



The Future of Geary

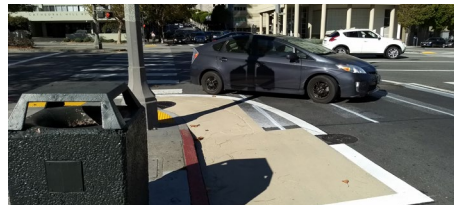
Geary is San Francisco’s busiest transit corridor, spanning from bustling downtown to the Pacific Ocean. But its popularity also means that buses can experience crowding or uneven wait times. Safety is a top priority as well; a person crossing Geary is eight times more likely to be involved in a serious collision than the city average. And much of its sewer and water system needs replacing. Fortunately, work is underway on the **Geary Rapid Project** to bring transit, safety and utility upgrades to three miles of Geary between Stanyan and Market.

While the project is expected to take about two-and-a-half years to complete, the San Francisco Municipal Transportation Agency (SFMTA) has moved quickly to make some transit and safety treatments a reality, including:



Transit-only lanes and bus stop changes

We installed new bus-only lanes between Stanyan and Gough streets, extending existing ones downtown. These dedicated transit lanes keep buses from getting stuck in traffic and help make service more reliable. Some closely spaced bus stops were also removed or consolidated to improve efficiency.



Painted safety zones

Painted safety zones are a quick and cost-efficient way to create distance between people and vehicles, and they encourage drivers to make turns more slowly. We’ve added these treatments at key intersections, which will later be replaced with sidewalk extensions, called “pedestrian bulbs.”



Daylighting

Several intersections have been “daylighted” by painting red curb at intersection corners to make people crossing the street more visible to drivers. We also painted advanced limit lines to provide extra space between vehicles stopping at intersections and people in the crosswalk.

SEWER & WATER UPGRADES

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MEMORY LANE: GEARY HISTORY

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PROJECT SCHEDULE

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Sewer and Water: Keeping Up With Aging Infrastructure

By Meghan Daniels

It may not be glamorous, but maintaining the aging water and sewer pipes under your feet before they break is a crucial part of the Geary Rapid Project. San Francisco Public Utilities Commission (SFPUC) crews and contractors are busy replacing 1.5 miles of sewer and two miles of water pipelines along Geary Boulevard to keep your faucets running and toilets flushing.

By partnering with other agencies, the SFPUC can, when possible, time these pipeline upgrades in coordination with other City projects. We call this our “dig once” approach. Upgrading water and sewer along with the aboveground improvements minimizes disruption to the communities we serve and maximizes City resources by combining efforts into these large projects.

The construction team began replacing water and sewer mains on Geary Boulevard west of Van Ness Avenue earlier this year, which is expected to be completed in late 2020.

A second contractor will begin water main upgrades east of Van Ness beginning in fall 2019. During construction, traffic lane closures, parking restrictions and brief water service disruptions to tie in new water pipes are expected.

Other coordinated work includes 1.5 miles of roadway repaving sponsored by SF Public Works and 1.75 miles of underground fiber optic conduits to provide future internet service and connect traffic signals. When construction is complete, the City looks forward to delivering utility services in a modern and reliable system that protects public health and the environment, now and for generations to come.

“The ‘dig once’ approach allows us to be proactive and repair these systems before they fail and require costly emergency repairs and unnecessary community disruptions.”

Manfred Wong, Senior Project Manager
San Francisco Public Utilities Commission



Crews work to replace aging sewer and water lines on Geary Boulevard near Divisadero Street as part of the Geary Rapid Project.

You Asked!

Will my sewer or water service be disrupted during construction?

Sewer service will be maintained throughout the duration of construction. Some properties on Geary between Masonic Avenue and Market Street whose water connects from Geary and not from a side street can expect water service to be briefly shut off while SFPUC connects your service to a newly installed water main. SFPUC will post a doorhanger notification a minimum of 24 hours in advance of any water service interruption to residences. Crews will coordinate with businesses directly. To minimize disruption, work is typically conducted late at night when demand is low.



This newsletter is the first of a series throughout construction of the Geary Rapid Project, produced by:

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Geary Boulevard looking east from Steiner Street, 1958. Before the eight-lane Expressway as we know it today, Geary was home to the first Muni streetcars.

Riding Down Memory Lane

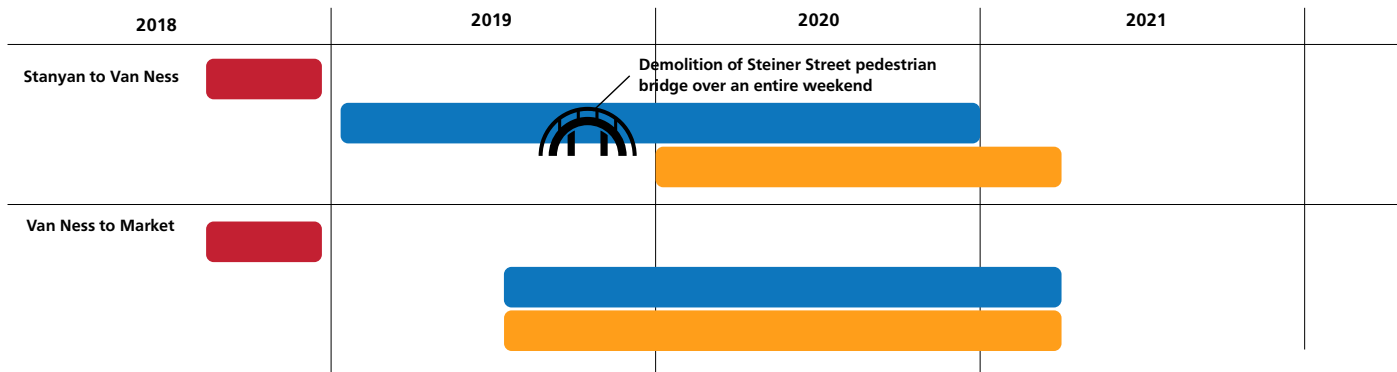
Geary Street/Boulevard has long been a major arterial in San Francisco, connecting the City’s commercial heart to the western “Outside Lands” and going through many changes over the years. Originally called the Point Lobos Toll Road, the street as we know it today was named for John W. Geary, the first mayor of San Francisco after California became a state in 1850.

Beginning in 1880, cable cars and steam trains shuttled passengers from Market Street to 1st Avenue (today’s Arguello). By 1912, Geary became home to the San Francisco Municipal Railway, the first publicly-owned transit system in a major US city. Operations began with the A Geary-10th Avenue and B Geary-Ocean lines, the first streetcars to run on the corridor. Together, these popular lines extended service further west to the Outer Richmond and the now-shuttered Playland at the Beach amusement park.

Following World War II, city officials were targeting Geary again for a transportation transformation. Many plans were considered, including running BART along the corridor to Marin County. But cities across the U.S. were undergoing massive changes that prioritized cars over transit, and San Francisco was no exception. Muni’s streetcars were replaced with buses, and by the mid-1970s, six to eight lanes of asphalt from Van Ness to the Avenues, known as the Geary Expressway, split apart the vibrant Fillmore and Japantown neighborhoods.

Today, the Geary Rapid Project is set to reinvent Geary again: calming the Expressway by reducing the number of lanes, reconnecting neighborhoods with new crosswalks, and adding improvements to make the 38 and 38R bus system more reliable. And with 56,000 daily riders and growing, it’s not a moment too soon.

PROJECT SCHEDULE



Transit and safety treatments

- Bus-only lanes
- Pedestrian safety treatments
- Bus stop changes
- Roadway striping changes

Utility upgrades

- Water main replacement on Geary (Masonic to Market)
- Fiber-optic cable conduits (Stanyan to Gough)
- Sewer main replacement (primarily Masonic to Van Ness)

Major transit and safety improvements

- Bus bulbs
- Upgraded traffic signals
- Pedestrian bulbs
- Roadway repaving (Masonic to Van Ness)

Sign up for construction updates at [SFMTA.com/Geary](https://www.sfmta.com/Geary), or connect with project staff at (415) 646-2300 or GearyRapid@SFMTA.com.



Taking Care of Business



As part of SFMTA’s Construction Mitigation Program for the Geary Rapid Project, we’re partnering with the **Office of Economic and Workforce Development (OEWD)** to support businesses, improve operations and encourage foot traffic during construction.

If your business is impacted by construction, you can receive specialized, one-on-one counseling in marketing, finance, lease negotiations, accessing capital and more. **Please contact Jada Jackson at (415) 554-6477 or jada.jackson@sfgov.org for more info.**

City construction projects have many long-term economic benefits for the surrounding area. These projects also have the potential to temporarily impact businesses. The City of San Francisco recognizes the challenge of maintaining business as usual during construction and is here to help!

