



Geary Boulevard Improvement Project

Outreach Round 2 Summary, Spring 2022

Summary

Thank you to the over 900 people who took the survey and provided feedback on the Geary Boulevard Improvement Project during Design Phase Outreach Round 2, which sought public input on [the draft proposed block-by-block design](#) of the project. The project team has reviewed and synthesized all feedback received. The following are key take-aways:

- Many people are enthusiastic about the proposed transit and safety improvements including transit lanes, near-side to far-side bus stop relocations, left-turn restrictions and bulb-outs.
- There is opposition to converting angled parking to parallel parking and expanding evening and Sunday metering, as well as concerns about impacts to parklets.
- There are also several areas of location-specific feedback regarding bus stop changes, left-turn restrictions and adding parking on side streets.

The project team is considering refinements to the project proposal to respond to feedback heard and will continue to provide updates between now and when the project pursues approvals later this year.

Introduction

In March and April 2022, the SFMTA conducted a second round of design phase outreach for the Geary Boulevard Improvement Project, which proposes transit and safety treatments between 34th Avenue and Stanyan Street in the Richmond District. As shown in Table 1 below, the second round of outreach built on feedback on project priorities collected in fall 2021 during [Outreach Round 1](#), which was used to develop the draft proposal, including the detailed block-by-block project drawings shared during Outreach Round 2.

Table 1: GBIP Design Phase Outreach Rounds and Goals

	Design Phase Outreach Goals
Outreach Round 1	<ul style="list-style-type: none"> • Input on project priorities • Feedback on bus stop changes, transit lanes, parking, loading and safety issues • Level of support for change from center-running to side-running transit lanes
Outreach Round 2	<ul style="list-style-type: none"> • Specific input on draft detailed block-by-block design • Level of support for evening/Sunday metering and parallel-to-angled parking conversion on some side-streets • Feedback used to update and finalize draft detailed project design

The SFMTA worked with the Geary Community Advisory Committee (CAC), the San Francisco County Transportation Authority (SFCTA) and the District 1 Supervisor’s Office to develop the outreach plan to seek specific feedback on the detailed project proposal.

The SFMTA made the block-by-block project drawings available [online](#) and in large paper format at several events. All materials were available in English, Chinese and Russian. The draft design and opportunity to share feedback were publicized via posters at every intersection, emails to subscribers and local business and community organizations, geo-targeted social media and newspaper advertisements, and mailers to all residents and businesses within two blocks of the Geary corridor. Outreach events included pop-up outreach at the inbound Geary/20th Avenue bus stop on March 15, virtual office hours on March 16, a corridor walk with District 1 Supervisor Connie Chan and SFMTA Director Jeff Tumlin on March 18, a presentation to the SFCTA Board on March 22 and SFMTA CAC on April 7, as well as door-to-door outreach to merchants throughout the project limits during the last weeks of March. Feedback was collected



Pop-Up Outreach at the Geary/20th Avenue Bus Stop

via a survey that was available online as well as a self-guided in-person open house hosted at the One Richmond community office. The following organizations also took on additional efforts to distribute the survey to their constituencies: the Richmond Senior Center, Joe’s Ice Cream, and the Holy Virgin Cathedral.¹ The project team also met community stakeholders in person to listen to and address their concerns by request.

The survey asked for feedback on what respondents liked most and least about the proposed changes, what project details were confusing or hard to understand, and had two questions to gauge the level of support for proposed extended parking meter hours on evenings and Sundays and for adding parking on certain side streets by converting some parallel parking to angled parking.

Figure 1 below illustrates the breakdown of the 954 responses received in terms of source, language and race/ethnicity.

The rest of this document summarizes the feedback received and then summarizes next steps for the project.

¹ Surveys distributed by Joe’s Ice Cream and Holy Virgin Cathedral presented respondents with a sample completed survey that shared the organization’s opinions of the project design.

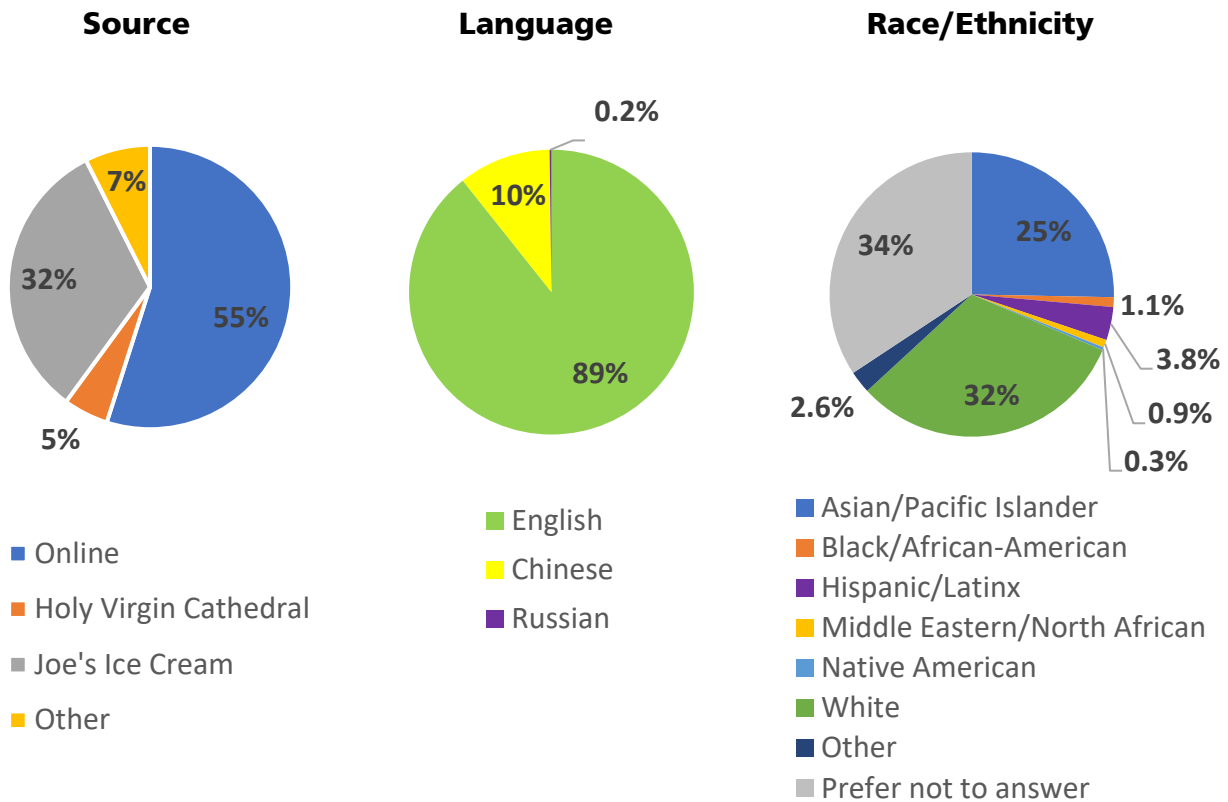


Figure 1: Outreach Round 2 survey responses, n=954

Many survey respondents are enthusiastic about the proposed transit and safety improvements, while others are concerned about the proposed conversion of angled to parallel parking along Geary Boulevard.

Table 2 reports the most frequently mentioned areas of the project design that were liked and disliked. Overall, the proposed safety aspects of the project were most popular, although there were several comments in support and in opposition to the proposed left-turn restrictions. In addition, transit improvements, including transit lanes and bus stop relocations, were brought up frequently by respondents who ride the 38/38R Geary bus lines as an important way to improve the speed and reliability of the bus. However, there were also many responses that were concerned about the conversion of angled parking to parallel parking along Geary Boulevard which is necessary to make room for transit lanes through some parts of the project corridor.

There were several additional areas of divided opinion. Many respondents provided feedback both in support and in opposition to the project’s proposed change in design from center- to side-running transit lanes (in outreach Round 1, 64% of survey respondents indicated they definitely or probably supported this change in design, while 25% indicated they definitely or probably opposed this change). We also heard from many respondents both in support and in opposition to the proposed meter expansions and addition of parking on side streets, discussed further in the following sections.

Table 2: Most frequently mentioned project design likes and dislikes among survey respondents

Most Frequently Mentioned Project Design Likes	Most Frequently Mentioned Project Design Dislikes
Traffic safety improvements, including bulbouts, traffic signal upgrades and left turn restrictions	Converting angled parking to parallel parking to make room for transit lanes and its impact to Shared Space parklets
New transit lanes	Evening and Sunday metering
Adding parking on side streets	Adding parking on side streets
Evening and Sunday metering	Left turn restrictions
Near-side to far-side bus stop re-locations in general	Change from center-running to side-running transit lane
Change from center-running to side-running transit lane	

The following quotes provide a sample of representative comments illustrating project likes and dislikes.

Traffic safety improvements, including left turn restrictions

"I love the bulb outs, the median islands. These will provide essential safety to pedestrians, especially my mother in her 80s who struggles to cross Geary. It is far too wide in its current state. Also left turn restrictions. Left turning cars into cross walks are a huge liability for everyone!"

"I appreciate the addition of bulb-outs for pedestrians and bus boarding, which really help with safety."

"As a pedestrian, I like the left-turn restrictions. I hope it will allow for more frequent walk cycles at intersections with traffic lights."

"Loss of left turn lanes will likely suck and could be dangerous with traffic backing up at limited left turn intersections"

"The changes that concern me are the removal of several left turns from Geary: this will divert more traffic onto slower/calmer streets like Anza/Clement and side streets. I don't see how this benefits anyone, as we currently have special left-turn lanes (so those turning left don't block traffic continuing straight)."

New transit lanes/ converting angled parking to parallel parking/ impacts to parklets

"I appreciate the transit-only lanes and pedestrian bulb outs. I support measures that make it faster and safer to get downtown. As a household without a car, we rely on public transportation to get us to work and appointments downtown and it really hurts us if things are slow/running behind."

"Love the idea of extending the red bus lane and changing the parking/stops. I've lived on 28th/Geary and Cook/Geary and am so impressed by how much the red bus lane helped the 38, and it's time to extend it out much further on Geary."

"Reducing parking is never a good thing, especially for small businesses. If I can't find parking in certain areas far from my home, I will give up and just not go to the place I was going to shop at."

"I don't think this is a good idea. We shop many of the stores in those blocks and I feel we will lose more parking spaces and the businesses that lost so much money during COVID will have to rebuild"

Near-side to far-side bus stop re-locations in general

"Moving bus stops to the far side of intersections [is] significantly safer as a pedestrian does not have cars swinging around buses to make right turns, which often even then end up holding up the bus while the car blocks it waiting for people to cross."

"I really like that you've moved so many stops past the intersection, so bus stops don't get blocked by turning vehicles."

Change from center-running to side-running transit lane

"Wish that the project was more ambitious and that we got a proper BRT system with center-running lanes."

"I would have preferred the original Geary BRT plan with transit only lanes and boarding platforms in the center of Geary Blvd."

"What I like most is that the proposal no longer involves center lanes but is instead for curbside travel lanes."

"It's an improvement over the original plan to have dedicated bus lanes running down the center of Geary."

Evening and Sunday metering

"Changing parking meter times to 10 pm is going to drive away restaurant customers."

"COVID already made Geary Blvd business hard[er] than before, extend[ing] meter hours will make it worse and hurt local business"

"Charging for parking meters on Sunday - as a method to create parking - is a joke!!!!"

"Start metering parking on Sunday and after hours and to make several other changes that will make the 38 faster and Geary Blvd safer. Or ban cars, duh"

Adding parking on side streets

"Angled parking takes up too much space and is dangerous for cyclists. We need MUCH less parking if we are to reduce demand for automobiles."

"Great idea since it narrows traffic lanes and slows down traffic!"

"I'm for it because it's easier for many people to use than parallel parking. Also it makes sense because backing out of those angled spots onto Geary is so hard. It's easier to back out on a less busy side street."

"I like angled parking everywhere"

"This will add to more congestion on the streets and people blocking driveways. I do not support this plan."

Little support for the proposed expansion of parking meter hours on Geary Boulevard between 14th and 28th avenues to include evenings and Sundays; support for the addition of parking on certain side streets near Geary Boulevard by converting some parallel parking to angled parking.

To help offset the loss of about two parking spaces per block face on average, the project proposed to increase parking spaces on some side streets and make curb space changes to accommodate merchants’ needs, including evening and Sunday metering on Geary Boulevard in the Central Richmond.

Figure 2 summarizes the level of support for the extended meter hours proposal. Over 70% of respondents definitely or probably opposed introducing evening or Sunday metering, while less than 25% definitely or probably supported these policies. While the level of opposition varied among the different survey sources (online vs. paper), a majority opposed these policies within each survey source.

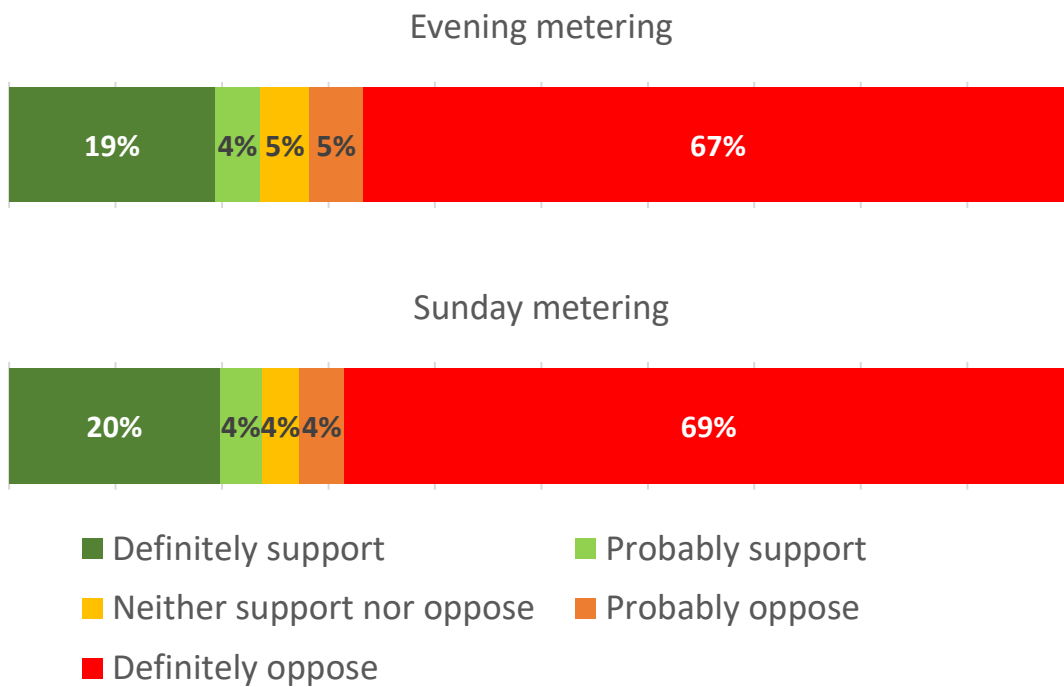


Figure 2: Results of question #4, level of support for extended evening and Sunday metering, n=902

Figure 3 summarizes the level of support for the addition of parking on certain side streets by converting some parallel parking near Geary to angled, thereby reducing the width of the driving area. This question asked respondents to select which specific side streets they support adding angled parking to. Slightly more than half of respondents supported each location, with little variation among locations. The location with the greatest number of supporters was 29th Avenue (461 respondents out of 767 that answered this question) and the location with the least supporters was 23rd Avenue (403 respondents out of 767 that answered this question). There was no option on the survey to mark “no preference.”

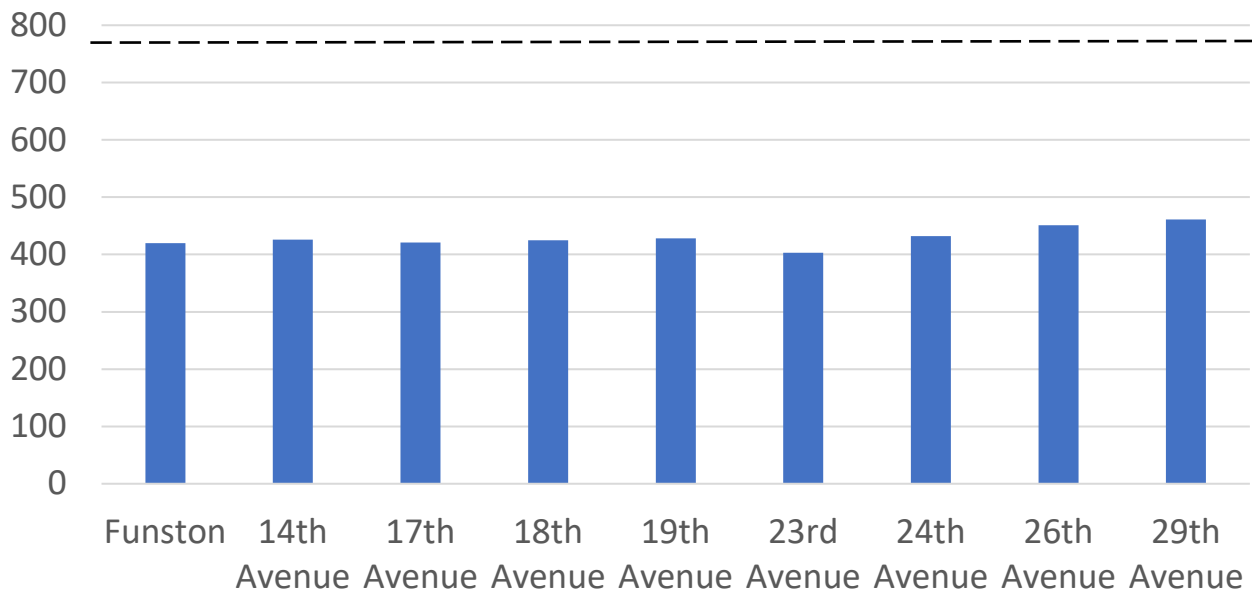


Figure 3: Results for question #5, number of respondents that support the proposals to add angled parking on certain side streets, n=767 (shown as the dotted line)

Location-specific design feedback

One of the most important objectives of Design Phase Outreach Round 2 was to get more granular feedback on location-specific aspects of the design so the project team can consider any refinements to the proposal that address feedback. Table 3 summarizes the most common location-specific feedback received.

Table 3: Summary of Location-Specific Feedback

Design Feature	Summary
Bus stop proposals	Some locations that respondents specifically mentioned supporting included Arguello (inbound bulb-out), 6 th Avenue (re-locations and bulb-outs) and Park Presidio (re-location). Some locations where respondents raised concerns about their residence/business's proximity to the new proposed bus stop location included 17 th Avenue outbound, 22 nd Avenue outbound, 23 rd Avenue inbound and 25 th Avenue inbound.
Side street angled-parking	Several respondents raised concerns about the proposed 23 rd Avenue angled parking addition due to street's current designation as a Slow Street. There were also some comments on potential impacts to school pick-ups/queuing on 24 th Avenue, 26 th Avenue and 29 th Avenue.
Left-turn restrictions	Several comments suggested adding left-turn restrictions from Geary onto 23 rd Avenue.

Next steps

The next step is for the project team to identify refinements to the project proposals based on feedback heard. A final staff-recommended project design, along with information about opportunities to share public comments directly with the relevant policy-making bodies (the SFCTA and SFMTA boards), will be shared prior to the project's consideration for approvals, anticipated later this year. Figure 4 below summarizes the project timeline.

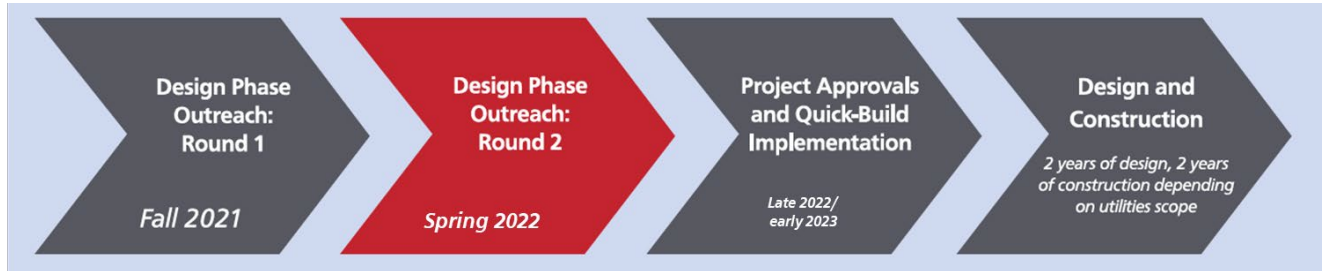


Figure 4: current Geary Boulevard Improvement Project timeline.

Questions? Contact us at:
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