



Geary Boulevard Improvement Project

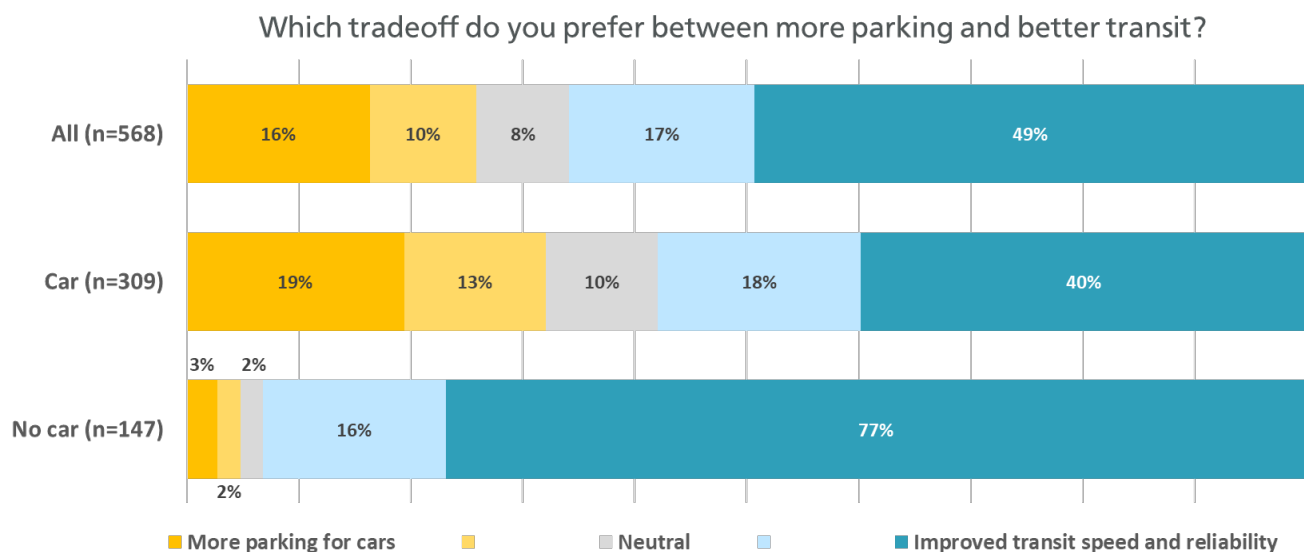
Outreach Round 1 Survey Results, January 2022

Overview

In September 2021, the SFMTA conducted the first of two rounds of design phase outreach for the Geary Boulevard Improvement Project, which proposes transit and safety treatments between 34th Avenue and Sanyan Street. Outreach included an [interactive website](#), stakeholder meetings, pop-up events at bus stops, a mailer to corridor residents and businesses, and posters along the corridor. Feedback was collected via a multi-lingual survey completed by 592 respondents that was available online via the interactive website and in paper format at pop-up outreach events and in food packages for seniors. We also collected feedback received via email, phone, and direct feedback at meetings with merchants and other stakeholder groups.

Tradeoffs: Two-thirds of survey respondents prioritized improving transit over parking, including a majority of car owners

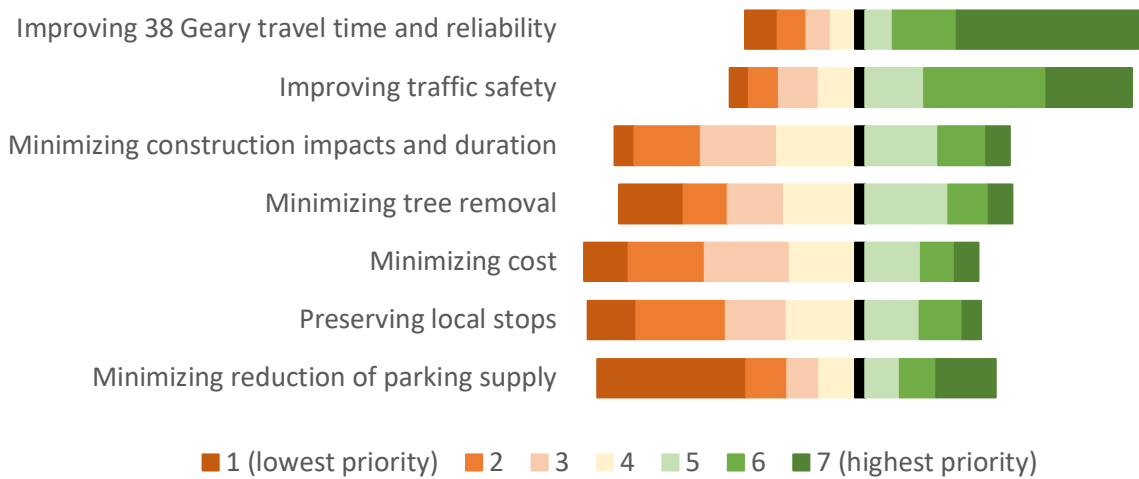
One tradeoff that is being considered for the Geary Boulevard Improvement Project is whether road space should be used to provide parking for private automobiles, or for transit lanes and other improvements to improve transit performance. We asked respondents to choose their priority in the tradeoff between more parking for cars versus improved transit speed and reliability. Sixty-six percent of respondents preferred better transit, 26% preferred more parking, and 8% were neutral. Even among respondents who own a car, almost twice as many people prioritized improved transit speed and reliability (58% vs 32%).



Priorities: Improving transit and safety were the highest priorities among respondents

We also asked respondents to rank their priorities for seven key project benefits and impacts: improving transit travel time and reliability, improving traffic safety, preserving local stops on the 38 Geary route, minimizing reduction of parking supply, minimizing construction impacts and duration, minimizing cost, and minimizing the number of street trees that are removed. These were weighted by the priority given (i.e, a top priority received 7 points, the second priority 6 points, etc.). By a substantial margin, the elements given the highest priority were improving transit performance and improving traffic safety.

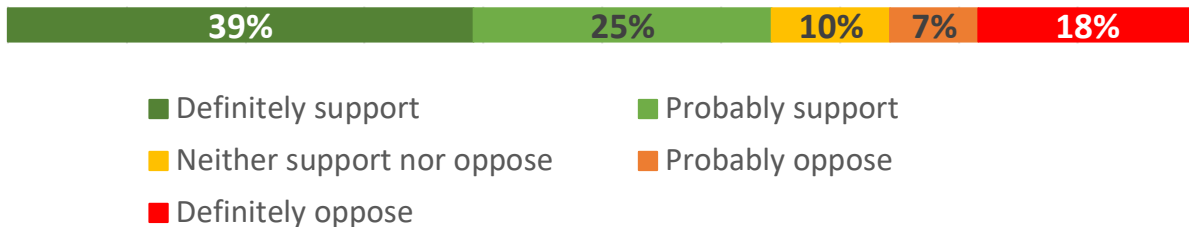
The following are some key project benefits and impacts. Please rank each one's relative importance to you.



Transit lanes: >60% of respondents support side-running transit lanes

The original design for Geary Boulevard called for center-running transit lanes between Arguello and 28th Avenue. The SFMTA now recommends side-running transit lanes throughout the project corridor, which can be implemented with lower cost and less construction disruption. Sixty-four percent of respondents supported the side-running configuration, with 25% opposed and 10% neutral.

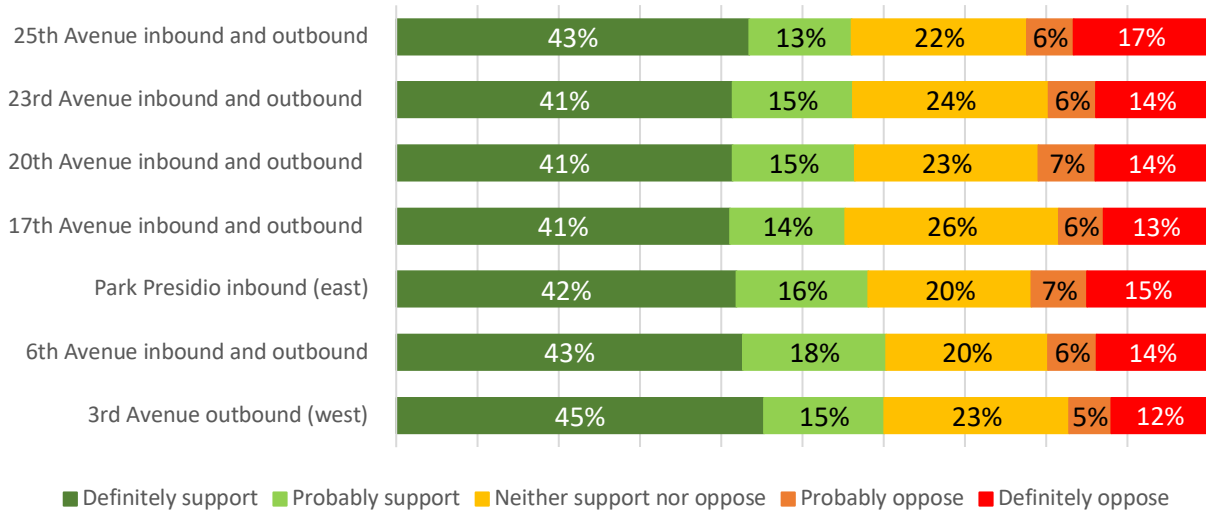
Do you support the SFMTA's recommendation to pursue a side-running transit lane configuration for the Geary Boulevard Improvement Project?



Bus stop changes: A majority (55-62%) of respondents support all proposed stop relocations and bus stop removals at 12th Avenue.

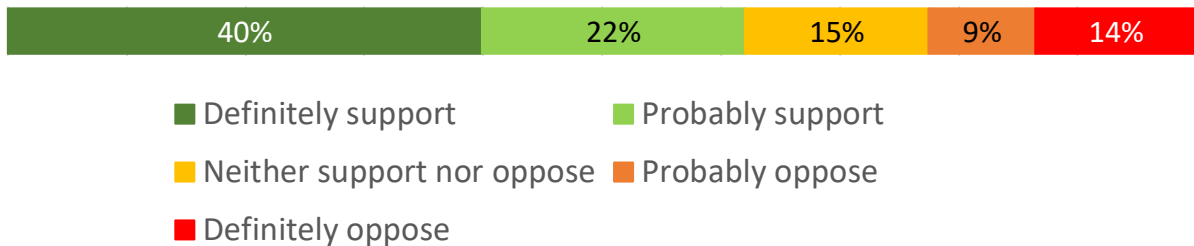
At seven locations, bus stops in one or both directions are proposed to be relocated from the near side to the far side of the intersection. This allows buses to pass through intersections more quickly, and reduces conflicts between buses and vehicles making right turns. For each location, 55-61% of respondents supported moving the stops while 17-23% were opposed.

Please let us know if you support moving any of the following bus stops from near side to far side:



The 38 Geary local inbound and outbound stops at 12th Avenue are proposed to be removed to improve travel time and reliability. These stops could be removed while maintaining SFMTA’s stop spacing guidelines due to their close spacing to the next closest stops at Park Presidio Boulevard and 9th Avenue, about two blocks away in either direction. 62% of respondents supported the removal, with 23% opposed.

Would you support removing the bus stops at 12th Avenue?



Qualitative Feedback

Following are common themes we heard and a representative sample of some of the more than 300 open response comments we received.

Support/appreciation for recent Geary transit improvements (the Geary Rapid Project east of Stanyan Street and the Temporary Emergency Transit Lanes project)

"The transit lane as you approach downtown has made riding the 38 so much more reliable, expedient, and has really changed the experience of living in an outer district. It makes the outer Richmond feel much more connected... Even with the partial transit lane in Geary, riding the bus to nearly everything has become some much more viable because the travel time difference between car and bus is much less dramatic than it used to be."

"Thanks for the improvements so far, it's made the 38 faster and I've had no trouble driving on Geary either."

"Better public transit makes a positive impact on my life. Our household does not own a car and it is frustrating to see parked cars on Geary prioritized over buses actively transporting thousands of residents everyday. Any improvements to the 38's speed and reliability are appreciated!"

"Great improvement, the side-running lane works perfectly, it just needs to be continuous from 34th Ave to downtown."

"Love the transit signals that get the bus out before cars, bulb outs at bus stops."

"On the bus, the travel time feels reduced and the boarding bulbs make boarding and waiting better because there is more space and buses can just stop and go instead of waiting to pull back into traffic. Driving times also feel faster due to the traffic signal timing and reduced conflicts with buses, not to mention the new paving, which is great. The angled parking in some areas of the corridor is difficult to back out of safely and drivers often double park behind parked cars or wait to find a spot, creating problems for through traffic. So changing that may turn out better for some drivers."

Interest in ensuring compliance with side-running transit lanes

"Side lanes need a lot of enforcement otherwise people will double park and they will be useless."

"Nothing will help unless there's a truly serious crackdown on double parking and daytime deliveries. More off street municipal parking is desperately needed."

"I worry that side running bus lanes will be more impacted by private cars than the center running lanes would be. I also would like to see no left turns off of Geary."

Some expressed strong concern about parking loss, with several comments specifically focused on business impacts and parking loss west of 25th Avenue. A few people suggested more side street or metered parking as a solution.

"We need to maintain parking spots. If we get rid of them it will be detrimental to the community including small businesses."

"There are already too few parking spaces, and many more have been lost recently to parklets. Many cars weave in and out of streets searching for parking, causing congestion and aggressive driving in the avenues. If the proposal for side-run transit lanes included construction of parking lots to replace parking spots lost to bus lanes, then I would favor it."

"I would support a plan that didn't remove so much parking. Find a way to replace the displaced parking spaces."

"Some side street parking meters might be appropriate where there is a lot of commercial on Geary. Could make it easier to 'shop' via car."

"If parking removed, install signs directing vehicles to nearby parking garages. Geary should be a quick way for residents and visitors to get to the beach."

"I would like to know whether there is any way metered parking spaces can be added back in some other way. I favor public transportation but there are times when I need to drive and park on Geary and already find parking quite difficult at times... What about adding some angled parking to side streets approaching Geary? What about removing some of those red SFMTA zones? There must be some way to do this as merchants on Geary don't want us to head somewhere else with parking rather than shopping on Geary."

Concerns about traffic impacts

"If the flow of traffic is slowed on Geary, people will start using the adjacent residential streets putting elderly people and children at risk. Please do everything possible to ensure that traffic flows smoothly on Geary, so that the adjacent residential streets are not impacted."

"I think the diagonal parking is probably much easier to use on a busy street like Geary, and it would be nice to keep. Cars attempting to parallel park will likely slow down traffic."

"Trying to squeeze in the third lane in place of diagonal parking won't work in practice. Drivers will double park or wait for a space to open up. I think this will make things worse vs. current situation with 2 lanes and angled parking."

Interest in traffic signal optimization

"Traffic lights should prioritize buses."

"Buses shouldn't be delayed by red lights, they already need to make many stops. Lights should be able to change for a bus."

"Bus and pedestrian bulbouts, along with transit signal priority and queue jump traffic signals (and transit lanes!), are welcome improvements. Converting angled parking to parallel parking seems to also be a good idea, along with the implementation of metered parking on some sections of nearby side streets."

Some prefer center-running design due to greater protection from car traffic. Others like side-running because it is less expensive and construction would be faster.

"I think we should be prioritizing transit over car traffic, and I'm disappointed that a full BRT configuration was excluded in order to cater to drivers. We're a transit first city, time to act like it."

"I oppose side running transit lanes because they should be in the CENTER. Side running lanes are proven to slow transit down as they create more conflicts with driveways and auto traffic. Go back to center running."

"I am delighted that the center lane project is not happening. It would be very disruptive and very costly."

"I think painting the side running lanes red would make a big enough difference that I could be convinced that side running is better than center running."

Desire for Geary rail investment

"Leave room for the ultimate solution which is light rail, or the restoration of the B-Geary streetcar. Operate some buses on the old route (Geary-33 Av-Balboa-45 Av-Cabrillo to beach)."

"The proposal is to continue with the existing system, simply moving some bus stops to the other side of some intersections. While I support this, as it dramatically improves pedestrian safety, the proposal still puts buses at the mercy of double parked cars, cars pulling into or out of parking spaces, delivery drivers and vehicles making right turns that are yielding to pedestrians... There's no reason to not do it correctly, and even in a way that invests for a potential future of rail running down Geary Blvd again."

"This is a watered down version of what should be a Geary subway."

"Plans are being developed to build real rapid transit out Geary, possibly related to the second transbay tube. The BRT project must be designed to integrate with this more important project."

Some want to see implementation ASAP and are tired of providing input. However, a few commenters appreciated taking a thorough approach.

"Get this done and stop surveying people! This has been trying to happen for 40 years, enough is enough."

"I am disappointed that the city went through the time, expense, and effort during the EIR process of presenting a more robust BRT alternative as the preferred option, only then to backtrack to this side-running configuration. Nonetheless, as the city seems inclined now toward side-running, I 'definitely support' this project in the sense that I will support any efforts to improve Geary transit."

"I want this city to operate with more trust in our highly skilled and hardworking experts at SFMTA and other agencies. Even though I'm very well informed for a private citizen, I can't weigh all the pros and cons of center transit lanes vs. lanes on the side, and wish we didn't have to go through this expensive and time-consuming public process just to get some improvements."

"Carefully study the impact of the proposed changes and seek more merchant feedback."

"I arrived to this on the skeptical side. However, I'm impressed with the level of study and thoughtfulness put into this."

Some emphasized safety improvements and benefits to the environment

"I STRONGLY support more bulb outs or at least more extensive daylighting at every single intersection on Geary without exception. Transit priority and traffic safety are MUCH more important and societally beneficial than parking... There is no excuse for saving parking spaces at the expense of safety and transit reliability in 2021."

"I like the proposed stop changes (the switching sides of the street) as that will take away the ability of cars to turn the corner in front of the bus at the stop (a dangerous but common move by car drivers)."

"Everyone is a pedestrian - please prioritize people on foot. Get out of a parked car? You're now a pedestrian. Get off the Bus? You're now a pedestrian. Please prioritize pedestrian features & safety!"

"The main goals should be safety and the environment. We're still a far cry from vision zero. Geary, like nearly every street in the rest of the city, currently prioritizes motorists at the expense of everyone else... Regardless of the plan, the goal should be to make driving and parking less convenient and provide safe, quiet and environmentally-friendly alternatives."

**Questions? Contact us at:
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**Learn more at
[SFMTA.com/ImproveGeary](https://www.sfmta.com/ImproveGeary)**