

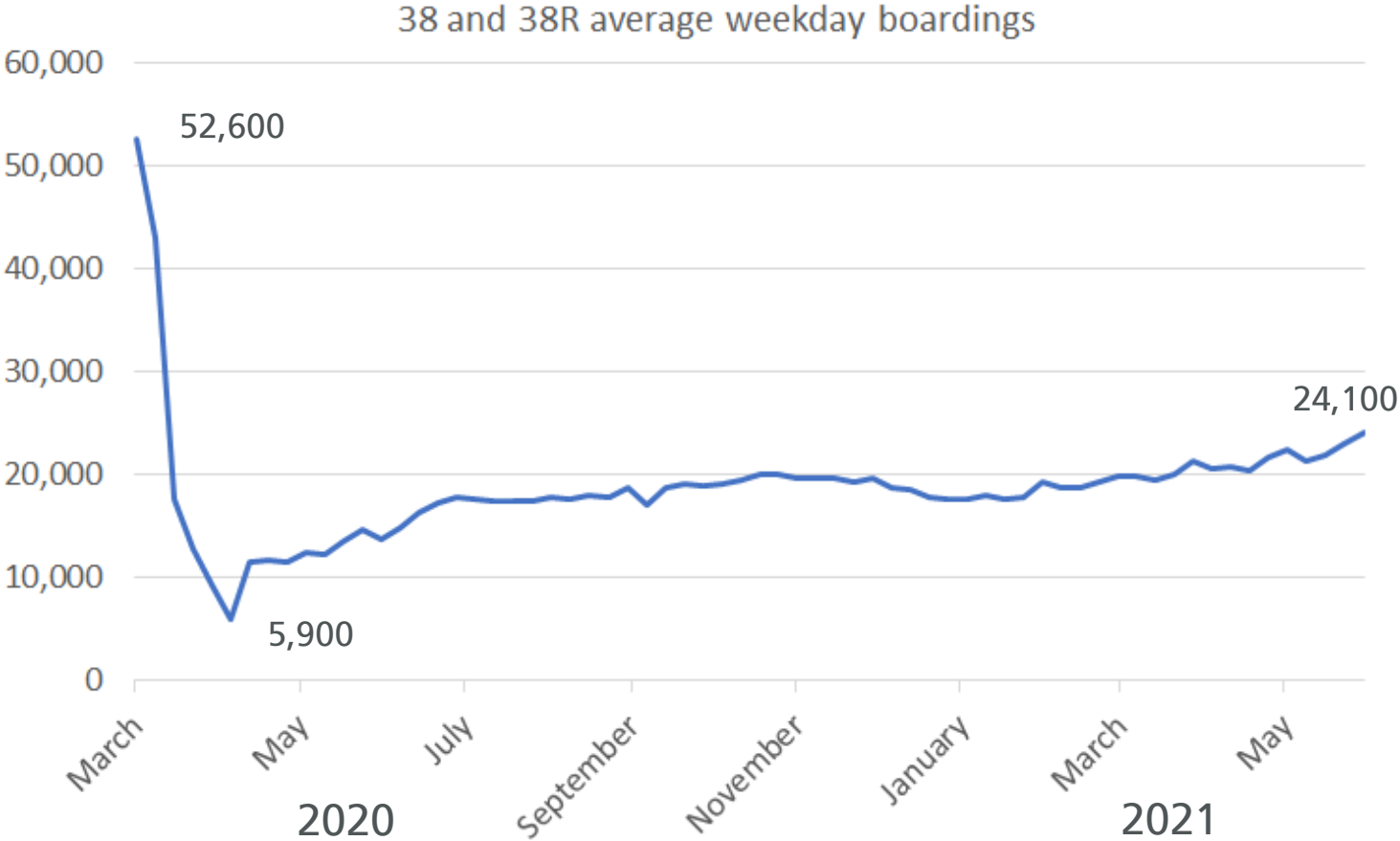


Geary Boulevard Transit Lanes



July 20, 2021

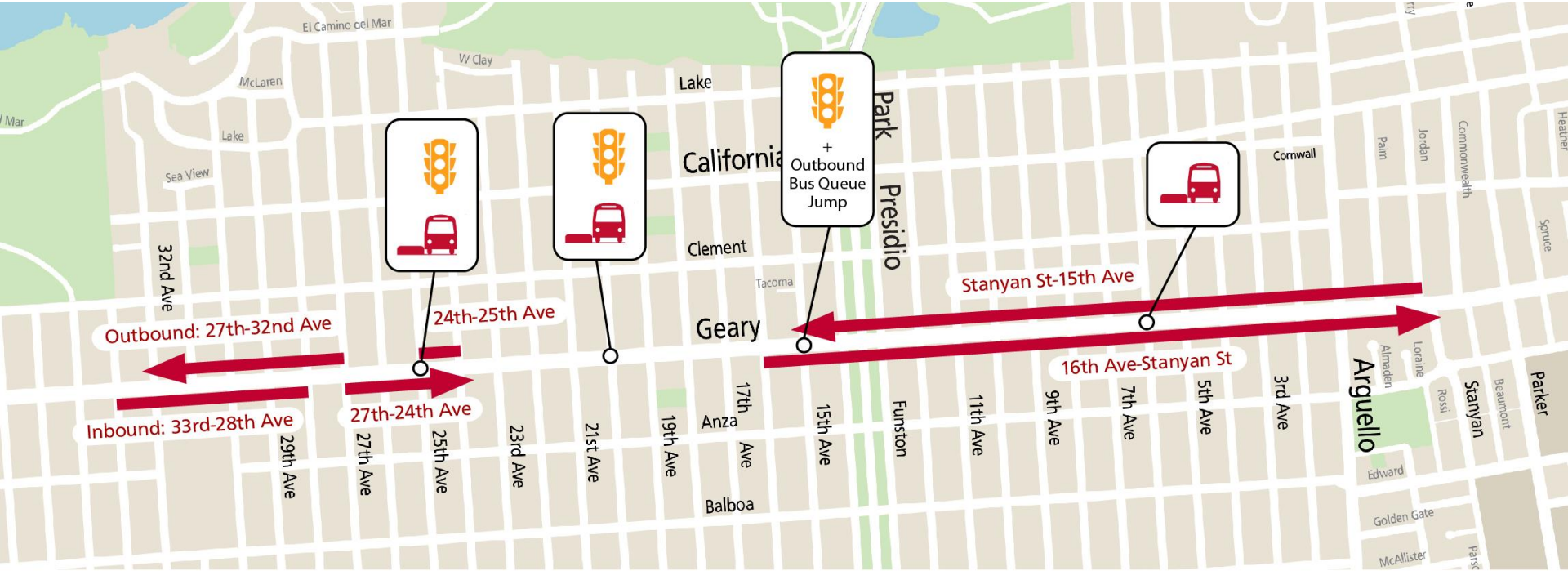
Even during COVID-19, the Geary corridor is an important high-ridership transit corridor



Source: SFMTA COVID Dashboards



Transit priority treatments installed along Geary Boulevard as a part of 38 Geary Temporary Emergency Transit Lanes (TETL) Project



Transit Lanes



Muni Head Start Traffic Signals



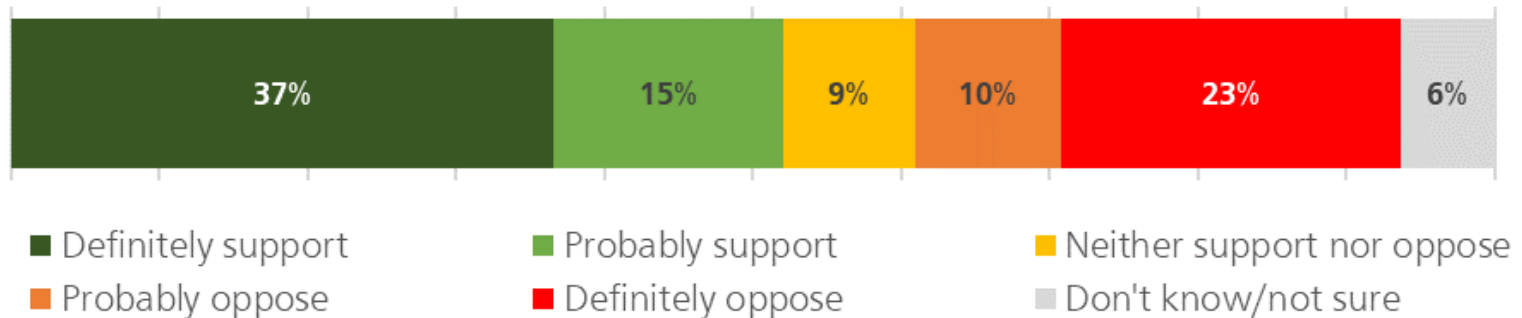
Transit Bulb

Over 75% of Geary corridor now has transit lanes



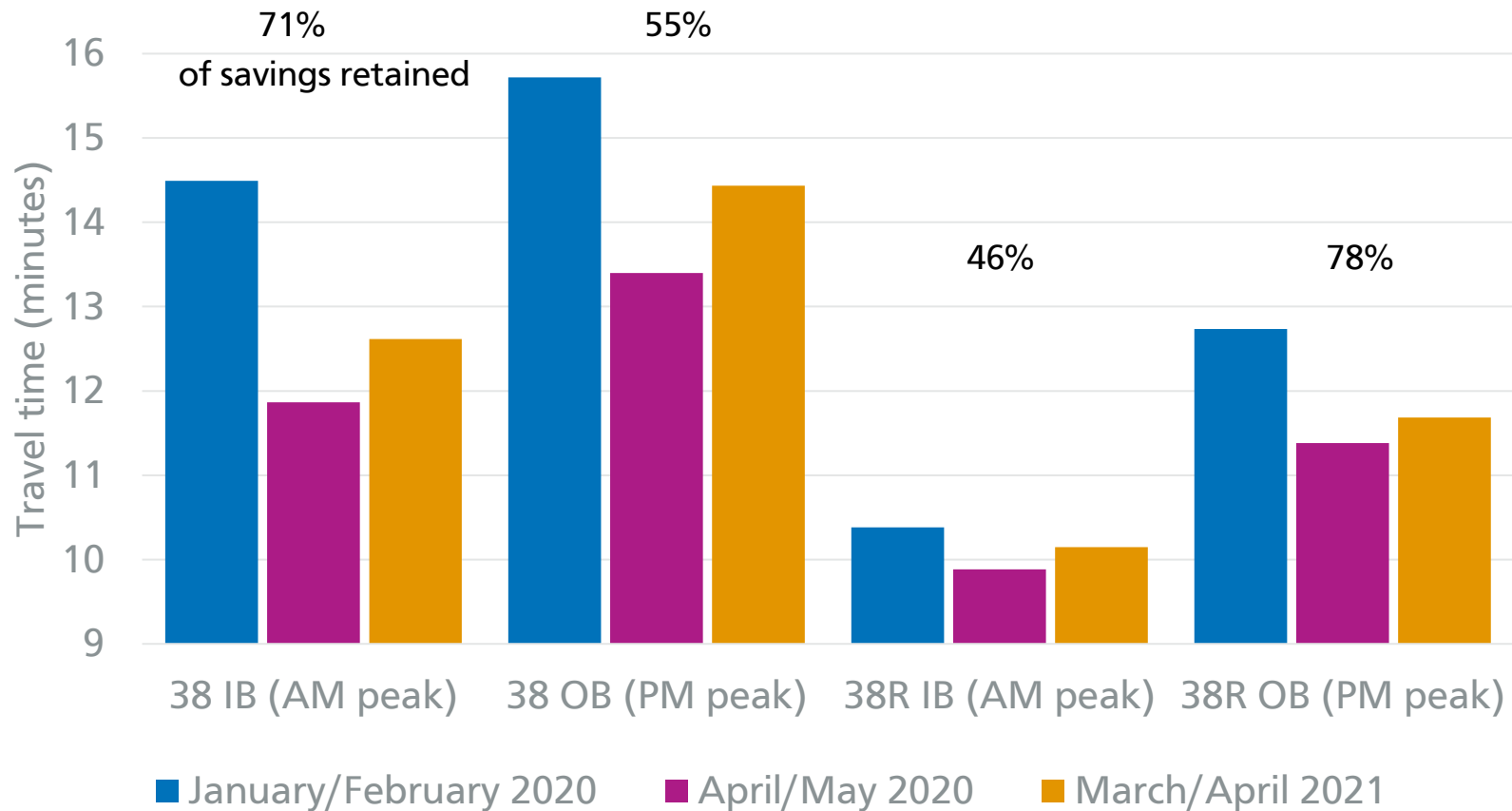
Evaluation results: Geary TETL is working!

- 38/38R transit travel times are up to 13% faster than pre-COVID
- Project beneficiaries:
 - 30% of Geary riders w/ household incomes <\$35,000
 - >50% of Geary riders are people of color
 - 83% of bus operators say improvements have made their job easier
- Minimal traffic impacts to Geary or parallel streets
- Majority support for making permanent



Stakeholder survey results: support for making Geary transit lanes permanent, N>700.

Geary bus travel times are up to 13% faster than pre-COVID, retaining 50-75% of pandemic savings

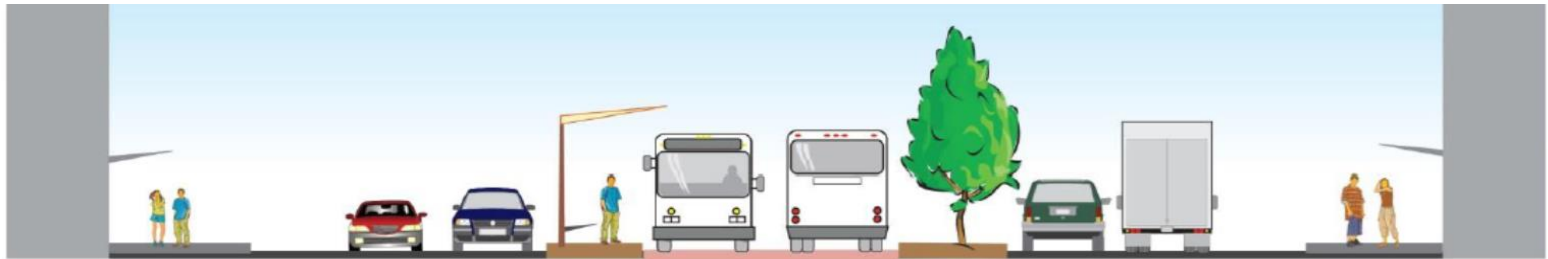


Source: SFMTA OrbCad Automated Vehicle Location Data

Relationship to Geary Bus Rapid Transit Project

- Phase 2 of Geary BRT was paused at the start of the COVID-19 pandemic to pursue temporary emergency transit lanes
- Based on the results of Geary TETL evaluation and success of Geary Rapid project delivery, SFMTA is pursuing a revised project design, pending outreach and approvals

Center-running: approved plan for Arguello-28th Ave



Side-running: new recommended configuration for entire corridor



Today's action

- Makes existing Geary Boulevard transit lanes west of Stanyan Street permanent

Thank you. Questions?



Learn more at [SFMTA.com/TempLanes38](https://www.sfmta.com/TempLanes38)

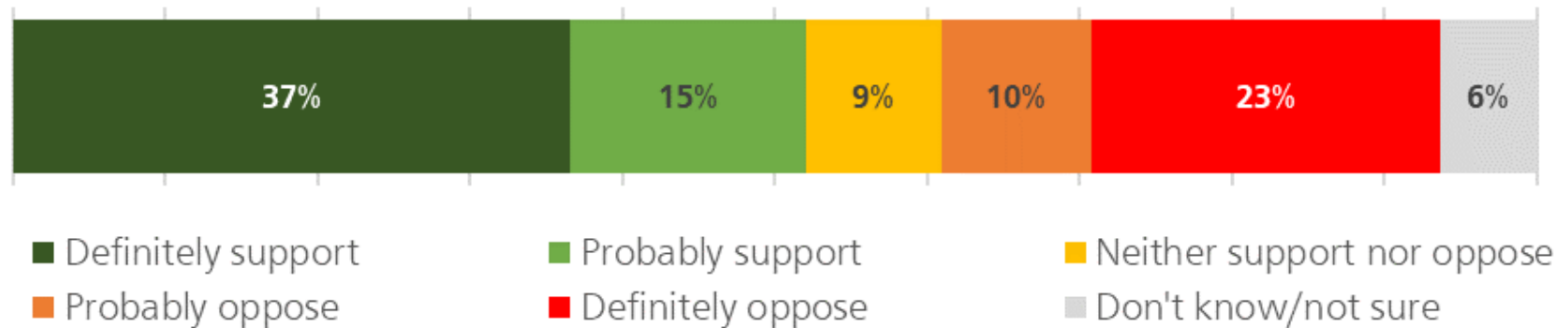
Wooden bus bulbs installed at five busy 38R Geary Rapid stops



Muni Head Start signals installed at six locations



A majority of survey respondents support making transit lanes permanent



Stakeholder responses to “Emergency transit lanes are a temporary measure to benefit those who rely on Muni. Would you support making them permanent?” N>700.

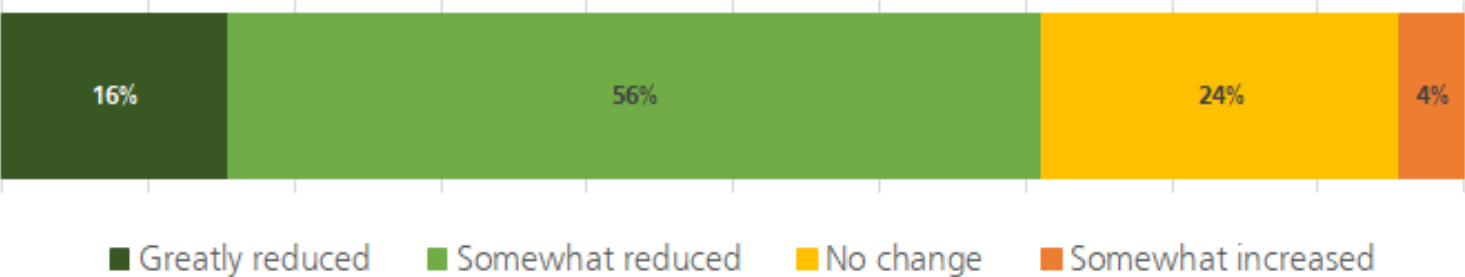
Evaluation survey distributed online/text/paper in English/Chinese/Russian in February + March 2021, >700 responses

Majority of 38/38R operators say transit improvements have made their job easier and reduced conflicts with other vehicles

Have the transit improvements made your job easier?



Have conflicts with other vehicles changed?



Paper survey distributed to operators in Flynn and Islais Creek divisions, >60 responses from 38/38R operators



Project beneficiaries and equity

	Household income below \$35,000	People of Color
38	31%	53%
38R	29%	51%
Systemwide average	26%	57%
Richmond District	24%	62%
San Francisco City/County	18%	60%
Marin County ⁴	18%	29%
Sonoma County ⁴	25%	32%

^[1] Low income households are defined by the SFMTA as those with total incomes under 200% of the federal poverty level per household size. This data was not readily available for the Richmond District, so household income under \$35,000 (approximately 200% of the federal poverty level for a two-person household) is used as a proxy.

^[2] American Community Survey 2019 data via city-data.com

Minimal traffic impacts

Change in average traffic speed, AM and PM peak:
September/October 2020 vs. January-March 2021

Geary Boulevard	Control streets (25 th Avenue, Arguello)	Parallel streets (Clement/Euclid, Anza, Balboa/Turk)
-8 to -10%	-6% to -9%	-2 to -4%

- Reductions in Geary travel speeds are consistent with control streets, likely indicating overall increase in trip-making due to economic re-opening
- Speed changes on parallel streets indicates there is likely not a significant rate of diversion from Geary