COMMUNITY MEETING NOTES
JUNE 27, 2011
GROUP 2 OF 2: TRANSPORTATION
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Wayfare Signage/Transit Signage/Access Points

1. Transportation Access points for SFMTA MUNI
    Geary Station
        Webster
        Fillmore
    California Cable Car Stop on California and Van Ness
        Idea: Continue from Van Ness to Fillmore Street
    Bus Shelters
        (Strategic and aesthetic)[1] placement

2. Public Transit
Pedestrian stop/access to the Plaza in addition to the Fillmore stop. Would be used more than bus access to J-town. Positive economic impact. Properly landscaped as welcome entry to J-town. Will need structural changes to present Plaza structure

3. Transportation Signage
    Historical Informational Pictographic Diagrams
    Marketing Value

4. Public Access to J-town can be improved by imagery that lets transit users know they have reached destination.
Geary Blvd edge doesn't look attractive
Strengthen destination images

Bicycle parking

1. Bike Parking
    -if there is more secured bike parking this could provide bike traffic/visitors to Japantown who wouldn't normally come.
    - ask bike clubs/blogs/hipsters/younger people who bike if this would bring them to J-town

2. If want more peo → J-town
    - Add more trashcans - Better Muni stops - Cleaner streets
    - Get rid of $cash check bldg on SW corner of Fill/Geary - nicer storefronts

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[1] Words in *(italic)* are best guesses for nearly indecipherable writing and/or creative spelling;
Comments {in curly brackets} are comments or descriptions made during transcription of the notes.

Geary Storefronts

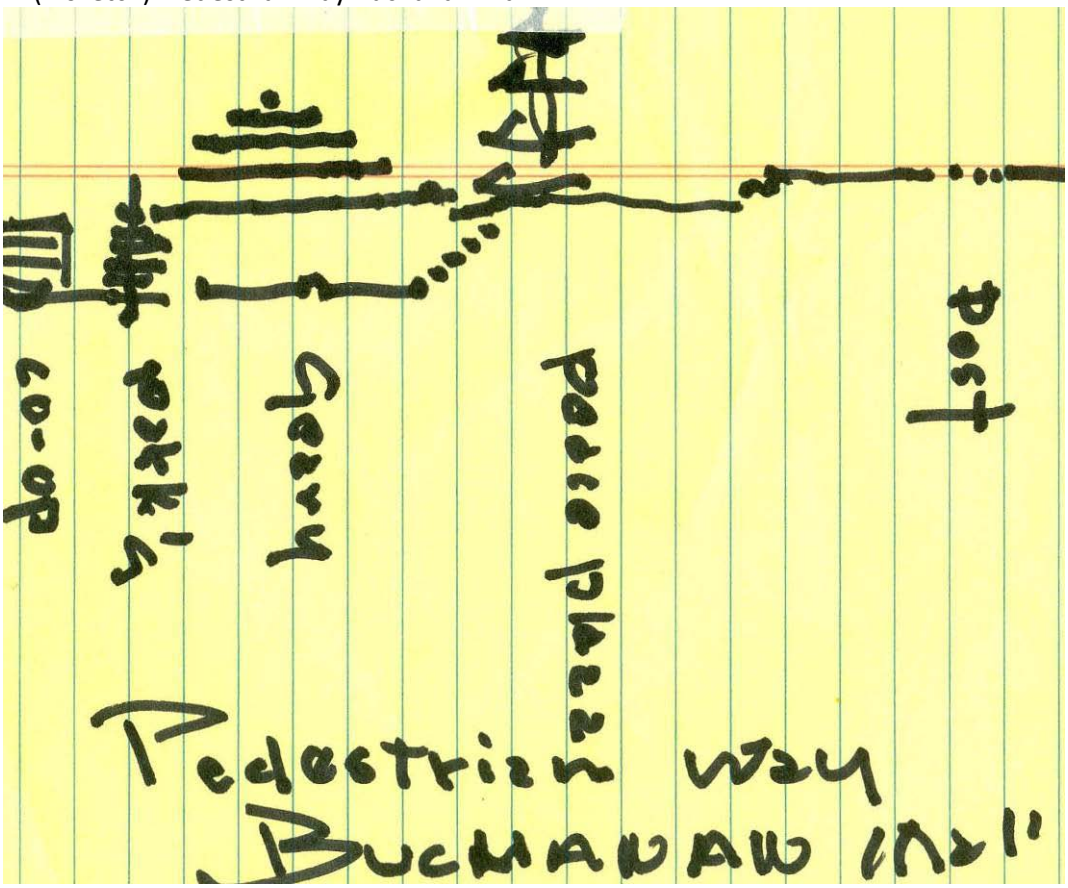
1. Reconnecting N/S Geary
    Storefronts opening toward Geary
    Currently J-Town turns back on Geary

2. Increase storefront activity on Geary to make it more attractive

3. Pedestrian crossing from Japan Center to Safeway, St. Francis
    BRT
    Connection to economic development sectors of Western Addition should be considered first, then economic connection

Geary Storefronts (cont.)

4. (A sketch) Pedestrian way Buchanan Mall



Bridge Removal

1. Take down bridge on Steiner and Webster
2. Change the pedestrian bridge over Geary Blvd to be more easy to walk over for seniors
3. If we want to remove the pedestrian bridge over Geary at Webster, then we need to make the median a more acceptable stopping point – preferably a destination in itself. Maybe put art on it? Benches? A water fountain?
4.Tear down walkways to create safe ped crossings over Geary
5. Access to Japantown

You improve access to J-town by make J-town more attractive. If people really want to come to J-town, they'll find a way because J-town is accessible already

The bridge across Geary St could be renovated to look nicer, but as far as better access from the Other side of Geary it's a difficult problem.

Pedestrian Safety

1. Transportation and Pedestrian Safety
(lanna) Crosswalks Countdown signals (FYI) Ped signs signal timing
Parking Garage signage for tourists Geary crossings Future BRT plaza Fillmore St

2. Crosswalks for blind or visually impaired

3.Crosswalks on Steiner and Webster

4. Safety and encourage use of public transportation – Better lighting, especially at bus stops. Also: Clean, more pleasant looking PT. stops[2].

5. Pedestrian safety: Slow down traffic on Geary Blvd
Decrease the number of lanes

6. Pedestrian Safety in J-town (specially Post & Sutter St.)
Put speed bump & sign in street 15 ~ 20 ft before speed bump to give warning to driver to slow down speed. (not for surprise to driver)

7. TRAIN in middle (or otherwise) on Geary
More pedes. Lanes

8. Explore use of major deck across Geary between Peace Plaza, (utilizing grade change) and a new mixed use (art center?) component joint venture with St. Francis Square.

9. Pedestrian Safety: An easy way to cross Geary Blvd from the south side of the street needs to be developed.

10. Removing the Webster Median would make it harder for pedestrians to cross.

11. Absolutely create wide sidewalk with plantings (attractive). bridge from J-town to YMCA (No Brainer Crossing) 80 year olds are jaywalking.

12. Webster Street should not be reduced to 2 lanes. Instead center areas should be redesigned into gardens and have perhaps sculptures placed
Geary/Post Rock Garden Post/Sutter Sculptures Sutter/Bush Sculptures
Among trees, garden, flora, fauna

Parking Management (bus vs. car)

1. It seems a great amount of focus is w/drivers – with rising gas prices, what period of time are we planning for 2020? 2025/2030?
Less focus on parking more on public transit bicycles draw tourists

2. Make new housing developers pay for resident parking ratio of at least 1:1, or make them pay for some share of public transportation (they should be required to do a traffic study if they are going to add a significant # of units)

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[2] PT. spots= Public Transportation?????

Parking Management (bus vs. car)(cont.)

3. If no park on Webster, add angle parking on Webster because they said there is little traffic to justify 4 lanes.

4. Make distinction between Residential, Commercial and "Other" (CPMC) parking in consider ratio

5. Make sure to address rising parking demands esp. w/⇧ housing/population in the neighborhood.
w/o adequate parking, commercial stores will not be able to survive.

6. More underground parking

7. Parking – As A regional cultural center Japantown needs to have parking. Most Jas don't live in Japantown so people need to be able to drive in to participate in activities and do their shopping.

Improve Public Transit – J-town

1. Muni Transport: Japantown is <u>not</u> currently well served by public transportation. It is not obvious when taking Muni that Japantown is a key attraction/stop.
I would like a Muni line to run from downtown area and in through Post St. It would be great if Muni could extend the current cable car line from ending on Van Ness to Japantown.

2. Make the Geary and Fillmore Bus stops more aesthetic: Pretty seating; effective/efficient (correct Muni info); safer

3. I think J-town is well served by public transportation (38-Geary, 22-Fillmore, 1-California (walking distance), 2-Clement, 3-Jackson) I'm not sure how to increase the use of the buses.

4. Public Transportation: Richmond to Jtown seems okay, but Sunset to Jtown is very slow (takes 1 transfer, about 1 hour travel time) > Muni 28 +38

5. Cable Car: Extend California Line to Fillmore area (serves both Jazz and Jtown)

6. Public Transport: Japantown is well served by East-West public transit lines. North-South access is minimal (22 Fillmore). For out of town visitors, however, access by public transit is difficult, usually requiring several transfers +taking considerable time. Not adequate to replace access by cars.

7. Consider <u>innovative</u> connections from Fillmore BRT like moving sidewalk to/through J-town

8. I don't like to take transit if I'm going home after dark – it takes a long time and I don't always feel safe. The service is good during the day, though.

9. Public Transit: I'm not sure how J-town could be better served by public transit. There are currently 5 lines that come from each direction of the city.

10. Have Munibus stops designed to relate to J-town

11. More attractive design of buses like Mk ST cars to Japantown to increase tourism.

12. Public Transportation
    J-town is well served by Public Transp. (muni)
    Cable Car to Fillmore
    Possible Stop at Peace Plaza (Muni)

Traffic Patterns

1. Close Post to thru vehicular traffic
    Link Buchanan Mall N & S
    Replace Street Parking by eliminating CPMC lease w garage
    Retain car access to garage and hotel
    Pedestrianized E&W
    (*Ultimate*) Buchanan bridge across Geary using development (*asides*)

2. Amalgamate blocks between Post and Sutter as a REIT with doc'd public ownership. If granted:
    Interior reuse for pedestrians; open space; more efficient car parking;
    interior housing possibilities; eliminate BRT

3. Post St Bike Lane: Post Street is not a good place for a bike lane – the bicycle coalition should stop trying to force this on J-town

Reconnect N and S of Geary (Slow Zone)

1. Geary: more successful separation of local and thru traffic

2. GEN – Slow zone all throughout

3. Geary Street
    - Bridge doesn't work well: too long, unattractive
    - consider running transit with wide median, with pedestrian crossing at Peace Plaza/Buchanan
    -Widened sidewalks

(this proposal should be coordinated with opening of Peace Plaza and malls if possible to access from/to Geary)

4. Bridging the N-S side of Geary: Extend Geary underpass from Steiner to Laguna. Build grassy park above, where Geary is now. This reduces the width to cross on Geary, reduces the divide created by Geary and creates new green space for Japantown.

5. Would it be possible to have car traffic go below street level (like between Webster + Steiner) at Laguna all the way to Steiner? The area above it could be used for open space.

6. North Side Geary Blvd
    Terraced gardens on e.g. center side of Geary
    Between East/West building build (*????*) castle moat structures with crisscross paths from street to Peace Plaza

7. Geary Expressway: Take the express (*way away*)
    1: Slow Traffic Timed lights 2: Island transit stop – median 3: Open up Geary side façade to shops
    4: Widen pedestrian friendly sidewalks to YMCA 5: Eliminate overpass

8. Geary should not be a freeway in this neighborhood. It segregates WA. Kimball Park not accessible to peds from Geary. J-town not accessible from Geary.

9. Redesign of existing grade level parking off of Webster & Laguna to underground levels of parking w/ grade level shops with a mirror pedestrian mall (like in Japan)

CPMC impact on J-town transit

1. Transit/parking demand

Transportation and Circulation

1. Reorient shops in JT to Geary st.

2. Likes Narrowing Webster – too wide

3.Keep Webster 4 lanes but add more flowers along divider

4. Webster St. Keep 2 lanes but widen sidewalks – narrow or eliminate island and inset aangled parking on both sides {sketch showing 2 lanes each way, no significant center divider, angled parking on both sides}

5. Traffic on Webster: I am in favor of reducing to two lanes of traffic on Webster. The dash of nature included with a linear park. It would increase pedestrian interest.

6. Webster Street: All of the plans for narrowing Webster would create new problems or exacerbate existing problems. Webster should not be narrowed unless a solution to problems workable and appropriate can be devised.

7. Webster Street: Even though Webster is wide there's a large median for pedestrians – I cross there all the time to go to the Kinokuniya building.

8. Envision sense of slowness as approach JT-special zone

9. Park on top of Geary – way to get passers-through pass quickly

10. Safeway parking lot adds to Geary divide

11. Get rid of both Steiner and Webster bridges

12. Foot bridge (Geary) segregates neighborhood

13. Geary is like a freeway – no way to make area accessible
    Geary – Esp eastbound – problem

14. Planners need to acknowledge and mitigate impacts of CPMC and of 1481 construction on JT
15. CPMC and 1481 will have major impact on J-town. What can we do about it?
16. CPMC's traffic mitigation study should include impacts on J-Town transit (assumes CPMC project developers are required to do this mitigation study)
17. J-town will be less served by public transit when CPMC employees & patients use capacity 38, 2, 3 lines
    J-town needs transit mitigation from CPMC

18. I don't know if detailed study if traffic patterns on Post, Sutter & Webster is necessary unless there is funding for it and/or funding to fix the problems given the lack of money. I'm a resident of J-town & don't see a huge traffic problem & think funding can go towards other transportation issues.

19. Don't put a bike lane on Geary

Transportation and Circulation (cont.)

20. Parking – Need a left turn from Geary (going eastbound) to parking in Japantown or to the other side (North) of Geary.

21. Safety – Slowing down traffic on Geary Blvd from Webster to Laguna

22. J-town Public Transit: Propose an intermediate stop on Geary – Westbound between Laguna and Webster.
Improve ability to cross Geary if you are getting off the Geary (38) bus going Eastbound

23. Add electrical charging stations in J-town

24. Parking (*competitive*) meter pricing; public parking only; do not bar cars – Bad for business. Car share. Electric charging stations.

25. Facilitate use of Zipcar, etc in existing residential complexes – work with homeowner assns, like Geary, Laguna (*H????*) coop, St Francis Sq Coop

26. Zip Car /City Car Share parking lots in J-Town

27. High demand for parking w increase in population - public transportation – walkable neighborhood

28. Developers provide parking for new residents

29. Option to drop Geary to have better connection w surface through grass-top surface.

30. If can pay for underground (Chinatown subway) can pay for surface over Geary (cover Geary w/useable space)

31. Bridge over Geary from Peace Plaza (post-it)

32. Geary Safety median + narrowing of Geary to make less of a barrier

33. How much public input going into study? {Presume reference to Geary BRT}

34. Do we know what the plan looks like now? {Presume reference to Geary BRT}

35. Are they listening/responding to public input? {Presume reference to Geary BRT}