael Sam

145. Glomerberg

146. Robert J. Jones

147. Judi Karter

148. Barry Karter

149. John Ross

150. William Seater

151. [Signature]

152. Patricia Nicholson

153. Renee Takasaki

154. Alys Wang

155. Nickel & Pines

156. Mark Jodis

157. Marie Fathger

158. Hilda O'Leary

159. Christine Belle

160. Ray Matsumoto

161. Ray Harrington

162. Fredy Alter

163. [Signature]

164. WED ENRICHIA

165. [Signature]

166. \_\_\_\_\_

167. \_\_\_\_\_

168. \_\_\_\_\_

169. \_\_\_\_\_

170. \_\_\_\_\_

171. \_\_\_\_\_

172. \_\_\_\_\_



PETITION TO  
BOARD OF SUPERVISORS PRESIDENT, LONDON BREED  
SFMTA/SFCTA

Since Cathedral Hill and Japantown have a large population of Senior residents, many of whom are both solely dependent on public transit and are mobility challenged, the undersigned hereby strongly urge you to reconsider and make the proposed Geary BRT project's Laguna St. stop a **Rapid Stop**.

Among the reasons for this request are: (1) mistakes made in boarding a Rapid bus (in areas where every stop is both a rapid and a local stop) instead of a local bus and then having to walk or cross the street to back track to a Laguna St. destination (with a steep street grade change in either direction), (2) extending the wait time as part of a trip to distant destinations and (3) the two long blocks (due to superblock planning in the 1960s) between the nearest other stops at Gough and Fillmore).

Senior residents are among the most mobility challenged, health challenged and vulnerable in the city's population. Even if ridership numbers seem low compared to other Rapid Stops, we urge you to consider the special needs of our Cathedral Hill/Japantown community.

April 19, 2016

Signed:

- |     |                                |                         |   |   |   |
|-----|--------------------------------|-------------------------|---|---|---|
|     |                                | <i>THE CARLISLE</i>     |   |   |   |
|     |                                | <u>1450 POST street</u> |   |   |   |
| 1.  | <u><i>Paul [unclear]</i></u>   |                         |   |   |   |
| 2.  | <u><i>Fra G. [unclear]</i></u> | u                       | u | u | u |
| 3.  | <u><i>Wanda [unclear]</i></u>  | u                       | u | u | u |
| 4.  | <u><i>[unclear] Lewis</i></u>  | u                       | u | u | u |
| 5.  | <u><i>[unclear]</i></u>        | u                       | u | u | u |
| 6.  | <u><i>Jin [unclear]</i></u>    | u                       | u | u | u |
| 7.  | <u><i>Kay Fyler</i></u>        |                         |   | u | u |
| 8.  | <u><i>Sally Taylor</i></u>     | u                       |   |   |   |
| 9.  | <u><i>[unclear]</i></u>        | u                       | u | u | u |
| 10. | <u><i>[unclear]</i></u>        | u                       | u | u | u |
| 11. | <u><i>[unclear]</i></u>        | u                       | u | u | u |

- |     |                                |               |   |   |
|-----|--------------------------------|---------------|---|---|
| 12. | <u>Carla Dotes</u>             | 1450 Post St. |   |   |
| 13. | <u>Lucille Dipiano</u>         | "             | " | " |
| 14. | <u>Audreine Labovitz</u>       | "             | " | " |
| 15. | <u>Fran Tokas</u>              | "             | " | " |
| 16. | <u>Roy John</u>                | "             | " | " |
| 17. | <u>GEORGIA HESSE</u>           | "             | " | " |
| 18. | <u>Louise J Brown</u>          | "             | " | " |
| 19. | <u>Alan Austin</u>             | "             | " | " |
| 20. | <u><del>Phyllis</del></u>      | "             | " | " |
| 21. | <u>Phyllis Eggert</u>          | "             | " | " |
| 22. | <u><del>John Johnson</del></u> | "             | " | " |
| 23. | <u><del>Orville</del></u>      | "             | " | " |
| 24. | <u>Rakelly Schick</u>          | "             | " | " |
| 25. | <u>Margaret Cronson</u>        | "             | " | " |
| 26. | <u>Heda Benicavnes</u>         | "             | " | " |
| 27. | <u>Nancy C.</u>                | "             | " | " |
| 28. | <u>As Fun</u>                  | "             | " | " |
| 29. | <u>Alexia Baker</u>            | "             | " | " |
| 30. | <u>Garina CUBB</u>             | "             | " | " |
| 31. | <u>Ann Swinehart</u>           | "             | " | " |
| 32. | <u>Barbara Huber</u>           | "             | " | " |
| 33. | <u>Samuel Solomon</u>          | "             | " | " |
| 34. | <u>Mrs. Labovitz</u>           | "             | " | " |

all residing at 1450 Post

- 35. ~~Ross Matsuda~~
- 36. ~~George H. Matsuda~~
- 37. Art Gordon
- 38. Marge B. Warren
- 39. Otto Hoffmann
- 40. Dorothy Alderson
- 41. Phyllis J. Eggert
- 42. William C. Fisher
- 43. ~~W. L. ...~~
- 44. Shudlap
- 45. Terry Amelin
- 46. Deborah Solonson
- 47. Sophia Lee
- 48. Gamba Guitel
- 49. Bill Wagner
- 50. R. Germit
- 51. Jane R. Burt
- 52. Mary Gordon
- 53. J. J. ...
- 54. G. H. ...
- 55. Inge Solway
- 56. S. Bamoler
- 57. ~~...~~

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BOARD OF SUPERVISORS PRESIDENT, LONDON BREED  
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Among the reasons for this request are: (1) mistakes made in boarding a Rapid bus (in areas where every stop is both a rapid and a local stop) instead of a local bus and then having to walk or cross the street to back track to a Laguna St. destination (with a steep street grade change in either direction), (2) extending the wait time as part of a trip to distant destinations and (3) the two long blocks (due to superblock planning in the 1960s) between the nearest other stops at Gough and Fillmore).

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April 19, 2016

Signed:

1. Al Rodriguez
2. Aida Rodriguez
3. Dia Espinoza
4. Mia Stageberg
5. Johanne Petty
6. Richard West
7. [Signature]
8. [Signature] mendoza
9. Yang U. Kang
10. John A. Gargan
11. [Signature]

WESTERN PARK APTS.  
1280 LAGUNA ST.

GLENDA ROMERO  
D

LAGUNA SHOULD CONTINUE RAPID + LOCAL  
Jingchen Yue

12. Harry Vandeman

13. T. Colaco

14. Veronica Espada

15. Smirnov

16. TILSIT. HAMZA

17. Barbara Gray

18. Jeoffe Bolin

19. P. P. G. GOVENDER.

20. Don A. Gray

21. Yun. Cho

22. Anna Kuchonovich

23. Zhdanova Alisa

24. Leyzerovich Semen

25. Sydorenko Lidija

26. Mykola Kordic

27. Alice D. Gibbons

28. Wang

29. Mohammed Taifi

30. Aspandarov

31. Thudya noka

32. Kenda Barnett

33. Donny Zhang

34. Helen Tsai

35. John S Tsai  
36. Vilk Olona  
37. Irina Dilya  
38. Kepent  
39. Marion Sher  
40. Juliana Li  
41. MARYLN Govender  
42. Len  
43. Lyubov  
44. Janice McDuffee  
45. Diana Binunskaya  
46. LiLona Wang  
47. Alfred Ho  
48. Jessica Jin  
49. Xue Xian Zhuy  
50. Grace Ho  
51. Yu-Min Lu  
52. Paul Lopez  
53. M. Urman  
54. Roxie Moazzami  
55.  
56.  
57.

**PETITION TO  
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SFMTA/SFCTA**

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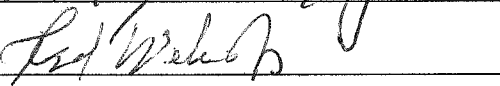
Among the reasons for this request are: (1) mistakes made in boarding a Rapid bus (in areas where every stop is both a rapid and a local stop) instead of a local bus and then having to walk or cross the street to back track to a Laguna St. destination (with a steep street grade change in either direction), (2) extending the wait time as part of a trip to distant destinations and (3) the two long blocks (due to superblock planning in the 1960s) between the nearest other stops at Gough and Fillmore).

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April 19, 2016

1200 GOUGH ST.

Signed:

- 1. 
- 2. 
- 3. \_\_\_\_\_
- 4. \_\_\_\_\_
- 5. \_\_\_\_\_
- 6. \_\_\_\_\_
- 7. \_\_\_\_\_
- 8. \_\_\_\_\_
- 9. \_\_\_\_\_
- 10. \_\_\_\_\_
- 11. \_\_\_\_\_

NOV 07 2016

**JAPAN CENTER WEST ASSOCIATES, LP**

1770 POST STREET, BOX 297  
SAN FRANCISCO, CA 94115  
TEL: 415 440-1171  
FAX: 415 440-1181

November 4, 2016

Mr. Colin Dentel-Post  
Senior Transportation Planner  
San Francisco County Transportation authority  
1455 Market Street, 22<sup>nd</sup> Floor  
San Francisco, CA 94103-1300

Dear Mr. Dentel-Post,

**Re: Opposition to the SFCTA Staff Recommendation to Not Have a Rapid Stop At Laguna Street**

We are the Building Office for the Japan Center East Mall and Japan Center West Mall, two shopping malls in Japantown located at 22 Peace Plaza and 1737 Post Street, San Francisco respectively. We object the recommendation to not have a rapid stop at Laguna Street.

Many of our customers/visitors, especially seniors, rely on public transportation as their travel means; limiting the bus stop at Laguna/Geary Street will create inconvenience and limitation for people to come. We anticipate it will not just adversely impacting the merchants in our malls but affecting all merchants doing business in Japantown too. Please take into consideration that lots of merchants and their employees are also rely on the public transportation to come to work daily.

We highly urge you to withdraw the recommendation and allow the Geary/Laguna Bus Stop to remain both a "local" and "rapid" stop.

Your attention to the above is highly appreciated.

Yours sincerely,  
**Japan Center West Associates, LP**

  
Sheron Chiu  
Property Manager



From: Bernard Choden  
 Date: Tue Dec 13 2016 06:44:51 GMT+1100 (AEDT)  
 Subject: [GearyBRT] Re: Geary BRT Final Environmental Impact Report Released and Upcoming Public Meetings  
 To: San Francisco County Transportation Authority  
 Cc: SFT

My earlier comments remain unanswered. 1. The BRT ignores the City/County capitalized future General Plan that is required by State Government Code; ssans a General Plan, the BRT cannot go forward including the particular status of the SF County as an "Administrative District of the State" which over rides State Codes governing the City's status as a Charter City. 2. The BRT has no EIR impact analysis precluding it's projected plan as to enterprises and housing affordable and operational futures. 3. Feeder lines as sustaining operations outcomes are insufficient for future planning. 4. Cost sustainability and impacts are neither guaranteed nor protected by a performance bond beyond the City's "Gook Faith and Credit" inadequate guarantees.; 5. Alternatives requirements are insufficient; 6. operational impacts for Japan Town operations and handicapped access for Express Service are neither guaranteed nor studied especially with regard proposed elimination of the depressed Geary Blvd. and it's pedestrian status.

Bernard Choden at [REDACTED]  
 On Dec 12, 2016, at 8:58 AM, San Francisco County Transportation Authority <[gearybrt@sfcta.org](mailto:gearybrt@sfcta.org)> wrote:



## Geary BRT Final Environmental Impact Report Released and Upcoming Public Meetings

Dear Geary Neighbors and Stakeholders,

We are pleased to let you know that the Final Environmental Impact Report (EIR) is now available and scheduled for an approval hearing by the Transportation Authority Board. You can view the document:

- Online at [GearyBRT.org](http://GearyBRT.org).
- At public libraries near the Geary corridor.
- At the front desk of Transportation Authority, 1455 Market Street, 22nd floor. Compact discs can be provided upon request.

More information about viewing the document, as well as the Notice of Availability, are at [GearyBRT.org](http://GearyBRT.org).

Three key changes have been made to the project's staff-recommended alternative outlined in the Final Environmental Impact Report in response to community comments and feedback we received on the draft environmental document and over the last year. Those changes include:

- Retaining the Webster Street pedestrian bridge
- Preserving merchant parking and loading by converting the Spruce Street stop to local bus service only
- Adding more pedestrian safety improvements along Geary to intersections with high collision rates

To provide input on the Final Environmental Impact Report and preferred design for BRT the public is invited to:

- Attend the Geary BRT Citizens Advisory Committee (CAC) meeting on Jan. 4, 2017, 6 p.m., San Francisco County Transportation Authority Offices, 1455 Market Street, 22nd floor. The Geary CAC will vote on whether to recommend project approval.

- Attend the Transportation Authority Board Hearing on Jan. 5, 2017, 2pm, San Francisco City Hall, 1 Dr. Carlton B. Goodlett Place, Room 250. The Transportation Authority Board will hold a hearing and take action to approve the Final Environmental Impact Report, approve the project, and select a preferred design alternative.
- Write, call or email the Geary BRT project team at San Francisco County Transportation Authority, Attn: Geary BRT, 1455 Market St., 22nd Floor, San Francisco, CA 94103; [415\) 522-4800](tel:4155224800); [GearyBRT@sfcta.org](mailto:GearyBRT@sfcta.org).

Interested in project updates via text message? Text "YES" to [628-600-1675](tel:6286001675).

As always, please feel free to contact us with any questions. Thank you.

Colin Dentel-Post

Geary BRT Project Lead

San Francisco County Transportation Authority

## CONNECT WITH US

For more project information and hearing dates, visit [GearyBRT.org](http://GearyBRT.org). To view the Geary CAC meeting schedule online, visit [GearyCAC.org](http://GearyCAC.org). Contact us by email at [GearyBRT@sfcta.org](mailto:GearyBRT@sfcta.org), by phone at [415.522.4800](tel:4155224800), or write to us at:

San Francisco County Transportation Authority

Attn: Geary BRT

1455 Market St., 22nd Floor

San Francisco, CA 94103.



## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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

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SFCTA

1455 Market Street

22nd Floor

San Francisco, CA 94103

[Add us to your address book](#)



Steve Stamos <steve.stamos@sfcta.org>

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## Final EIR for the Geary BRT

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Don Clark <REDACTED>

Sun, Dec 11, 2016 at 6:07 PM

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

### **The period of review is too short to adequately review the Final EIR. The January 5 meeting should be postponed.**

1. **Final EIR was published in the afternoon of Friday December 9.** Currently the Board plans to determine whether to certify the FEIR on January 5, 2017. This period of time for review is only 27 calendar days and that is only 17 working days.
2. **This period of review falls over the Christmas/Hanukah/Winter holiday season** where some members of the public (and even the Board members!) may be traveling and/or spending time with family.
3. **During these 17 days over the holidays, the BOARD MUST ALSO REVIEW the FEIR and it must be able to say that it reflects its independent judgment.**
4. **The Final EIR has many new portions and information**
  - a. **Over 600 written and transcribed comment responses.** Appendix B contains 870 pages worth of comments and responses (incorrectly dated "November 2016", it was published December 9, 2016)
  - b. **The comments and responses are dense** – it took SFCTA almost a year to compile and publish them.
  - c. **The December 9 package contains a proposed Statement of Overriding Considerations** -- Thus, in addition to 870 pages of comments and responses, the reviewing Board members and public must evaluate the SFCTA's reasoning for overriding the significant impacts which this massive EIR found could not be mitigated.
  - d. **The recommended alternative has modifications since the Draft EIR** -- Thus, in addition to the comments and responses and the reasoning for overriding the conclusions, the Board members and public must understand a modified proposed alternative.
5. **Non-CEQA findings.** Beyond the CEQA document and findings, the City regulations require

# E4-42

certain findings and assessments. **Non-CEQA findings have not been publicized or reviewed.** Again, will the Board be able to review, digest and independently arrive at all these new findings?

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

6. **Release at holiday time is not fair** – members of the public would like to celebrate the holidays and see family and friends, not “cram” for a January 5 hearing.

7. **We would like to think maybe the City didn’t realize this unfortunate timing.** The cynic thinks it is purposeful and that the City is acting in bad faith.

a. The Draft EIR published September 15, 2015 -- 15 months ago.

i. Why is the Board meeting on the Final scheduled so soon?

ii. Why rush now?

b. **Publishing at the holidays punishes the public who take this matter seriously and want to continue participating**

c. **Some believe the January 5 hearing is being scheduled to take advantage of the changing political landscape** -- new Board members come in on January 8. Could this rush, after 15 months between Draft and Final – be politically motivated?

d. **Even if not politically motivated, the City is acting in bad faith by publishing over the holidays.**

**Please postpone the consideration of the Final EIR until after the holidays, at least 30 days after the currently scheduled meeting.**

From: Colin Dentel-Post  
 Date: Tue Oct 25 2016 11:19:34 GMT+1100 (AEDT)  
 Subject: Re: [GearyBRT] opposition to Geary BRT  
 To: James Connell  
 Cc: GearyBRT

Mr. Connell,

Thanks for sharing your views - your opposition to the BRT project is noted.

I did want to share a few explanations and clarifications about the project:

1. Project benefits and cost - The project would reduce travel times on the bus by about 10 minutes from one end of the corridor to the other, while also improving transit reliability. The full cost of the project is \$300 million, which includes not just the bus improvements but also a variety of other infrastructure improvements, including pedestrian safety upgrades at intersections along the corridor, new and upgraded traffic signals, street repaving, and utility upgrades.
2. Pedestrian bridges - We heard lots of feedback from the Japantown community about the proposed removal of the pedestrian bridge at Webster Street, and understand that neighborhood school groups and others use the bridge frequently. In response, we have revised our recommended alternative for the BRT project to keep the Webster bridge in place. The project would also add new, ADA-compliant surface crosswalks at Webster with safety features including sidewalk extensions and median refuge areas to ensure pedestrians are safe. We heard much less concern about the pedestrian bridge at Steiner Street, and we continue to recommend removing it in order to provide a bus-only lane and improve visibility of the surface crosswalk that most pedestrians currently use.
3. Traffic on parallel streets - It is true that, due to the reduction in traffic lanes on Geary Boulevard, some drivers would opt to use parallel routes. Our traffic study found that the increase parallel streets would increase traffic volumes by 11% or less, and that overall there would be less traffic and fewer highly congested intersections along and near the corridor with the project than without.

Thanks again for reaching out to share your opinion about the project, and I will add you to our email list to make sure you are aware of future meetings about the project.

Best,  
 Colin



**Colin Dentel-Post**  
 Senior Transportation Planner  
 San Francisco County Transportation Authority  
 1455 Market Street, 22nd Floor  
 San Francisco, CA 94103  
 415.522.4836

On Sun, Oct 23, 2016 at 2:25 PM, James Connell <[REDACTED]> wrote:

I am writing to express my opposition to the Geary Street BRT .  
 The BRT will only modestly decrease commute times and the cost will be up to \$200 million , two pedestrian bridges and increased traffic on Fulton, Balboa, Anza, and California.

# E4-44

Best Regards  
James Connell  
Inner Richmond district resident and home owner

From: **Colin Dentel-Post** <[colin.dentel-post@sfcta.org](mailto:colin.dentel-post@sfcta.org)>  
Date: Fri, Aug 12, 2016 at 1:31 PM  
Subject: Re: [GearyBRT] Dreadful boondoggle  
To: John de Forest <**REDACTED**>

Mr. de Forest,

Thank you for sharing your views on the Geary BRT project and your opposition is noted.

Best,  
Colin

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

On Fri, Aug 12, 2016 at 12:25 PM, John de Forest <**REDACTED**> wrote:  
For all the reasons provided at [www.StopMuniBRT.org](http://www.StopMuniBRT.org) I am very much opposed to the GBRT.

John de Forest  
**REDACTED**  
San Francisco, CA 94121

# E4-46

On Oct 2, 2016, at 8:50 PM, Richard Corriea <REDACTED> wrote:

Colin: I have reviewed Mr. Dippel's email and your response to same. I think that it would be very appropriate for the Geary CAC to hold a meeting in the Richmond District, and I am surprised that coming to the Richmond would be viewed as an inconvenience for the CAC members. In connection with discussing a meeting in the Richmond, please call me at REDACTED so we can talk about an appropriate facility and a date for the meeting.

We in the Richmond want quality public transportation that will support our growing community.

On Wed, Sep 28, 2016 at 6:13 PM, Colin Dentel-Post <[colin.dentel-post@sfcta.org](mailto:colin.dentel-post@sfcta.org)> wrote:

Mr. Dippel,

Thank you for your email, and we have also received your fax requesting the postponement and relocation of tomorrow night's Geary CAC meeting.

We wanted to point out that this is not an outreach event but a regularly scheduled meeting of the Geary CAC. These meetings are routinely held at our offices at 6:00 p.m. primarily for the convenience of the GCAC members, who come from various neighborhoods across the 6+ mile Geary Corridor. Members of the public are welcome to attend the meeting and speak during public comment.

As part of our outreach through the course of the project, we have also presented at more than 200 meetings with community groups across the Geary corridor.

We appreciate your interest in this matter but are going to hold the Geary CAC meeting as currently planned.

Thank you,

Colin



**Colin Dentel-Post**

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

On Tue, Sep 27, 2016 at 4:02 PM, <REDACTED> wrote:

September 27, 2016

Citizens Advisory Committee (GCAC)  
Geary Bus Rapid Transit (BRT)  
c/o SFCTA  
1455 Market Street, 22nd Floor  
San Francisco, CA-94103

Subject: Meeting Geary BRT Stakeholders, September 29th, 2016

Dear Sir or Madam:

Although I appreciate the intent of "Stakeholder" outreach, engagement and participation as concepts, holding such meetings that are of great importance to the residents of the Geary corridor downtown on Market St. at 6:00 PM, the height of the rush hour commute, denies easy access to those who are working and disrupts the lives of families and the public in general who would like to attend. Is your intent to deny public participation and input?



The main offices of the SFCTA may offer convenient access to meeting rooms in a secure, professional setting; they are, though, far removed on the far side of the City from the neighborhood that is the proposed location for the Geary BRT. There are many available venues close to family restaurants in a safe neighborhood close to several different bus lines with stops that still are never more than 3 or 4 blocks apart.

I would ask you to postpone this scheduled meeting on Thursday, September 29th, to allow the SFCTA staff time to locate a more accessible venue in the neighborhood that is the subject of your meeting program. Little has changed in the Richmond District since SFCTA staff arranged "public outreach" in 2015; and, I'm sure they can find a meeting place again. If not, please contact me and we can organize a search for you.

We appreciate that you understand that you are working for the good of the community, but it helps maintain that claim when you visit us in the far off Richmond District to join us in discussions about our homes and our lives.

Sincerely yours,

(Signed)

David W. Dippel

cc: Friends and Neighbors, Richmond District  
Planning Association for the Richmond  
Paul Kozakiewicz, Editor, Richmond Review

Richard L. Corriea  
President  
Planning Association for the Richmond (PAR)  
**REDACTED**  
San Francisco, CA 94121-2112  
Voicemails and Faxes ONLY: **REDACTED**  
**REDACTED**



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## Fwd: [GearyBRT] Two Questions

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

Wed, Dec 21, 2016 at 3:30 PM

—Forwarded using **Multi-Forward Chrome Extension**—  
From: Debra Ferreira  
Date: Tue Dec 20 2016 05:11:57 GMT+1100 (AEDT)  
Subject: [GearyBRT] Two Questions  
To: GearyBRT@sfcta.org

We own our home on Anza and 16th ave., and are very concerned about quality of life during construction and following construction. How can we be assured that our NEIGHBORHOOD will not be subject to more traffic? Cars both avoiding construction and the new traffic system once BRT is operating? We are a community and do not want to be turned into a traffic detour! Also, looking at some of the transit 'islands' concerns were raised by a few who thought they might feel trapped in the middle if ongoing traffic should a robbery, etc, take place. Are there safety exits, buttons, or any such thing? I am referring to the photo on your recent brochure, of Geary St in front of the Alexandria theatre. This photo triggered anxiety amongst many of my elderly neighbors. They felt that this was a perfect spot to be victimized. Thank you in advance for your response, Debra Ferreira Sent from my iPhone



Edwin M. Lee, Mayor  
Philip A. Ginsburg, General Manager

### Steiner Street Bridge and RPD Facilities

To implement the Geary BRT, SFMTA plans to remove the existing bulb-out in front of Hamilton Recreation Center, remove all parking directly in front of the center, and relocate the blue zone and white passenger loading zone spaces on Steiner Street or farther west on Geary. SFMTA is currently considering whether or not to remove the Steiner Street Bridge.

SFMTA has analyzed pedestrian use of the bridge, and found that most people cross in the crosswalk at street level (75-95% use the crosswalk compared to using the bridge). The bridge is not ADA compliant and will require extensive repairs at some point. RPD supports removing the bridge and sees the following as benefits with bridge removal and challenges with maintaining the bridge.

#### Benefits from removing Steiner Street Bridge:

- Maintain a 9 foot-wide sidewalk, which would:
  - Maintain all existing trees in sidewalks, and
  - Provide a wide enough sidewalk to be immediately next to a traffic lane for moving Muni buses.
- Remove visual impediments to Hamilton Recreation Center and Kimbell Field and create a more welcoming connection to the Steiner St. edge for both facilities.
- Add space for pedestrians and park users at both facilities along the Steiner St. edge.
- Remove a hard-to-see area that creates space for undesirable uses.

#### Challenges with preserving the bridge:

- Create an uncomfortable pedestrian situation with a narrow 6' 6" sidewalk near the Steiner Street intersection that may discourage use of the Hamilton Center.
- Maintain a visual barrier to both parks that can encourage undesirable use and create an uncomfortable space for park users to pass by.



EXISTING CONDITIONS



PROPOSED CONDITIONS



From: Colin Dentel-Post  
Date: Wed Dec 14 2016 05:08:07 GMT+1100 (AEDT)  
Subject: Re: [GearyBRT] Geary BRT inquiry  
To: WILLIAM GOODSON

Mr. Goodson,

Thank you for your interest in the Geary Corridor Bus Rapid Transit project! There are thirteen members of the Geary BRT CAC appointed by the Transportation Authority Board (comprised of the Board of Supervisors members) to represent community interests along the corridor. You can find a list of the current Geary CAC members at the top of the [last meeting agenda](#) and more information about the appointment process in the [staff memo to the Board](#) from the most recent appointment process in May 2016.

We rely on the Geary CAC, comments submitted by members of the public, and extensive community engagement including public meetings and discussions with more than 65 community groups during the environmental review phase of the project. [Chapter 5: Public Participation](#) in the project's Final Environmental Impact Report has more information on public engagement during the planning process.

On the issue of parking, I understand your concern about the potential for parking spillover into neighborhoods. We have worked to retain as much parking as possible with the recommended design for the BRT project. While some spaces on Geary would need to be removed to accommodate bus-only lanes and pedestrian safety treatments at intersections, the project will retain 95% of the parking supply within a block or two of Geary.

Thanks again for your interest in the project, and please let me know if you have further questions about the project.

Best,  
Colin



**Colin Dentel-Post**  
Senior Transportation Planner  
San Francisco County Transportation Authority  
1455 Market Street, 22nd Floor  
San Francisco, CA 94103  
[415.522.4836](tel:4155224836)

On Mon, Dec 5, 2016 at 9:10 PM, WILLIAM GOODSON <REDACTED> wrote:

Dear Administrators,  
Where is there a list of who is on the Geary CAC?  
How were they chosen?  
How are you guessing the opinion the neighborhood?  
I live in the neighborhood - about 200 feet from Geary - and I will be impacted, certainly by parking overflow.  
But, I was never asked anything.  
Thank you,  
William Goodson

# E4-52

From: "REDACTED"

Date: Sun Dec 11 2016 13:30:22 GMT+1100 (AEDT)

Subject: [GearyBRT] Laguna St. bus stop

To: "[gearybrt@sfcta.org](mailto:gearybrt@sfcta.org)"

Please retain the stop at the corner of Laguna st and Geary Blvd for te 39 express. This is such an important stop for all the seniors who live in this area. To eliminate it would cause such a hardship for us. If the nearest stop is westbound on Fillmore, it would force us to walk up an incline to return to Laguna St. Being close to 80 years of age, this is would be challenging. There are many of us who are physically challenged.

Please be considerate and try to keep this stop for the 38 limited.  
Harriet Hall

From: Colin Dentel-Post  
Date: Tue Nov 22 2016 14:20:19 GMT+1100 (AEDT)  
Subject: Re: Letter Opposing Staff Recommendations on Laguna Stop  
To: "Greg M." , Alice Kawahatsu , Robert Hamaguchi  
Cc: "[tilly.chang@sfcta.org](mailto:tilly.chang@sfcta.org)" , "[scott.wiener@sfgov.org](mailto:scott.wiener@sfgov.org)" , Ed Reiskin , London Breed , Paul Wermer , "[Roberta.Boomer@sfmta.com](mailto:Roberta.Boomer@sfmta.com)" , Liz Brisson , "Amiri, Wahid"

Dear Mr. Hamaguchi, Ms. Kawahatsu, and Mr. Marutani,

Thank you for your letter and feedback about the Geary Bus Rapid Transit project. Attached is a response letter from Liz Brisson at SFMTA and me addressing the issues of the Laguna Street stop and streetscape upgrades in Japantown. We are also sending a hard copy of this letter in the mail. As the letter states, we recently met with Paul Wermer and agreed to discuss these items further with the community at an upcoming meeting of the Japantown Task Force Land Use Committee.

Thanks again, and we look forward to continuing our conversations and identifying solutions that meet the needs of the Japantown community.

Sincerely,

Colin



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

On Tue, Oct 25, 2016 at 4:08 PM, Greg M. <REDACTED> wrote:

Dear Colin,

Attached is a PDF file of a letter from the Japantown Task Force that at its October 19, 2016 Board meeting voted to send a letter opposing the SFCTA staff recommendations to keep the Laguna stop a Local Only. A "hard" copy is being sent you via USPS. I have cc:ed those who were named in the letter with the exception of Chairman Thomas Nolan as I could locate an e-mail address for him and included Roberta Boomer who is listed as the Secretary to the Board.  
Greg Marutani



Roberta Boomer, Executive Director  
Alice Kawahatsu, Planner  
Japantown Task Force  
Chairman Thomas Nolan  
San Francisco, CA 94103

Wahid Amiri, Board Secretary and Board Manager

Ed Reiskin, Board Member  
London Breed, Board Member  
Paul Wermer, Board Member



Geary BRT\_JTF ...



**SFMTA**  
Municipal  
Transportation  
Agency

San Francisco County Transportation Authority

1455 Market Street, 22nd Floor  
San Francisco, California 94103  
415.522.4800 FAX 415.522.4829  
info@sfcta.org www.sfcta.org



November 21, 2016

**Robert Hamaguchi, Executive Director**  
**Alice Kawahatsu, President**  
**Japantown Task Force**  
**1765 Sutter Street, 2<sup>nd</sup> Floor**  
**San Francisco, CA 94115**

**Dear Ms. Kawahatsu and Mr. Hamaguchi,**

Thank you very much for taking the time to share your most recent feedback regarding the Geary Bus Rapid Transit project in your letter, dated October 24th. We'd like to first say that we very much appreciate the Japantown community's input, which has improved this project significantly to date.

What follows are responses from our agencies on the two main areas of comment from your recent letter, the Laguna Street bus stop and the Webster Street bridge.

#### **Laguna Street Bus Stop**

As you know, our agencies conducted additional analysis of the implications of maintaining a Rapid stop at Laguna in response to concerns raised by the Japantown Task Force and other stakeholders in the area. That analysis, documented in a memo provided to Paul Wermer on September 28, 2016, revealed that maintaining a Rapid stop would add significant passenger delay (180 hours) for all Rapid riders traveling through this part of the corridor on an average weekday. As we have discussed previously, our agencies feel this level of impact to travel time savings (5-8%) is prohibitive. Our hope is that Laguna stop passengers will value the numerous safety improvements of the project enabled by the current design, as well as Local service that will be 25 percent quicker and also more reliable than it is today.

In addition, we want to confirm that we remain 100% committed to fulfilling our promises to widely communicate the service changes, in order to ensure transit riders know how to reach Japantown and other destinations in the corridor. We also remain committed to providing wayfinding signage for Japantown from the nearest proposed Rapid stop at Fillmore. We received input on the measures that the community would like to see implemented by our agencies at the meeting that Mr. Wermer attended on behalf of the Japantown Task Force on September 28, 2016. While the presentation to the Geary Citizens Advisory Committee (GCAC) presentation (available at <https://goo.gl/RzuKav>) on September 29, 2016 did not include all of the details shared in the smaller meeting that took place on September 28th, enhanced communication strategies were still part of the discussion (see Slides 6, 11, and 12) with the GCAC. On the following page, we've outlined all the measures we are committed to implementing in parallel to the stop change so that residents and visitors feel comfortable navigating the area. We also plan to follow up again with the Sequoias and other senior communities near the Laguna stop to further discuss these measures.



### Proposed Communications Strategies for Japantown Stop Changes

1. **Deploy an education campaign** on the Geary corridor with travel training for seniors, people with disabilities and school age children.
2. **Update and improve bus vehicle, stop, shelter, and wayfinding signage.** SFMTA is exploring new wayfinding designs inside the bus and on shelters to make stop changes clearer to the public. The stops will have updated signs, utilizing blue for Local stops and red for Rapid stops. SFMTA plans to work closely with Japantown stakeholders to develop the wayfinding signage directing bus riders to Japantown.
3. **Special automated stop announcements** on the bus would be added to indicate when and where a stop was being removed. The adjusted stop announcements would be in place up to a month before any service changes went into effect and continue up to six months following.
4. **Outreach ambassadors** would be out on the corridor to notify riders of upcoming service changes, and once the changes were in effect, ambassadors would be available to help riders navigate to their destination efficiently and safely.

In this way, we hope to minimize stop confusion and the need for seniors or visitors to walk uphill to access the area by bus. We would like to note that the improved 38 Local will continue to stop at Laguna Street and at Webster Street, providing direct access to and between these locations.

### Webster Bridge and Improvements

As you know, based on the feedback we heard from the Japantown community, we are no longer proposing to remove the Webster Street pedestrian bridge. In removing that component from our proposal, we were able to reprogram the funds that would have been used for the bridge removal towards other capital transit and pedestrian improvements for the area. These improvements include the addition of more pedestrian safety improvements at the Laguna, Buchanan, Fillmore, and Steiner Street intersections.

The BRT project also proposes significant safety and accessibility improvements at the Webster and Geary intersection, even with the retention of the Webster Pedestrian Bridge, many of which will improve the current state of repair. However, the project budget will not be finalized until after completion of final design next year. We agree that there may be additional opportunities for streetscape improvements in the Japantown area, and the project team is committed to working with you and other community stakeholders to identify what the priority improvements are. Depending on how those ideas fit within the overall project scope, budget and schedule constraints, we would like to work with you to pursue them either as part of the BRT project or as a potential parallel effort.

### Next Step: Discussion at a Japantown Task Force Land Use Committee Meeting

Geary BRT project team members met with Mr. Wermer on November 15<sup>th</sup>, 2016 to discuss the necessary follow-ups to this letter and have agreed to have a discussion about both of the topics in this letter at an upcoming Japantown Task Force Land Use Committee meeting.

We look forward to continuing the conversation on these important topics with you, and working with you to develop solutions to meet the needs of the Japantown community.

Sincerely,



**Liz Brisson**  
Geary BRT Phase 1 Project Manager  
San Francisco Municipal Transportation Agency  
liz.brisson@sfmta.com



**Colin Dentel-Post**  
Geary BRT Environmental Phase Project Manager  
San Francisco County Transportation Authority  
colin.dentel-post@sfcta.org

cc: Board Chair Nolan, SFMTA  
Com. Wiener, SFCTA  
Com. Breed, SFCTA  
Ed Reiskin, Director of Transportation, SFMTA  
Tilly Chang, Executive Director, SFCTA



# JAPANTOWN TASK FORCE

日本町の経済発展・計画・保存

ECONOMIC DEVELOPMENT, PLANNING & PRESERVATION OF JAPANTOWN

## Executive Director

Robert Hamaguchi

October 24, 2016

## Community Aides

Kimi Fukuyama

Greg Marutani

Mr. Colin Dentel-Post

Senior Transportation Planner

San Francisco County Transportation Authority

1455 Market Street, 22<sup>nd</sup> Floor

San Francisco, CA 94103-1300

## Board Members

Alice Kawahatsu, *President*

Paul Wermer, *Vice-President*

Mark Moriguchi, *Treasurer*

Rosalyn Tonai, *Secretary*

Anthony Brown

Seiko Fujimoto

Judy Hamaguchi

Richard Hashimoto

David Ishida

Glynis Nakahara

Benh Nakajo

Jon Osaki

Beau Simon

Neal Taniguchi

Clint Taura, DDS

**SUBJECT: Opposition to the SFCTA Staff Recommendation to not have a Rapid Stop at Laguna Street and Inquiry About Use of Funds to Make Repairs on the Webster Street Bridge**

The Japantown Task Force (JTF) opposes the recommendation presented by SF County Transportation Authority (SFCTA) staff to make the Laguna stop only a Local Stop, and instead requests it be both a Local and Rapid stop.

What is troubling is that in addition to creating inconvenience and confusion for the seniors using the Geary service, by not keeping the Laguna stop both a Local and Rapid stop, it means that unless visitors are familiar with where the Rapid does not stop, we anticipate there would be a negative impact on the merchants in Japantown businesses even if special signage and announcements are made on the Geary buses. While improved signage was initially proposed by staff at a meeting with local community representatives as a way of mitigating the potential impact of removing the Laguna stop as a Rapid stop, even this inadequate recommendation has not been included in the staff recommendations at the CAC meeting, which indicates even those recommendations are not included.

With a Rapid stop at Van Ness and the next one at Fillmore, visitors and shoppers to Japantown, would have an uphill walk to reach the heart of Japantown where the Peace Pagoda and the Ruth Asawa Origami Fountains are located.

At the September 29, 2016 Citizens Advisory Committee meeting, the staff, in responding to the inquiry about possibly using the savings from not demolishing the Webster Street Bridge for repairs to the Bridge as well as to make improvements in the streetscape, stated that this was not possible because the Bridge is not ADA compliant. As there would be an ADA compliant surface crossing it is our position that the funds could be used to make needed repairs and improvements. We would appreciate this request be

further reviewed and if the staff is correct, please provide references that would restrict the use of the funds.

Sincerely,



Alice Kawahatsu  
President



for Robert Hamaguchi  
Executive Director

cc: Tilly Chang, Executive Director  
Scott Wiener, Chair  
Thomas Nolan, Chair SFMTA  
Ed Reiskin, Director, SFMTA  
London Breed, President, BOS  
Sean Kennedy, SFMTA



Steve Stamos <steve.stamos@sfcta.org>

## Fwd: Re: [GearyBRT] Street trees

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

Wed, Dec 21, 2016 at 3:30 PM

—Forwarded using **Multi-Forward Chrome Extension**—

From: Colin Dentel-Post  
Date: Mon Dec 19 2016 10:04:01 GMT+1100 (AEDT)  
Subject: Re: [GearyBRT] Street trees  
To: mary harden

Greetings Ms. Harden,

Thank you for reaching out regarding the Geary Bus Rapid Transit project and the issue of trees in particular. I apologize for any confusion as a result of the materials we distributed.

The recommended design for the BRT project would include new bus-only lanes in the center of Geary Boulevard from Palm Avenue to 27th Avenue, and along the sides of Geary from Gough to Palm and also from 27th Avenue to 34th Avenue. Where bus-only lanes would be in the center of the street, the existing median would be replaced with center bus-only lanes and two new medians separating the bus lanes from the traffic lanes. Trees in the existing median would be removed, but new trees would be planted in the two new medians. The total landscaped median area would increase by 13%.

The graphic on the front page at [gearybrt.org](http://gearybrt.org) shows an example of this design (at the depicted location, one of the two medians is a bus stop platform, while the other is landscaped with new trees).

Where the new bus-only lanes would be along the sides of the street, most of the existing median would remain intact and its trees would be preserved.

Please let me know if you have further questions about this or any other aspects of the Geary BRT project.

As you may know, the Transportation Authority Board (comprised of the Board of Supervisors members) will consider approval of the project's Environmental Impact Report and make a final decision on the preferred design alternative (including Laguna) at its upcoming meeting on January 5th. You can find more information about the project and upcoming meetings at [gearybrt.org](http://gearybrt.org).

Thanks again,

Colin



**Colin Dentel-Post**  
Senior Transportation Planner  
San Francisco County Transportation Authority  
1455 Market Street, 22nd Floor  
San Francisco, CA 94103  
415.522.4836

On Sun, Dec 18, 2016 at 11:35 AM, mary harden <[REDACTED]> wrote:

It is not clear in the misleading language on the recent brochure whether trees and plants will be maintained, relocated to the side rather than center, or replaced.

"Tree replacement to construct bus-only lanes....

Please clarify.

Sincerely,

# E4-60

Mary L. Harden

San Francisco, CA 94118

[www.maryhardendesigns.com](http://www.maryhardendesigns.com)



Steve Stamos <steve.stamos@sfcta.org>

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

Jennifer Ho <REDACTED>

Sun, Dec 11, 2016 at 11:00 PM

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

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

I strongly urge you as members of the Transportation Authority to vote at your December 13, 2016, meeting to postpone your consideration of the Geary BRT Final EIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

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

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

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

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

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

In addition, new District One Supervisor Sandra Fewer will not be sworn in until after the January 5, 2017, SFCTA meeting, thus denying District One representatives the vote by their newly elected Supervisor/SFCTA Board Member on this critical District One issue.

At your December 13, 2016, meeting, please vote to postpone the vote on the Geary BRT FEIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

Sincerely,

Jennifer

## **Fwd: [GearyBRT] 38 rapid**

**colin.dentel-post@sfcta.org**

From: fei li

Date: Thu May 26 2016 07:35:32 GMT+0530 (IST)

Subject: [GearyBRT] 38 rapid

To: [gearybrt@sfcta.org](mailto:gearybrt@sfcta.org)

to whom it may concern,

this email is to let you know that it is extremely important to me & my fellow bus riders who are seniors & who would be extremely inconvenienced if you remove the 38rapid stop at laguna & geary. what you have proposed is very unsafe for the population who live in this area plus the fact that the land is hilly making it hazardous for those of us with mobility problems.

please DO NOT take our 38 rapid stop away from laguna & geary.

fei li holmes

sequoias resident

---





Steve Stamos &lt;steve.stamos@sfcta.org&gt;

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**Fwd: Re: [GearyBRT] Geary BRT inquiry**


---

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

Wed, Dec 21, 2016 at 3:30 PM

—Forwarded using **Multi-Forward Chrome Extension**—  
 From: Colin Dentel-Post  
 Date: Sun Dec 18 2016 13:03:10 GMT+1100 (AEDT)  
 Subject: Re: [GearyBRT] Geary BRT inquiry  
 To: fei li

Greetings Ms. Holmes,

Thank you for reaching out regarding the Geary Bus Rapid Transit project and the Laguna stop in particular.

We have heard and understand the concerns from you and other seniors living in and nearby the Sequoias, and in response the project team analyzed what different service options would mean for travel times. The analysis found that a local-only stop would save 50 seconds for over 13,000 people traveling on 38 rapid buses, the equivalent to 180 hours. A rapid stop would save time for the 1,800 people who rely on rapid service at Laguna, but slow down bus service for the other 13,000.

Based on that analysis, our design recommendation to make Laguna a local-only stop remains, but our hope is that Laguna stop passengers will value the numerous safety improvements of the project enabled by the current design, as well as Local service to Laguna that will be 25 percent quicker and also more reliable than it is today. Community stakeholders are also contributing to communications and wayfinding strategies on buses and at bus stops to make it easier to navigate the two service options, and we plan to work with more residents at the Sequoias and other nearby communities on these strategies before any change is made.

As you may know, the Transportation Authority Board (comprised of the Board of Supervisors members) will consider approval of the project's Environmental Impact Report and make a final decision on the preferred design alternative (including Laguna) at its upcoming meeting on January 5th. You can find more information about the project and upcoming meetings at [gearybrt.org](http://gearybrt.org).

Thanks again,

Colin



**Colin Dentel-Post**  
 Senior Transportation Planner  
 San Francisco County Transportation Authority  
 1455 Market Street, 22nd Floor  
 San Francisco, CA 94103  
 415.522.4836

On Mon, Dec 5, 2016 at 5:06 PM, fei li <[REDACTED]> wrote:

I am a senior living in the sequoias. I cannot attend the market st meetings as they are in the evening, it is dark, & I do not have a car.

PLEASE KEEP THE LAGUNA STOP ON THE 38R line. If it becomes a local only stop, it will be so unsafe for all of the seniors living in this area as the other stops proposed require walking long distances in this hilly neighborhood.

hope you hear us!

fei li holmes

# E4-64

From: 'REDACTED' via GearyBRT <[gearybrt@sfcta.org](mailto:gearybrt@sfcta.org)>  
Date: Fri, Apr 22, 2016 at 5:56 PM  
Subject: [GearyBRT] hospital van ness and geary  
To: [gearybrt@sfcta.org](mailto:gearybrt@sfcta.org)

2nd query message

What about the impact of the hospital at geary and van ness, who is paying for the increase in usage-the general fund or the \$600 tow charges

David Hyry  
**REDACTED**

From: Colin Dentel-Post  
Date: Sat Apr 23 2016 06:33:56 GMT+0530 (IST)  
Subject: Re: [GearyBRT] Fwd: Undelivered Mail Returned to Sender  
To: **REDACTED**  
Cc: GearyBRT

Greetings David,

Thank you for your interest in the Geary Bus Rapid Transit project, and how it relates to the California Pacific Medical Center construction at Geary and Van Ness.

The Geary BRT project is primarily intended to benefit the existing 50,000 riders a day who ride buses in the Geary corridor and who will continue to constitute a majority of riders even with new development. BRT will include increased transit service along the corridor while improving travel times by over 20% and significantly improving reliability.

We do expect ridership to increase gradually over time given population and job growth across the city and in the Geary corridor, including due to CPMC and other development projects. CPMC paid a fee of \$1.5 million to the city for BRT improvements in recognition that their expansion would generate additional transit ridership. Other large development projects are also required to pay transit impact fees to help accommodate the additional riders they add to the Muni system.

Thanks again for your interest in the project and questions.

Best,

Colin

**Colin Dentel-Post**  
Senior Transportation Planner  
San Francisco County Transportation Authority  
1455 Market Street, 22nd Floor  
San Francisco, CA 94103  
415.522.4836

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

From: **REDACTED**  
To: [gearybrt@sfcta.org](mailto:gearybrt@sfcta.org)  
Cc:  
Date: Thu, 21 Apr 2016 17:41:08 -0400 (EDT)  
Subject: [San Francisco County Transportation Authority] geary plan  
Hello gearybrt,

David Hyry (**REDACTED**) has sent you a message via your contact form

# E4-66

(<http://www.sfcta.org/user/42/contact>) at San Francisco County Transportation Authority.

If you don't want to receive such e-mails, you can change your settings at <http://www.sfcta.org/user/42/edit>.

Message:

I was at a community meeting and heard NO MENTION of the single largest impact on geary st transit of the last 20 years.

The hospital at Van Ness and Geary will generate potently thousands of stops a day, round the clock staffing (almost none living in SF) not to mention patients.

Just Who is paying and WHOSE SERVICE WILL BE CUT for this increase in use? Was there a business fee? Or is this also on the shoulders or whom ever is victimized by parking and traffic. Fares do not cover all costs of increases in use or pension contributions, equipment...  
david

---

From: Colin Dentel-Post  
Date: Wed Jun 08 2016 07:11:11 GMT+0530 (IST)  
Subject: Re: Steiner Bridge Outreach  
To: Cathy Inamasu  
Cc: "Greg M." , Rodney Chin , Glynis Nakahara , Robert Hamaguchi , Paul Jacobsen , Paul Wermer , Karen Kai

Cathy,

Thank you for the letter from Nihonmachi Little Friends regarding the Steiner pedestrian bridge. We are modifying the Geary BRT project's Staff-Recommended Alternative to retain the pedestrian bridge at Webster, given the many concerns we heard that focused on that bridge, as well as the fact that it can be done with minimal impact on surface crossing pedestrian safety or bus travel times or reliability.

However, retaining the Steiner bridge would generate more bus delay, and adding a bus lane would negatively impact surface crossing conditions for the majority of pedestrians (84%) who use the existing crosswalk. We have heard more mixed views on this bridge, including support for removing it from the Department of Recreation and Parks.

I do understand and appreciate your need to safely cross Geary with groups of children to reach Kimbell Playground and other neighborhood destinations, which is why we will retain the Webster bridge.

I would be interested to discuss with you whether there is a workable route from Nihonmachi's sites to Kimbell via the Webster bridge, and whether any other pedestrian improvements would be needed to facilitate that path. Please let me know if you would like to meet or discuss this by phone.

Thanks again,

Colin

**Colin Dentel-Post**  
Senior Transportation Planner  
San Francisco County Transportation Authority  
1455 Market Street, 22nd Floor  
San Francisco, CA 94103  
415.522.4836

On Mon, May 30, 2016 at 11:08 AM, Cathy Inamasu <REDACTED> wrote:  
Dear Colin Dentel-Post,

Attached is a letter from Nihonmachi Little Friends regarding our strong opposition to demolishing the Steiner Street pedestrian bridge. We were very disappointed to hear that the bridge is being recommended to be taken down. Should you have any questions, please feel free to contact me at **REDACTED**.

Sincerely,

Cathy Inamasu  
Executive Director  
Nihonmachi Little Friends



**Nihonmachi**  
LITTLE FRIENDS™

Japanese Bilingual & Multicultural Childcare

May 30, 2016

Mr. Colin Dentel-Post  
Senior Transportation Planner  
SFCTA  
1455 Market Street, 22<sup>nd</sup> floor  
San Francisco, CA 94103

**Re: Geary Bush Rapid Transit Plan**

Dear Mr. Dentel-Post;

I am writing on behalf of Nihonmachi Little Friends' parents, staff and Board members to strongly object to the CTA staff recommendation to remove the pedestrian bridge crossing Geary on Steiner Street. This bridge is the only 100% safe way to cross Geary at that intersection for our preschoolers, elementary school-age students, parents and staff.

Nihonmachi Little Friends (NLF) operates two preschool-age programs on Bush and Sutter Streets between Webster and Buchanan, serving 84 children, and an After School Program (ASP) on Sutter Street at Laguna Street. Our ASP serves 80 K-5<sup>th</sup> graders with 95% of the students attending Rosa Parks Elementary School. All of our programs utilize the Steiner pedestrian bridge to cross Geary to get to Kimbell Playground for fieldtrips and special sports day activities with children and families. Our preschoolers utilize Kimbell Playground on a regular weekly basis for fieldtrips.

Similarly to the Webster Street pedestrian bridge, the Steiner Street bridge is the safest way to cross Geary, especially for children and youth, but also for the broad mix of people who use it, including seniors. The idea of saving a few seconds by tearing down the bridge, and having young children and seniors stuck on medians in-between fast moving lanes of traffic is unacceptable. The lives of pedestrians should be worth more than this time saved. At the same time, accessible crosswalks should be installed to supplement the pedestrian bridge, but NOT replace it.

We urge you to improve and maintain the Steiner Street pedestrian bridge as the only guaranteed safe passage across Geary at Steiner Street. Funding would be better served in this way, and adding an accessible crosswalk at the same time.

Thank you for your serious consideration in this matter.

Sincerely,

Cathy Inamasu  
Executive Director

From: Elliott, Kate  
Sent: Tuesday, May 24, 2016 10:59 AM  
To: 'REDACTED' <REDACTED>  
Subject: FW: Comment submitted via [Tellmuni.com](http://Tellmuni.com)

Dear Mr. Jamin,

Thank you for contacting [Tellmuni.com](http://Tellmuni.com) and providing feedback on the proposed removal of the 28th Avenue local stop on Geary Boulevard.

To provide more efficient and reliable bus service the Geary Bus Rapid Transit (BRT) project proposes removing some stops and optimizing stop locations in the Richmond so they're five to six blocks apart. Stops were strategically chosen based on their proximity to major attractions, senior centers, hospitals schools and bus transfer points.

The stop you are referring to at 28th Avenue would be removed to provide more efficient and reliable local service. There are two stops within a couple blocks of Grocery outlet at 25th and 30th avenues. 25th Avenue is a major transfer point connecting the 38 local and rapid to the 29 bus route for crosstown service to Stonestown. The stop at 30th Avenue, serves both the Grocery Outlet and George Washington High School and is consistent with other stop spacing along the corridor.

Removing bus stops from a route can be an inconvenience requiring riders to adjust their travel patterns and walk a few more blocks, however, every bus stop eliminated saves riders up to one minute. The travel time-savings in this case off-sets the extra walking time.

The Geary BRT project still has several approval actions by local and federal agencies before construction can begin. If the project is approved construction would begin on the eastern segment of the corridor between Market and Stanyan streets winter 2016/2017. Stop changes and construction west of Stanyan street would not begin until 2019.

If you have any additional questions feel free to call or email me.

For more information visit: <http://www.sfcta.org/delivering-transportation-projects/geary-corridor-bus-rapid-transit-home>

Kate Elliott  
Public Information Officer -SFMTA  
[415.701.2483](tel:415.701.2483)

# E4-70

From: WordPress [mailto:[info@tellmuni.com](mailto:info@tellmuni.com)]

Sent: Friday, April 29, 2016 4:41 PM

To: MuniForward <[muniforward@sfmta.com](mailto:muniforward@sfmta.com)>; [creative@circlepoint.com](mailto:creative@circlepoint.com); [r.germano@circlepoint.com](mailto:r.germano@circlepoint.com); Hyden, Rachel L <[Rachel.Hyden@sfmta.com](mailto:Rachel.Hyden@sfmta.com)>; [m.neil@circlepoint.com](mailto:m.neil@circlepoint.com)

Subject: Comment submitted via Tellmuni.com

Route: 38R

Topic: Stop Spacing/Location

Feedback: Please retain the stop at 28th ave as part of the proposed Geary BRT. That stop is essential for senior shoppers of the discount grocery there and I alight from it when I take the outbound bus. This stop gets more use than your data may show because your data doesn't record passengers who alight at this stop. School children at nearby Presidio School are young and strong enough to walk to that stop. Walking to the bus is educational and teaches them to be active to remain healthy.

From: Adam Jamin <[REDACTED](mailto:REDACTED)>

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Steve Stamos <steve.stamos@sfcta.org>

## Sensible Transit Protests Rush to review Geary BRT Final EIR - Re; postpone the Jan. 5th meeting- <http://www.sfcta.org/board-december-13-2016>.

Henry Karnilowicz <REDACTED>

Wed, Dec 14, 2016 at 10:51 AM

To: john.avalos@sfgov.org, London.Breed@sfgov.org, David.Campos@sfgov.org, Aaron.Peskin@sfgov.org, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org, Norman.Yee@sfgov.org, Board.of.Supervisors@sfgov.org, clerk@sfcta.org  
 Cc: REDACTED, REDACTED, clerk@sfcta.org

Dear supervisors,

Regarding the proposed BRT EIR.

The period of review is too short to adequately review the Final EIR. The January 5 meeting should be postponed.

1. Final EIR was published in the afternoon of Friday December 9. Currently the Board plans to determine whether to certify the FEIR on January 5, 2017. This period of time for review is only 27 calendar days and that is only 17 working days.
2. This period of review falls over the Christmas/Hanukah/Winter holiday season where some members of the public (and even the Board members!) may be traveling and/or spending time with family.
3. During these 17 days over the holidays, the BOARD MUST ALSO REVIEW the FEIR and it must be able to say that it reflects its independent judgment.
4. The Final EIR has many new portions and information
  - a. Over 600 written and transcribed comment responses. Appendix B contains 870 pages worth of comments and responses (incorrectly dated "November 2016", it was published December 9, 2016)
  - b. The comments and responses are dense – it took SFCTA almost a year to compile and publish them.

The December 9 package contains a proposed Statement of Overriding Considerations – Thus, in addition to 870 pages of comments and responses, the reviewing Board members and public must evaluate the SFCTA's reasoning for overriding the significant impacts which this massive EIR found could not be mitigated.

- d. The recommended alternative has modifications since the Draft EIR – Thus, in addition to the comments and responses and the reasoning for overriding the conclusions, the Board members and public must understand a modified proposed alternative.
5. Non-CEQA findings. Beyond the CEQA document and findings, the City regulations require certain findings and assessments. Non-CEQA findings have not been publicized or reviewed. Again, will the Board be able to review, digest and independently arrive at all these new findings?

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

6. Release at holiday time is not fair – members of the public would like to celebrate the holidays and see family and friends, not "cram" for a January 5 hearing.
7. We would like to think maybe the City didn't realize this unfortunate timing. The cynic thinks it is purposeful and that the City is acting in bad faith.
  - a. The Draft EIR published September 15, 2015 – 15 months ago.
    - i. Why is the Board meeting on the Final scheduled so soon?
    - ii. Why rush now?
  - b. Publishing at the holidays punishes the public who take this matter seriously and want to continue participating

# E4-72

- c. Some believe the January 5 hearing is being scheduled to take advantage of the changing political landscape – new Board members come in on January 8. Could this rush, after 15 months between Draft and Final – be politically motivated?
- d. Even if not politically motivated, the City is acting in bad faith by publishing over the holidays.

Please postpone the consideration of the Final EIR until after the holidays, at least 30 days after the currently scheduled meeting.

Henry Kamilowicz  
President  
San Francisco Council of District Merchants Associations

**REDACTED**  
San Francisco, CA 94103-2806  
**REDACTED** cell  
**REDACTED** fax



Steve Stamos <steve.stamos@sfcta.org>

## Please Vote at 12/13/16 SFCTA Meeting to Postpone Consideration of the Geary BRT Final EIR for at Least 30 Days After the Scheduled January 5, 2017, Meeting

Paula Katz <REDACTED>

Sun, Dec 11, 2016 at 8:40 PM

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

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

I strongly urge you as members of the Transportation Authority to vote at your December 13, 2016, meeting to postpone your consideration of the Geary BRT Final EIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

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

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

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

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

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

In addition, new District One Supervisor Sandra Fewer will not be sworn in until after the January 5, 2017, SFCTA meeting, thus denying District One representatives the vote by their newly elected Supervisor/SFCTA Board Member on this critical District One issue.

At your December 13, 2016, meeting, please vote to postpone the vote on the Geary BRT FEIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

Sincerely,

Paula Katz

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



November 1, 2016

Mr. Colin Dentel-Post  
 Senior Transportation Planner  
 San Francisco County Transportation Authority  
 1455 Market Street, 22<sup>nd</sup> Floor  
 San Francisco, CA 94103-1300

Kokoro Assisted Living  
 Inc.  
 Board of Directors

Bob Obana  
*President*

Andy Nakahata  
*Secretary*

Re: Opposition to the SFCTA Staff recommendation to NOT have a rapid stop at Laguna Street.

Bill Baird  
*Treasurer*

John Muranishi  
 Stephanie Fujii  
 Gary Hoshiyama  
 John Kikuchi  
 Paul Takayama  
 Sharon L. Yow

Kokoro Assisted Living located on the corner of Laguna and Bush Street is the home of 58 seniors who have limited mobility abilities. Many of our residents and employees rely on public transportation for their travel needs. Limiting the bus stop at Laguna /Geary Street to only serve as a local stop will adversely affect the seniors as well as the employees in Japantown.

Kirk Miyake  
*Executive Director*

We strongly urge you to reconsider and allow the rapid buses to make a stop at the Geary/Laguna Bus Stop.

Sincerely,

Kirk D. Miyake  
 Executive Director

Kokoro Assisted Living  
 1881 Bush Street  
 San Francisco, CA 94109  
 (415) 776-8066  
 www.KokoroAssistedLiving.org

RCFE #385600235

On Wed, Feb 17, 2016 at 1:26 PM, Colin Dentel-Post <[colin.dentel-post@sfcta.org](mailto:colin.dentel-post@sfcta.org)> wrote:

Mr. Lal,

Thanks for providing this additional information on the needs of your business on Geary Boulevard.

The meeting we held on January 19 with you and other merchants on your block helped us better understand these specific needs, and we are currently working with our design team to identify the best way to address the concerns you and others have raised while improving transportation in the Geary corridor.

I look forward to our next meeting, at which we will provide an update to the group on the design process and on potential solutions to these issues. We're currently working to schedule that meeting, which I think will be very productive.

Please feel free to get in touch with me with further thoughts or questions.

Sincerely,  
Colin

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

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

From: **Ravi Lal** <**REDACTED**>  
Date: Tue, Feb 16, 2016 at 11:09 AM  
Subject: re: Geary Corridor Bus Rapid Transit Project  
To: "Tilly.Chang@sfcta.ORG" <[Tilly.Chang@sfcta.org](mailto:Tilly.Chang@sfcta.org)>, "Ed.Reiskin@sfmta.com" <[Ed.Reiskin@sfmta.com](mailto:Ed.Reiskin@sfmta.com)>, "[leslie.rogers@fta.dot.gov](mailto:leslie.rogers@fta.dot.gov)" <[leslie.rogers@fta.dot.gov](mailto:leslie.rogers@fta.dot.gov)>

Dear Officials,

I am the owner of THE UPS Store located at 3145 Geary Blvd (Between Spruce & Cook St). Small businesses like mine are vital to the economy and account for nearly 90% of the total workforce in the U.S. We also account for nearly 50% of private (non-farm) GDP so I do hope our voices are heard. This store has served the neighborhood for over 30 years and I have owned it for 10 years. It has come to my attention, through other neighboring businesses, that there are plans to remove all or a very significant number of parking metered spaces on our block to relocate a bus stop that currently resides one block away. It concerns me that for a project of this magnitude and with the impact on the neighboring community, we were not better informed nor were we made aware of the opportunities to voice our concerns. I understand the desire and need to improve the public transit system. However, I also feel that there are better options that will not negatively affect the local businesses. Some of these options were provided at a recent community meeting.

The removal of the metered parking spaces will have a significantly negative impact on my business. My business is a packaging and shipping store. We handle approximately 70-100 packages daily. UPS, FedEx, DHL and USPS carriers deliver and pickup on a daily basis. Due to the sheer volume of incoming and outgoing packages, these carriers will more than likely block the proposed "red" bus lanes in order to service our store. This will slow the bus service and the best guess estimates for improved efficiency will no longer apply. UPS for one, is a unionized company and the drivers are not required to pay for parking violations. UPS corporate nets over \$3,000,000,000 annually and creating efficiencies in delivery and pickup services will always trump any parking/traffic violations they receive. The adjacent streets are not a viable option they are very narrow and parking there would entail blocking through traffic. Each of our UPS pickup and deliveries average 15-20 minutes.

My customers will also find my store a challenge to complete their tasks. With the parking in the front of my store removed, they would have to carry their packages a block or more, which for some may be a nearly

impossible task. Therefore, with so many other providers offering similar services, including other UPS Stores, customers will choose to visit a more parking convenient location. I can easily see a 10-15% drop in sales within the first year that parking meters are removed with another 5% decrease manually capped at 20-25%. While I am only speculating in reference to the percentage decline, after 10 years in the business this is my "best-guess" estimate. This is my only store and one our family relies on for our livelihood.

I hope that the concern I have for this project can be felt through the words I have typed here. I know the transit project serves the "greater good" considering the number of riders served daily vs. the number of businesses and customers affected. However, I know there is a better way to build this project without it hurting the small businesses around it. I just hope you are willing to hear us out on our suggestions and search for a better solution.

All the best,

*Ravi Lal*

India Arts, LLC  
REDACTED

San Francisco, CA 94103

Ph: REDACTED | Fax: REDACTED

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**[Test] Geary BRT Citizens Advisory Committee meeting**

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Sam Leahy <[REDACTED]>  
To: SFCTA <gearybrt@sfcta.org>

Thu, Sep 22, 2016 at 11:01 PM

Hurry up and build this thing already!!!! The only thing stopping San Francisco from being better than NYC is fixing its horrendous public transportation system! #SubwaysEveryWhereAreNeeded  
[Quoted text hidden]

All the best,  
Coach Sam

-III—III-  
**MS, LMT, CSCS**  
Founder & Director of Sport Science  
Precision Sport Science, LLC  
[www.PrecisionSportScience.com](http://www.PrecisionSportScience.com)

**PRECISION**  
SPORT SCIENCE



**REDACTED**

San Francisco, CA 94117

March 28, 2016

San Francisco Board of Supervisors

1 Dr Carlton B Goodlett Pl #244

San Francisco, CA 94102

Members of the Board of Supervisors,

I, on the behalf of the University of San Francisco's Residence Hall Association, am writing this letter in full support of the SFMTA Geary Bus Rapid Transit (BRT) project.

After discussing amongst ourselves and our resident representatives, we have agreed that this new project will greatly benefit our student residents in terms of commuting to and from the university. With the removal of many bus stops along Geary a number of parking spaces will be available to the general public. Furthermore, the construction of this project will not have any drastic impediment to current traffic flow.

Recognizing that there are many benefits and so few disadvantages to the university and the city, the Residence Hall Association expresses their support for this project and asks the Board of Supervisors to deeply consider supporting this project as well.

Sincerely,

A handwritten signature in black ink, appearing to read "Vincent Luyen".

**Vincent Luyen**

*Director of Advocacy*

*USF Residence Hall Association.*





Steve Stamos <steve.stamos@sfcta.org>

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**Fwd: [GearyBRT] fewer stops on geary**

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

Wed, Dec 21, 2016 at 3:30 PM

—Forwarded using **Multi-Forward Chrome Extension**—  
From: Nancy Miller  
Date: Tue Dec 20 2016 10:48:30 GMT+1100 (AEDT)  
Subject: [GearyBRT] fewer stops on geary  
To: "gearybrt@sfcta.org"

while understanding the need to improve bus service (making it run more quickly), i have concerns as a senior citizen about removing stops on the Geary bus routes

already it's a bit of a hardship walking extra blocks to the 24 Divisadero (since they removed the stop at Ellis) - i would not want to walk more to get to the 38 Geary as well

i don't know if it's possible to add stops for seniors and disabled passengers?

thank you!

nancy miller

[REDACTED]  
SF 94115



Steve Stamos <steve.stamos@sfcta.org>

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## Chamber Letter Regarding Approval of Geary BRT EIR

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Alexander Mitra <REDACTED>

Tue, Dec 13, 2016 at 5:10 PM

To: Tilly Chang <tilly.chang@sfcta.org>

Cc: Steve Stamos <steve.stamos@sfcta.org>, "eric.l.mar@sfgov.org" <eric.l.mar@sfgov.org>, "Mark.Farrell@sfgov.org" <Mark.Farrell@sfgov.org>, "Peskin, Aaron (BOS)" <aaron.peskin@sfgov.org>, "katy.tang@sfgov.org" <katy.tang@sfgov.org>, "Breed, London (BOS)" <london.breed@sfgov.org>, "Kim, Jane (BOS)" <jane.kim@sfgov.org>, "norman.yee@sfgov.org" <norman.yee@sfgov.org>, "David.Campos@sfgov.org" <David.Campos@sfgov.org>, "Cohen, Malia (BOS)" <malia.cohen@sfgov.org>, "John.Avalos@sfgov.org" <John.Avalos@sfgov.org>

Dear Ms. Chang,

Please see the attached letter from the San Francisco Chamber of Commerce regarding approval of the Geary Bus Rapid Transit Environmental Impact Report.

Thank you,

Alex Mitra

Manager, Public Policy

San Francisco Chamber of Commerce

235 Montgomery Street, Suite 760

San Francisco, CA, 94104

REDACTED (P)

REDACTED (C)

REDACTED | [www.sfchamber.com](http://www.sfchamber.com)

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12.13.16 Approval of Geary Bus Rapid Transit EIR.pdf  
113K



December 13, 2016

Ms. Tilly Chang, Executive Director  
San Francisco County Transportation Authority  
1455 Market St., 22nd Floor  
San Francisco CA 94103

RE: Approval of Geary Bus Rapid Transit Environmental Impact Report

Dear Ms. Chang:

The San Francisco Chamber of Commerce, representing over 2,500 local businesses, urges the San Francisco County Transportation Authority Board to delay action on the Final Environmental Impact Report for the Geary Corridor Bus Rapid Transit project.

Noticing this meeting during the holidays, for a date while the Board of Supervisors itself will be on recess, does not serve the public interest. Board members and their offices will, by and large, be closed. It is likely that a full board may not even be present on January 5. And, three members will leave office on January 8 and thus will not be in office to act on implementing legislation.

The Chamber of Commerce urges the SFCTA board to delay action on the Final EIR until February or early March so that the SFCTA board members have a chance to review the documents, and the public can adequately prepare for the hearing.

Sincerely,

A handwritten signature in black ink that reads 'Jim Lazarus'. The signature is written in a cursive style with a long horizontal line extending to the right.

Jim Lazarus  
Senior Vice President of Public Policy

cc. Members of the SFCTA Board

From: imac <REDACTED>  
Date: Sun, Jan 3, 2016 at 7:52 AM  
Subject: Media stories related to parking in SF  
To: Colin Dentel-Post <[colin.dentel-post@sfcta.org](mailto:colin.dentel-post@sfcta.org)>, REDACTED

- Even in San Francisco, however, 93 percent of all curb spaces are free, and the metered curb spaces are priced well below off-street rates. One survey found that the average price of downtown curb parking is only 20 percent of the price of adjacent off-street parking. This underpricing creates a problem, because drivers cruising in search of cheap curb parking add to traffic congestion and air pollution. Studies of cruising in downtowns have found that up to 74 percent of traffic was searching for parking, and the average time to find a curb space ranged up to 14 minutes.<sup>[1]</sup>
  - The city [San Francisco] now has 280,000 on-street parking spaces. Add in parking lots and garages, and you have 435,000, which sounds like a lot, except when you consider that there are 500,000 cars traveling within the city every day.
- 
- From the Financial District to the Fillmore, parking spaces along San Francisco's streets are vanishing at unprecedented numbers — and for those who drive, the situation is only going to get worse. Last year, 180 spaces were taken out of service in the downtown area alone. This year, 591 spaces are either slated or proposed for removal. And it's not just the downtown area. Over the next two years, an additional 719 spaces will be pulled out of commission along Second Street, Fulton, Mission, Masonic and Polk streets. Van Ness Avenue, one of the city's busiest corridors, will lose 105 spaces in the next three years. In all, at least 1,595 parking spaces are scheduled for removal — with more probably to come — as the city remakes its streets to make them more pedestrian-, bike- and bus-friendly.<sup>[2]</sup>
  - Between 1927 and 2001, studies of cruising in congested downtowns have found that it took between 3.5 and 14 min to find a curb space, and that between 8 and 74 percent of the traffic was cruising for parking.<sup>[3]</sup>
  - According to a SFMTA study Sunday parking occupancy rates in commercial districts, in 2009, the Richmond district for Geary Street had over a 100% occupancy rating.<sup>[4][5]</sup>

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<sup>[1]</sup> "The High Cost of Free Parking, SF Gate, June 3, 2005, <http://www.sfgate.com/opinion/openforum/article/The-high-cost-of-free-parking-2630493.php>

<sup>[2]</sup> "Transit, Cycling, Parklets Rapidly Eating up S.F. Parking Spaces," San Francisco Chronicle, May 31, 2015, <http://www.sfchronicle.com/bayarea/matier-ross/article/Transit-cycling-parklets-rapidly-eating-up-S-F-6297923.php>.

<sup>[3]</sup> Donald C. Shoup, "Cruising for Parking," Department of Urban Planning University of California Los Angeles, July 24, 2006, <http://shoup.bol.ucla.edu/Cruising.pdf>.

<sup>[4]</sup> "Evaluation of Sunday Parking Management, SFMTA, December 10, 2013, <http://sf.streetsblog.org/wp-content/uploads/sites/3/2014/01/Evaluation-of-Sunday-Parking-Management-12.10.2013.pdf>

[5] The occupancy rating of over 100% is due to illegal parking.

[1] "The High Cost of Free Parking, SF Gate, June 3, 2005, <http://www.sfgate.com/opinion/openforum/article/The-high-cost-of-free-parking-2630493.php>

[1] "Transit, Cycling, Parklets Rapidly Eating up S.F. Parking Spaces," San Francisco Chronicle, May 31, 2015, <http://www.sfchronicle.com/bayarea/matier-ross/article/Transit-cycling-parklets-rapidly-eating-up-S-F-6297923.php>.

[1] Donald C. Shoup, "Cruising for Parking," Department of Urban Planning University of California Los Angeles, July 24, 2006, <http://shoup.boi.ucla.edu/Cruising.pdf>.

[1] "Evaluation of Sunday Parking Management, SFMTA, December 10, 2013, <http://sf.streetsblog.org/wp-content/uploads/sites/3/2014/01/Evaluation-of-Sunday-Parking-Management-12.10.2013.pdf>

[1] The occupancy rating of over 100% is due to illegal parking.

**REDACTED**  
Andrew Moldvay  
The Total Mac  
**REDACTED**

From: Total Mac <REDACTED>  
Date: Fri, Jan 8, 2016 at 12:51 PM  
Subject: BRT plans for Geary Blvd  
To: REDACTED  
Cc: colin.dentel-post@sfcta.org, REDACTED

Dear Neighbors,

Our voices need to be heard if we hope to stop BRT's plans  
Please email and / or call

Tilly Chang : San Francisco Transportation Authority  
Leslie Rogers : US Department of Transportation  
Mayor Ed Lee  
Edward D. Reiskin: SFMTA  
Supervisor Eric Mar  
The Chronicle

Below is a sample email, please personalize your email.

---

We oppose BRT plans to take out parking meters and replace them with bus lanes.

My husband and I are the owners of a computer store The Total Mac 3139 A located on Geary between Spruce and Cook. My understanding is that there is a bus terminal planned on this block and that all the parking meters will be eliminated. Our business needs an area where people can drop off their computers and park their cars so these changes will destroy our business. There are also medical offices and a UPS Store on our block that need parking for their clients.

Geary Blvd is the home of many small businesses and medical offices that service the needs of San Franciscans. Today there is a healthy mix of public transportation and private cars and pedestrians along Geary Blvd. All are important and yet this plan focuses on just public transportation needs. Without parking many businesses will cease to exist. It is unfair to Senior citizens and pedestrians as well. Handicapped people will not have access to businesses or medical offices should these changes go through.

We strongly oppose this effort. We were not given information about the public meetings and we heard that those opposed to your plan were not given time to express their opinions at the November meeting.

Therese Moldvay REDACTED Cell  
The Total Mac  
3139 A Geary Blvd  
San Francisco, CA 94118  
REDACTED  
REDACTED

From: imac <REDACTED>  
 Date: Mon, Jan 18, 2016 at 6:57 AM  
 Subject: Tuesday Meeting  
 To: Colin Dentel-Post <[colin.dentel-post@sfcta.org](mailto:colin.dentel-post@sfcta.org)>, REDACTED

Dear Sirs,

We appreciate your efforts to address our concerns.

Those business owners that are attending are absolutely against the removal of parking and regard the Experimental Red Transit lanes as a ruse to install the lanes. Downtown there are Transit only lanes that were approved as BAT (Business Access and Transit) lanes, they will not be changed or removed per a statement by officials who are responsible for them. These Experimental lanes will be treated in the same manner.

Introductions, meeting purpose, agenda review ( 10 min)

Comments we have heard, and ideas for addressing (30 min)

a. Parking and loading

Any business day morning the parking spaces are in constant rotation due to the parking meters.

This is extremely important to the businesses on Geary. While customer and business owners are using the metered parking , delivery trucks USPS, UPS, Fed Ex have to double park to deliver to the businesses and residences. The side streets are not a real alternative as they are already taken by local residential residents.

b. Bus stop location

The 3200 block already has a bus stop. It also has the Post Office and the Toyota business on that block.

The Post Office has been sold and will probably be torn down and a new building built. We all know that Senator Feinstein's husband's Real Estate firm has the contract to sell the Postal Service property. We are hoping that future plans for the 3200 block are not influencing your current plans for 3100 Geary.

c. Construction

We really hope that we will not reach the point of construction

d Pedestrian Safety

We really hope that we will not reach the point of construction

e. Trees

Friends of Urban Forest helps individuals and neighborhood groups plant and care for street trees in San Francisco. What is the City doing taking down trees that are so obvious to the citizens of SF.

The trees along Geary are an important esthetic experience in an increasingly urban environment.

Geary BRT background and proposal (10 min)

a. History of community process including previous merchant outreach

My experience of out reach has been about 2 years ago several 20 year olds came by my business to ask my opinion about this project. I categorically told them that it was a bad idea and it would be terrible for business. Until a concerned business owner contacted me there was no attempt by BRT to contact any of the business owners.

b. Problems that the project aims to address

See current Muni schedules. This is a problem that does not exist.

Inbound 38 Geary Schedule

<http://transit.511.org/schedules/index.aspx#m1=S&m2=BusRail&routeid=43938&cid=SF>

Outbound 38 Geary Schedule

<http://transit.511.org/schedules/index.aspx#m1=S&m2=bus&routeid=43938&dir=OB&type=6098&cid=SF>

c. Proposal: staff- recommended alternative.

We as business owners want to be heard not talked too.

d. Process and timeline going forward

We want the plan amended.

Focus on Spruce and Cook ( 35min)

a. Existing conditions

SFMTA has numerous Projects in varying states of planning and execution ( Masonic Street, Polk Street, Fell Street, the Mission district etc.). All involve removing parking and increasing public transportation.

From the Financial District to the Fillmore, parking spaces along San Francisco's streets are vanishing at unprecedented numbers — and for those who drive, the situation is only going to get worse. Last year, 180 spaces were taken out of service in the downtown area alone. This year, 591 spaces are either slated or proposed for removal. And it's not just the downtown area. Over the next two years, an additional 719 spaces will be pulled out of commission along Second Street, Fulton, Mission, Masonic and Polk streets. Van Ness Avenue, one of the city's busiest corridors, will lose 105 spaces in the next three years. In all, at least 1,595 parking spaces are scheduled for removal — with more probably to come

According to a SFMTA study Sunday parking occupancy rates in commercial districts, in 2009, the Richmond district for Geary Street had over a 100% occupancy rating

SFMTA Projects:

Polk Street : <https://www.sfmta.com/about-sfmta/blog/designs-safer-polk-street>

Masonic : <http://sfdpw.org/index.aspx?page=1765>

Misson : <https://www.sfmta.com/projects-planning/project-list/10.3421/all>

Fell Street : <https://www.sfmta.com/projects-planning/projects/oak-street-and-fell-street-pedestrian-and-bike-safety-project>

b. SRA proposal: design details and rational - parking, bus stops, trees

We as business owners want to be heard not talked too.

c. Options to address concerns

We want the planned Bus Transit Station and Transit Lanes removed from the plan.

**Andrew Moldvay**

**The Total Mac**

**REDACTED**

**REDACTED**

Sent from my iPhone



From: imac  
Date: Thu Feb 11 2016 20:08:24 GMT+0530 (IST)  
Subject: Rescheduled Meeting for 3100 block of Geary  
To: [colin.dentel-post@sfcta.org](mailto:colin.dentel-post@sfcta.org), [daniel.mackowski@sfmta.com](mailto:daniel.mackowski@sfmta.com), [Chester.Fung@arup.com](mailto:Chester.Fung@arup.com),  
[eric.cordoba@sfcta.org](mailto:eric.cordoba@sfcta.org), [kate.elliott@sfmta.com](mailto:kate.elliott@sfmta.com), **REDACTED**

Dear BRT board,

---

We appreciate the spirit of compromise represented by the offer of a reduced bus stop.

We are also heartened by this display of civic duty and participation in local affairs by this ,so far, unidentified student body at USF. Moving the Bus Stop effectively 83 feet to accommodate these unidentified persons does not trump the reality of the effects of moving the Bus Stop on the customers, merchants and medical offices on the 3100 block of Geary.

Andrew Moldvay

The Total Mac

REDACTED

REDACTED

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

From: **Total Mac** <REDACTED>

Date: Tue, Feb 16, 2016 at 7:22 PM

Subject: Red Transit Lanes on Geary Blvd

To: [Tilly.Chang@sfcta.org](mailto:Tilly.Chang@sfcta.org)

Dear Tilly Chang,

We oppose BRT plans to take out parking meters, create a bus transit station and create red Bus only lanes on the block in front of our business.

My wife and I are the owners of a computer store The Total Mac 3139 A located on Geary between Spruce and Cook. My understanding is that there is a bus terminal planned on this block and that all the parking meters will be eliminated. Our business needs curb access where people can drop off their computers and park their cars, so these changes will destroy our business. There are also medical offices and a UPS Store on our block that need parking for their clients. The addition of a red Bus only lane will further restrict access to the businesses on this block making it nearly impossible for customers to patronize the businesses on this block.

Geary Blvd is the home of many small businesses and medical offices that service the needs of San Franciscans. Today there is a healthy mix of public transportation, private cars and pedestrians along Geary Blvd. All are important and yet this plan focuses on just public transportation needs. Without parking many businesses will cease to exist . It is unfair to Senior citizens and pedestrians as well. Handicapped people will not have access to businesses or medical offices should these changes go through.

We strongly oppose this effort.

Andrew Moldvay  
The Total Mac  
3139 A Geary Blvd  
San Francisco, CA 94118  
REDACTED  
**REDACTED**

From: **Total Mac** <REDACTED>

Date: Thu, Mar 3, 2016 at 7:39 PM

Subject: Thank You

To: [Chester.Fung@arup.com](mailto:Chester.Fung@arup.com)

Cc: [colin.dentel-post@sfcta.org](mailto:colin.dentel-post@sfcta.org), [daniel.mackowski@sfmta.com](mailto:daniel.mackowski@sfmta.com), [eric.cordoba@sfcta.org](mailto:eric.cordoba@sfcta.org),  
[kate.elliott@sfmta.com](mailto:kate.elliott@sfmta.com), REDACTED

Dear BRT Board,

Thank you for reconsidering moving the bus stop and saving the parking and customer access to the businesses on the 3100 block of Geary. We obviously appreciate your willingness to readdress the plans for this block.

The Merchants and Businesses of the 3100 Block of Geary Blvd



Steve Stamos &lt;steve.stamos@sfcta.org&gt;

## Request to take action at today's BOS and CTA meetings to postpone vote on Geary BRT Final EIR Scheduled for January 5

Chris Parkes &lt;REDACTED&gt;

Tue, Dec 13, 2016 at 8:21 AM

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

Dear Honorable Supervisors and County Transportation Authority (CTA) Directors,

At the Board of Supervisors and CTA December 13, 2016 meetings, **I urge to you to take action to formally postpone the Geary BRT Final EIR decision for a minimum of 90 days.**

There have been many lessons learned from the Van Ness BRT project process.

Many more lessons are being learned currently as the process continue to unfold. **I believe Geary will benefit greatly if the city withholds making a decision on the Geary BRT until first being informed by the Van Ness BRT process. The city intends to begin closing lanes on Van Ness this week.**

Has the city posted signs on all of the Geary trees that may be cut down from each of the EIR alternatives? If not, why not? It makes no sense to wait to post signs on the trees after their fate has been substantially determined by next month's EIR decision. Does the city want input from residents on this?

**Please post signs on the Geary trees 60 days in advance of any decision on the EIR.**

**The EIR should require the city to document Geary project performance in meeting objectives, both positive and negative.**

This should include, at a minimum, pre-project and post-project performance on:

- Transit commute time and reliability
- Car commute times
- Traffic related injuries and accidents
- Disabled and elderly transit ridership
- Multimodal traffic flow

"Vision Zero", adopted in 2014, is intended to eliminate traffic fatalities.

Recently released city statistics, however, indicate a record 38 traffic fatalities for the fiscal year ending in 2016. Compare this to 28 in 2015 and 34 in 2014.

<http://sfgov.org/scorecards/traffic-fatalities>

The latest Vision Zero documents state the city intends to reduce injuries by reducing vehicle flow speeds. Is this what city residents want? How slow is reasonable? This appears counter to most transportation projects which target increased flow to benefit residents.

Thank you for your consideration of my input.

Sincerely,

Chris Parkes

**REDACTED, SF**




---

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

---

Patricia Pendergast <REDACTED>

Mon, Dec 12, 2016 at 2:07 PM To:

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

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

I strongly urge you as members of the Transportation Authority to vote at your December 13, 2016, meeting to postpone your consideration of the Geary BRT Final EIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

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

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

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

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

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

In addition, new District One Supervisor Sandra Fewer will not be sworn in until after the January 5, 2017, SFCTA meeting, thus denying District One representatives the vote by their newly elected Supervisor/SFCTA Board Member on this critical District One issue.

At your December 13, 2016, meeting, please vote to postpone the vote on the Geary BRT FEIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

Sincerely,

Patricia M. Pendergast

**REDACTED**

Ms. Petty,

Thank you for the additional comments and clarification. I do want to emphasize that the BRT project will bring significant increases in service frequency to both the Local and Rapid services in the corridor compared to what they are today, and given what we have heard from the community, we are currently taking another look at service frequencies to make sure wait times are minimized and residents can access frequent service at Laguna.

Thanks again,

Colin

**Colin Dentel-Post**

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

On Sat, Apr 23, 2016 at 7:28 PM, **REDACTED <REDACTED>** wrote:

To: Colin Dentel-Post,  
Sr. Transportation planner, SFCTA

Dear Mr. Dentel-Post,

There seems to be some misunderstanding on your part as to the meaning of what I previously wrote, AND the unanimous vote in favor of continuing RAPID service for the Geary/Laguna intersection at the recent Sequoias/Cathedral Hill neighborhood meeting.

All of the us in the room (over 100 riders) and the many petitioners not present, do not want LOCAL ONLY service. We want BOTH RAPID & LOCAL.

A. We are saying that the Geary BRT Plan to, in theory, provide regularity to the interval of arrival times of the LOCAL is NOT ADEQUATE.

There are simply not enough buses designated as LOCAL that EVER arrive at our stop, whether delayed by traffic or not.

We need more buses to pick up at our stop than the LOCAL service now provides. Current traffic delays are not the issue.

With RAPID buses stopping here as well, there ARE just barely enough TOTAL buses for adequate service. You made it plain

at the community meeting no increase in the number of LOCAL buses is forthcoming or can be guaranteed.

B. Our Geary/Laguna intersection serves Japantown center and neighborhood, one of the premiere cultural attractions in the city.

As such, our stop is a prime embarking and debarking point for people who live/work here plus worldwide visitors. The fast service of the RAPID works better

for them and for the city and for local businesses by making it easier for all to get here. Also, I note that the Geary BRT Plan seems to assume

that Fillmore is the only stop used by Japantown workers and visitors. Such is not the case. Our stop is equally utilized.

C. And yes, since presumably all MUNI riders are created equal, we also need and deserve speedy RAPID service to get to work, shopping and appointments.

Also note, for the thousands of elderly and handicapped individuals at this intersection, I include myself, a faster trip means reduced



pain and discomfort. To force us to negotiate a steep hill or endure a transfer to get to or from the Fillmore stop, would be a huge hardship.

Hope this helps you to understand why we need both Rapid & Local.

I hope that with additional consideration, you are able to continue our Geary/Laguna intersection as a RAPID stop.

Thank you,

Lorraine Petty

From: "REDACTED"

Date: Fri Apr 22 2016 08:39:10 GMT+0530 (IST)

Subject: [GearyBRT] Proposed Conversion of Geary/Laguna Bus Stop to Local Only

To: [gearybrt@sfcta.org](mailto:gearybrt@sfcta.org)

To Mr. Colin Dentel-Post

As a resident of the neighborhood, a Senior Citizen and Registered voter,

I am writing to OPPOSE your proposal to convert the Laguna/Geary Bus Stop to LOCAL ONLY.

This proposal would be an extreme hardship for the thousands of Seniors and Disabled residents of the Cathedral Hill and surrounding blocks.

In fact, our stop serves the largest population of senior/disabled people of any stop in the city. In addition, the stop is situated on a very steep hill which is immensely difficult for all of us, and impossible for some to even attempt to climb or even traverse down.

Furthermore, this proposal would cause a considerable LOSS OF OUR OWN TRAVEL TIME and an INCREASE IN PAIN suffered having to get up and down boarding the buses twice each way if we were to be forced to take a Local to board a Rapid! Or take a Rapid & then wait to transfer to a Local,

When you add in safety concerns and general difficulties of rain, cold, wind, and fog on a huge older/handicapped population, I would think a Muni charged with providing rider service, would not deny it to its most vulnerable riders.

It seems your proposal to deny us the Rapid Service is based on saving a few seconds time for the system re: the end-to-end runtime of the Geary line. It also demonstrates a misguided, rigid approach of limiting Rapid stops to only the stops located on a crossing bus line.

Our Laguna/Geary bus stop deserves exemption from these proposed policies. I feel exemption can be well justified because of the acute terrain and greater population density of vulnerable Seniors & Disabled people served at this stop.

Please keep the Laguna/Geary Bus Stop a RAPID stop.

Thank you,

Lorraine Petty

REDACTED

S.F 94109

From: Colin Dentel-Post  
Date: Tue May 10 2016 00:34:34 GMT+0530 (IST)  
Subject: Re: [GearyBRT] Geary / Laguna KEEP RAPID  
To: "REDACTED"  
Cc: GearyBRT

Ms. Petty,

Thank you for sharing your further concerns. We understand that community members at the Sequoias meeting said they want Rapid service at Laguna and that the main concern is with the frequency of service at the stop if it were converted to local-only (rather than the speed of buses). We did not state otherwise at the CAC meeting - what appears on the slide is what I presented. Slides #32-35 explain why the staff recommendation is to retain the stop as local-only, but with the next step to clarify what frequency of service can be provided at Laguna with the project.

Thanks again,

Colin

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

On Sat, May 7, 2016 at 10:41 PM, REDACTED<REDACTED> wrote:

Thanks for your reference to the website in your previous email.

The website link does not report what you verbally said to the CAC on April 28.

Those who attended said you verbally cited our community as SUPPORTING LOCAL ONLY at Laguna/Geary.

This is INCORRECT.

The website includes only the "slides" or panels shown to the CAC, not what was spoken. Panel #31 DOES mention

the community wanting RAPID service at Laguna, but in such a small and de-emphasized manner, it's completely overwhelmed by the following

3 entire panel-pages devoted to "RETAIN as LOCAL STOP."

This then gives the impression that those "Retain" pages, by their sheer volume, offer greater validity than the wishes of thousands of Laguna riders and as such, must be the PREFERRED position of the planning staff.

LOCAL ONLY at Laguna/Geary.

So the effect created by the large imbalance in panel space greatly disturbs us.

As do the conflicting actions of referring to our true wishes for RAPID service in one small easily-overlooked panel corner,

while verbally reporting THE OPPOSITE to the Committee, inaccurately saying that the community would be happy with LOCAL ONLY.

What is the Committee and the CTA to make of this?

We at the Laguna intersection urge you to provide both with a more complete and consistently accurate picture of the community's preference and need for continuation of RAPID SERVICE at the Laguna/Geary intersection.

Thanks again,

Lorraine Petty

**REDACTED**

----- Original Message -----

From: Colin Dentel-Post <[colin.dentel-post@sfcta.org](mailto:colin.dentel-post@sfcta.org)>

To: "REDACTED" <REDACTED>

Cc: GearyBRT <[gearybrt@sfcta.org](mailto:gearybrt@sfcta.org)>

Subject: Re: [GearyBRT] Geary / Laguna KEEP RAPID

Date: Wed, 4 May 2016 19:55:00 -0700

Ms. Petty,

Thanks for sharing your concerns. We presented to the Geary CAC the input we heard from the Sequoias meeting, including the desire for a Rapid stop. The presentations we gave are posted on the Geary CAC website, [www.gearybrt.org/cac](http://www.gearybrt.org/cac). In the Outreach presentation slide #31, under "Community input now", it clearly states that the input we heard was that a Laguna Rapid stop is needed, as well as the statement we heard that bus frequency is the key issue.

Thanks again,

Colin

**Colin Dentel-Post**

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

On Tue, May 3, 2016 at 4:53 PM, REDACTED<REDACTED> wrote:

To the Geary BRT Citizens Advisory Committee

It has come to our attention from those in attendance at the April 28 Citizens Advisory Committee meeting, that the position of Geary/Laguna neighbors at the recent community meeting held at the Sequoias has been misrepresented to the CAC by CTA planning staff.

A vote by show of hands was taken of the more than 100 neighbors present. They unanimously voted to KEEP Laguna/Geary a RAPID stop.

The staff of the Geary BRT project has insisted and continues to twist this vote 180 degrees, reporting to your Committee and others, instead, that this vote meant we would be happy with local only service if frequency increased

I WAS PRESENT at the Sequoias community meeting. I AM THE ONE WHO PROPOSED the show of hands and I POSED the question, "How many present here want to continue Rapid service at our stop?"

# E4-100

Every single hand in the room was raised.

To me, that vote is not subject to interpretation. It is crystal clear.

In addition, the neighborhood presented 2 sets of petitions and there was a 3rd which subsequently came from the Alamo Square Co-op Apartments--all 3 signed by almost 200 neighbors, requested that the CTA KEEP OUR STOP a RAPID.

I don't know how to make this any plainer : Our INPUT was totally FOR CONTINUING RAPID SERVICE.

I hope this clears up the matter and that members of the Geary BRT Citizens Advisory Committee hear our voices and make sure the community choice for RAPID service is written into the Plan.

Thank you

---

Lorraine Petty

From: "R. Christoph Sandoval"

Date: Thu Dec 08 2016 19:24:55 GMT+1100 (AEDT)

Subject: RE: Team 38R Response to the Gough Meeting

To: Liz Brisson

Cc: Anna Sylvester , Colin Denel-Post , Melvin Starks , "Mr. Thomas Robert Simpson" , "Mr. Michael Pappas" , Wahid Amiri , Kate Elliott , Daniel Mackowski , Lulu Feliciano , Eric Young

Dear Ms. Brisson,

I would like to re-visit my concerns regarding People with Disabilities, Aging Adults and People with Life Threatening Disease. As you know the Americans with Disabilities Act (ADA) prohibits discrimination on the basis of disability in employment, state and **local government, public accommodations**, commercial facilities, **transportation**, and telecommunications. Of specific parameters ADA clearly states "Public Transportation is offered by a state or local government and is covered by Title II of the ADA. Publicly funded transportation includes, but is not limited to, bus and passenger train (rail) service. Rail service includes subways (rapid rail), light rail, commuter rail, and Amtrak."

As a disabled, aging adult with a life threatening condition I have to say that I am still not satisfied with the fact that the proposed Bus Stop in Front of the Cathedral of Saint Mary of the Assumption and its parallel site across the street do not have 38R access. As I pointed out to you the San Francisco Tower, the Sequoias, Central Gardens and the neighboring Apartment Complexes house a significant number of People with Disabilities, Aging Adults and People with Life Threatening Disease. This means people who are physically and often times medically challenged must use a cane, a walker, a wheel chair and supportive help from bus drivers who must lower the bus on the curb to provide access to bus transportation to get to their residence or to their respective Congregations which are their spiritual homes.

I also want to underline and boldface that the Event Center of the Cathedral of Saint Mary of the Assumption is essentially a critical community center for the City and County of San Francisco and a venue for government, for profit and non profit organizations and interfaith institutions.

As you know the Silent Generations born 1945 and before are particularly mobility challenged. The massive number of Baby Boomers born from 1946 to 1964 is the huge segment of the population which is already presenting ambulatory and access challenges including myself as an example. We are then left with Generation X born 1965 to 1976, Millennials or Generation Y born 1977 to 1995, and Generation Z or Centennials born 1996 and later. Members of the last three generations are Americans who embrace healthier eating options, access gymnasiums and exercise as part of their daily lives and are often lead disease free lives. These younger people do NOT mind walking up a hill....or walking an additional two to three blocks to access a bus. In fact I would argue they welcome it as part of their routines of staying fit.

We need rethink our urban planning using an intergenerational lens that recognizes the qualitative differences in our diverse communities among the different generations. An individual with a disability is defined by the ADA as a person who has a physical or mental impairment that substantially limits one or more major life activities, a person who has a history or record of such an impairment, or a person who is perceived by others as having such an impairment.

There are two basic parts to having a disability:

You must actually have what is considered to be a physical or mental impairment; and

The impairment must substantially limit one or more of your major life activities. This would include walking, accessing and utilizing public transportation and having safely lit bus stops.

### **Physical or mental impairments**

In order to have a disability under the ADA , you must have a physical or mental impairment. Not everything that restricts your activities qualifies as an impairment. However, under the ADA, the definition of disability now must be understood in favor of broad coverage to the maximum extent allowed.

A physical impairment is any medical disorder, condition, disfigurement or loss affecting one of the body systems, such as neurological, musculoskeletal, special sense organs, respiratory (including speech organs), cardiovascular, reproductive, digestive, genitourinary, immune, circulatory, hemic, lymphatic, skin, and endocrine.

A mental impairment is any mental or psychological disorder, such as intellectual disability, formerly mental retardation, organic brain syndrome, emotional or mental illness, and specific learning disabilities. Older Americans are facing different types of dementia among our aging population. These include:

Alzheimer's disease.

Vascular dementia.

Dementia with Lewy bodies (DLB)

Mixed dementia.

Parkinson's disease.

# E4-102

Frontotemporal dementia.  
Creutzfeldt-Jakob disease.  
Normal pressure hydrocephalus.

•  
It is not possible to include a list of all the specific conditions that would constitute physical or mental impairments, but some examples may be useful.

Examples of conditions that are impairments:

AIDS, and its symptoms  
Alcoholism  
Asthma  
Blindness or other visual impairments  
Cancer  
Cerebral palsy  
Depression  
Diabetes  
Epilepsy  
Hearing or speech impairments  
Heart Disease  
Migraine Headaches  
Multiple sclerosis  
Muscular dystrophy  
Orthopedic impairments  
Paralysis  
Complications from Pregnancy  
Thyroid gland disorders  
Tuberculosis  
Loss of body parts (among many of our Veterans in particular)

At the Cathedral of Saint Mary of the Assumption many of our parishioners are People with Disabilities, Aging Adults and People with Life Threatening Disease. I would dare say that the other congregations on the hill are similar. I would ask you to consider to have both the 38 and the 38R make a stop at Gough and Geary in both directions. Aside from the legislation it makes much more sense to operate from a moral imperative that serves the common good. We are at a crossroads....and must look both ways before we walk across the street to the other side of this issue. I pray you agree.

Blessings,

Rev. Mr. R. Christoph Sandoval, Deacon

"A true friend knows your weaknesses but shows you your strengths; feels your fears but fortifies your faith; sees your anxieties but frees your spirit; recognizes your disabilities but emphasizes your possibilities - William Arthur Ward"

## DEACON R. CHRISTOPH SANDOVAL

Cathedral of Saint Mary of the Assumption  
1111 Gough Street  
San Francisco, CA 94109

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

Email: REDACTED

REDACTED

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----- Original Message -----

From: Liz Brisson <[Liz.Brisson@sfmta.com](mailto:Liz.Brisson@sfmta.com)>

To: Anna Sylvester <[REDACTED](mailto:REDACTED)>, Colin Denel-Post <[colin.dentel-post@sfcta.org](mailto:colin.dentel-post@sfcta.org)>



Cc: Deacon Christoff Sandoval <REDACTED>, Melvin Starks <REDACTED>, Mr. Thomas Robert Simpson <REDACTED>, Mr. Michael Pappas <REDACTED>, Wahid Amiri <Wahid.Amiri@sfmta.com>, Kate Elliott <Kate.Elliott@sfmta.com>, Daniel Mackowski <Daniel.Mackowski@sfmta.com>, Lulu Feliciano <Lulu.Feliciano@sfmta.com>, Eric Young <eric.young@sfcta.org>

Sent: Thu, 08 Dec 2016 01:08:49 -0000 (UTC)

Subject: RE: Team 38R Response to the Gough Meeting

Thank you Anna and team! I will review this with my team and be back in touch on next steps. I'm envisioning a meeting at St. Mary's to discuss the stop re-location plus your areas of ongoing concern sometime in late January. We'll reach out to schedule sometime in early January.

In the meantime, we're gearing up for certification of our environmental document. If you didn't yet receive an email from SFCTA announcing our schedule, you can opt in by visiting [www.sfcta.org/geary](http://www.sfcta.org/geary) or text YES to [628-600-1675](tel:628-600-1675) to receive text updates. In the meantime, the latest news is:

-On December 9, 2016, the Final Environmental Impact Report can be accessed on this page (<http://www.sfcta.org/geary-corridor-bus-rapid-transit-draft-eis-eir>). Printed copies will also be available at public libraries (Anza, Richmond, Western Addition and Main branches) for review, and electronic copies on compact disc will be available at the front desk of the San Francisco County Transportation Authority, 1455 Market Street, 22nd floor.

-The next meeting of the Geary BRT Citizens Advisory Committee is scheduled for Wednesday, January 4, 2017, at 6:00 PM. See the Geary CAC webpage for more info (<http://www.sfcta.org/geary-corridor-bus-rapid-transit-citizens-advisory-committee>).

-The San Francisco County Transportation Authority Board (comprised of the San Francisco Board of Supervisors) will hold a Jan. 5, 2017 hearing on whether to approve the Final Environmental Impact Report and select a preferred design alternative for Geary BRT. The hearing time will be posted on at [www.sfcta.org/geary](http://www.sfcta.org/geary) as soon as it is available.

Liz Brisson

Major Corridors Planning Manager

[Liz.Brisson@sfmta.com](mailto:Liz.Brisson@sfmta.com)

415.701.4791

[www.sfmta.com](http://www.sfmta.com)

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-----Original Message-----

From: Anna Sylvester [mailto:REDACTED]

Sent: Wednesday, December 07, 2016 12:43 PM

To: Brisson, Liz <[Liz.Brisson@sfmta.com](mailto:Liz.Brisson@sfmta.com)>; Colin Denel-Post <[colin.dentel-post@sfcta.org](mailto:colin.dentel-post@sfcta.org)>

Cc: Deacon Christoff Sandoval <REDACTED>; Melvin Starks <REDACTED>; Mr. Thomas Robert Simpson <REDACTED>; Mr. Michael Pappas <REDACTED>

Subject: Team 38R Response to the Gough Meeting

Dear Liz and Colin,

Thank you for holding the meeting to discuss our concerns about safety, access for all, and neighborhood concerns.

Your report accurately recorded our meeting—thank you for that.

The Staff Feedback and Recommendations at the end—we are happy about—and we've listed two issues that we remain concerned about.

We are happy that:

1. The 38 (inbound stop) at Geary/Gough will be relocated to in front of St. Mary's Cathedral.

This makes it easier for the Congregations of all three Cathedral Hill churches to come to services.

This will better accommodate the many tourists who visit the three churches as well as community meetings, conventions, etc.

The bubble design of the cross walks on Geary and Gough are good and safe.

2. The 38 (outbound stop) at Geary/Gough remains in front of 1300 Gough Apartments across from St. Mary's.

3. The 38R (outbound stop) will be relocated west of Van Ness between Van Ness and Franklin.

This saves crossing Van Ness to get to an outbound 38R.

Areas of concern that remain and we would like to continue the conversation about:

1. Crossing at Franklin and Geary

Remains treacherous in all directions.

Tommy's Joynt open basement access—Sidewalk is closed on other side of street for now.

The double left turn off Franklin to Geary —Drivers zoom through.

2. Crossing at Franklin and O'Farrell

Remains treacherous in all directions.

Right turn from Franklin to O'Farrell —Drivers zoom through.

Left turn from O'Farrell to Franklin —Drivers zoom through.

Coming sidewalk closures at St. Mark's and Kron TV construction projects—Increase dangerous crossings.

We appreciate all the intelligent work and planning that 38 BRT Project Team has done to make the Geary Corridor—faster and safer.

Best to you & Happy Holidays,

# E4-104

Anna Sylvester  
on behalf of the Team 38R attendees

---



Steve Stamos <steve.stamos@sfcta.org>

## PLEASE ACT TO HALT TREE CUTTING ON VAN NESS, CUTTING OF SF FORESTS, AND EXTEND REVIEW OF GEARY FEIR

Diana Scott <REDACTED>

Mon, Dec 12, 2016 at 6:50 PM Reply-To:

Diana Scott <REDACTED>

To: "John.Avalos@sfgov.org" <John.Avalos@sfgov.org>, "Jane.Kim@sfgov.org" <Jane.Kim@sfgov.org>, "clerk@sfcta.org" <clerk@sfcta.org>, "margaux.kelly@sfgov.org" <margaux.kelly@sfgov.org>, "jess.montejano@sfgov.org" <jess.montejano@sfgov.org>, "Breed London (BOS)" <london.breed@sfgov.org>, "David. Campos" <david.campos@sfgov.org>, Aaron Peskin <aaron.peskin@sfgov.org>, Malia Cohen <malia.cohen@sfgov.org>, Mark Farrell <mark.farrell@sfgov.org>, Eric Mar <eric.l.mar@sfgov.org>, Katy Tang <katy.tang@sfgov.org>, Norman Yee <norman.yee@sfgov.org>, Board of Supervisors <board.of.supervisors@sfgov.org>, "Karunaratne Kanishka (BOS)" <kanishka.karunaratne@sfgov.org>, "Conor Johnston (Breed)" <conor.johnston@sfgov.org>, David Campos <sheila.chung.hagen@sfgov.org>

"The tree which moves some to tears of joy is in the eyes of others only a green thing that stands in the way."

– William Blake, *The Letters*, 1799

See: <https://sfforest.org/2016/12/07/van-ness-trees-on-death-row-chris-parkes/>

Dear SF Board of Supervisors members, and SF County Transit Authority Board Members:

I am writing to you about three related issues that concern me, and request your urgent interventions and your written responses explaining your positions on these.

They are:

- 1) Plans to commence tree-cutting this Wednesday in conjunction with the Van Ness BRT project;
- 2) Plans which the SF Planning Dept. and Rec & Parks Dept. is poised to approve this week, to cut over 18,000 "non-native" trees as part of an outdated, outmoded Natural Areas Plan;
- 3) The intention of the SFMTA Board to meet and presumably approve the FEIR for SFMTA's Geary Ave. BRT on January 3rd, after only making this plan public on December 9th.

The impact of these three items both affects me personally, and San Francisco residents at large, as does their larger impact on global warming.

Please note that while there is a BOS Land Use and Transportation Committee that meets on issues like the ones I'm addressing here, there is no Urban Environmental and Air Quality Committee to assess the impact on city residents – especially children, seniors, and those with disabilities or compromised respiratory systems like myself – of construction/destruction projects like these three, taken individually or together, cumulatively. What is good for generating land use revenues, or even speeding transit itself, may be pernicious for city inhabitants, both humans and other living organisms.

Another general, but important consideration never is adequately assessed in the project approval process by the SFMTA and other city/regional agencies, as plans proposed by these agency gain their Boards' approvals, obtain input from selected groups of "stakeholders," and make it through BOS committees and full Board hearings, is that individual projects don't simply impact the areas on which they're imposed – for longer or shorter periods of implementation.

Projects that release carbon release, cause congestion which increases air pollution, and result in air quality and environmental deterioration are NOT tied to limited project areas; air and pollution migrate and are cumulative – affecting people who live in all city neighborhoods, the region, and areas beyond.

So, I'm asking you to consider these important omissions from your process for approving projects and do the right thing: rethink and revise some projects, slow down the timeline for review and approval of others, and/or reverse other plans which have been a long time in the making but now are known to be injurious. PLEASE CONSIDER MORE SENSIBLE ALTERNATIVES.

# E4-106

Starting in reverse order:

**Item 3.** I object to the compressed timeline from the belated release of the Geary BRT FEIR Dec. 9th (after a 15 month hiatus) to the scheduled vote on whether or not to approve it Jan. 3rd. Review of over 800 pages of the FEIR is simply not feasible, by SFMTA members nor actively engaged city residents, like myself, in what amounts to 17 work days during end-year holidays. **Please revise this timeline for voting whether or not to approve the FEIR in the interest of common sense, fairness, and environmental justice.**

This short window appears like "railroading" - whether or not this is the intent. Since construction will take years, and the changes will be long term ultimately affecting hundreds of thousands of city residents and visitors, as well as merchants - this time frame is NOT acceptable if the outcome is to be fair, efficient/beneficial, and economical.

[NOTE: The Geary FEIR is NOT available in ALL city library branches, as would be fair and sensible, given that residents of all neighborhood USE MUNI transit services and drive along Geary, to get to destinations between their homes and other parts of the city. Many of us cannot read extensive downloads for extended periods of time, and hard copies are needed in all city libraries, given different library hours in different parts of the city.

The SFMTA spends thousands of dollars on public information events and outreach postcards; branch copies of FEIR's should take priority for actual public information/education.]

**Item 2.** The NAP plan to eliminate over mature 18,000 "non-native" trees, and replant others. While the idea in the '80s and '90s that "non-native" trees were less desirable, even dangerous to the city, more recent scientific evidence suggests the opposite: that eucalyptus trees actually benefit the urban environment; that leaves of mature non-native stands absorb more carbon than do massive replanting of young trees; that the herbicide used to root out their remains ends up as toxic run-off and on vegetation, affecting human and wild life; and that destruction of these persecuted non-indigenous trees release a great deal of carbon into the atmosphere when cut.

In short, this plan, which has gained momentum over a few decades is outmoded and should be seriously revised or abandoned, since its fundamental assumptions are highly questionable. In addition, budgetary constraints on re-planting make forest destruction at this time extremely unwise. Although this is not before you immediately, I urge you proactively revise/reverse it.

**Item 1.** I have written to many of you as SF BOS members a number of times previously (and to the SFMTA BOARD), and testified about my objections to various aspects of the Van Ness BRT plan, including but not limited to the massive destruction of trees on Van Ness/Highway 101 (both the median trees, for which cutting my begin this Wednesday, and planned later cutting of sidewalk trees).

I am writing to you now primarily in your dual capacity as SFCTA members, and urge you to reconsider this action, and the hardships it will impose – not only because of disrupting/rerouting traffic for a minimum of three years, but because loss of trees and intensified traffic pollution during this time will impact MY OWN ABILITY TO BREATHE, even though I live in the Outer Sunset! I have asthma and related lung issues, go to medical appointments along Van Ness, events at the Civic Center and City Hall, and at times walk the Avenue, all of which will become less endurable. Currently, elimination of bus stops on Van Ness makes it more difficult for me to navigate the city.

Moving buses from curbside and constructing platforms at the Van Ness median will make it harder for me to make a connection from the L-Taraval exit at Market/Van Ness to Geary buses, by both endangering me as a pedestrian having to cross lanes of traffic, and increasing the level of stress (think constricted breathing) gaining access the elevated platform at one end.

While this project is "set to go" and was a "done deal," it is said, before most of the public had an inkling of what it entailed, I urge you in your capacity as decision makers wearing several hats to do the right thing: intervene and ameliorate a poorly designed, unpopular, and expensive project, before the mature, healthy trees along Van Ness are felled, beginning this week. Redesign could make it much better, virtually as fast, and increase ridership.

I hope you will similarly take wise action regarding the Geary FEIR timeline, and the NAP tree-cutting plan being considered Dec. 15 by Planning Dept. and Rec & Parks.

Sincerely,

Diana Scott

San Francisco, CA 94116

Attached: Excerpt from BOA brief filed for June 22 hearing re Van Ness tree removal (by Deanne Delbridge)

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 **Excerpt from BOA brief opposing Van Ness tree-cutting 6-22-16.docx**  
20K

President Darryl Honda  
San Francisco Board of Appeals  
1650 Mission Street, Room 304  
San Francisco, CA 94103

RE: Appeal No. 16-057: Delbridge vs. DPW-BUF, for hearing June 22, 2016

President Honda and Members of the Board:

**We disagree with the Department of Public Works (DPW) Order No. 184745, issued March 28, 2016, approving removal of 86 mature, mostly healthy trees of diverse species in the Van Ness Ave. median along with four (4) sidewalk trees, and their replacement (“mitigation”) with a more numerous new, uniform species.** We urge you to overturn this decision which the Department states is necessary for the SFMTA’s Van Ness Bus Rapid Transit (BRT) project to proceed. We maintain that so-called “mitigation” will not, for decades, if ever, justify or compensate for the impact of this tree loss on those who live, work, ride, and have businesses along the Van Ness corridor, and will irrevocably harm and visually degrade the surrounding neighborhood and the environment. We will document our case in the following paragraphs and attached exhibits. In Summary, we want you to consider key and substantive points that link tree removal to less street safety, congested traffic flow, and degraded air quality under current BRT design and tree removal order, and to consider a better alternative.

1. The DPW order is about tree cutting, followed by inadequate mitigation, **not** about tree planting; removal of the trees represents a significant reduction in mature trees on one of the City's most important thoroughfares and replacement with saplings that will take a generation to mature and even then will pale in comparison to the majesty of the existing healthy trees.

## Tree Removal

We are appealing DPW Order No. 184735, which the BOA has referred to in its suspension notice as Tree Planting Permit No. 777917, but needs to be called what it really is: a Tree Removal Permit. This DPW order would permit the removal of 86 median trees and four (4) sidewalk trees; the Addendum to the VN BRT FEIR authorizing this cutting also states that DPW will soon issue a second permit for removal and replanting of 97 more sidewalk trees.

San Francisco already has an extremely small tree canopy -- only 13.7% -- one of the smallest of any major U.S. city, according to the 2014 SF Urban Forrester Plan, more than 10% less than the 25% considered desirable for a Western city.<sup>1</sup> By contrast, Chicago currently has roughly a 17% tree cover; Los Angeles, a 21% cover; Seattle, 23%; NYC, 24%; and Portland, 30%, according to the SF Planning Department report.

Mature trees are extremely beneficial to a healthy environment. They provide oxygen, reduce pollution and noise, and sequester carbon dioxide --- thus fighting climate change and storing heat from the sun while providing cool shade. They provide a crucially stable habitat for birds, bees, and butterflies and greatly improve the quality of life for urban dwellers.

America's large rural forests play a major role in capturing and storing carbon emissions. To provide a sense of scale, our forests in the U.S. now sequester almost 15% of our annual carbon emissions. That is roughly equivalent to half the projected emissions reductions from

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<sup>1</sup> City of San Francisco Planning Department, Urban Forest Plan at: <http://sf-planning.org/urban-forest-plan>

the EPA's Clean Power Plan, when it hits full stride in 2030.<sup>2</sup> That urban forests provide 8% of the nation's total carbon emissions capture is an underreported fact.<sup>3</sup>

Trees are a "climate solution" for cities, because they help greatly lower carbon emissions, AND help stabilize urban temperatures, combatting what is known as the "Urban Heat Island Effect": pavement and other built materials absorb heat during the day and re-radiate it at night, creating an oven-like effect. Heat islands can raise local temperatures as much as five degrees Fahrenheit during the day and as much as 22 degrees at night, but trees act as heat-absorbing, water-retaining buffers, according to The Trust for Public Land (Trees: Helping Cities Solve Climate Change)<sup>4</sup>.

Heat islands create extra need for cooling on hot days, when air conditioning is running full tilt. An analysis from the University of California at Berkeley estimated that 5-10% of peak electricity demand in cities for air conditioning is due to urban heat islands. The most effective natural solution to reduce this demand is a leafy tree canopy.

Tree canopy and other urban greenery have also been shown to have profound benefits for health, mental health, student achievement, and quality of life. Trees calm us down according to a recent study that found that an additional ten trees on a given block corresponded to a small increase in how healthy nearby residents felt.<sup>5</sup>

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<sup>2</sup> USEPA <https://cleanpowerplanmaps.epa.gov/CleanPowerPlan/>

<sup>3</sup> HUFF POST GREEN – "Trees: Helping Cities Solve Climate Change at: [http://www.huffingtonpost.com/jad-daley/trees-helping-cities-solve-climate-change\\_b\\_8923414.html](http://www.huffingtonpost.com/jad-daley/trees-helping-cities-solve-climate-change_b_8923414.html)

<sup>4</sup> HUFF POST GREEN – "Trees: Helping Cities Solve Climate Change at: [http://www.huffingtonpost.com/jad-daley/trees-helping-cities-solve-climate-change\\_b\\_8923414.html](http://www.huffingtonpost.com/jad-daley/trees-helping-cities-solve-climate-change_b_8923414.html)

<sup>5</sup> "How Trees Calm Us Down," by Alex Hutchinson, New Yorker July 23, 2015 at: <http://www.newyorker.com/tech/elements/what-is-a-tree-worth>.



In Toronto, researchers recently found that people living on tree-lined streets reported health benefits equivalent to being seven years younger or receiving a \$10,000 salary rise. Other studies reveal benefits from improved mental health to reduced asthma.<sup>6</sup> U.S. scientists have even identified a correlation between an increase in tree-canopy and fewer low-birthweight babies.

Moreover, economic studies show that leafy streets sell houses. Street trees in Portland, Oregon, yielded an increase in house prices of \$1.35 billion, potentially increasing annual property tax revenues by \$15.3 million.<sup>7</sup>

The SFMTA has plans to replace the majestic, tall and mature trees now on the Van Ness median with lemon-scented gum trees, which will take a minimum of ten (10) years after project completion (3-5 years) to come close to the height of the current trees to be cut, according to a DPW arborist at the tree hearing last August. Replacement lemon scented gum trees are tall, may grow to from 35' – 45' (some 60'90'), chosen largely to clear new light poles and bus wires; they have a strong lemon-citronella smell. Existing median trees are diverse: red flowering gum and silver gum, Brisbane box, flowering cherry, plum, cork oak, and red ironbark. Heights range from under 13' to over 23'; trunks range from 1-2" to 2-6" to 10-16" to 19-36"[NOTE – 2012 tree survey] Exhibit 1 (left) shows current median trees and a mature lemon-

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<sup>6</sup> USDA Forest Service Northern Station news release July 25, 2014 at: <http://www.nrs.fs.fed.us/news/release/trees-save-lives-reduce-air-pollution>; "Tree and Forest Effects on Air Quality and Human Health in the United States," at: <http://www.nrs.fs.fed.us/pubs/46102>

<sup>7</sup> Urban Forestry/Urban Greening Research, "Green Cities: Good Health – Economics" at [http://depts.washington.edu/hhwb/Thm\\_Economics.html](http://depts.washington.edu/hhwb/Thm_Economics.html)

scented gum tree (right), the latter a poor replacement visually and as a heat buffer, with large spaces between branches and lacking a full canopy even when mature.

Though drought tolerant, these newly planted eucalyptus saplings (considered a fire threat in other parts of the city) don't tolerate drought until their root system gets established, which takes more frequent watering and care than required by mature trees with well-developed root systems. A two-to four inch diameter tree requires 3000-4000 gallons of water over the first four years to help establish its roots.<sup>8</sup> That means that by removing and replanting 100 trees, the city stands to use 400,000 more gallons of water (during a drought cycle) than if the established median trees stay in place the designated bus lanes remain curbside.]<sup>9</sup>

Moreover, cutting and mulching trees releases carbon, sequestered in the trunk, branches, roots, and soil, and replanting a single species can be dangerous: a disease affects one tree, make all vulnerable, with high replacement cost. Funds can better be used elsewhere.

Finally, "mitigation" trees will never provide a strong canopy to absorb the additional carbon dioxide emissions that will result from slowing traffic to a sluggish pace in keeping with SFMTA current plan to reduce Van Ness (a major artery, Highway 101) from the current six (6) lanes to only four (4). (Traffic flow on the corridor was analyzed by modeling **after** the current alternative was chosen.) Heavy and congestion on Van Ness now, with six lanes available to **all** vehicles, spills over to parallel routes to the Golden Gate Bridge (Franklin, Gough, Polk) and will spread further. Median "consolidated" bus-lane service, with stops eliminated, has undesirable

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<sup>8</sup> CSU Extension CMG Garden Notes #635 at: <http://www.ext.colostate.edu/mg/Gardennotes/635.html>

tree impacts, approved by the SFMTA and FTA, that include decreased soil water retention, increased need for watering, more run-off into sewers, and worse air and heat ambiance for transit users, drivers, local residents, and walkers including seniors and those with disabilities.

It is critical that the Board of Supervisors, the Mayor, and SFMTA take the opportunity NOW to seriously reconsider this exorbitantly expensive median Van Ness BRT plan, before sacrificing – in two DPW installments -- almost 200 mature, mostly healthy, diverse trees that humanize, beautify, and clean the air along this major thoroughfare. We urge you, members of the Appeals board, to overturn the DPW's tree-cutting order so that elected leaders can consider "course adjustment" and scale back this project, saving median trees by keeping bus lanes curbside.

You may recall that many San Franciscans spoke out against tree cutting on Van Ness at a DPW hearing last August, just after trees were posted for removal. Twenty-three of 30 people who commented during and after this hearing, which was attended by at least five MTA and DPW staffers, opposed the DPW plan. Since then, close to 650 of the small minority who even know about planned tree cutting have signed a petition urging revisiting the curbside option. (An MTA survey confirms low public awareness.) Here are some of their comments:

*"I do not believe that the minimal time savings of the Van Ness BRT project is worth the cost to the City, in terms of dollars, the loss of mature trees, the loss of parking, and the enormous traffic problems that will ensue."*

*"Our San Francisco trees bring nature to the city and purify our air. They also provide a place for birds and bees. With such a mass population growth, we need to focus on green living and environmental protection."*

*"The quality of city life doesn't lie in enhanced traffic lights and designated bus lanes, but in beautiful, mature trees that provide serenity and calm on traffic-choked avenues. If \$250 million*

*is on hand for the city to spend, then spend it on the sad state of the urban human condition, affordable housing, panhandling and homelessness.”*

*“We need trees and eliminating bus stops is detrimental to senior’s and the disabled’s transportation.”*

*“I think this issue needs to be seriously reconsidered. These trees serve a critical environmental service by absorbing carbon dioxide, providing habitat for various creatures and providing shade, which is necessary in an age of global warming. Replacement trees need a lot more water than mature trees. Many won’t survive, and the amount of carbon dioxide they can absorb will be very limited for many years. Please revisit this issue.”*

*“I think this BRT is not well thought out and will adversely affect the residents and merchants of the Van Ness corridor, as well as those who use 101 as a main thoroughfare.”*

**NOV 14 2016****DATE:** November 9, 2016**TO:** Mr. Colin Dental-Post, Senior Transportation Planner  
San Francisco Municipal Transportation Authority  
1455 Market Street, 22<sup>nd</sup> Floor, San Francisco, CA 94103**FROM:** Marsha Seeley, [REDACTED] San Francisco, CA 94109**RE:** Geary Corridor Bus Rapid Transit: 38R Laguna Street Bus Stops

I very sincerely urge the SFMTA to retain both the eastbound and westbound Laguna Street stops for the 38R bus line.

The immediate area around these stops has numerous senior residences and facilities. Seniors utilize these bus stops all day to travel downtown, to Kaiser facilities, and to various other destinations. This population is unable to walk blocks uphill to Van Ness or downhill to Fillmore to catch a 38R. It's too strenuous and too far for these seniors to get to the other 38R stops.

Please research the number of senior residences and their significant populations within 2 blocks of these stops. This population depends on easily accessible transportation and removing the Laguna 38R stops cripples their mobility.

Thank you for consideration of this request.

Cc: SFMTA




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

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Frannysf &lt;REDACTED&gt;

Tue, Dec 13, 2016 at 4:57 PM

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

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

I have written several letters and emails protesting any change in the 38R Geary stop at Laguna/Geary. Please retain these stops where they currently exist.

I strongly urge you as members of the Transportation Authority to vote at your December 13, 2016, meeting to postpone your consideration of the Geary BRT Final EIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

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

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

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

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

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

In addition, new District One Supervisor Sandra Fewer will not be sworn in until after the January 5, 2017, SFCTA meeting, thus denying District One representatives the vote by their newly elected Supervisor/SFCTA Board Member on this critical District One issue.

At your December 13, 2016, meeting, please vote to postpone the vote on the Geary BRT FEIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

Sincerely

Marsha Seeley  
San Francisco, CA



7 Oct 2016

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

Re: Geary BRT EIS/EIR

Dear Commissioners and staff:

In November 2015 we wrote to offer comments on the proposed Geary BRT project and its environmental documents. While our concerns about the project haven't changed, we are writing to offer revised recommendations

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

At the same time, we also remain less than enthusiastic about the staff recommended alternative as presented. We continue to feel that "Phase 1" is a viable short-term strategy, but that, in its present form, "Phase 2" lacks sufficient vision for a long-term Geary strategy, and presents an alternative with excessive compromises and too little in the form of high quality, reserved center-lane BRT. And if and when built, the staff-recommended "Phase 2" alternative still offers only 45-minute trip times.

Those assessments of the project haven't changed. However, particularly after meeting with staff, we have concluded that our recommendation at that time, to certify the environmental document as an EIR but to withhold certification as an EIS, was not realistic and is not going to happen. Accordingly we herewith offer revised recommendations.

- 1. First and foremost, we urge prompt certification of the environmental document, so that SFMTA can expeditiously implement the much needed "Phase 1" project at the earliest possible date.***

We emphatically do not consider "Phase 1" to be true BRT, but we do consider it an essential intermediate improvement that riders deserve and pedestrians require.

- 2. Prior to final design of the designated "Phase 2" project, the SFMTA and SFCTA must develop a long term strategy for the further development of the Geary corridor, including, possibly but not necessarily in this sequence:***

***(a) filling of the depressed roadway between Webster and Steiner streets;***



*(b) development of a center-running surface BRT alignment between Van Ness Avenue and 33rd Avenue, providing for both Rapid (limited stop) and Local service in some form, and including, if warranted, possible changes to "Phase 2" as presently proposed;*

*(c) a design for a final BRT/LRT alignment across Masonic Avenue, with roadway changes as necessary; and*

*(d) a design for an eventual LRT system which could replace the BRT service.*

Only with such a comprehensive strategy in place should construction of a "Phase 2" project commence. We reiterate as we stated earlier that we are not convinced the stop spacing pattern as proposed for "Phase 2" is optimal as part of a true BRT project for the corridor. We believe both Rapid (limited stop) and local service has been improperly compromised. We strongly feel that, particularly in the long-term, "Phase 2" as presently defined includes too many "Rapid" stops between Arguello Boulevard and 33rd Avenue, by eliminating the distinction between "Rapid" and "local" stop patterns west of Masonic Avenue, while probably providing too few "local" stops.

The San Francisco Transit Riders have adopted as a goal "30 by 30," by which we mean that riders should be able to cross San Francisco by transit in 30 minutes by the year 2030. While we can't say yet that such a vision is literally achievable, we definitely feel we can—and must—do better than the 45-minute trips offered by "Phase 2" as currently structured.

As you know, we have met with staff to discuss new ways in which Rapid and local service can be provided between Arguello and 25th Avenue, and continue to believe the benefits of such an approach justify the design problems which remain to be fully resolved.

We do recognize and appreciate that amendments to the initial EIS/EIR document may become necessary, but we look forward to working with you to address the concerns we have raised.

Sincerely,



Thea Selby  
Chair, San Francisco Transit Riders

cc: SFCTA Commissioners  
SFMTA Board of Directors  
Tilly Chang, Executive Director, SFCTA  
Ed Reiskin, Director of Transportation, SFMTA




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## Sensible Transit Protests Rush to review Geary BRT Final EIR -Re; postpone the Jan. 5th meeting- <http://www.sfcta.org/board-december-13-2016>.

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Dani Sheehan-Meyer <REDACTED>

Wed, Dec 14, 2016 at 8:42 AM

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

Cc: REDACTED

The period of review is too short to adequately review the Final EIR. The January 5 meeting should be postponed.

1. Final EIR was published in the afternoon of Friday December 9. Currently the Board plans to determine whether to certify the FEIR on January 5, 2017. This period of time for review is only 27 calendar days and that is only 17 working days.
2. This period of review falls over the Christmas/Hanukah/Winter holiday season where some members of the public (and even the Board members!) may be traveling and/or spending time with family.
3. During these 17 days over the holidays, the BOARD MUST ALSO REVIEW the FEIR and it must be able to say that it reflects its independent judgment.
4. The Final EIR has many new portions and information
  - a. Over 600 written and transcribed comment responses. Appendix B contains 870 pages worth of comments and responses (incorrectly dated "November 2016", it was published December 9, 2016)
  - b. The comments and responses are dense – it took SFCTA almost a year to compile and publish them.
  - c. The December 9 package contains a proposed Statement of Overriding Considerations -- Thus, in addition to 870 pages of comments and responses, the reviewing Board members and public must evaluate the SFCTA's reasoning for overriding the significant impacts which this massive EIR found could not be mitigated.
  - d. The recommended alternative has modifications since the Draft EIR -- Thus, in addition to the comments and responses and the reasoning for overriding the conclusions, the Board members and public must understand a modified proposed alternative.
5. Non-CEQA findings. Beyond the CEQA document and findings, the City regulations require certain findings and assessments. Non-CEQA findings have not been publicized or reviewed. Again, will the Board be able to review, digest and independently arrive at all these new findings?

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

6. Release at holiday time is not fair – members of the public would like to celebrate the holidays and see family and friends, not “cram” for a January 5 hearing.

7. We would like to think maybe the City didn't realize this unfortunate timing. The cynic thinks it is purposeful and that the City is acting in bad faith.

a. The Draft EIR published September 15, 2015 -- 15 months ago.

i. Why is the Board meeting on the Final scheduled so soon?

ii. Why rush now?

b. Publishing at the holidays punishes the public who take this matter seriously and want to continue participating

c. Some believe the January 5 hearing is being scheduled to take advantage of the changing political landscape -- new Board members come in on January 8. Could this rush, after 15 months between Draft and Final – be politically motivated?

d. Even if not politically motivated, the City is acting in bad faith by publishing over the holidays.

Please postpone the consideration of the Final EIR until after the holidays, at least 30 days after the currently scheduled meeting.

*Come visit Noe Valley! We are happy to be your hosts.*

DANI SHEEHAN-MEYER

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NOV 07 2016

**THE SEQUIOIAS – SAN FRANCISCO DRAFT  
RESIDENT ASSOCIATION  
1400 GEARY BOULEVARD  
SAN FRANCISCO, CA 94109**

November 2, 2016  
Mr. Colin Dentel-Post  
Senior Transportation Planner  
San Francisco County Transportation Authority  
1455 Market Street, 22<sup>nd</sup> Floor  
San Francisco, CA 94103-1300

**Re: Laguna Stop – Geary BRT**

The Sequoias - San Francisco Resident Association strongly opposes the recommendation of the San Francisco County Transportation Authority (SFCTA) staff for the BRT plan to make the 38 bus Laguna stop only a Local Stop, and strongly requests it remain both a Local and a Rapid stop.

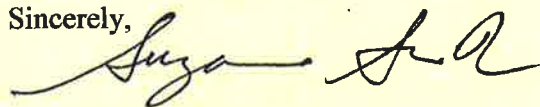
We support the position outlined in the Japantown Task Force letter dated October 24, 2016 and addressed to you. That position states opposition to the recommendation of SFCTA staff to make the Laguna stop a Local only stop in the new Geary BRT plan. We have always maintained that taking away the current Rapid stop (as well as Local stop) would pose an extreme hardship on any Seniors in the community who have mobility issues or experience some degree of cognitive impairment in the event they board a Rapid bus in any area of the route, expecting to stop at Laguna. The steep grade from either Van Ness or Fillmore (nearest Rapid stops) makes it virtually impossible for many Seniors, forcing them to transfer to a Local bus on the opposite side of wide Geary Blvd. – clearly a pedestrian risk.

The high density of Seniors in the Cathedral Hill/Japantown area has been pointed out on numerous occasions as have the challenges of a Senior to readily identify the difference between a Local bus and a Rapid bus – thereby creating their boarding a wrong bus. It was very disturbing to learn that the discussion about making signage distinctions between the two types of busses was not included in the staff recommendations to the Citizens Advisory Committee.

The time advantages of not having a Rapid stop at Laguna have never seemed to the community to outweigh the severe hardship and danger that could be created with the current plan.

We sincerely hope that our elected officials and staff of the SFCTA will acknowledge the special needs of the community served by the Laguna stop and make the necessary amendments to the Geary BRT plan. A combination Rapid/Local stop at Laguna is deemed to be a community necessity. The Senior population deserves proper service from the public transportation system that is a lifeline on a daily basis.

Sincerely,



Suzanne Smith, President  
Sequoias – San Francisco Resident Association

cc: Tilly Chang, Executive Director  
Scott Wiener, Chair  
Thomas Nolan, Chair SFMTA

Ed Reiskin, Director, SFMTA  
London Breed, President, BOS  
Sean Kennedy, SFMTA



Steve Stamos &lt;steve.stamos@sfcta.org&gt;

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**SFCTA Board Meeting January 5, 2017**


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**Bob Starzel <REDACTED>**

Mon, Dec 12, 2016 at 9:50 AM

To: clerk@sfcta.org, gearybrt@sfcta.org

Cc: John.Avalos@sfgov.org, London.Breed@sfgov.org, David.Campos@sfgov.org, Aaron.Peskin@sfgov.org, Malia.Cohen@sfgov.org, Mark.Farrell@sfgov.org, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org, Katy.Tang@sfgov.org, Norman.Yee@sfgov.org, samantha.roxas@sfgov.org, camposstaff@sfgov.org, kaniska.karunaratne@sfgov.org, Margaux.Kelly@sfgov.org, Jess.Montejano@sfgov.org, Tilly Chang <tilly.chang@sfcta.org>, Edward Reiskin <ed.reiskin@sfmta.com>

San Franciscans for Sensible Transit, Inc.

P.O. Box 210119

San Francisco,

CA-94121

VIA MAIL, FACSIMILE AND ELECTRONIC MAIL

December 12, 2016

San Francisco County Transportation Authority Board

Attn: Geary BRT

1455 Market St., 22<sup>nd</sup> Floor

San Francisco, CA 94103

GearyBRT@sfcta.org

Re: Request for Postponement of Geary Corridor Bus Rapid Transit Final Environmental Impact Report January 5, 2017 Board Meeting

Dear San Francisco County Transportation Authority:

We write to respectfully request a postponement of the January 5, 2017 San Francisco County Transportation Authority ("SFCTA") Board meeting which has been called to address one agenda item: whether to certify the Final Environmental Impact Report ("FEIR") assessing the environmental impacts of the Geary Corridor Bus Rapid Transit project ("Geary BRT") and approve the Geary BRT. The FEIR was published on December 9, 2016.

This postponement is necessary to enable members of the public, as well as the San Francisco Board of Supervisors (the "Board"), sufficient time to review the voluminous document and supporting studies and papers. An adequate review takes more time.

There are only 17 working days between the release of the FEIR and the currently-scheduled hearing on certification of the FEIR (27 calendar days) and these days fall during the Winter Holidays – Christmas, Hanukah, etc. – a time when most people will be spending time with family, perhaps traveling to see them.

# E4-124

Seventeen business days over the holiday season is insufficient time to adequately review, digest, and independently consider these documents.

The FEIR contains new material, including nearly 1000 pages of:

- Appendix B -- 870 pages -- of Comments and Responses (erroneously labeled “November 2016”);
- Modifications to the Draft EIR’s proposed projects;
- Proposed CEQA Findings; and
- Statement of Overriding Conditions.

Section 21083 of the California Public Resources Code provides that prior to approving a project, the lead agency shall certify that: (1) the FEIR has been completed in compliance with CEQA, (2) the FEIR was presented to the decision-making body of the lead agency, and that the decision-making body reviewed and considered the information contained in the FEIR prior to approving the project; and (3) the FEIR reflects the lead agency's independent judgment and analysis. The lead agency must certify the adequacy of the FEIR and certify that the decision-making body reviewed and considered the FEIR in reaching its decision on the project. This review cannot be delegated, and the decision-making body itself must consider the information in the FEIR.

We question whether members of the Board (or anyone!) can actually review and consider the FEIR in 17 working days over the holidays. Will that review allow the Board to certify that it considered 870 pages of the public’s comments and the SFCTA’s responses? **The Board must certify that it performed “independent judgment and analysis.”** It must take this review seriously, or else it will look like it is merely “rubber stamping” the SFCTA’s work.

The SFCTA spent fifteen months between Draft and Final EIR, and delayed the publication of the FEIR several times over the last three months. Why the rush to certification?

The SFCTA is acting in bad faith by scheduling the meeting for approval of the FEIR on January 5, 2017. It knows that the public’s attention is diverted by the end of the year and holidays, and it is punishing the public who cannot participate because of travel or family obligations. Calling a meeting on January 5 is a political move, designed to squelch public participation and take advantage of the changing political landscape.

There simply is no justification for a rushed schedule to certify the dense and detailed FEIR. We request you postpone the January 5, 2017 hearing date on the FEIR for at least 60 days.

Sincerely,

/s/

Robert F. Starzel, Director and Acting Secretary

cc: San Francisco Municipal Transportation Authority



Steve Stamos <steve.stamos@sfcta.org>

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**Geary BRT EIR**

---

Denise Sullivan <REDACTED>

Sun, Dec 11, 2016 at 9:37 PM

To: "Board.of.Supervisors@sfgov.org" <Board.of.Supervisors@sfgov.org>, clerk@sfcta.org

**Dear Supervisor,**

**Please postpone the January 5 meeting regarding the EIR on the Geary BRT.**

The post-holiday timing is poor and the public awareness inadequate.

This matter needs further attention so as to avoid a red carpet boondoggle like the one we saw in the Mission.

Thank you,

Denise Sullivan  
San Francisco, CA

From: Corey Urban <[REDACTED](#)>  
To: Eric.L.Mar <[Eric.L.Mar@sfgov.org](mailto:Eric.L.Mar@sfgov.org)>; Board.of.supervisors <[Board.of.supervisors@sfgov.org](mailto:Board.of.supervisors@sfgov.org)>  
Sent: Wed, Jan 6, 2016 2:55 pm  
Subject: Eric Mar's Richmond Review "Important Local Issues" January 2016

Dear Eric Mar and Board of Supervisors-

Regarding Eric Mar's commentary in the January 2016 Richmond Review on Geary Bus Rapid Transit.

You state, "...the proposed project would reduce travel times by up to 15 minutes and increase reliability by 20%.

This statement is **not** accurate!

Attached are:

1) 38-Rapid, Bus Time Schedules from November 16, 2015  
<https://www.sfmta.com/getting-around/transit/routes-stops/38r-geary-rapid>

2) Table 10-2 from the Geary BRT, Draft EIR/EIS

The statistical facts prove your statements are incorrect.

Table 10-2 shows estimates for year 2020 on Transit Performance. The No-Build Alternative shows the figure at 53:50 and the Alternative 3.2C Hybrid at 44:45. In fact, the **current** 38R schedule proves that **current** Inbound PEAK transit times are 38 to 45 minutes, with buses running every 4-minutes. For the Outbound 38R, PEAK travel times are 48 to 50 minutes, with the 50-minute times only occupying a 45-minute window.

The buses run every 4 minutes during **current peak times** and every 5 or 6 minutes up until 7:00PM. I find it difficult to comprehend, "...improvement in reliability of 20%".

Maybe you aren't up to speed on the Draft EIR/EIS. You appear unaware of the **current** 38R bus travel times and how the overwhelming majority of 38R travel times far exceed the "hoped for 2020 projections".

I look forward to a retraction of Eric Mar's statements with updates of the facts as presented here.

Please feel free to contact me with any questions.

Sincerely,

Corey Urban  
Shell Car Wash  
3035 Geary Boulevard  
San Francisco, CA 94118  
[415-752-4171](tel:415-752-4171)  
[REDACTED](#) (mobile)



\$300 million  
- 3 years construction  
on Geary Corridor

current, AM, commute  
Travel time is 44-minutes!  
check SFMTA, 38R  
Bus schedule!

- Transit First Transpods  
already implemented (?)  
- All door Boarding  
Already implemented  
- New, High Capacity  
Buses already online

195 trees  
removed!!

2020 Estimates!

Table 10-2 Alternatives and Combinations Performance Summary

PERFORMANCE INDICATOR	NO BUILD	ALT. 2 (SIDE-LANE BRT)	ALT 3.2 (CENTER/SIDE, NOT CONSOLIDATED)	ALT 3.2C (HYBRID; CENTER/SIDE, PARTIALLY CONSOLIDATED)
<b>TRANSIT PERFORMANCE</b>				
Vehicle travel time [min]	53:50	45:00	42:45	44:45
Limited/BRT service	1:02:30	54:00	51:55	51:55
Local service				
Reliability, BRT [travel time diff. bet. average and 95th % trip, min]				
Limited/BRT service	4:45	3:15	2:55-3:15	3:35
Local service	5:40	4:05	4:05-4:20	4:10
Ridership [total daily boardings]	69,500	75,700	75,700-77,600	77,600
<b>CIRCULATION SYSTEM PERFORMANCE</b>				
Person-delay [auto+transit, total delay hours during peak hour]	4,890	4,130 (-16%)	4,130-4,310 (-12-16%)	4,310 (-12%)
Diversions [increase in peak hour traffic on nearby parallel streets at Masonic]	0	4%	7%	7%
<b>ENVIRONMENTAL AND SOCIAL EFFECTS</b>				
Parking opportunities [existing corridor on-street parking removed]	0	460	500	370
Existing trees removed	0	156	195	195
Median landscaping area [acres]	3.1	3.1	3.6	3.5
<b>PEDESTRIAN ACCESS AND SAFETY</b>				
Average stop spacing [feet]				
Limited/BRT stops	1540	2180	2160	1630
Local stops	720	840	920	1190
Pedestrian safety improvements	-	+	+	++
<b>RAIL-READINESS</b>				
Ease of future conversion to rail	*	*	+	++
<b>COST</b>				
Construction cost [2013\$]	\$0	\$170M	\$300M	\$300M
Operations and maintenance costs [2013\$/year and \$/weekday passenger]	\$36.7m	\$49.5m	\$49.2-49.5m	\$49.2m
<b>CONSTRUCTION IMPACTS</b>				
Total duration of construction [weeks]	0	90	100	100

All performance results are for the year 2020.  
Symbol key:  
+ or ++ Indicates performance advantage or strong advantage relative to No Build condition.  
- or -- Indicates performance disadvantage or strong disadvantage relative to No Build condition.  
• Indicates minimal or no performance change relative to No Build condition.

\$12.5 million  
more in  
annual maintenance

**From:** Corey [REDACTED]

**Sent:** Wednesday, May 11, 2016 10:03 AM

**To:** [kevin.d.korth@dot.gov](mailto:kevin.d.korth@dot.gov); [chris.engelmann@dot.ca.gov](mailto:chris.engelmann@dot.ca.gov); [kevin.sylvester@dot.gov](mailto:kevin.sylvester@dot.gov); [david.kerschner@dot.gov](mailto:david.kerschner@dot.gov); [tilly.chang@sfcta.org](mailto:tilly.chang@sfcta.org); Reiskin, Ed <[Ed.Reiskin@sfmta.com](mailto:Ed.Reiskin@sfmta.com)>; [leslie.rogers@fta.dot.gov](mailto:leslie.rogers@fta.dot.gov); Lee, Mayor Edwin <[MayorEdwinLee@sfgov.org](mailto:MayorEdwinLee@sfgov.org)>; Board of Supervisors <[Board.of.Supervisors@sfgov.org](mailto:Board.of.Supervisors@sfgov.org)>

**Subject:** Proposed Geary Bus Rapid Transit - San Francisco, California

To Whom it May Concern-

Those included in this email should be aware that business owners on Geary Boulevard between Masonic Avenue and Palm Street are unaware that the SFMTA/SFCTA are planning to slap down, right side running, Red Transit Only Lanes which will inevitably restrict traffic, restrict access, reduce traffic on Geary and cause severe negative financial consequences to these business. I have only spoken to three blocks of businesses and only those on the south side. Contact with other businesses is ongoing.

An information packet was handed to these businesses with a link to the Draft EIR/EIS. Dialogue ensued over a span of one week which resulted in the petitions attached.

It is clear to all business owners I spoke to that the SFMTA/SFCTA and the California State and Federal agencies that oversee such Red Transit Only Lane "**experiments**", have zero concern for business owners and their profitability.

The previously planned removal of 15 parking spaces between Cook and Spruce Streets to create block-long bus stops in front of small businesses and medical offices shows how completely out of touch the "experts" are in the real world. The Geary corridor, West of Masonic, is not downtown San Francisco. We are effectively a suburb, one small business after another that need traffic, access and parking to survive.

Your buses/transit times will *never* be faster on Geary Boulevard. The speed limit is 25-MPH, yet **all** vehicles (**including 38 route buses**) travel faster than the posted 25-MPH speed limit 95% of the time. Fact.

If the Red Transit Only lanes, "**experiment**" is allowed to take place on Geary Boulevard, West of Masonic Avenue, there will undoubtedly be legal actions taken to protect and/or reimburse our lost profits, business values and property values.

More petitions are coming.

Sincerely,

Corey Urban  
Shell Car Wash  
3035 Geary Boulevard  
San Francisco, CA 94118  
[415-752-4171](tel:415-752-4171)  
**REDACTED** (mobile)



Steve Stamos &lt;steve.stamos@sfcta.org&gt;

## Geary BRT Final EIR - Supervisors on Break, Dec 16-31, 2016. Only 6 Days To Review Final EIR. Postponement of January 5, 2017 Meeting Necessary!

Corey Urban &lt;REDACTED&gt;

Wed, Dec 14, 2016 at 1:42 PM

To: REDACTED

Cc: clerk@sfcta.org, Katy.Tang@sfgov.org, john.avalos@sfgov.org, Aaron.Peskin@sfgov.org, David.Campos@sfgov.org, REDACTED, Mark.Farrell@sfgov.org, Malia.Cohen@sfgov.org, Norman.Yee@sfgov.org, London.Breed@sfgov.org, Board.of.Supervisors@sfgov.org, REDACTED, Jane.Kim@sfgov.org, Eric.L.Mar@sfgov.org

Dear Supervisors-

Since the BOS is on break from December 16-31, that leaves a total of six business days, from the Dec. 9 release, to review the Geary BRT FEIR.

There should be at least a 60-day review period for the Final EIR so that the SF BOS has full understanding. If the BOS refuses a 60-day review period, it will be obvious that there is limited, if any, understanding of the Final EIR, and any approval or disapproval of the Staff Recommended Hybrid Alternative will not have been properly assessed.

Failure to read and fully comprehend the Geary BRT FEIR is a slap in the face to the voters that made you their district supervisors.

Thank You,

Corey Urban  
 She'll Car Wash  
 3035 Geary Blvd  
 San Francisco, CA 94118  
 415-752-4171  
 REDACTED (mobile)

*Sent from my Verizon 4G LTE Droid*

On Dec 14, 2016 10:51 AM, Henry Karnilowicz <REDACTED> wrote:

Dear supervisors,

Regarding the proposed BRT EIR.

The period of review is too short to adequately review the Final EIR. The January 5 meeting should be postponed.

1. Final EIR was published in the afternoon of Friday December 9. Currently the Board plans to determine whether to certify the FEIR on January 5, 2017. This period of time for review is only 27 calendar days and that is only 17 working days.
2. This period of review falls over the Christmas/Hanukah/Winter holiday season where some members of the public (and even the Board members!) may be traveling and/or spending time with family.
3. During these 17 days over the holidays, the BOARD MUST ALSO REVIEW the FEIR and it must be able to say that it reflects its independent judgment.
4. The Final EIR has many new portions and information
  - a. Over 600 written and transcribed comment responses. Appendix B contains 870 pages worth of comments and responses (incorrectly dated "November 2016", it was published December 9, 2016)
  - b. The comments and responses are dense – it took SFCTA almost a year to compile and publish them.

The December 9 package contains a proposed Statement of Overriding Considerations – Thus, in addition to 870 pages of comments and responses, the reviewing Board members and public must evaluate the SFCTA's reasoning for overriding the significant impacts which this massive EIR found could not be mitigated.

# E4-130

d. The recommended alternative has modifications since the Draft EIR – Thus, in addition to the comments and responses and the reasoning for overriding the conclusions, the Board members and public must understand a modified proposed alternative.

5. Non-CEQA findings. Beyond the CEQA document and findings, the City regulations require certain findings and assessments. Non-CEQA findings have not been publicized or reviewed. Again, will the Board be able to review, digest and independently arrive at all these new findings?

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

6. Release at holiday time is not fair – members of the public would like to celebrate the holidays and see family and friends, not "cram" for a January 5 hearing.

7. We would like to think maybe the City didn't realize this unfortunate timing. The cynic thinks it is purposeful and that the City is acting in bad faith.

a. The Draft EIR published September 15, 2015 – 15 months ago.

i. Why is the Board meeting on the Final scheduled so soon?

ii. Why rush now?

b. Publishing at the holidays punishes the public who take this matter seriously and want to continue participating

c. Some believe the January 5 hearing is being scheduled to take advantage of the changing political landscape – new Board members come in on January 8. Could this rush, after 15 months between Draft and Final – be politically motivated?

d. Even if not politically motivated, the City is acting in bad faith by publishing over the holidays.

Please postpone the consideration of the Final EIR until after the holidays, at least 30 days after the currently scheduled meeting.

Henry Karnilowicz  
President  
San Francisco Council of District Merchants Associations

**REDACTED**

San Francisco, CA 94103-2806

**REDACTED** cell

**REDACTED** fax



Steve Stamos &lt;steve.stamos@sfcta.org&gt;

---

**Fwd: Re: Red Lanes in Front of Gas Stations Data?**


---

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

Wed, Dec 21, 2016 at 3:30 PM

—Forwarded using **Multi-Forward Chrome Extension**—

From: Corey

Date: Thu Dec 22 2016 05:24:27 GMT+1100 (AEDT)

Subject: Re: Red Lanes in Front of Gas Stations Data?

To: [REDACTED], wahid.amiri@sfmta.com, liz.brisson@sfmta.com, britt.tanner@sfmta.com,  
 [REDACTED], colin.dentel-post@sfcta.org

Apologies for the duplicate email as Colin's email address was incorrect.

Corey Urban  
 Shell Car Wash  
 3035 Geary Boulevard  
 San Francisco, CA 94118  
 415-752-4171  
 [REDACTED] (mobile)

—Original Message—

From: Corey <[REDACTED]>

To: wahid.amiri <wahid.amiri@sfmta.com>; colin.dentel-post <colin.dentel-post@sfcta.org>; liz.brisson <liz.brisson@sfmta.com>; britt.tanner <britt.tanner@sfmta.com>; glennurban <[REDACTED]>

Sent: Wed, Dec 21, 2016 10:16 am

Subject: Red Lanes in Front of Gas Stations Data?

Hello, Mr. Amiri-

In November of 2015, in a meeting with you, Glenn Urban, Britt Tanner and Colin Dentel-Post, Ms. Tanner stated she would reach out to the owners of the 501 3rd Street Shell gas station, where hashed red lanes have been laid down directly in front, to see how this business has been effected. She also stated that she would, "reach out to our counterparts in other cities" to see if Red Transit Only Lanes have been placed in front of gas stations and what the effects have been. My brother Glenn and I brought this up to you again in a meeting in July, 2016, asking for the data. Since it's been more than thirteen months since this promise was made to us, we are wondering where the data is.

We have heard rumors that, "accommodations have been made to the Shell Gas Station owners (Urbans) by SFMTA/CTA to alleviate their concerns". This is not the case. We are not accepting of any Red Transit Only Lanes in front of our business. The last meeting we had with you in July, 2016, you offered us 64-feet of hashed Red Lanes leading into our driveway. In a CAC meeting recently, you stated you had not read through the requirements of the CTCDC and FHWA, granting San Francisco *experimental* Red Transit Only Lanes. Have you read the requirements yet? Is the 64-feet of hashing leading into 3035 Geary Boulevard still what your plans show?

Please communicate all of the rumored "accommodations" that you have made to the Urban's and our legacy business such that we will not be financially impacted by *experimental* Red Transit Only Lanes

Thank you in advance for a prompt reply,

Corey Urban  
 Shell Car Wash  
 3035 Geary Boulevard  
 San Francisco, CA 94118  
 415-752-4171  
 [REDACTED] (mobile)

From: **Glenn Urban** <REDACTED>  
Date: Tue, Sep 6, 2016 at 11:25 AM  
Subject: July 12 meeting and statements made  
To: Colin Dentel-Post <colin.dentel-post@sfcta.org>, Wahid Amiri <wahid.amiri@sfmta.com>

Colin and Wahid -

By now you know, I hope, that there is no permission to paint transit lanes west of Gough on Geary Blvd. Any statements like "We have had permission from Day 1 to paint whatever lane we want" shows a severe ignorance of the experiment. Pulling a date of May 17 from the sky and looking at me and saying that is the date you got permission is just lame. Is that the best you guys have? Resorting to story-telling? Is that how the SFMTA conducts business?

By now you know, I hope, that Mission Street was not supposed to be painted between Duboce and 30th...but the SFMTA did it anyway. It was painted outside of the parameters of the Permission to Experiment in 2012. The SFMTA thinks they had the permission to do it, but they did not.

Why were the two of you selected to meet with me and Corey? Both of you have less knowledge of transit lanes than we do; no knowledge of the current experiment that is allowing the SFMTA to paint some lanes within the City; and you play fast and loose with statements you portray as true.

In my opinion, both of you owe us an apology.

Sincerely,

Glenn

Glenn Urban  
Shell Car Wash  
3035 Geary Blvd  
San Francisco, CA  
94118

REDACTED

From: Colin Dentel-Post <[colin.dentel-post@sfcta.org](mailto:colin.dentel-post@sfcta.org)>  
To: Gary Vondran <**REDACTED**>  
Cc: GearyBRT <[gearybrt@sfcta.org](mailto:gearybrt@sfcta.org)>, lgpetty  
<**REDACTED**>, [london.breed@sfgov.org](mailto:london.breed@sfgov.org), Marlayne Morgan  
<**REDACTED**>  
Subject: Re: [GearyBRT] Keep 38R stop at Laguna  
Date: Fri, 22 Apr 2016 18:40:26 -0700

Mr. Vondran,

Thank you for your input on the Geary Bus Rapid Transit project and the proposal to retain Laguna as a local-only stop. We did hear from the meeting at the Sequoias that the primary concern from attendees was about the wait times to board a bus at Laguna without Rapid service.

To clarify the data we presented at the meeting, the changes to travel times from the Laguna stop with the BRT project do include the difference in average wait times for riders who need to board a local bus at Laguna. On average, the increase in wait time would be less than 2 minutes, although with current local schedules it could be as much as 8 minutes in the event that you were to just miss a bus. Rapid riders traveling past Laguna would each save 30 seconds (the time it takes the bus to stop).

Given the concern we heard about wait times at the meeting, we will be working with SFMTA to look at future service frequency options with that consideration in mind. As we noted, the other improvements that will come with the BRT project, such as the transit-only lane, will help improve service reliability so that you can be more confident that buses will arrive at their scheduled intervals.

Thanks again for providing your input on the Geary BRT project, and we will keep you informed as the process moves forward.

Best,

Colin

**Colin Dentel-Post**

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

# E4-134

From: Gary Vondran  
Date: Tue May 03 2016 00:14:26 GMT+0530 (IST)  
Subject: Re: Keep 38R stop at Luguna  
To: Colin Dentel-Post

Colin,

Sincere thanks for looking into Improving Laguna Stop service.....it will please the majority resident riders who rely on Muni 24/7 all 365 days/year.

Please let me know of BRT PROJECT revisions that make Laguna stop more rider friendly.

Gary Vondran

Friday, April 29, 2016, Colin Dentel-Post <[colin.dentel-post@sfcta.org](mailto:colin.dentel-post@sfcta.org)> wrote:

Mr. Vondran,

Please see my responses to your additional questions below in [blue](#).

Thank you,

Colin

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

On Sun, Apr 24, 2016 at 8:00 PM, Gary Vondran <**REDACTED**> wrote:

To...Colin Dentel-Post,

Appreciate your prompt reply. Several questions remain:

1) would the actual ride and 38R design data be available to the public? If so, please email.

I'm not sure exactly what you're looking for here. The draft environmental document for the project is [available online](#), and [Chapter 3.3](#) focuses on transit analysis. See, for example, page 3.3-10, which shows transit boardings by stop along the route.



2) what are the percentages of SF residents vs. non-residents ride 38 & 38R? or your Professional estimate?

We do not have data on what proportion of Geary bus riders live in SF. I would expect that the substantial majority are, and will continue to be, San Francisco residents.

3) would it be possible to swap one of the 25 other 38R stops to maintain equal Laguna-stop, rapid-loop time? Fact sheet shows rapid stop at Kearny within a block (easy walking distance) of two other rapid stops.

We don't see other opportunities to do this. We did consider consolidating stops in the Union Square/downtown area (e.g. Kearny), but because ridership is very high at all of those stops and pedestrian traffic is high, eliminating one or more could result in excessive sidewalk crowding at the others.

4) what are the actual Laguna-stop, rider-wait times now? .....compared to design local-only 38 service?

Currently, local buses arrive about every 7-10 minutes during the day, while Rapid buses arrive about every 4-6 minutes (average wait times would be half the frequency). Service frequency would improve with the project. The assumed future local frequency with the project in the draft environmental document released last fall is about every 5.5-7.5 minutes, but as I noted previously, we're working with SFMTA to take another look at that future frequency given what we've heard.

I am very grateful for many Geary route improvements, and hope you take a closer look at rider concerns to retain 38R stop at Laguna.

Sincerely, Gary Vondran

On Friday, April 22, 2016, Colin Dentel-Post <colin.dentel-post@sfcta.org> wrote:

Mr. Vondran,

Thank you for your input on the Geary Bus Rapid Transit project and the proposal to retain Laguna as a local-only stop. We did hear from the meeting at the Sequoias that the primary concern from attendees was about the wait times to board a bus at Laguna without Rapid service.

To clarify the data we presented at the meeting, the changes to travel times from the Laguna stop with the BRT project do include the difference in average wait times for riders who need to board a local bus at Laguna. On average, the increase in wait time would be less than 2 minutes, although with current local schedules it could be as much as 8 minutes in the event that you were to just miss a bus. Rapid riders traveling past Laguna would each save 30 seconds (the time it takes the bus to stop).

Given the concern we heard about wait times at the meeting, we will be working with SFMTA to look at future service frequency options with that consideration in mind. As we noted, the other improvements that will come with the BRT project, such as the transit-only lane, will help improve service reliability so that you can be more confident that buses will arrive at their scheduled intervals.

Thanks again for providing your input on the Geary BRT project, and we will keep you informed as the process moves forward.

Best,

Colin

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

On Wed, Apr 20, 2016 at 10:07 AM, Gary Vondran <REDACTED> wrote:

To....Colin Dentel-Post,

At the Sequoias meeting the objection to SFMTA/SFCTA plans to eliminate the 38R rapid stop at Laguna was overwhelmingly unanimous.

You pointed out ride times, but what about Laguna-stop riders WAIT times?

Since Laguna stop is sandwiched between very busy transfer points of VanNess and Fillmore, overcrowding and full buses are common where a rider (like me) must wait for the next bus. It is very disappointing not to board arriving buses. Many times while waiting for the second or third bus, one gets a feeling of rejection, and negative thoughts about the reliability of the whole Muni bus system.

Don't forget your rider's sense of joy in seeing 38 & 38R bus stop and boarding Muni.

Keeping the 38R stop at Laguna would only add a fraction of a second to the daily average ride time. So....Please revise plans to keep Rapid 38R stops at Laguna.

Keep me posted, Gary Vondran



Steve Stamos <steve.stamos@sfcta.org>

## Sensible Transit Protests Rush to review Geary BRT Final EIR

Anne Chou <REDACTED>

Mon, Dec 12, 2016 at 2:10 PM

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

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

I strongly urge you as members of the Transportation Authority to vote at your December 13, 2016, meeting to postpone your consideration of the Geary BRT Final EIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

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

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

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

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

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

In addition, new District One Supervisor Sandra Fewer will not be sworn in until after the January 5, 2017, SFCTA meeting, thus denying District One representatives the vote by their newly elected Supervisor/SFCTA Board Member on this critical District One issue.

At your December 13, 2016, meeting, please vote to postpone the vote on the Geary BRT FEIR for at least 30 days after the currently scheduled SFCTA meeting on January 5, 2017.

Sincerely,

Thank you

Anne Wang

Email: REDACTED

# E4-138

From: Colin Dentel-Post  
Date: Tue May 10 2016 00:13:53 GMT+0530 (IST)  
Subject: Re: [GearyBRT] The Geary BRT idea is a great idea!  
To: Daniel Wiener  
Cc: GearyBRT

Mr. Wiener,

Thanks for your input! We'll make sure to keep you updated as the project progresses and on future public meetings. We're currently expecting to request approval actions from the Transportation Authority Board and SFMTA Board at public hearings this fall, so those will be key opportunities to share your views on the project.

Please feel free to stay in touch and let me know if you have any questions or suggestions about the project.

Sincerely,

Colin

---

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

On Wed, May 4, 2016 at 10:38 PM, Daniel Wiener <REDACTED> wrote:

To whom it may concern,

I am strongly in favor of the BRT on Geary. Please improve the public transit in the Richmond.

Thanks,  
Daniel Wiener  
A local citizen



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

---

**[GearyBRT] [San Francisco County Transportation Authority] Geary Corridor BRT**

2 messages

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REDACTED<REDACTED> To: gearybrt@sfcta.org

Mon, Aug 15, 2016 at 5:01 PM

Hello gearybrt,

Timur Zeinapur (**REDACTED**) has sent you a message via your contact form (<http://www.sfcta.org/user/42/contact>) at San Francisco County Transportation Authority.

If you don't want to receive such e-mails, you can change your settings at <http://www.sfcta.org/user/42/edit>.

Message:

Hello,

I live on 6th Ave and have been taking the 38 downtown and back for 4 years now! I wanted to let you know how excited I am for the Geary Corridor BRT!

Woooo for public transportation improvements!

Timur

**PETITION TO  
BOARD OF SUPERVISORS PRESIDENT, LONDON BREED  
SFMTA/SFCTA**

Since Cathedral Hill and Japantown have a large population of Senior residents, many of whom are both solely dependent on public transit and are mobility challenged, the undersigned hereby strongly urge you to reconsider and make the proposed Geary BRT project's Laguna St. stop a **Rapid Stop**.

Among the reasons for this request are: (1) mistakes made in boarding a Rapid bus (in areas where every stop is both a rapid and a local stop) instead of a local bus and then having to walk or cross the street to back track to a Laguna St. destination (with a steep street grade change in either direction), (2) extending the wait time as part of a trip to distant destinations and (3) the two long blocks (due to superblock planning in the 1960s) between the nearest other stops at Gough and Fillmore).

Senior residents are among the most mobility challenged, health challenged and vulnerable in the city's population. Even if ridership numbers seem low compared to other Rapid Stops, we urge you to consider the special needs of our Cathedral Hill/Japantown community.

April 19, 2016

Signed:

Address or Zip Code:

- |                              |              |
|------------------------------|--------------|
| 1. <u>Tom Everett</u>        | <u>94109</u> |
| 2. <u>Andrew Kuo</u>         | <u>94109</u> |
| 3. <u>Don Sittman</u>        | <u>94109</u> |
| 4. <u>William Serrano</u>    | <u>94109</u> |
| 5. <u>Frederick T. Tran</u>  | <u>94109</u> |
| 6. <u>Matt Koidin</u>        | <u>94109</u> |
| 7. <u>Jensin Chen</u>        | <u>94109</u> |
| 8. <u>John Lee</u>           | <u>94109</u> |
| 9. <u>Michaigan Markatos</u> | <u>94109</u> |
| 10. <u>James W. Brim</u>     | <u>94109</u> |
| 11. <u>Lucya Koroleva</u>    | <u>94109</u> |

Post International 1388 Gough St 94109

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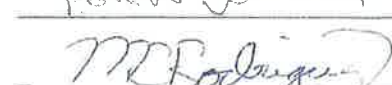






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April 19, 2016

Signed:

Address or Zip Code:

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Gough Street

94109

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SFMTA/SFCTA**

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April 19, 2016

Signed:

Address or Zip Code:

- |     |                        |                         |
|-----|------------------------|-------------------------|
| 1.  | <u>Surjmani Sestry</u> | <u>1388 Gough 94109</u> |
| 2.  | <u>[Signature]</u>     | <u>94109</u>            |
| 3.  | <u>Kevin Gonzales</u>  | <u>94109</u>            |
| 4.  | <u>[Signature]</u>     | <u>94109</u>            |
| 5.  | <u>[Signature]</u>     | <u>94109</u>            |
| 6.  | <u>[Signature]</u>     | <u>94109</u>            |
| 7.  | <u>[Signature]</u>     | <u>94109</u>            |
| 8.  | <u>[Signature]</u>     | <u>94109</u>            |
| 9.  | <u>[Signature]</u>     | <u>94109</u>            |
| 10. | <u>[Signature]</u>     | <u>94109</u>            |
| 11. | <u>[Signature]</u>     | <u>94109</u>            |

*Post International  
1388  
Gough Street 94109*



# PETITION TO BOARD OF SUPERVISORS PRESIDENT, LONDON BREED SFMTA/SFCTA

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April 19, 2016

Signed:

Address or Zip Code:

1. Jim Anderson
2. Sam Rodriguez
3. John Jacobs
4. Neil G...
5. Edwin Chen
6. SARA TAN
7. SIONE TULETE
8. Satish Vaswani
9. DEVRY NUTTER
10. Iman Mostafavi
11. Neeraj Mehta

- 1388 Gough St. 94109
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Signed:

Address or Zip Code:

- |     |                         |                            |
|-----|-------------------------|----------------------------|
| 1.  | <u>Miguel Rodriguez</u> | <u>94109</u>               |
| 2.  | <u>Paul Ben</u>         | <u>94109</u>               |
| 3.  | <u>Emilie Incheva</u>   | <u>94109</u>               |
| 4.  | <u>Marianne Incheva</u> | <u>94109</u>               |
| 5.  | <u>Julia Troft</u>      | <u>94109</u>               |
| 6.  | <u>Jeff Dorf</u>        | <u>94109</u>               |
| 7.  | <u>Uma John</u>         | <u>1388 Gough St 94109</u> |
| 8.  | <u>Uma John</u>         | <u>1388 Gough St 94109</u> |
| 9.  | <u></u>                 | <u></u>                    |
| 10. | <u></u>                 | <u></u>                    |
| 11. | <u></u>                 | <u></u>                    |

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1388  
Gough St  
94109