



# Geary Community Advisory Committee

October 12, 2022

# Order of Business

1. Call to order
2. In-person meeting housekeeping
3. Roll call
4. Approval of minutes – [July 13, 2022](#)
5. Public comment
6. Geary Rapid Project update
7. Geary Boulevard Improvement Project update
8. Adjourn

## 2. In-person meeting housekeeping

- Raise hand and wait for Chair to call on you for CAC member questions/comments and public comment for each item
- Chair will check in with those on the phone for CAC member questions/comments and public comment for each item
- Restrooms
- Masks are required

# 3. Roll Call

## **Icebreaker:**

Please introduce yourself and share with everyone:

What intersection along Geary are you most familiar with?

## 4. Approval of minutes

- July 13, 2022

## 5. Public comment

- See Public Comment Policy on back of agenda.
- Public comment for matters within the Geary Community Advisory Committee jurisdiction and are not on today's calendar.
- Public comment is limited to three minutes each.

# 6. Geary Rapid Project update

## Geary BRT: Design/delivery in two phases

- **Geary Rapid Project:** substantially complete; on-time, on-budget delivery
- **Geary Boulevard Improvement Project:** design phase outreach underway



# 6. Geary Rapid update

## Draft evaluation findings: Overview

### Time periods:

- **2018:** Pre-project
- **2019:** Quick Build including non-colored transit lanes, bus stop changes
- **2022:** After full project implementation, including bus and pedestrian bulbs, new traffic signals/crosswalks, red colored transit lanes

### Metrics

- **Transit Performance:** travel time, transit lane violations, reliability\*
- **Safety:** Transit collisions, vehicle speeding, right-of-way allocation, traffic collisions\*
- **Other:** Equity\*, parking availability\*, operator and rider experiences\*

\*results not included in today's presentation, but will be included in evaluation report

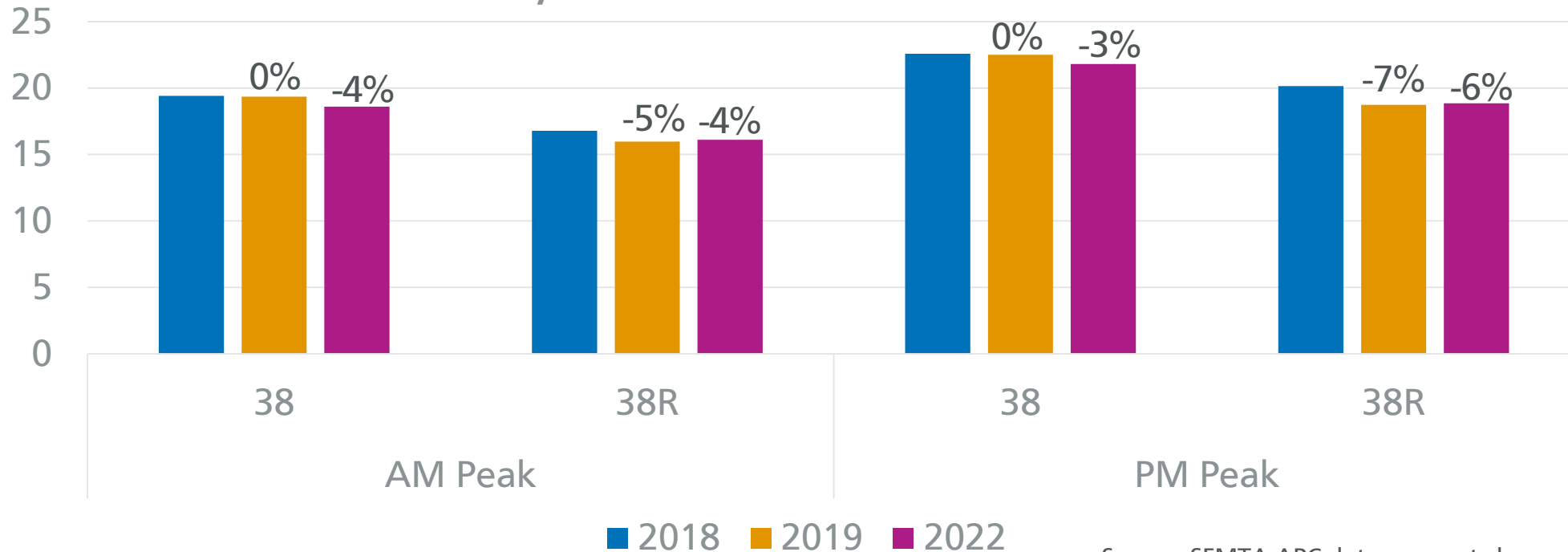


# 6. Geary Rapid Project update

## Draft evaluation findings: Transit travel time

- 38R Rapid bus travel time improved after Quick Build and largely retained savings
- Local buses showed less improvement after Quick Build, but more savings after full project completion

Eastbound/Inbound: Park Presidio to Van Ness.



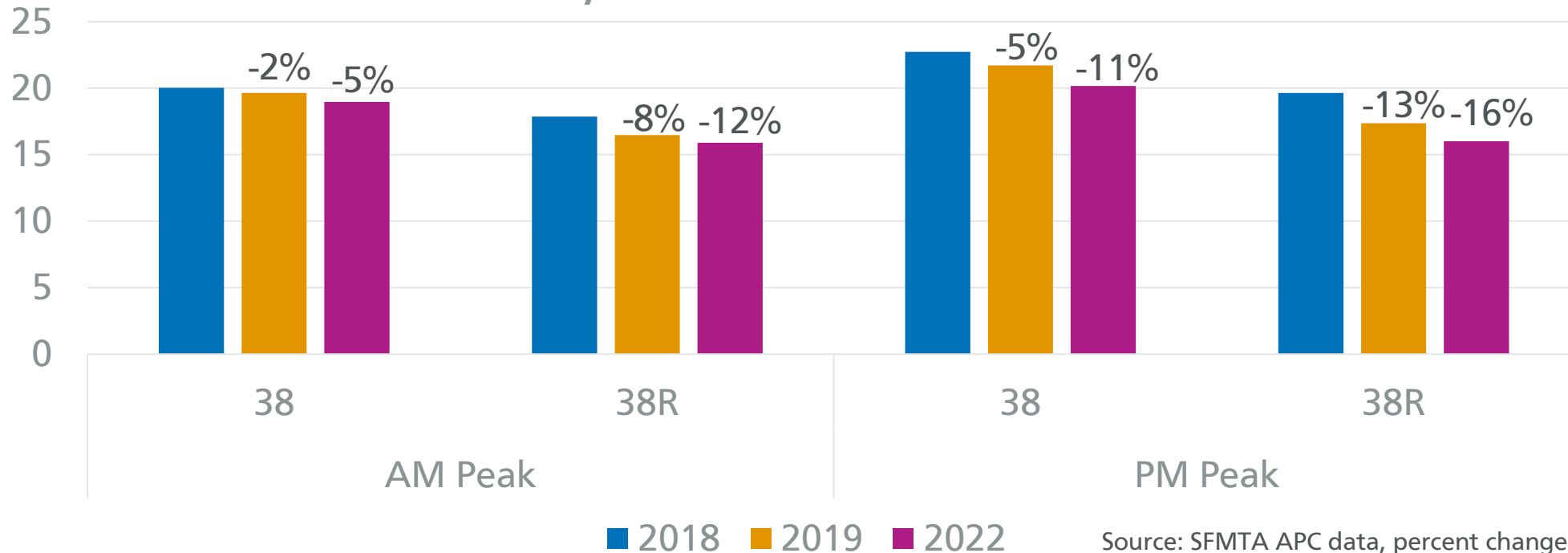
Source: SFMTA APC data, percent changes are relative to 2018

# 6. Geary Rapid Project update

## Draft evaluation findings: Transit travel time

- More significant savings in westbound direction for both local and Rapid with Quick Build and full project contributing to overall savings
- Savings as high as 3 minutes for local buses and 4 minutes for Rapid buses in PM peak

Westbound/Outbound: Park Presidio to Van Ness

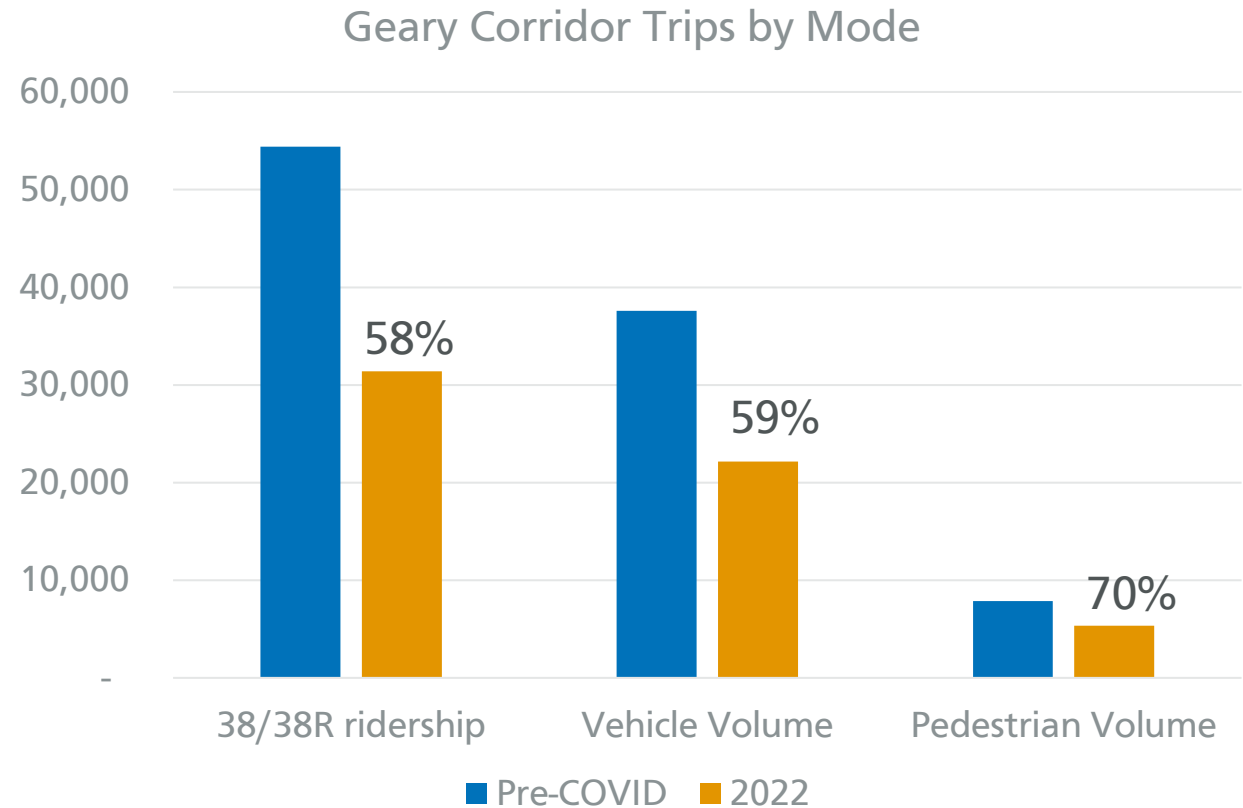


Source: SFMTA APC data, percent changes are relative to 2018

# 6. Geary Rapid Project update

## Draft evaluation findings: Trips by mode

- 38 + 38R ridership is about 58% of pre-COVID – higher than Muni system as a whole (~50%)
- Counter to trends, transit volumes in corridor have recovered in almost identical proportion to vehicle volumes
- Pedestrian volumes have recovered at higher proportion, about 70%

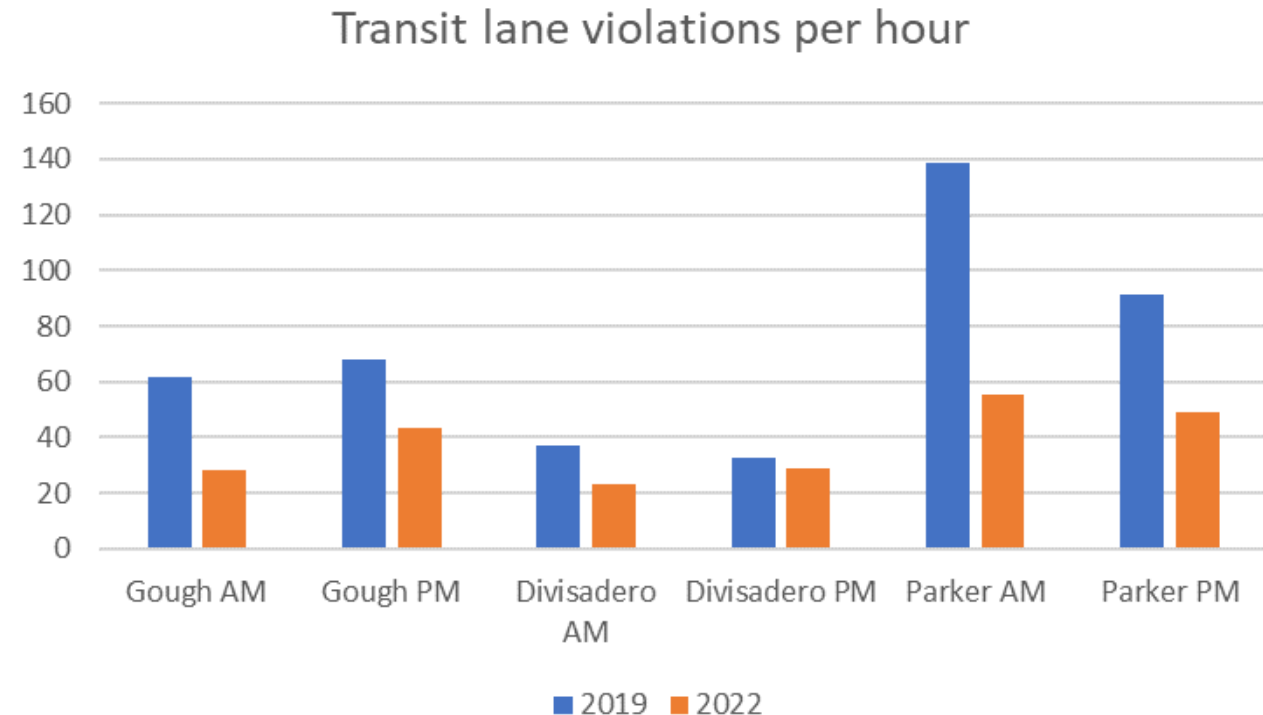


Source: 38/38R ridership based on SFMTA APC data, vehicle volume is average of 2 days of 24-hour counts averaged across three locations (Collins, Baker, Laguna), pedestrian counts is average of 2 days of 24-hour counts averaged across four locations (Collins, Divisadero, Fillmore, Laguna)

# 6. Geary Rapid Project update

## Draft evaluation findings: Transit lane compliance

- **47% decrease** in vehicles illegally entering transit lanes after red coloring added
- At Parker Street, illegal usage decreased by **>100 vehicles per hour**
- **>80% reduction** in vehicles parking in transit lanes



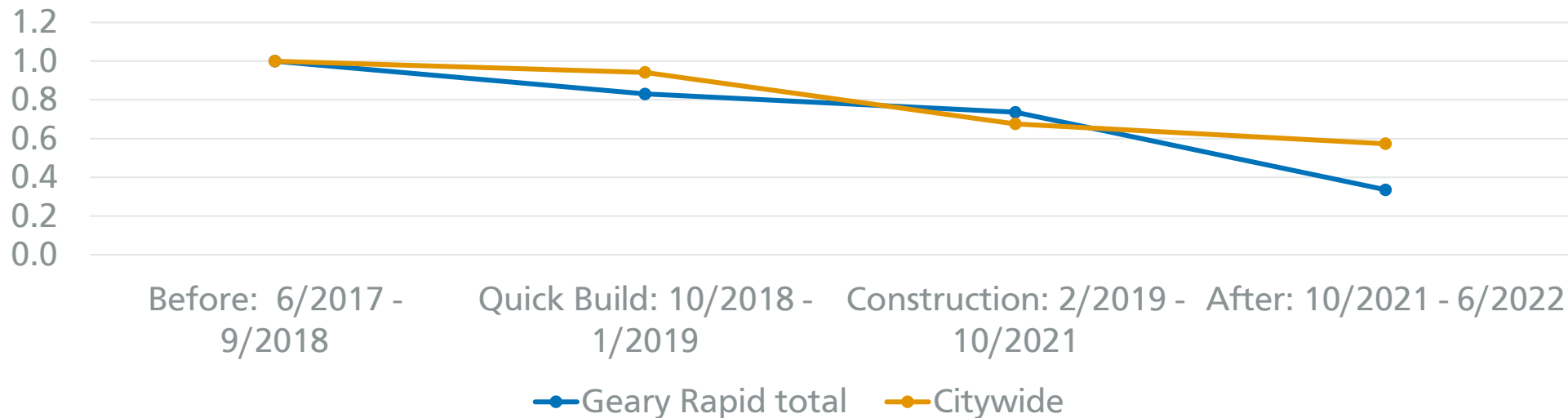
Source: SFMTA intersection video counts measured at Gough, Divisadero, and Park in 2019 (non-colored transit lanes) and 2022 (red colored transit lanes) during AM (7-9am) and PM (4-6pm) weekday peak periods

# 6. Geary Rapid Project update

## Draft evaluation findings: Transit collisions

- Providing a dedicated transit lane decreases the need for operators to merge in and out of traffic, decreasing collision potential
- Transit collision rate has decreased by 2/3, outpacing citywide reduction due to reduced pandemic vehicle travel
- Geary Rapid transit collision rate is about 50% of citywide rate

Transit collision rate compared to pre-project (Stanyan to Market St)



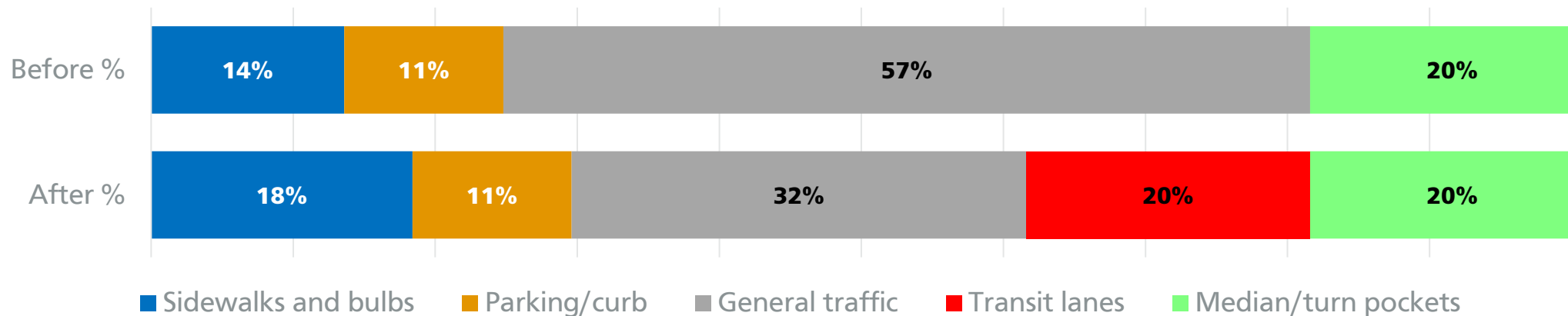
# 6. Geary Rapid Project update

## Draft evaluation findings: Safety

### Promising indicator: right-of-way re-allocation

- About 25% of street space re-allocated from general traffic to transit and walking
- Research from NYC Department of Transportation indicates that right-of-way reallocation was the most important factor in decreasing pedestrian injuries, even more so than pedestrian specific infrastructure (e.g. bulbs)

Change in Total Right-of-Way Area By Purpose Before and After Geary Rapid Project (Laguna to Gough)

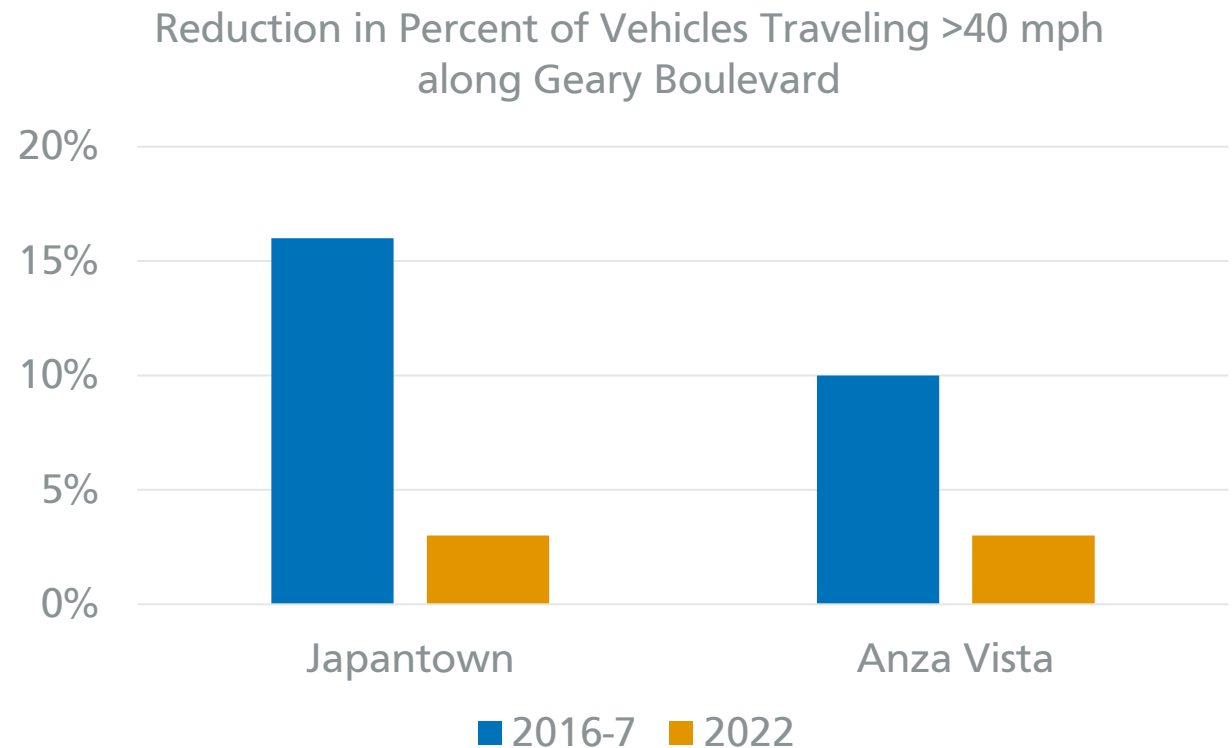


# 6. Geary Rapid Project update

## Draft evaluation findings: Safety

### Promising indicator: vehicle speeds

- Safety components of the project decreased speeding: road diet, additional signals/crosswalks, and signal retiming
- Share of vehicles traveling >40 mph (>5 mph over speed limit) decreased by 80% in Japantown and 70% in Anza Vista
- Small reduction in median speed, ~ 2mph



Source: SFMTA speed surveys conducted during mid-day freeflow traffic (200-2,300 vehicles per survey)

# 6. Geary Rapid Project update

## Draft evaluation findings: Safety

### Next steps ongoing

- Reducing Geary Boulevard speed limit to 30mph
- Ongoing collision analysis: initial collision analysis shows overall collision rate has remained about constant, longer time period may reveal additional benefits
- Advocacy for complementary policy changes, e.g. Automated Speed Enforcement



# 6. Geary Rapid Project update

## **Draft evaluation findings: Next steps**

- Written evaluation report with full findings to be published later this year, with additional communications to promote key findings anticipated (e.g. blog post)



# 7. Geary Boulevard Improvement Project update

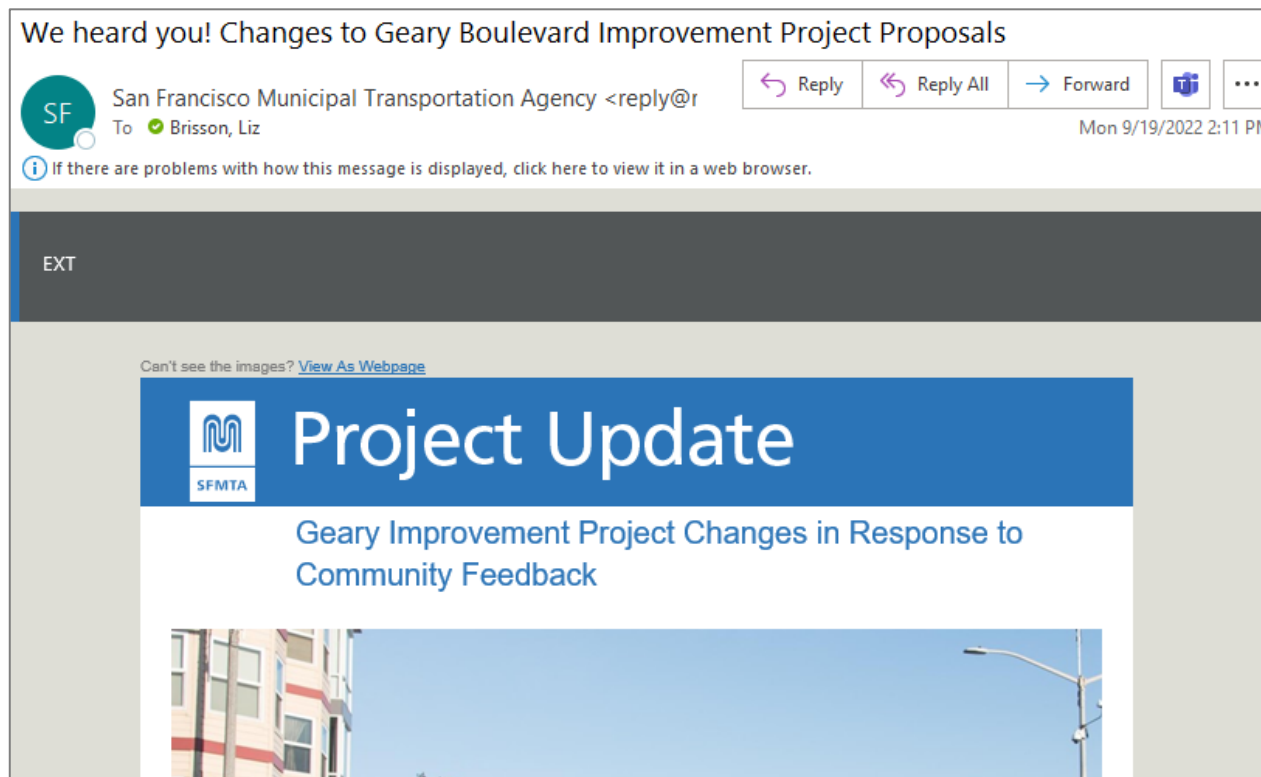
## Overview

1. Changes in response to Outreach Round 2 feedback
2. New diagrams to illustrate project needs and benefits
3. Recent meetings and stakeholder coordination
4. Construction impacts/mitigation
5. Approvals process

# 7. Geary Boulevard Improvement Project update

## Changes in response to Outreach Round 2 feedback

Announced via email on 9/19: report available on project website



**Geary Boulevard Improvement Project**  
Project Changes in Response to Feedback, Fall 2022

Thank you to the over 900 people who weighed in on the [Geary Boulevard Improvement Project proposals](#) during our second round of design phase outreach last spring. We are making some changes to the project proposals to respond to areas of common feedback (a comprehensive summary of feedback received is available in the [Outreach Round 2 Summary](#)). There are also several areas where we are responding to feedback received by providing additional information.

**Evening and Sunday Meter Expansion**

**What Was Proposed:** To increase parking availability for people visiting businesses or making other short-term trips, the project proposed introducing new weekday evening (6-10pm) and Sunday (12-6pm) metering on Geary Boulevard between 14th and 28th avenues.

**What We Heard:** Stakeholders expressed a variety of concerns with the proposal, including:

- A majority of respondents (over 70%) indicated they were probably or definitely opposed to the proposal;
- There was concern about the impact that such a policy could have on the relative competitiveness of the Geary merchant corridor as compared to other merchant corridors without extended metering; and
- There was concern about the timing of implementing such a policy during a sensitive COVID economic recovery period.

**What We Did:** Dropped parking meter expansion from the project proposals.

**38 Geary Local 17<sup>th</sup> Avenue Outbound Bus Stop**

**What Was Proposed:** To improve transit performance for the 38 and 38R Geary lines, this bus stop was proposed to be relocated across the street, west of 17<sup>th</sup> Avenue.

**What We Heard:** The proposed new location could make access to adjacent businesses more difficult and would further reduce parking on a block with existing Shared Space parklets.

**What We Did:** Updated the proposal to retain the bus stop in its current location, east of 17<sup>th</sup> Avenue. We are now proposing to extend the bus zone length in this location to meet Muni standards, thereby making it more likely that a local bus can pull over curbside to pick up and drop off passengers while allowing a Rapid bus to pass in the travel lane.

# 7. Geary Boulevard Improvement Project update

## Changes in response to Outreach Round 2 feedback

Project change: dropped evening and Sunday parking metering from project proposals

- Majority of respondents probably or definitely opposed
- Concern about relative competitiveness of Geary merchant corridor to others without extended metering
- Concern about timing relative to COVID recovery

# 7. Geary Boulevard Improvement Project update

## Changes in response to Outreach Round 2 feedback

Project change: dropped proposed re-location of 17<sup>th</sup> Avenue outbound bus stop

- Concern with curb impacts to adjacent businesses
- Opportunity to improve bus operations by extending existing bus zone location to standard length, adjacent to parallel parking





# 7. Geary Boulevard Improvement Project update

## Changes in response to Outreach Round 2 feedback

Project change: commitment that project budget will cover cost to re-build parklets directly impacted by angled parking conversion



# 7. Geary Boulevard Improvement Project update

## Changes in response to Outreach Round 2 feedback

Project change: adjustments to proposed color curbs in three locations in response to feedback

1. Converting one proposed green short-term parking meter to a new general parking meter on the west side of 5th Avenue;
2. Consolidating a yellow commercial loading zone and general loading zone to allow for two additional general parking metered spaces on the north side of Geary between 18th and 19th avenues; and
3. Designating a new green meter on Geary at the northeast corner of 24th Avenue.



# 7. Geary Boulevard Improvement Project update

## Changes in response to Outreach Round 2 feedback

**Project change: Modifying proposed left-turn restrictions at 22nd and 23rd avenues** including removing the proposed restriction on Geary westbound at 22nd Avenue and introducing new proposed restrictions on Geary westbound at 23rd Avenue and Geary eastbound at 22nd Avenue.

Outreach Round 2 Proposal



Revised Proposal



# 7. Geary Boulevard Improvement Project update

## Changes in response to Outreach Round 2 feedback

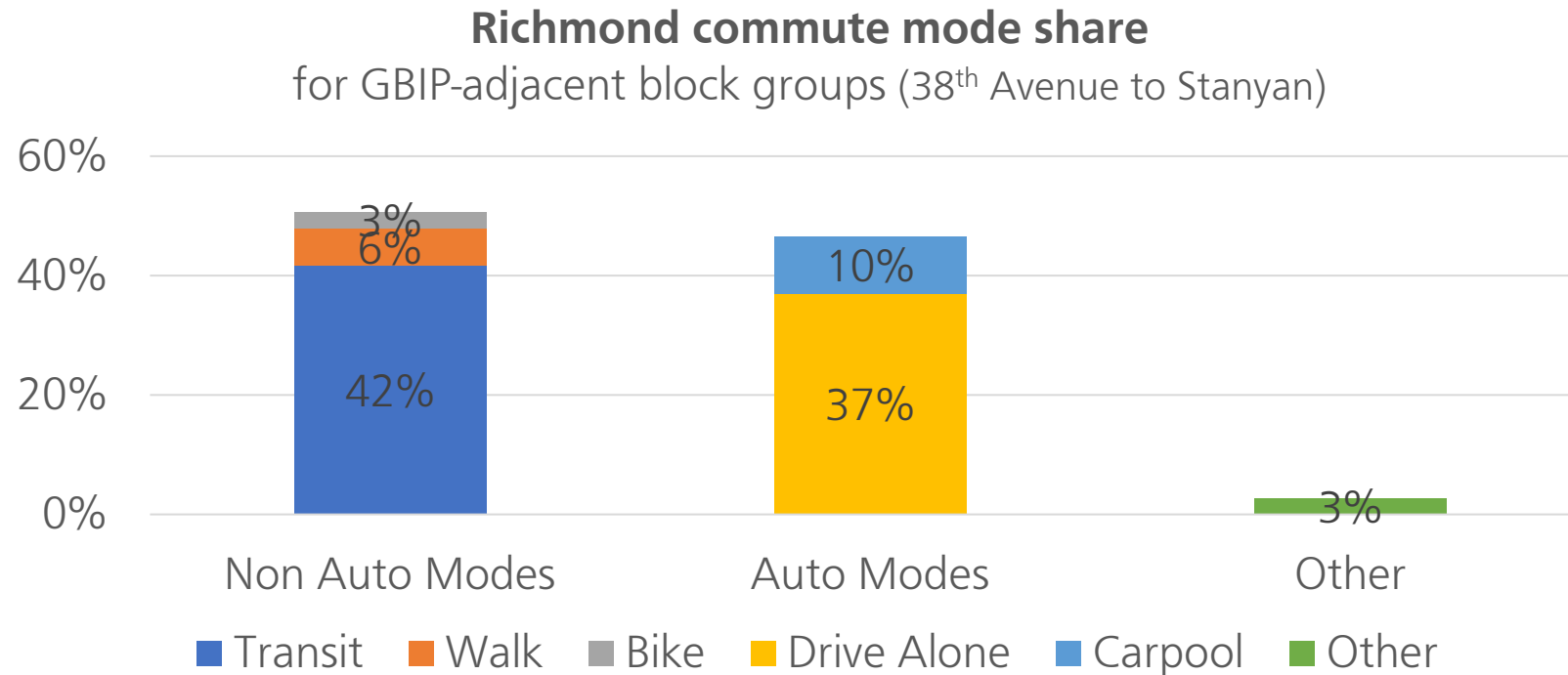
### Additional project information provided

- Segment-level transit travel time and parking impacts
- Information on construction impacts and mitigation
- Block-by-block parking impact charts/tables

# 7. Geary Boulevard Improvement Project update

## Project needs and benefits

More people ride transit/walk/bike to work than drive near project limits



American Community Survey, 2016-2020 (excludes ~12% telecommute)  
<https://sfgov.maps.arcgis.com/apps/MapSeries/index.html?appid=27daffd21c0541d88aa8f2b7f06edcc8>

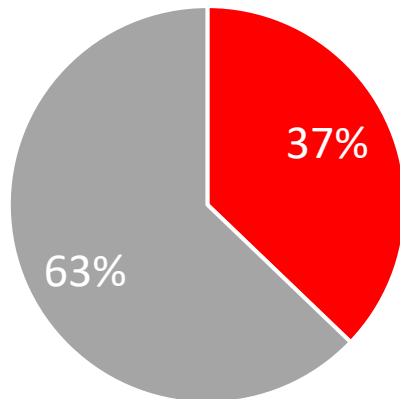
# 7. Geary Boulevard Improvement Project update

## Project needs and benefits

### Aligning street space with street use

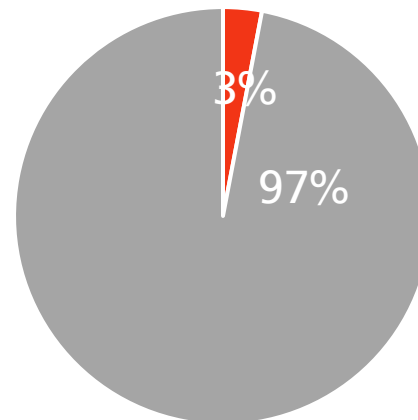
#### Street Use

Daily Trips: Geary Inbound at 25th Ave  
(~18,500 daily trips)

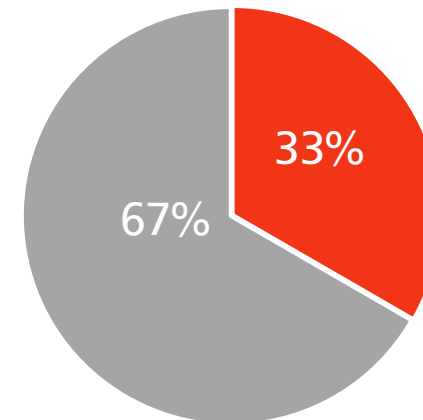


#### Street Space

Geary: 15<sup>th</sup>-25<sup>th</sup> Avenue  
Existing Conditions



Geary 15<sup>th</sup>-25<sup>th</sup> Avenue  
With Project Proposals



■ People in Buses ■ People in Private Vehicles

■ Transit ■ Private Vehicles

■ Transit ■ Private Vehicles

Sources: People in cars = Existing pre-COVID traffic daily inbound volumes at Geary and 25<sup>th</sup> Avenue from Geary BRT EIR/EIS, People on Buses = SFMTA weekday load on 38 and 38R at Geary/25<sup>th</sup> Avenue in January/February 2020 pre-COVID. Street space is estimation of proportion of curb-to-curb street space dedicated to transit (transit stops and transit lanes) vs. dedicated to general traffic (travel lanes, parking, loading)

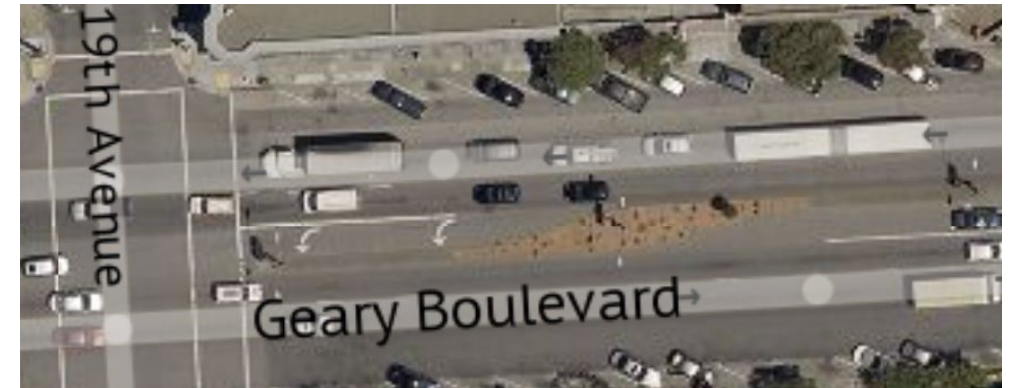
# 7. Geary Boulevard Improvement Project update

## Project needs and benefits

### How transit lanes improve transit performance

With transit lane present, these buses would be more likely to be at the front of the intersection when the light turns green. Implications:

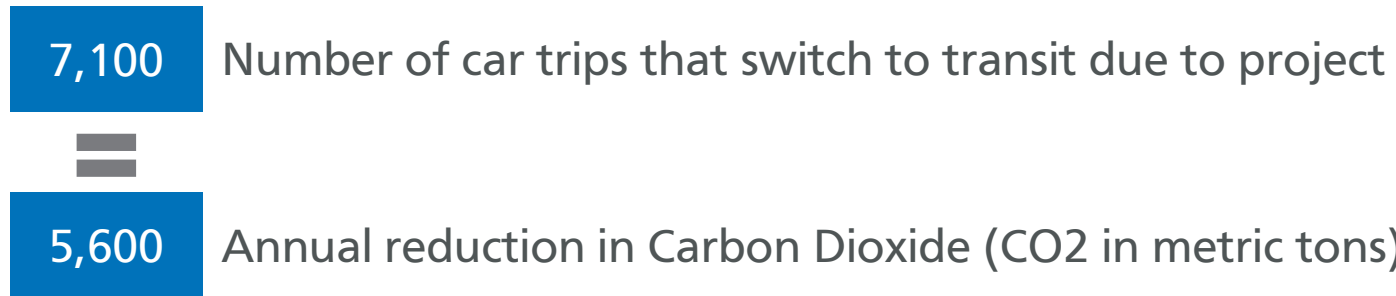
- Travel time between stops is more consistent
  - Allows for signal optimization to support transit
  - Less likely for buses to get bunched
- Travel time is faster



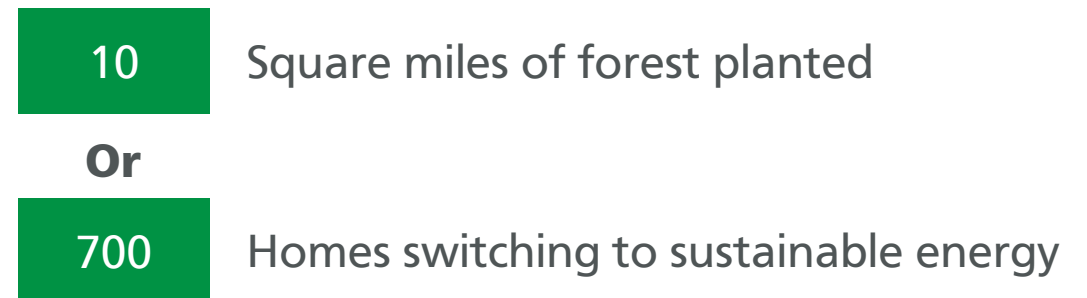
# 7. Geary Boulevard Improvement Project update

## Project needs and benefits

### Reduced greenhouse gas emissions



### Equivalent to CO2 reduction from:



Source: SFCTA SF-CHAMP estimate for year 2030

# 7. Geary Boulevard Improvement Project update

## Recent meetings and stakeholder coordination

- July 18: San Francisco Youth Commission
- July 20: Sattary Structural Engineering
- July 27: SF Transit Riders Transit Planning Working Group
- July 28: Hummus Bodega
- August 24: Congregation Beth Sholom
- August 31: SF Toyota
- August 31: St. Monica's
- September 12: Planning Association for the Richmond Board
- September 25: Golden Gate Christian Church



# 7. Geary Boulevard Improvement Project update

## Construction impacts and mitigation

- After potential Quick Build implementation in 2023, construction start date for civil improvements likely 2025
- SFMTA scope would involve construction disruption at spot locations such as for corner bulb-outs and signal upgrades.
  - Disruption on an individual affected block typically 6-8 weeks
  - Total construction for only SFMTA work ~1 year
- Conversations regarding SFPUC coordinated scope ongoing, would increase construction duration





# 7. Geary Boulevard Improvement Project update

## Construction impacts and mitigation

Example construction mitigation strategies:

- Construction forecasts sent via email, text and online.
- Dedicated 24/7 project hotline and email
- Office of Economic and Workforce Development (OEWD) services
- Custom corridor signage
- Marketing component to be determined by merchants



*Example custom corridor signage in Fillmore District*



*Example marketing campaign for Japantown*

# 7. Geary Boulevard Improvement Project

## **Approvals process beginning later this year/early next year**

- SFCTA CAC
- SFCTA Board 1<sup>st</sup> Reading
- SFCTA Board 2<sup>nd</sup> Reading
- SFMTA Board

When dates for meetings are solidified, notifications will be posted and sent out through multiple channels

# 8. Adjourn

Thank you!

**Next meeting: January 11, 2023, 6 p.m.**