



Geary Community Advisory Committee

Tuesday, November 19, 2019

6:00 p.m.

One South Van Ness, 7th floor, Union Square Conference Room

Geary CAC Members

Sana Ahmed
Bri Caspersen
Paul Epstein
Joshua Kelly
Lou Grosso
Annie Lee
Susannah Raub
Andrei Svennson
Kevin Stull
Marian Roth Cramer
Dina Mendoza
Richard "Rich" Hashimoto
Joon Choi

Project Staff

Daniel Mackowski (SFMTA)
Amy Fowler (SFMTA)
Sophia Scherr (SFMTA)
Ellen Wong (SFPW)

Minutes

1. Call to Order

- a. Annie Lee, Geary CAC Chairman, called the meeting to order at 6:01 p.m.

2. Roll call

3. Announcements

4. Ice breaker activity

- a. Members participated in a short ice breaker exercise.

5. Approval of minutes – [September 17, 2019](#)

- a. Lou Grosso motioned to approve. Bri Caspersen seconded the motion. Rich Hashimoto abstained. Minutes were approved by a voice vote.

6. Public comment: Members of the public may address the Geary Community Advisory Committee on matters that are within its jurisdiction and are not on today's calendar.

- a. Public Comment:
- b. Josh Kelly: I was on Geary at Scott street and noticed that there are no pedestrian signals to cross east or west, will this project add these pedestrian signals at this intersection?



- i. Dan Mackowski: Yes, the Geary Rapid Project plans on installing new pedestrian countdown signals at Geary and Scott as well as all other locations within the project limits that do not have full pedestrian signals (Laguna, Fillmore, Divisadero, and O'Farrell/Leavenworth)

7. Geary Rapid – Geary East contract with SF Public Works and Mitchell Engineering

- a. Ellen Wong presented on the Geary East Contract with Public Works and Mitchell Engineering
- b. Marian Roth-Cramer: How long do the water shut-offs last?
 - i. Amy Fowler: The water shut-offs typically last 15-30 minutes and we try to provide larger businesses such as hotels with a courtesy call prior to the work taking place as well as SFPUC's regular water-shut off notification to residents/businesses.
- c. Rich Hashimoto: Crews are currently working on south side [near Buchanan], when they come over to north side for the West contract, will this same coordination with merchants and residents take place?
 - i. Dan Mackowski: We will discuss the Geary West contract work in detail later in the presentation, however, we will certainly give Japantown business' courtesy calls should their water service be affected and work with the Japantown Merchant's Association for construction mitigation efforts.
- d. Susannah Raub: What is a bus pad?
 - i. Dan Mackowski: A bus pad is the thicker concrete roadway pavement at the bus stops. We make it reinforced concrete so that they can last a long time, and this is a new typical treatment that we are doing.
- e. Annie Lee: Are the transit bulb-out extensions all at existing bulb-outs?
 - i. Dan Mackowski: Yes, the three bulb-out extensions in Geary East will extend the existing bulb-outs enough for two buses to stop at the same time.
- f. Lou Grosso: Last week, I noticed that the volume of the APS audio crossing signals are turned way down at the corner of Church and Market and at Webster near the Safeway. This makes the APS useless, is there a way to fix that and prevent it in the future?
 - i. Dan Mackowski: I will flag and look into this.
- g. Kevin Stull: Will there be a curb ramp installed at the south west corner of O'Farrell and Larkin? I've seen people in wheelchairs trying to cross at the crosswalk, but they have to go into the street.
 - i. Ellen Wong: Yes, we will be adding two directional curb ramps.
 - ii. Dan Mackowski: the bus stop relocation allows a new pedestrian bulb to be constructed into O'Farrell Street which allows a new curb ramp to avoid the existing sub-sidewalk basement at this corner.



- h. Bri Caspersen: Regarding the direction of work in the Geary East contract, will crews continue to work west to east?
 - i. Amy Fowler: Crews are continuing to work from Van Ness towards the east, however, they are looking into adding a second crew to begin work going west starting at Kearny. If they add a second crew, they would not start work until after the holidays. The contractors will be following the Holiday Moratorium for all of the Geary East contract, but work will still continue on the Geary West contract through the holidays.
- i. Annie Lee: When is expected completion date of the Geary East contract?
 - i. Ellen Wong: We estimate the Geary east contract to be completed in Summer 2021.
- j. Public Comment: there was no public comment

8. Geary Rapid – Project updates

- a. Dan Mackowski presented on project updates.
- b. Andrei Svensson: Who is Geary West contractor?
 - i. Dan Mackowski: Esquivel Paving.
- c. Kevin Stull: Does the holiday moratorium affect the awarding of the contract for the Steiner bridge demolition?
 - i. Dan Mackowski: We are trying to award the Steiner bridge contract as soon as possible, but there is still time between when the contract has been awarded until the actual demolition of the bridge. We also spoke to the businesses near the bridge and they said that the holidays are their busiest time, so we want to respect that. We are looking at February 2020 as the earliest date for the demolition.
- d. Sana Ahmed: Why is the Geary East contract cost higher than estimated?
 - i. Dan Mackowski: This figure refers to the non-contract cost, which is the cost the contractor gets paid. We had three contractors submit bids for Geary East and Mitchell was the lowest bid, which is why we went with them.
- e. Marian Roth-Cramer: The project timeline lists the work from west to east. Is that how they typically work or is it an in-house thing? When construction reached the “avenues” will work be conducted in the same direction as these contracts?
 - i. Amy Fowler: Listing the work from west to east is an in-house decision made to standardize the communication of the schedules. Each contractor determines their own work sequencing. Regarding the direction of work for the avenues, we are still unsure since we are still so far out from construction on the second phase of the project.
- f. Public Comment: there was no public comment.

9. Geary Rapid – Implementation Update



- a. Dan Mackowski presented an implementation update.
- b. Annie Lee: Does segment A have any work on the north side of the street?
 - i. Dan Mackowski: Yes, there was a lot of water main connection work that took place between Lyon and Baker streets.
- c. Paul Epstein: What are the materials of the new sewer pipes? I've seen in other parts of the city what I assume to be sewer main replacement that looks like it is made of rubber/plastic.
 - i. Dan Mackowski: The existing sewers that are being replaced were made of brick. The new sewer mains are made of a material called VCP, vitrified clay pipe, which is durable to chemicals/liquids that goes down the drains and is more earthquake resistant.
- d. Susannah Raub: Water and sewer work is almost complete from Masonic to Fillmore. When does the roadway surface work begin?
 - i. Dan Mackowski: When crews do roadway restoration after installing the water/sewer lines, crews lay temporary pavement on top. The project will be doing final curb-to-curb roadway work/surface work which will begin after all the work in Segment A is done, so around late 2020.
- e. Annie Lee: Regarding the Steiner bridge demolition traffic reroute, does this include a bus reroute as well?
 - i. Dan Mackowski: Yes, it will be an all traffic reroute.
- f. Rich Hashimoto: What date are you shooting for the Steiner Bridge demolition?
 - i. Amy Fowler: We don't know yet, but we will let yourself and other merchants know when we anticipate it to happen. The contractor did let us know that they plan on working rain or shine once a date is determined.
- g. Kevin Stull: I just want to note that I've seen people using the new stop at O'Farrell and Larkin well since the stop relocation on October 25.
- h. Annie Lee: Traffic has been moving relatively well during construction, however, it did get tight at Fillmore, when construction was on the frontage road. However, JMB had flaggers that directed traffic well and are visible to people that are traveling on the corridor.
- i. Josh Kelly: I went to the Trader Joes recently, and getting out of the parking lot was a little backed up last week during construction, but things were moving well.
 - i. Dan Mackowski: That work is being done by a private contractor not the Geary Rapid Project, but we have been coordinating with them and they have been helpful by installing fiber optic conduits for us.
- j. Public Comment: there was no public comment.

10. Geary Rapid – Outreach Update

- a. Amy Fowler presented an outreach update.



- b. Josh Kelly: Was the Commonwealth/Beaumont pedestrian safety improvement survey translated into different languages?
 - i. Amy Fowler: Yes, we did translate the survey into Chinese, which was the only language need identified in the census data here.
- c. Andrei Svensson: Regarding translating materials to Russian, it is appreciated, but I don't think enough of the population in the Richmond are solely Russian speakers anymore
 - i. Amy Fowler: We pull census data on each area that we send materials to and since there is still a small population that identifies that they speak Russian, we try to translate to accommodate their language needs by at least translating the most critical information.
- d. Paul Epstein: Do you have any statistics on why/how pedestrians are getting hit at the intersection of Commonwealth/Beaumont?
 - i. Dan Mackowski: Yes, we have this information on the FAQ portion at [SFMTA.com/CommonwealthSafety](https://www.sfmta.com/CommonwealthSafety). In the past 10 years, there have been three reported injury collisions at this intersection. The most recent involved a vehicle getting rear-ended while stopping for a pedestrian crossing. In the next, a pedestrian crossing southbound was hit and injured by a westbound vehicle in the left lane that did not stop even though the vehicles in the right and center lanes had already. The third collision involved a westbound vehicle hitting a vehicle in the process of making a southbound left-turn onto Geary. All three of these collisions took place during the day in clear weather.
- e. Kevin Stull: What is the timeline of when this will signal would be installed?
 - i. Amy Fowler: The first step is a public hearing, likely in January, and then the City Traffic Engineer will make a final decision. It will most likely be installed in late 2020.
- f. Annie Lee: I have a NextDoor account so I can help for some future posts if the SFMTA needs.
- g. Annie Lee: Have you considered reaching out to Uber/Lyft regarding the Steiner bridge demolition? How many blocks will traffic will be re-routed?
 - i. Amy Fowler: No, we haven't, but that's a great idea and we will look into it. We will include a diagram of the traffic re-route for the Steiner Bridge demolition in the next meeting and in our outreach materials.
 - ii. Dan Mackowski: The bulk of the traffic re-route would be between Divisadero and Franklin streets and use Post and Sutter streets. Local access would be allowed everywhere except between Fillmore and Scott except special cases. The outbound bus stop at Fillmore will be relocated to the nearside of the intersection, then the bus would



travel on Post street and then turn left onto Scott Street. The stop at Scott street would be relocated to a different corner.

- h. Kevin Stull: Do you plan on using social media to get the word out about the demolition?
 - i. Amy Fowler: Yes, at the least Facebook ads and we are looking into Twitter ads as well.
- i. Marian Roth-Cramer: How old is the bridge? With Rosa Parks elementary school being close to the bridge, how will they be able to cross Geary?
 - i. Dan Mackowski: The bridge is around 60 years old.
 - ii. Amy Fowler: The Steiner bridge isn't as frequently used by the Rosa Parks elementary school kids, although they often use the Webster street bridge, which is one of the reasons it will remain.
- j. Susannah Raub: When there's a significant bus reroute like this will be, is there a push for riders to take alternate bus routes? If I were riding over this weekend, I may try and seek alternate routes such as the 5 Fulton or 1 California is I was in-between them.
 - i. Amy Fowler: Since this would only be a re-route and not a major disruption/cut, we are not planning on providing alternate route information to riders, but we can see if we could supplement service on nearby lines to accommodate any projected ridership increases if they're already near capacity.
- k. Andrei Svensson: Will another crosswalk at Steiner be added?
 - i. Amy Fowler: Yes, we are going to add surface level crossing on the east side of the intersection and make the center medians larger.
- l. Public Comment: there was no public comment.

11. Adjourn

- a. Kevin Stull motioned to adjourn. Josh Kelly seconded the motion. All approved unanimously. The meeting was adjourned at 7:20 pm.