

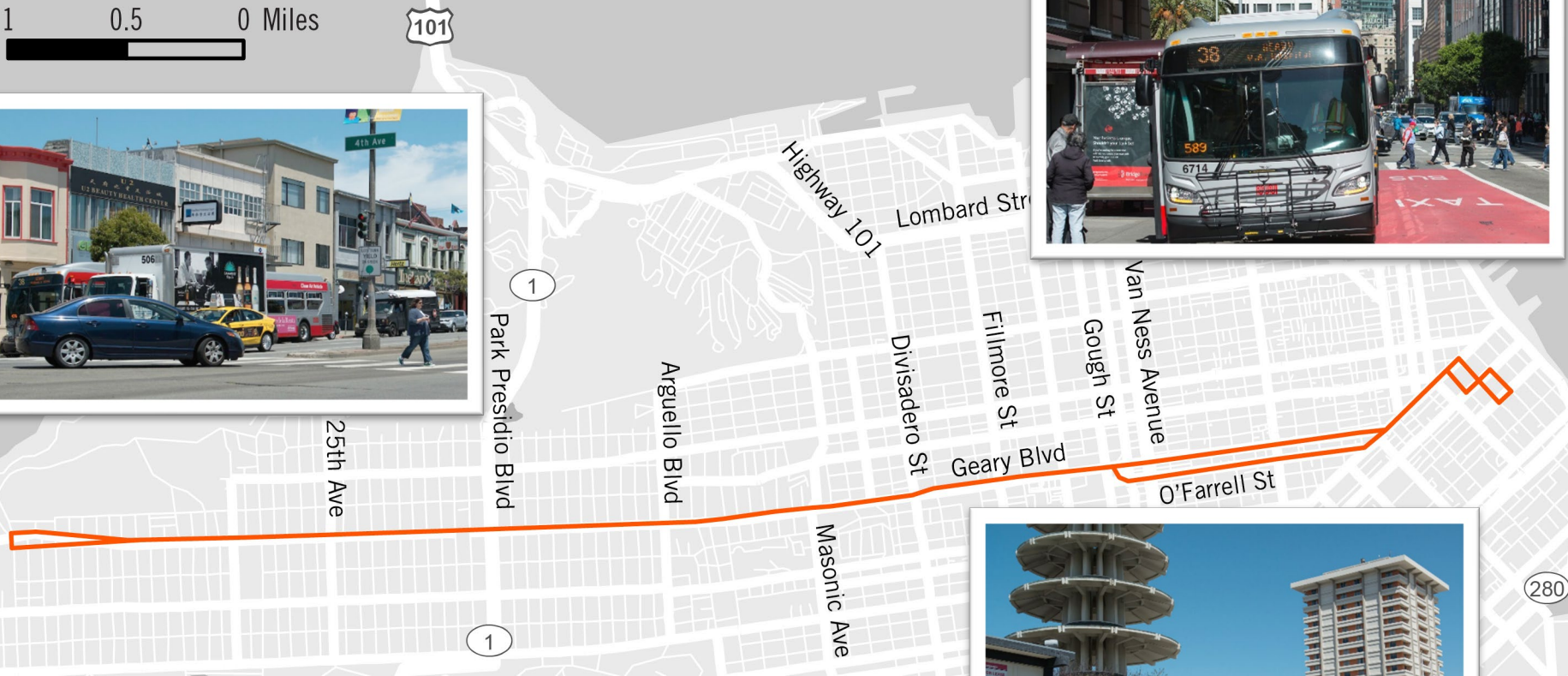


Geary Boulevard Improvement Project

June 2023

The Geary corridor: one of the busiest in the country

1 0.5 0 Miles



- 56,000 riders/day pre-pandemic
- 36,000 riders/day currently

Two phases of transit and safety improvements along Geary

Geary Rapid Project:

Substantially complete; on-time, on-budget delivery

Geary Boulevard Improvement Project: To be presented to SFMTA Board for approval soon



Project need: Improve transit performance and Muni customer experience

- **Gaps in transit lanes** through the Geary commercial core result in buses stuck behind cars
- **Substandard bus zones** make it difficult for buses to pull to the curb to provide safe and accessible boarding
- **Near-side bus stops** decrease effectiveness of the transit signal priority system

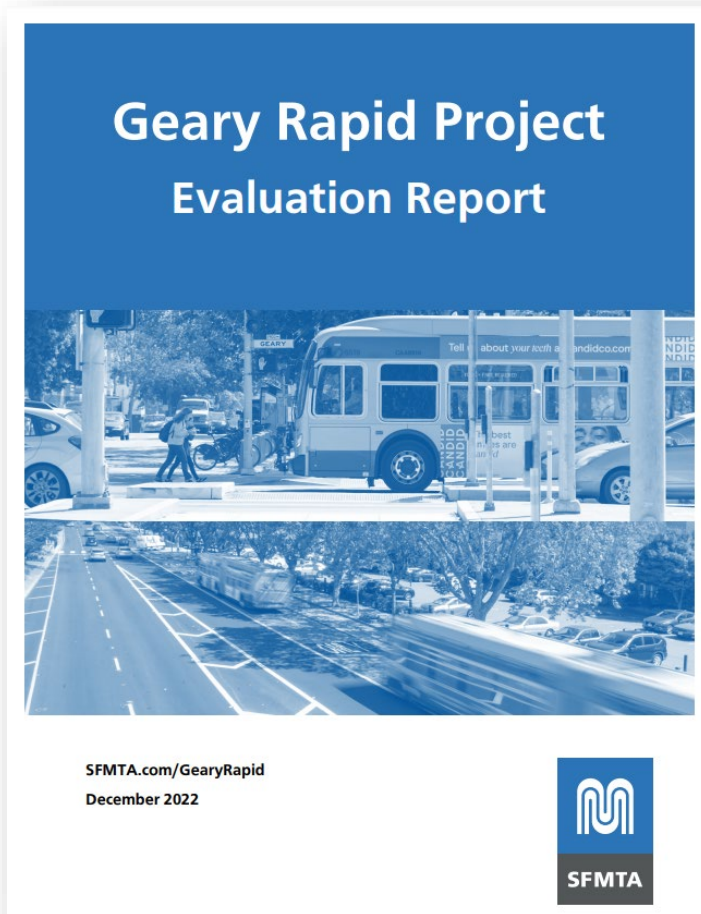


Project need: Improve traffic safety

- On average, one person walking is injured in a traffic collision within the project area every month
- The project area is part of the High-Injury Network, the 13% of city streets that account for 75% of severe and fatal collisions
- 4 of top 10 intersections with highest # of injury/fatality collisions in District 1 within project area (WalkSF analysis 9/2022-2/2023)



Building on success of Geary Rapid



- **Travel time:** Up to 18% decrease in 38R travel time
- **Reliability:** Up to 37% improvement in 38R travel time reliability
- **Traffic collisions:** 70-80% reduction in vehicles going >40 mph, more years of data needed to assess project contribution to change in collisions
- **Transit lane compliance:** Coloring lanes red led to 50% reduction in violations as compared to 2019 non-colored transit lanes
- **Transit collisions:** 38/38R collision rate decreased by 2/3, now at about 50% of citywide Muni bus collision rate
- **Equity:** By calming the Geary Expressway, the project helps to reconnect the surrounding communities harmed by 1960s “urban renewal.”
- **Parking availability:** Parking availability on the corridor remains high. Average meter occupancy within 1 block of Geary is <60%, garage spots are always available.
- **Muni rider experiences:** Rider survey taken after the Quick-Build phase indicated a high level of support and increased usage of Geary buses.

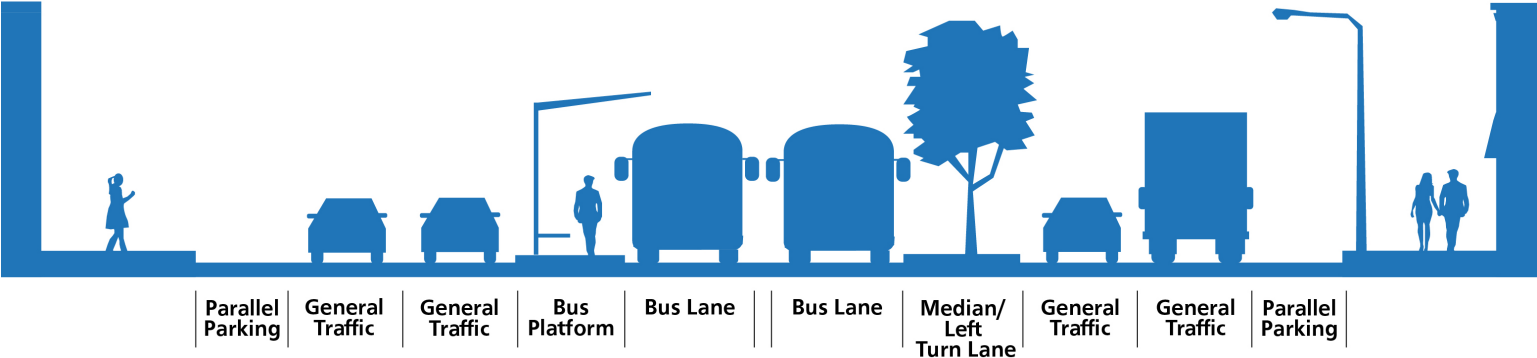
Blog post with evaluation highlights:

[SFMTA.com/blog/riders-are-feeling-difference-geary](https://www.sfmta.com/blog/riders-are-feeling-difference-geary)

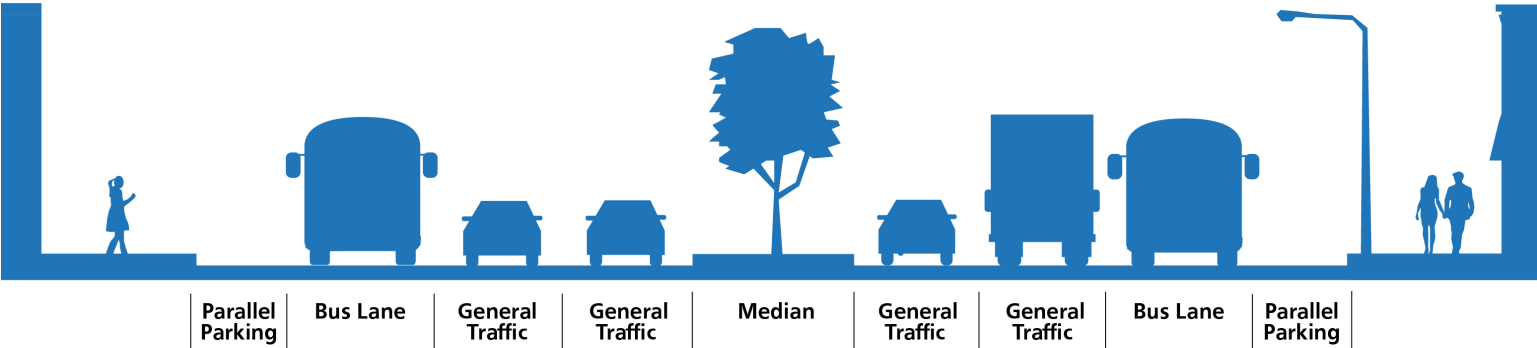
A new side-running design for the Geary Boulevard Improvement Project

Based on success of Geary Rapid and Geary TETL, SFMTA is pursuing a revised project design, pending approvals

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



Side-running: New recommended configuration for the entire corridor

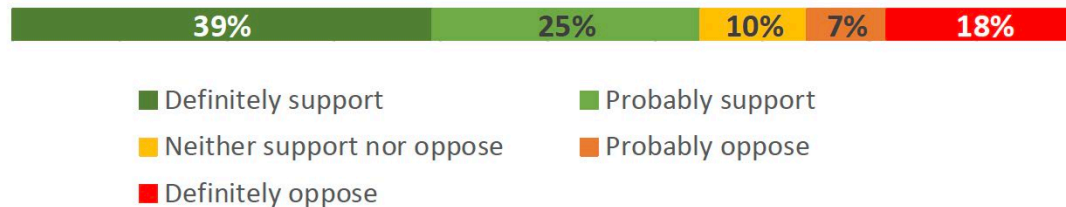


Why this change?

- Accelerates delivery of most transit and safety benefits
- Limits construction disruption
- Preserves the most transit operational flexibility and preserves local stops
- Improves cost effectiveness of transit travel time and reliability benefits
- Avoids center median tree removal

A survey in 2021 showed 2/3 support side-running lanes

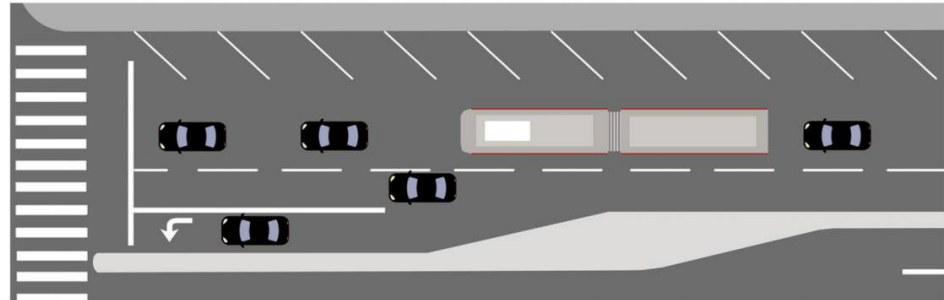
Do you support the SFMTA's recommendation to pursue a side-running transit lane configuration for the Geary Boulevard Improvement Project?



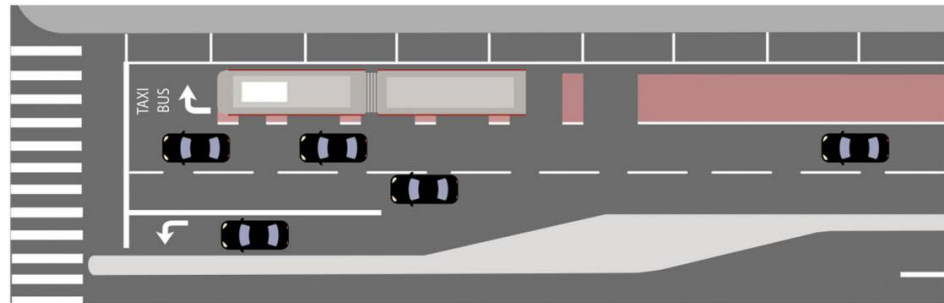
More information: [SFMTA.com/project-updates/new-side-running-design-geary-boulevard-improvement-project](https://www.sfmta.com/project-updates/new-side-running-design-geary-boulevard-improvement-project)

Closing the transit lane gap

Diagram showing a bus approaching an intersection without transit lanes versus with transit lanes.

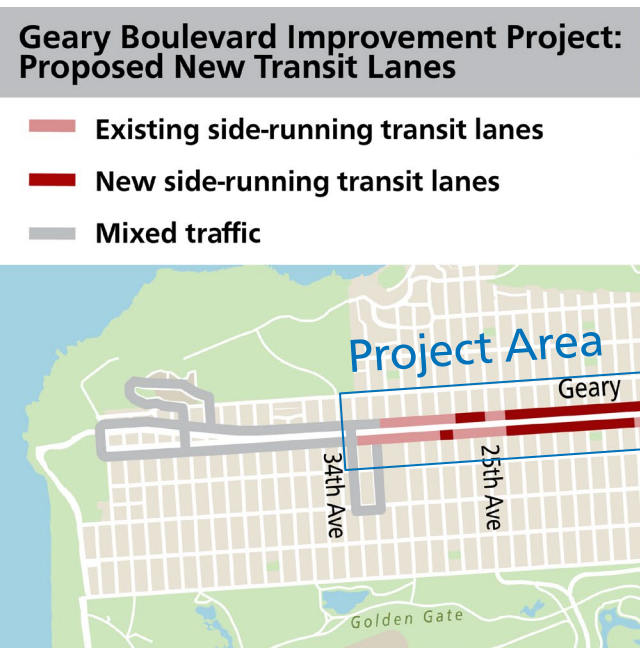


It only takes one or two cars to prevent a bus from catching a green light.



Closing the transit lane gap

The project would close an approximate 10 block gap in transit lanes, providing near-continuous transit lanes east of 32nd Avenue.



UPDATED WINTER 2023

* Note that small gaps in transit lanes exist at: inbound Collins-Masonic, Presidio-Baker, Steiner-Fillmore; and outbound Minna-Mission, Baker-Presidio, Masonic-Collins.

Bus stop removal, relocation, and zone lengthening



- 10 near-side bus stops would be relocated far-side
- 2 local bus stops would be removed (12th Ave inbound and outbound)
- All bus zones would be lengthened to provide enough space for buses to pull over flush to the curb for accessible loading

Traffic safety proposals

Geary Boulevard Improvement Project: Proposed Turn Restrictions

轉彎限制提案 / Предложения касательно запретов поворотов

 **New turn restriction from Geary** / Geary 街新設轉彎限制 /
Новое ограничение поворота (движение от Geary)

 **Existing left-turn okay from Geary** / 許可Geary 街現有的左轉 /
Существующий поворот налево (движение от Geary одобрен)

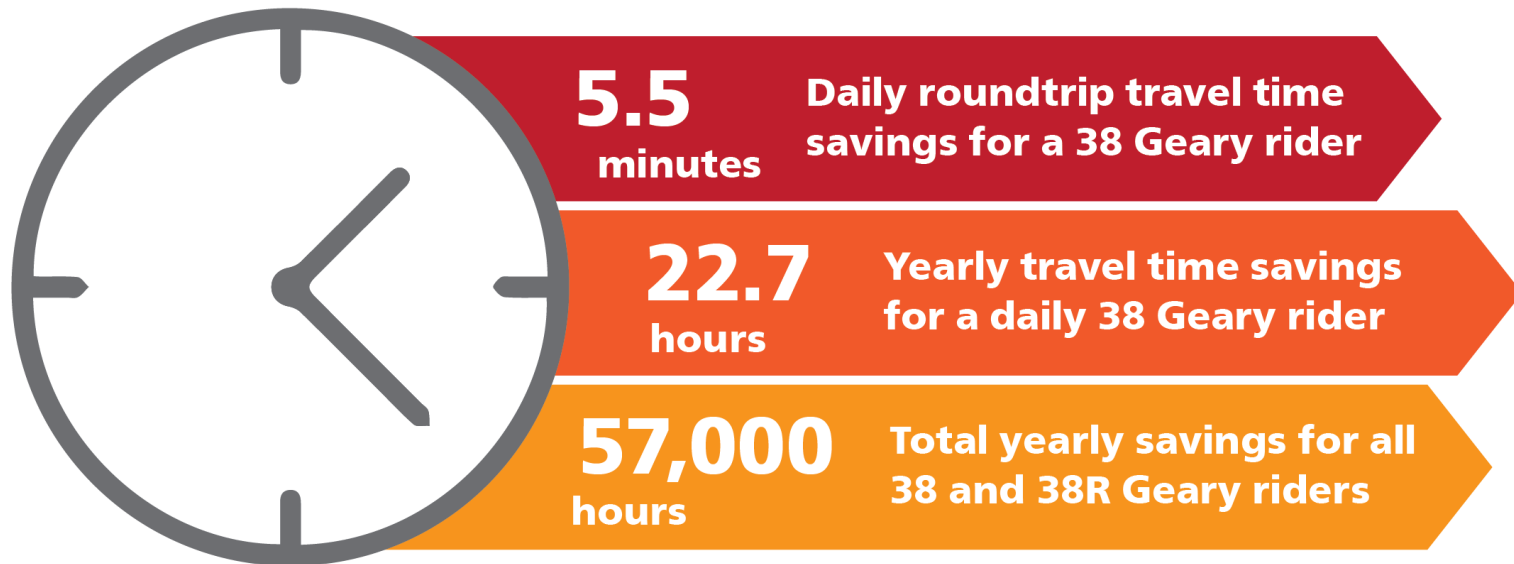


UPDATED FALL 2022

- Elimination of 11 unprotected left turns
- 23 pedestrian bulb-outs
- 39 pedestrian median refuges
- Daylighting at all intersections
- Re-timed signals that give people walking more time to cross the street and a head start before vehicles

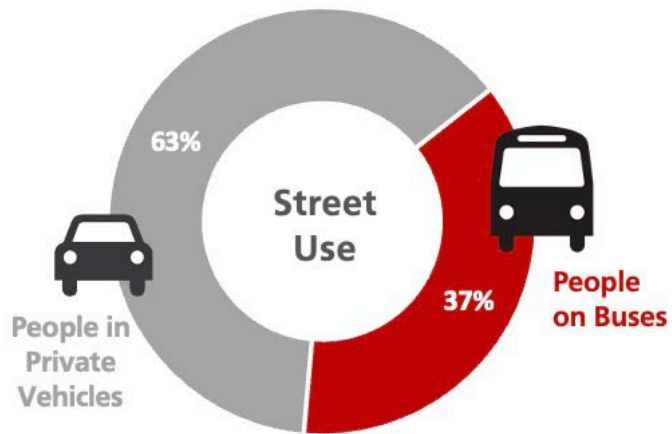
Saving time for Geary riders

Forecast 38 Geary travel time savings after implementation of project proposals

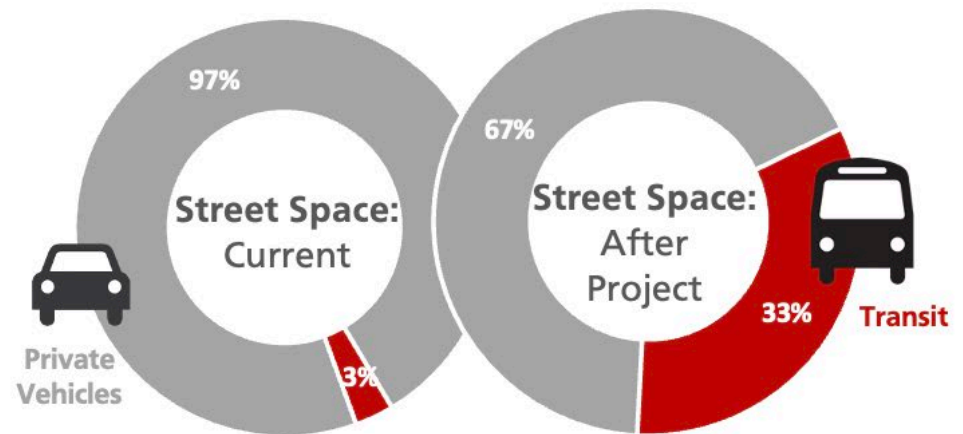


All time savings are calculated for riders traveling roundtrip between 33rd Avenue and Sanyan Street during rush hour. For a 38R Rapid rider traveling during rush hour, the savings would be: 4.3 minutes per day and 17.8 hours per year.

Aligning street space with how the corridor is used



Daily trips on Geary at 25th Ave eastbound (~18,500 daily trips)



Geary between 15th - 25th Avenue

Environmental benefits

Forecast reduction in carbon dioxide emissions after implementation of project proposals

Reduced greenhouse gases:

7,100

Estimated car trips that switch to transit due to project



=

5,600

Annual reduction in Carbon Dioxide (CO₂ in metric tons)



Equivalent to CO₂ reduction from:

10

Square miles of forest planted



or

700

Homes switching to sustainable energy



Minimizing parking reductions: proposed cross street angled parking



Map showing proposed cross streets where additional parking would be added by converting parallel parking on one side of street to angled parking. 14th and Funston avenue locations are proposed for angled parking but would not create a net addition in parking.

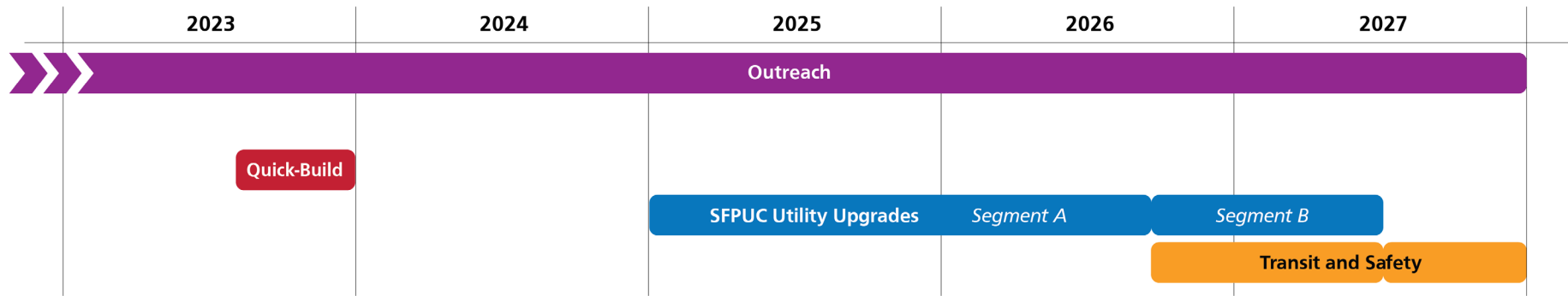
Parking impacts

Corridor Segment	Estimated Public Parking Spaces in Area ¹	Parking Spaces on Geary Blvd	Parking Loss Due to Project Proposals		Proposed Cross-Street Parking Additions ²	Net Parking Change (as of Feb 2023) ²	Net Parking Loss Per Block
			Total	Per Block			
34th Avenue – 25th Avenue	1,000	127	-13	-1.4	8	-5	-0.6
25th Avenue – Park Presidio	1,430	226	-39	-3.5	14	-25	-2.3
Park Presidio – Palm/Jordan	1,750	230	-18	-1.3	0	-18	-1.3
Total	4,180	583	-70	-2.1	22	-48	-1.4

¹ Public parking spaces within 1 block of Geary (Clement to Anza)

² Cross-street parking additions proposed as of February 2023. Note two locations that were originally proposed (on 18th and 26th avenues) are no longer being pursued.




Draft implementation schedule



"Quick-Build" Treatments

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

Utility Upgrades

-  Water main replacement (32nd to Stanyan)
-  Fiber-optic cable conduits (25th to Stanyan)
-  Sewer main replacement (31st-24th & 14th-Stanyan)

Transit and Safety Improvements

-  Bus bulbs
-  Upgraded traffic signals
-  Pedestrian bulbs
-  Roadway repaving

Community engagement

- Geary Community Advisory Committee
- Project drawings
- Online community meetings
- Online and in-person (self-guided) open houses
- Online and in-person office hours
- Stakeholder meetings
- Pop-up events on the corridor
- Merchant loading survey
- Door-to-door outreach
- 38/38R transit operator in-reach
- Posters along the corridor
- Website
- Project emails/texts
- Direct mailings
- Social media, Spotify and newspaper ads
- Multilingual communication

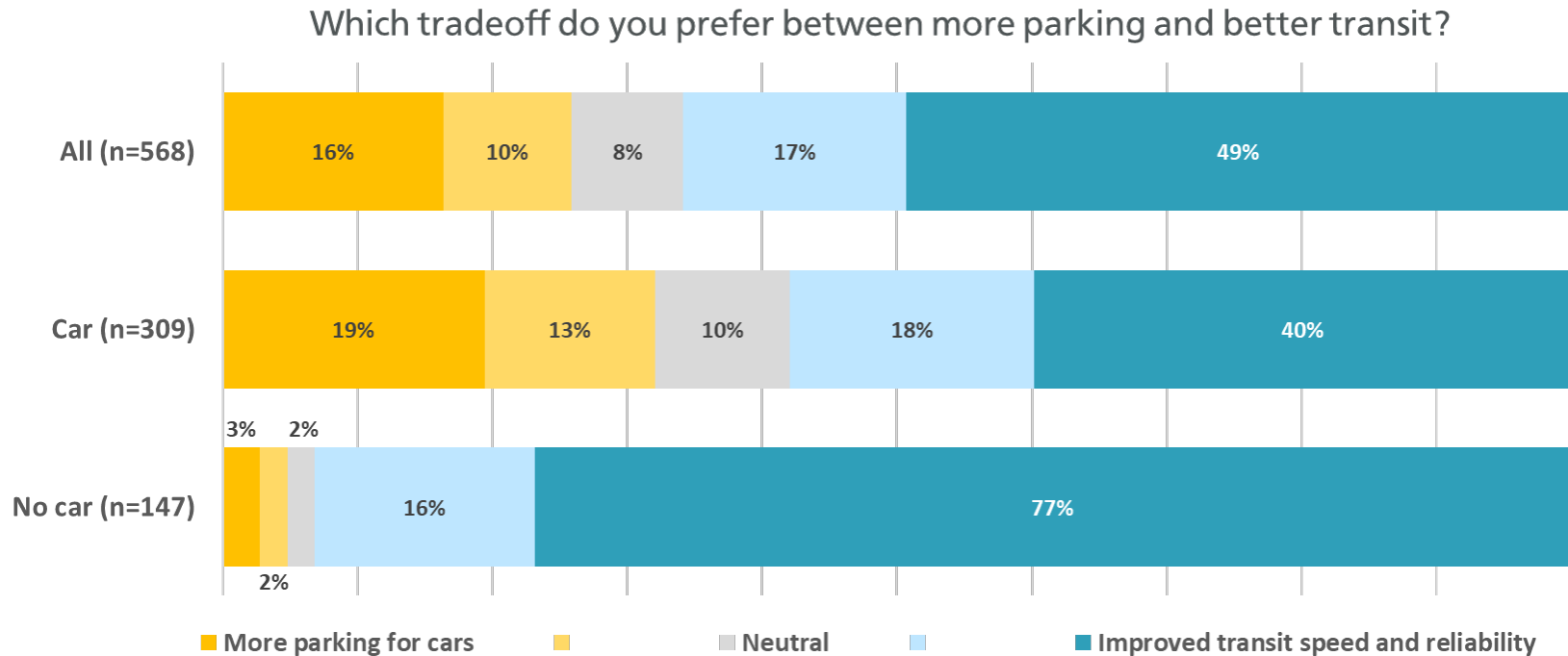


Two rounds of outreach

	Design Phase Outreach Goals	Main Outreach Components
Merchant Loading Survey (Spring 2021)	<ul style="list-style-type: none"> Input on where curb space changes could improve access for businesses. 	Survey distributed via email, phone and door-to-door.
Outreach Round 1 (Fall 2021)	<ul style="list-style-type: none"> Input on general 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 	Online open house, two pop-up events, virtual community meeting, stakeholder meetings, online and paper survey, surveys distributed in food packages for seniors/low-income, direct radius mailing, posters along corridor, digital ads.
Outreach Round 2 (Spring 2022)	<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 cross streets Feedback used to update and finalize draft detailed project design 	Online and paper survey, pop-up events, self-guided open houses, virtual office hours, door-to-door merchant outreach, direct radius mailing, posters along corridor, digital and print ads.

Outreach Round 1 survey results

Most respondents prioritized better transit over more parking, even among car owners.



Stakeholder feedback

- Support for transit and safety improvements and appreciation for other recent improvements via Geary Rapid and Geary Emergency Transit Lanes
- Concern about proposed conversion of angled to parallel parking and parking loss
- Location-specific concerns with specific proposed bus stop relocations or turn restrictions
- Planning and outreach fatigue
- Concern about relative effectiveness of side-running versus center-running transit lanes
- Appreciation for approach that minimizes construction disruption
- Support for the climate benefits of the project proposals

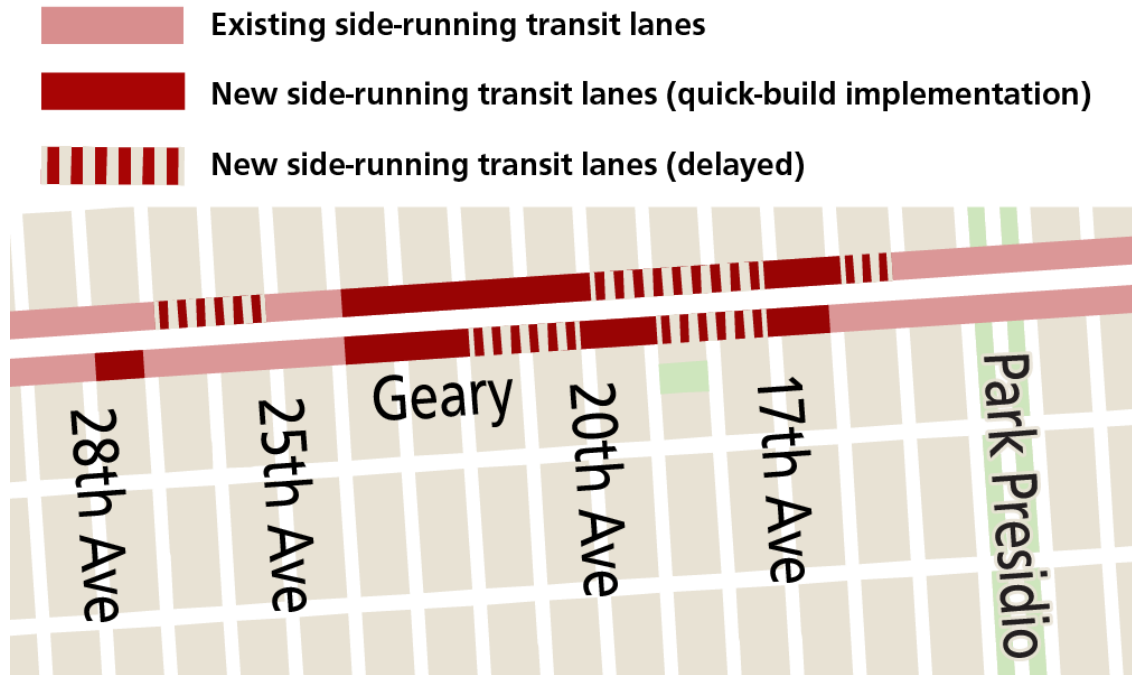


Ongoing stakeholder concerns

- Petition with about 1,150 signatures requesting not to convert angled parking to parallel parking
- Request from District 1 Supervisor Connie Chan to delay Quick-Build until at least 2025



Delayed transit lane option

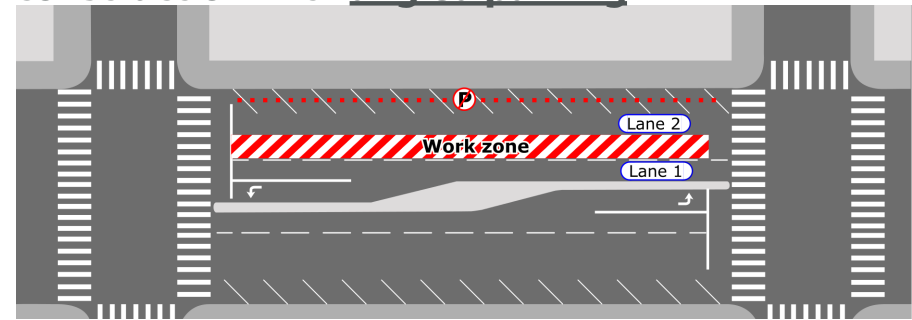


- Delays implementation of transit lanes along ten block faces until early 2025, thereby delaying loss of 18 parking spaces
- Not recommended because it would result in net loss of transit benefits (up to 10.5 hours for a daily 38 rider over ~18 month delay), creates additional 600 hours of staff work, additional \$200,000 in costs, detracts from legibility of transit lanes, and prompts the potential need for affected Shared Spaces to rebuild twice

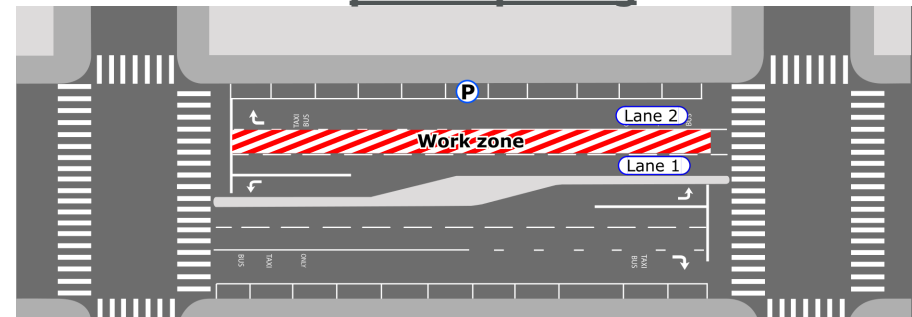
Most Quick-Build improvements would not need to be removed during SFPUC work and preserves parking during construction





- Most Quick-Build improvements, such as bus stop re-locations, parking meters, signs, and signals, occur outside the footprint of where SFPUC's excavation work will occur.
- 3% (~\$40k) of the \$1.7 million for Quick-Build improvements is for painting the white lines and stencils for new transit lanes that would require re-stripping after SFPUC and repaving work is complete.
- Adding transit lanes before SFPUC work **allows more parking to be retained during construction and helps protect buses from delays during construction.**

Example street configuration during construction with angled parking



Example street configuration during construction with parallel parking



-  Construction work zone
-  Lane 1
-  No parking during construction
-  Parking generally available during construction

Thank you.



Design changes in response to feedback

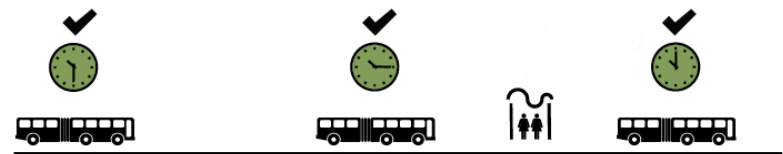
- Dropped two proposed bus stop re-locations (17th Avenue and 25th Avenue outbound)
- Removed evening and Sunday meter hours expansion from project proposals (although citywide implementation is still being pursued)
- Introduced additional safety treatments, including left-turn restrictions
- Committed to reimburse modification costs for Shared Spaces directly impacted by the project proposals



Transit priority treatments on Geary in the Richmond will benefit riders across the whole line



A bus stuck in traffic anywhere on the route can create gaps that cascade through the whole route



By expanding near continuous transit lanes west to 33rd Avenue, 38 Geary buses will be less likely to be faced with traffic delays, meaning less time waiting at bus stops

Proposed new transit lanes

Geary Boulevard Improvement Project: Proposed New Transit Lanes

Geary 街 交通改善工程提案 / Предложения в рамках проекта модернизации Geary

-  Existing side-running transit lanes / 現有側邊行駛公交車道 /
Существующие боковые полосы для движения общественного транспорта
-  New side-running transit lanes / 新的側邊行駛公車專用道 /
Новые боковые полосы для движения общественного транспорта



Proposed bus stop changes



- Proposed re-location of 17th Ave local and 25th Ave Rapid outbound stops to far-side were dropped in response to stakeholder feedback

Proposed pedestrian and bus bulbs

