

Geary Community Advisory Committee

Wednesday, October 14, 2026, 6:00 p.m.

Hybrid Meeting

Geary CAC Members	Project Staff
Susannah Raub Kevin Stull Tom Barton Hillary Barton Audrey Liu Trevor Burke Paul Epstein Cal Law Andrei Svensson Marian Roth-Cramer Lian Chang Sean Kim	Liz Brisson (SFMTA) John Gravener (SFMTA) Daniel Mackowski (SFMTA) Erin Swick (SFMTA) Lauren Hiller (SFMTA)

Minutes

1. Call to Order

- Susannah Raub called the meeting to order at 6:02 pm.

2. Hybrid meeting housekeeping

3. Roll call and Introductions

4. Approval of minutes

- Tom motioned to approve; Kevin seconded. Minutes approved by unanimous consent at 6:13 p.m.

5. Public comment

- No public comment.

6. Geary Boulevard Improvement Project – Project update

- Liz presented this item.
- Andrei asked about the duration of the total contract.
 - Dan replied that the contract is for 15 months, but that time is not inclusive of the holiday moratorium or inclement weather delays, as is expected from El Niño.
 - Andrei asked to clarify if 15 months would include time needed for repaving and red “transit-only” lanes.
 - Dan replied that it includes repaving but clarified that striping and red lanes are installed by SFMTA’s crews, not the contractor, after repaving.

- c. Tom asked what percentage of the Geary Boulevard Improvement Project is done.
 - i. Liz answered that the percentage of work completed depends on what aspect of the project one is viewing it from. If considering disruptions, most of the project is complete because the PUC's sewer and water work was the most disruptive.
 - ii. Dan added that there is no formal way used to calculate percentage complete. If considering investment and cost, the project is two-thirds complete because PUC's project cost \$45 million while SFMTA's project cost \$20 million.
- d. Marian asked if construction will begin over the 2026 holiday season.
 - i. Liz replied that SFMTA and its projects abide by the citywide holiday moratorium, which pauses public construction projects happening during the holiday season on merchant blocks, such as on Geary between 26th and 14th avenues.
 - ii. Dan added that the moratorium runs from Thanksgiving to New Year's Day. The contractor may elect to work on residential blocks, which are outside of the moratorium.
- e. Andrei asked if the \$20 million comprises the entirety of Esquivel's contract amount.
 - i. Dan confirmed this but clarified that his earlier comment rounded the contract amount. In actuality, the contract awarded \$17.6 million to Esquivel Grading & Paving Inc.
 - ii. Andrei asked for the name of the bid protestor.
 - iii. Dan replied that Esquivel had submitted a protest of the low bid (A Ruiz Construction). The protest was found to be valid, so the contract was awarded to the next lowest bid, which was Esquivel.
- f. Kevin asked what blocks qualify as a "merchant block" for the holiday season construction moratorium.
 - i. Dan explained that a block qualifies for the holiday moratorium if over half of the block are active commercial uses. Contractors have the option to continue construction over the holiday season if they receive approval from the businesses on the block. Due to the resources required to do this, however, contractors usually opt to avoid construction on business blocks instead.
- g. Trevor asked if city law requires SFMTA to accept the lowest bid.
 - i. Dan answered that accepting the lowest responsive and responsible bid is required based on this procurement method. There are other procurement methods (e.g. RFP, design-build), however, that would allow SFMTA to choose the contractor based on criteria scoring or other factors. While not law, SFMTA used DPW's low-bid procurement process for this contract and thus followed their department's procurement requirements.

- h. Sean offered his business for future open house locations and the Geary Merchant email list to advertise the working group applications. He said he is concerned about temporary parking restrictions planned during SFMTA's work. PUC's contractor used the old left turn lane for staging and storage of materials, and he hopes that SFMTA's contractor could do the same. He added that the city puts up temporary parking restriction signs 72 hours before the beginning of the restriction, which confuses and inconveniences customers looking for parking. He urged SFMTA to continue the practice of putting parking restriction notices only 24 hours before active construction began.
 - i. Dan confirmed that the contractor plans to use the best practices developed by PUC's contractor, though it may take a few weeks for them to get used to these practices. He also clarified that the 24-hour notice period can only be done for metered parking – on unmetered parking, the notice period is still 72 hours.
- i. Andrei agreed with Sean's comment. He added that San Francisco has a very regulated process for posting no-parking notice. Each sign should post a phone number to the construction company where the public can call to ask questions.
 - i. Dan added that the 72-hour notice exemption is a policy SFMTA negotiated to avoid deterring customers who can legally park there.
- j. Hillary suggested that SFMTA use event photos to advertise future events.
- k. Marian asked when SFMTA installed the automated speed enforcement (ASE) cameras.
 - i. Liz responded that SFMTA installed them in 2025. Referring to the presentation, she clarified that the orange bar on the bar graph showed speeds before enforcement and the green bar showed speeds after enforcement began.
 - ii. Marian asked what the consequence of being caught by the ASE cameras was.
 - iii. Liz said that violators are subject to a fine. She explained that the reasoning behind ASE is that ASE can more thoroughly and efficiently catch speeding and issue fines than individual police.
- l. Tom argued that while the cameras catch speeding, they do not catch drivers running red lights. He reported that he has experienced some near-misses.
 - i. Liz agreed that ASE is not a panacea and does not address all street safety issues. There are some locations in San Francisco that do have automated red-light cameras. She brought up Mayor Lurie's Street Safety Initiative, which identifies specific roles and responsibilities for other city departments to improve street safety across the city.
 - ii. Tom added that he observes people who cross Geary when or where they shouldn't. He suggested that SFMTA run a multilingual public education campaign to teach safer pedestrian behaviors.

- iii. Susannah asked for a comparison of vehicle speeds between corridors that did and did not receive ASE treatment.
- iv. Dan replied that while the data exists, he did not remember the specific citywide trend. A full analysis would be done in the final project evaluation.
- v. Liz said that her memory of the data was that speeds have been going down across the city since peaking shortly after the beginning of the COVID-19 pandemic, but not as much as it has on ASE-treated corridors.
- m. Marian shared that she observed risky pedestrian behaviors near the Richmond District YMCA, where she used to work. To address this issue, she collaborated with SFPD to issue tickets to drivers that made turns in front of crossing pedestrians, as well as distribute educational leaflets. She noticed that this greatly improved drivers' behavior and supported strategies like that to improve pedestrian safety.
 - i. Trevor agreed that he also observed drivers making right turns on red not yielding to pedestrians in the crosswalk on Geary and throughout San Francisco.
 - ii. Kevin agreed that a multilingual pedestrian safety education is a good idea.
 - iii. Tom suggested that the D1 Supervisor's office could help with education.

7. Adjourn

- a. Next meeting, on January 13, 2027 at 6 p.m., will be virtual. Every alternate meeting will be hybrid.
- b. Susannah moved to end the meeting; Hillary seconded the motion. Meeting adjourned at 6:56 p.m. by unanimous consent.