

The Richmond is talking . . .

5-Fulton Limited: The 5-Fulton is now running limited bus service for a 12-month pilot project. The service runs weekdays, 7 a.m. to 7 p.m., from Ocean Beach to the Transbay Terminal. Local service is provided and Sixth Avenue to Leavenworth Street. All buses use the same stops on inbound Leavenworth to the Transbay Terminal. The local service outbound stops at Sixth Avenue.

Pedestrian signs on Lake Street: New traffic pedestrian signs are now installed on Lake Street at Fifth, Seventh, 10th and 11th avenues. The signs are on small traffic islands in the middle of the pedestrian crossings. Bicyclists should be aware that the bike lanes have a jog in them. Drivers and bicyclists should slow down and stay alert at these crossings.



511 bus information: SF Muni now offers real-time bus arrival information by phone. Simply dial 511, ask for “public”
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Winter 2014 PAR Meeting

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Updated plans for the new La Playa Safeway &

Discussion of the Earthquake Safety and Emergency Response Bond

Wednesday, January 15, 2013

7 to 9 p.m.

Richmond Recreation Center
251 18th Avenue

(between Clement & California streets)

Paid parking is available one block away
in the lot behind the Alexandria Theatre
between Clement Street and Geary Boulevard.

Muni lines:

1 California, 2 Clement and 38 Geary



Geary Bus Rapid Transit Project features five alternatives

The San Francisco County Transportation Authority is planning a bus rapid transit system for the Geary Corridor, following the route of the current 38-Geary line, comprising the 38 local, the 38L and two express buses, the 38AX and 38BX, which run only during commute hours. BRT is being touted as an inexpensive and quick alternative to light rail transit, which requires the installation of dedicated tracks.

BRT planning began not long after the passage of Proposition K in 2003, which extended the local half-percent sales tax for transportation projects originally approved by the SF electorate as Proposition B in 1989. The project began with a feasibility study that identified four alternatives for future transit service on the Geary corridor. They are:

1. No-build, or transportation system management: This entails minimal, easily implemented changes such as low-floor boarding and self-service fare collection.
2. Side-running BRT: Buses would run in their own right-of-way lane along the curb lanes inbound to downtown and outbound to 48th Avenue.
3. Center-running/side platform BRT: Buses would run in a median right-of-way with platforms on the outboard side of the median. This service could run with existing buses.
4. Center-running/center platform BRT: Buses would run in a median right-of-way with platforms in the center of the median. This type of service would require special, five-

door buses—three doors on the right and two on the left—for boarding and discharging passengers at the center platforms.

In early 2013, the Transit Authority developed a fifth alternative in response to community concerns, especially from local merchants.

The BRT alternatives will result in the loss of parking spaces along Geary Boulevard. The need for the limited stop buses to pass the local ones, which in turn requires passing lanes in several places, is the major reason for parking loss.

To eliminate the need for these passing lanes, the TA has proposed consolidating local and limited service. The BRT buses will make all of the stops. The distance between stops under this “consolidated option” will be greater than for the current local but less than for the current limited service.

With only one type of service on the alignment, there is no need for the buses to pass one another and thus no need for the passing lanes and the associated loss of parking. The TA has suggested the consolidated option as a variant of Alternative 3: center running/side platform BRT service.

Current Status

The TA is refining the project’s design alternatives in working toward its Locally Preferred Alternative and summarized that effort at the most recent Geary BRT Citizens Advisory Committee meeting on Thursday, Nov. 21. The staff is moving away from any

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Letter from the President

Dear PAR Members,
The three finalists vying for future use of the former commissary building at the Presidio have been asked to revise their proposals and resubmit them by Jan. 17, 2014. The three finalists are The Bridge/Sustainability Institute, The Lucas Arts Museum and the Presidio Exchange.

In its comments regarding the initial proposals, PAR suggested that, of the three, the Presidio Exchange was the only one that satisfied all six goals specified by the Presidio Trust and all five “critical questions” posed by the National Parks Services Superintendent for the Golden Gate National Recreation Area.

The first meeting of the consultation process required by Section 106 of the National Historic Preservation Act for the San Francisco Veterans Medical Center’s

Draft Long Range Development Plan was held in early December. Consulting parties included PAR, Friends of Lands’ End, People for the GGNRA and the Presidio, the National Park Service GGNRA, the University of California at San Francisco, California’s Historic Preservation Office and the (national) Advisory Council on Historic Preservation.

In other news, AT&T has continued issuing proposed locations in the Richmond District for its U-verse program sidewalk cabinets, and PAR continues to monitor them, providing advice and comments whenever they are requested. An appeal allowing AT&T to proceed with those plans without an environmental review is still pending in the State’s Court of Appeals.

PAR also continues to monitor and offer comments on the following actual and

proposed projects: additional proposals for Bus Rapid Transit services along Muni’s 38-Geary line and for Limited services along its 5-Fulton line; the dredging and restoration of Mountain Lake; a number of proposed events that would require the closures of public streets, parks or both in the Richmond District; the SF Public Utilities Commission’s alternative proposals for “Green Streets” in the Sea Cliff neighborhood; the SF Office of Economic and Workforce Investment’s proposed “Invest in the Richmond” initiative; and various applications to the SF Planning Department for conditional use and building permits.

Here’s wishing all of you a very Happy 2014! I welcome your comments, questions or suggestions.

Ray Holland
president@sfpar.org

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transportation,” then follow the electronic prompts asking for the five-digit Muni stop identification number or the location of the bus stop.

Grocery Outlet is now open: The new store, at Geary Boulevard and 27th Avenue, features murals at the northwest corner of the market on 28th Avenue. Two completed murals depict Richmond icons such as the Alexandria Theater, the ocean, an orthodox church, and Green Apple Books.



Clement Street speed humps: Several people were unpleasantly jolted when they went over the new speed hump on Clement Street between 36th and 37th avenues, and calls to 311 about the severity of the hump were placed. Consequently, the speed hump was removed, but the sign on 36th Avenue and Clement Street is still there. Comments at richmondsfblog.com suggest the hump was removed because it

was not built to the correct specifications. Markings on the street suggest that it will be reinstalled. It appears that Clement Street between 37th and 39th avenues is marked for future speed humps, and a speed hump sign on the south side of Clement Street at 39th Avenue has already been installed. The posted speed limit in the area is 25 mph, so slow down and be alert for new speed humps.

Friends of the Urban Forest Tree Planting: Start off the New Year by going green. Friends of the Urban Forest is organizing a tree planting in the Inner Richmond for Feb. 1, 2014. If you’re interested in getting a street tree or volunteering, contact FUF at 415-561-6890 or go to <http://fuf.net>.

Storm water management: The San Francisco Public Utilities Commission has started community hearings on the proposed green infrastructure project for the Baker Beach Green Street project. The second meeting was held December 10, and comments on design alternatives for El Camino Del Mar and Sea Cliff Avenue between 25th and 26th avenues were accepted. Visit <http://sfwater.org/bakerbeachgreenstreet> for more information or to comment on the project.

Crisis intervention is focus of special SFPD team

The October General Membership meeting included a presentation by the San Francisco Police Department and the National Alliance on Mental Illness about the SFPD's Crisis Intervention Team.

CIT member officers receive specialized training designed to enhance outcomes of calls involving mentally ill persons in crisis. The training provides team members with special de-escalation skills and a detailed understanding of the many types of mental illness. CIT training also provides in-depth coverage

of the needs of folks with autism, illnesses facing veterans and issues related to the families of consumers of mental health services. CIT officers come to understand the stigma that exists as a barrier to treatment and how the police help can meet the needs of one of our most vulnerable communities.

Nearly two hundred CIT officers are deployed to district stations where, day and night, in addition to their regular duties, they are available to respond to calls involving mentally ill persons in

crisis. The SFPD intends to provide CIT training to at least 25 percent of its patrol force.



If you would like more information about crisis intervention, please visit www.nami.org.

Playground at Mountain Lake Park needs support

Construction is scheduled to start in 2014 on a new children's playground at Mountain Lake Park located at 12th Avenue and Lake Street.

Friends of Mountain Lake Park Playground is 80 percent of the way to having the necessary funds to make this playground a reality.

FMLPP is a nonprofit organization of neighborhood volunteers working in partnership with the San Francisco

Recreation and Park Department and the San Francisco Parks Alliance.

The SF Board of Supervisors and the SF Recreation and Park Commission unanimously approved plans in June 2013 for the new playground, designed by award-winning architects Bohlin Cywinski Jackson.

For more details and to find out how you can support the new playground, go to www.fmlpp.org/donate.html, or

contact Jen Fetner (jen@fmlpp.org), Kate Green (Kate@fmlpp.org) or Claire Myers (claire@fmlpp.org).



Plans for Geary BRT feature five alternatives

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of the "pure" alternatives (the center-running and side-running options) in favor of different alternatives for different portions of the Geary Corridor.

Part of the reason for this change is the difficulties encountered in the designs for constrained intersections, such as at Masonic Avenue and Divisadero and Fillmore streets.

A center-running system would be difficult to implement at Masonic Avenue and Fillmore Street, because of the difficulty in getting to bus stops in the Masonic Avenue tunnel and the Fillmore underpass.

If the design were changed to side-running at those intersections, it would make little operational sense to then transition back to center-running at and on either side of Divisadero Street.

As part of their current analysis, the TA has found several options to be fatally flawed. Among these are:

- Alternative 4: Left-side loading/center-running. The special vehicles (buses with five doors, including two on the left side of the bus) would be difficult to acquire and maintain.

- Masonic-area center bus-lanes: As noted earlier, getting to the center-running bus stops would be a problem for passengers, and the loss of parking and trees would be greater than with a side-running alternative in this area.

- Laguna Street to Masonic Avenue center bus-lanes: Unless and until the Fillmore Street underpass is filled in, the only alternative that the TA recommends considering is side-running BRT, for reasons similar to those for the Masonic-area center bus-lanes.

There is more detail on these options and other design details contained in a Nov. 20, 2013, memo to the Geary BRT Citizens Advisory Committee that should be available at www.sfmta.com. Enter Geary BRT in the search box.

Next Steps

Investigations for the environmental impact report and environmental impact statement continue, with studies of biological resources (such as trees) being completed this fall. Next up are cultural resources, air quality, energy and noise studies.

Another series of outreach meetings is scheduled, starting with stakeholder meetings similar to those the TA did last year, which included the PAR Board of Directors.

Peter Lauterborn of District 1 Supervisor Eric Mar's office recommends that the community take the opportunity to ask questions and give the TA its comments on the program.

The current schedule is to release the EIR/EIS in the summer 2014. The complete locally preferred alternative will be released then as well.

Join PAR now and make your voice heard.

Membership is open to all persons living, working, or owning property in the Richmond District of San Francisco. PAR is a 501(c)(3) non-profit corporation. Your contribution is tax-deductible as provided by law.

Yes! I/we want to support the Richmond District.

First name(s)		Last name	
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<input type="checkbox"/> Subscribing membership, \$25.00/year and above			
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<input type="checkbox"/> Patron membership, \$100.00/year and above			

Please complete and cut out this form and mail it together with your check (payable to the *Planning Association of the Richmond*) to

PAR
5758 Geary Boulevard, Box 356
San Francisco, CA 94121-2112

THANKS for helping to support the quality of life in San Francisco's Richmond District.

Pay Your PAR dues on online!

www.sfpar.org/site/join-par-via-paypal.html

to join, contribute or pay your dues the easy, electronic way!

Resolved: Actions taken by PAR

Submitted a letter to the Presidio Trust, dated Oct. 7, 2013, urging the selection of the Golden Gate National Parks Conservancy proposed plan for the future development of the former Presidio commissary site at Crissy Field. The letter stated that the conservancy plan was the only one that "meets all six goals in your (Presidio Trust's) RFP and satisfies all five critical questions posed by the Golden Gate National Recreation Area's Superintendent's letter to the Presidio Trust on September 23."

WWW.SFPAR.ORG

Don't miss the first
PAR meeting of 2014

Wednesday
January 15

Richmond Recreation Center
7 to 9 p.m.
251 18th Avenue
(between Clement & California
Streets)

Paid parking is available one block
away in the lot behind the Alexandria
Theatre between Clement Street and
Geary Boulevard.

Muni lines:
1 California, 2 Clement and 38 Geary

The date code above your name on the mailing label indicates when your membership expires.

