



# Geary Community Advisory Committee

January 11, 2023

# Order of Business

1. Call to order
2. Virtual meeting etiquette
3. Roll call
4. Approval of minutes – [October 12, 2022](#)
5. Public comment
6. Geary Boulevard Improvement Project update
7. Geary Rapid Project update
8. Adjourn

## 2. Virtual meeting etiquette

Microsoft Teams – download for desktop or mobile at:

[www.microsoft.com/en-us/microsoft-teams/download-app](https://www.microsoft.com/en-us/microsoft-teams/download-app)

- Key functions: mute/unmute, raise hand, chat
- If joining by phone:
  - Dial \*5 to raise your hand in the meeting
  - Dial \*6 to mute or unmute yourself
- Please stay on mute unless called on to speak by Chair

# 3. Roll Call

## **Icebreaker**

Please introduce yourself and share with everyone:

How did you spend the holiday season / winter break?

## 4. Approval of minutes

- October 12, 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 Boulevard Improvement 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 Boulevard Improvement Project update

## Topic Overview

1. Follow-ups from last meeting
2. Status update on side-street angled parking
3. Approvals process update
4. Recent and upcoming outreach
5. Recent stakeholder meetings and coordination
6. Construction schedule update
7. Defining “community enhancement” project element



# 6. Geary Boulevard Improvement Project update

## Follow-ups from last meeting

Planned maximum reimbursement amount for Shared Spaces impacted by angled parking conversion has been increased based on feedback and further analysis.

# 6. Geary Boulevard Improvement Project update

## **Follow-ups from last meeting**

Removing the center median to preserve angled parking while adding transit lanes

Two scenarios considered:

1. Left turns removed
2. Left turns retained

# 6. Geary Boulevard Improvement Project update

## Follow-ups from last meeting

Removing the center median to preserve angled parking while adding transit lanes

### Existing and proposed left turn opportunities with GBIP project proposals

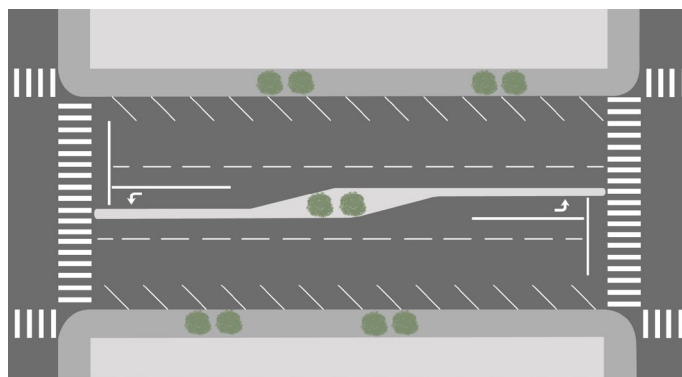


# 6. Geary Boulevard Improvement Project update

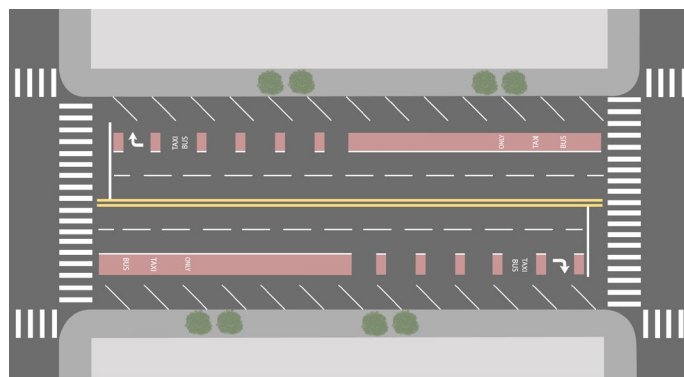
## Follow-ups from last meeting

Removing the center median to preserve angled parking while adding transit lanes

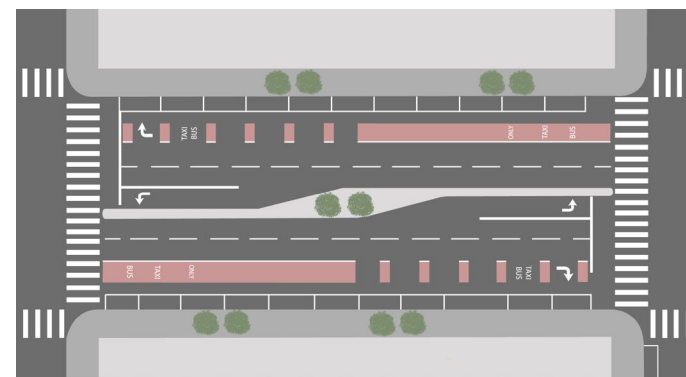
1. **Left turns removed:** Removing both the median and left-turn pockets could retain angled parking\* but would remove the option for drivers to turn left from Geary Blvd, which could redistribute traffic in the neighborhood. It would also require removal of trees, make the street more difficult to cross as a pedestrian, less safe to travel as a driver, and add additional cost and construction disruption to relocate existing utilities, streetlights and traffic signal infrastructure.



Existing



No Median



Project Proposal

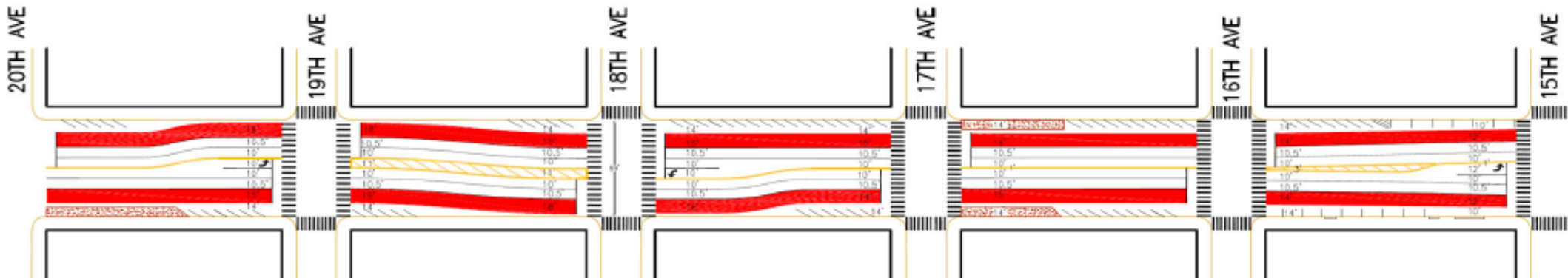
\*Sketch-level analysis. Could save about six spaces on Geary between 20th and 15th avenues compared to the current GBIP proposal.

# 6. Geary Boulevard Improvement Project update

## Follow-ups from last meeting

Removing the center median to preserve angled parking while adding transit lanes

2. **Left turns retained:** To retain left-turn pockets, travel lanes must utilize some of the parking area, which creates a winding path of travel and does not retain significantly more parking than the project proposal. Like the previous scenario, it also would require removing trees, make the street more difficult to cross as a pedestrian, less safe to travel as a driver, and add additional cost and construction disruption to relocate existing utilities, streetlights and traffic signal infrastructure.



\*Sketch-level analysis. Current GBIP proposal retains 90 spaces on Geary between 20<sup>th</sup> and 15<sup>th</sup> Aves. This scenario reduces to around 88 spaces.

# 6. Geary Boulevard Improvement Project update

## **Follow-ups from last meeting**

Community enhancement project component

Building on discussion at the October CAC meeting about whether project elements could be included to improve the feel of the Geary commercial corridor, GBIP team has developed a draft approach for co-creating a community enhancement component of the project (to be shared with CAC for input later in meeting)

# 6. Geary Boulevard Improvement Project update

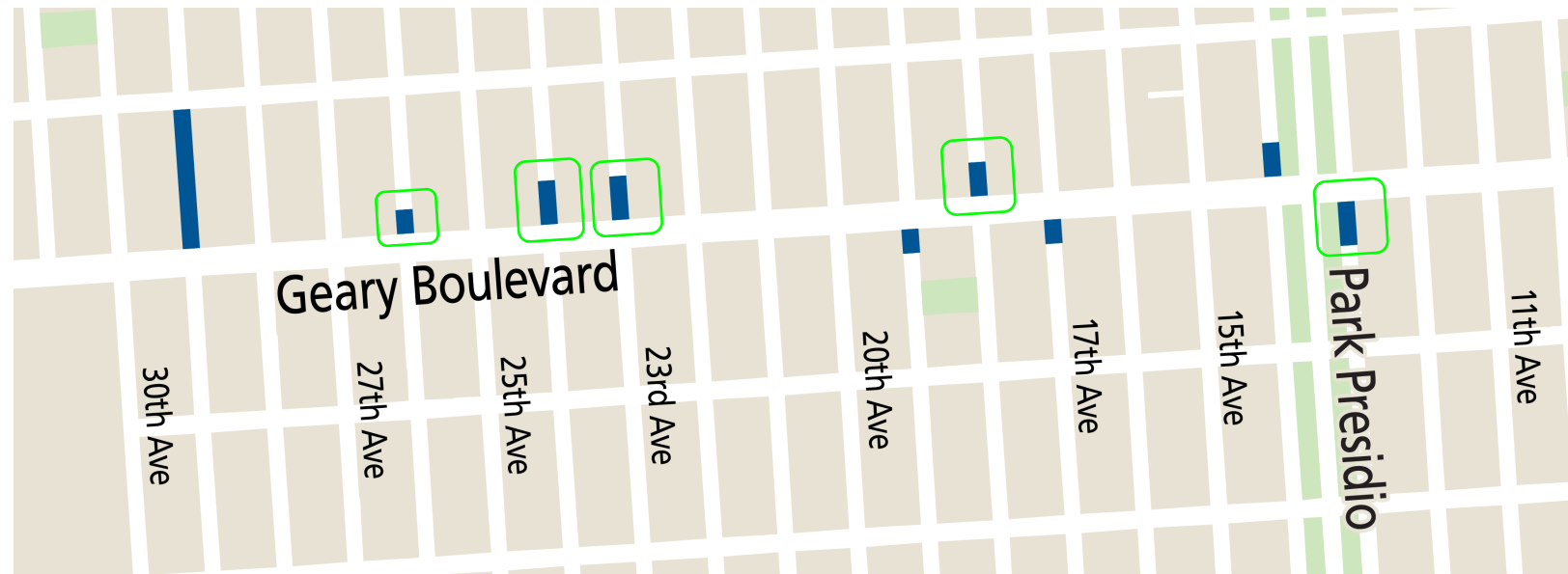
## Status update on side-street angled parking

Corridor Segment	Estimated Public Parking Spaces in Area	Net Project Parking Change, by Side-Street Angled Parking Option		
		1. Without Any Side-Street Angled Parking	2. Likely Scenario with SFFD Input	3. With All Proposed Side-Street Angled Parking
34th Avenue – 25th Avenue	1,000	-13	-5	-2
25th Avenue – Park Presidio	1,430	-41	-33	-20
Park Presidio – Palm/Jordan	1,750	-18	-18	-13
<b>Total</b>	<b>4,180</b>	<b>-72</b>	<b>-56</b>	<b>-35</b>

SFFD indicates likely objection to following locations:  
 Funston Ave, 18<sup>th</sup> Ave, 23<sup>rd</sup> Ave, 24<sup>th</sup> Ave, 26<sup>th</sup> Ave

# 6. Geary Boulevard Improvement Project update

## Status update on side-street angled parking



SFFD indicates likely objection to following locations:  
Funston Ave, 18<sup>th</sup> Ave, 23<sup>rd</sup> Ave, 24<sup>th</sup> Ave, 26<sup>th</sup> Ave



# 6. Geary Boulevard Improvement Project update

## Status update on side-street angled parking:

### Overall parking impacts compared to EIR scenarios

*(parking supply is estimated to be 4,180 spaces)*

Scenario	Net Parking Loss	Percent Change
Hybrid Alternative	-60	-1.4%
Alternative 2 EIR	-140	-3.3%
Recommended Project <sup>1</sup>	-56	-1.3%

<sup>1</sup> Assumes parking additions from side street angled parking where SFFD is likely not to object

# 6. Geary Boulevard Improvement Project update

## Approvals process

Beginning soon

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

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

# 6. Geary Boulevard Improvement Project update

## Recent and upcoming outreach

- Website updates:
  - Updated project design
  - Updated FAQ
  - Approvals process
  - Project need and benefits
  - Overview of outreach and changes made based on feedback
  - Chinese and Russian pages updated
- Mailer with info about SFMTA Board hearing
- Email series
- Blog
- Planning Association for the Richmond (PAR) newsletter
- Office Hours – TBD

The screenshot shows the SFMTA website header with navigation links: Getting Around, Projects, Calendar, Services, News, About Us, Careers. Below the header is a navigation breadcrumb: Home / Projects / Project Updates / Extending transit and safety benefits to the... The main article title is "Extending transit and safety benefits to the western Geary corridor". Below the title are social sharing options for Facebook, Twitter, and Email. The article text states: "The SFMTA has been working to improve bus performance and pedestrian safety through the Geary Rapid Project on the eastern Geary corridor and the 38 Geary Transit Lanes in parts of the Richmond. The Geary Boulevard Improvement Project aims to extend these improvements into the Richmond District by adding new side-running transit lanes and coloring them red, optimizing bus stop locations and constructing bus bulbs at 38R Geary Rapid stops. Learn more below about how these changes all work together to provide a faster ride and a safer corridor." Below the text is a section titled "Benefits of transit lanes" with two diagrams. The first diagram shows a bus approaching an intersection without transit lanes, where it is delayed by traffic. The second diagram shows a bus approaching an intersection with transit lanes, where it is able to proceed through the intersection more quickly. The text explains that transit lanes protect buses from getting delayed by traffic, and coloring the lanes red has shown to improve compliance by as much as 50%. Transit lanes also help buses get to the front of an intersection, which means they can take advantage of transit signal priority and spend less time stuck at red lights—even when traffic is lighter. The text concludes that transit lanes work best when they are uninterrupted by gaps. If the project is implemented as designed, 38 Geary riders will benefit from near continuous red transit lanes from 33rd Avenue to the SF Transit Center downtown.

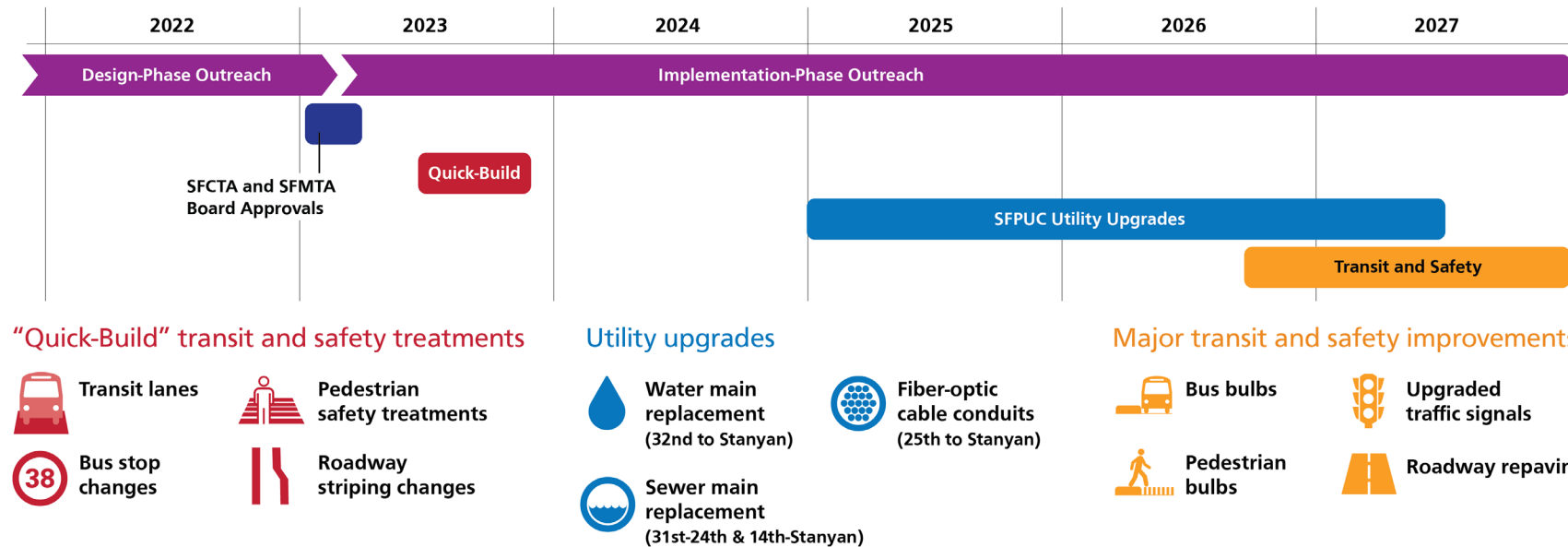
# 6. Geary Boulevard Improvement Project update

## Recent meetings and stakeholder coordination

- November 18: TWU Local 250A
- November 22: SFMTA Flynn Division
- November 21: Irelands 32
- December 7: SFMTA Islais Creek Division
- December 12: Geary Dance Center
- December 20: Holy Virgin Cathedral
- January 5: Geary merchant stakeholders

# 6. Geary Boulevard Improvement Project update

## Construction Schedule Update



- After potential Quick-Build implementation in 2023, construction start date for civil improvements likely 2025
- SFMTA scope would involve construction at spot locations such as for corner bulb-outs and signal upgrades. ~6 - 8 week disruption on typical block and total construction ~1 year
- More substantial SFPUC Water and Sewer upgrades would occur in coordination. SFMTA and SFPUC are just kicking off an integrated construction mitigation plan, building on successful Geary Rapid construction mitigation effort

# 6. Geary Boulevard Improvement Project update

## Defining “community enhancement” project element

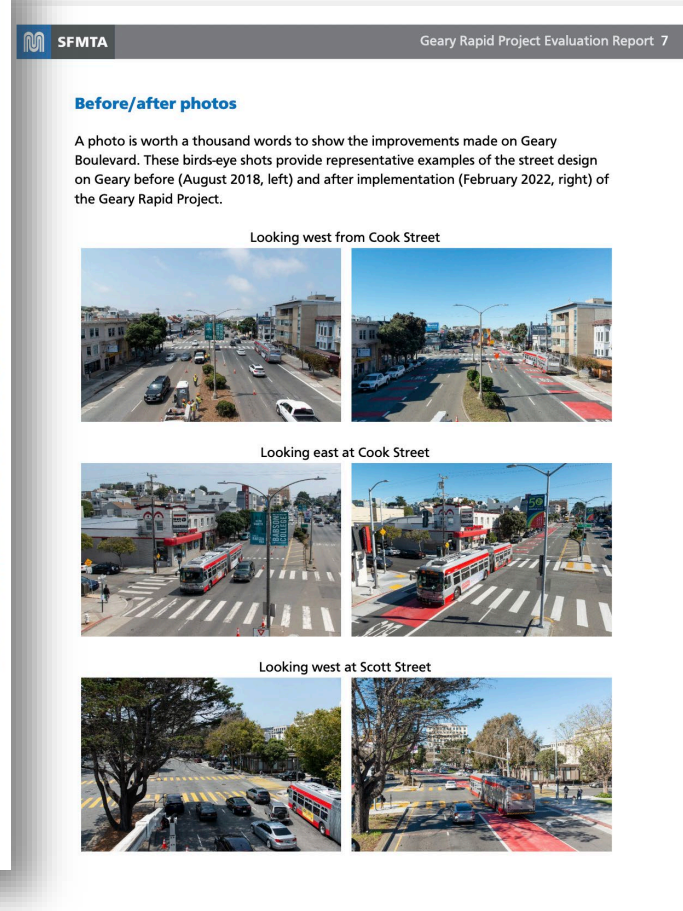
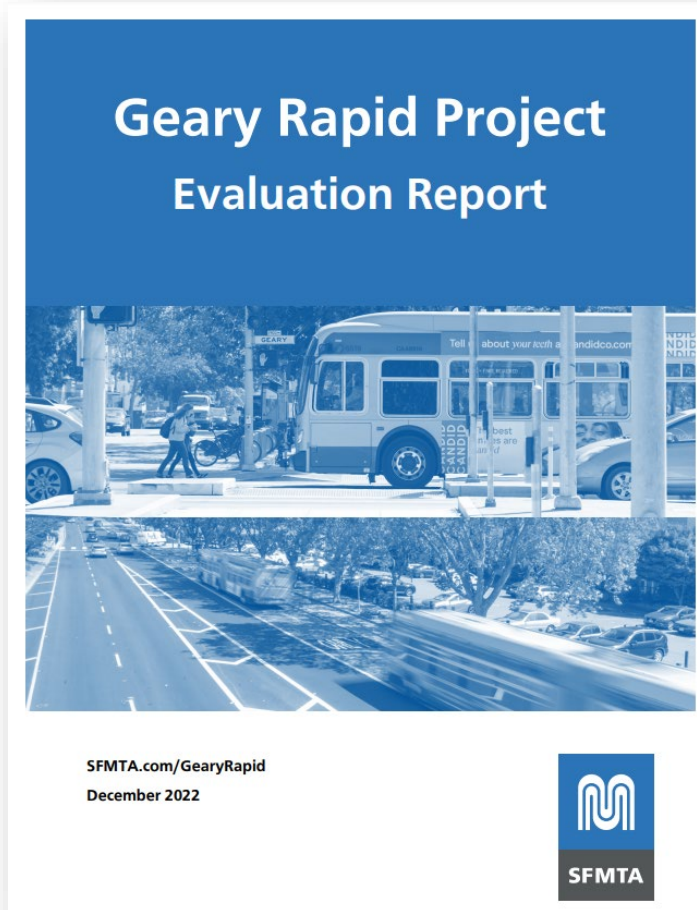
**Goal:** To co-create a “community enhancement” project feature that could be constructed as a part of the GBIP project

### Draft approach:

1. SFMTA defines parameters (budget, maintenance needs, etc. and finalizes process)
2. Engagement Part 1 – Brainstorm ideas with community stakeholders (such as through meetings, survey, etc.)
3. SFMTA works with relevant technical experts to vet feasibility and finalize potential options
4. Engagement Part 2 – Community selects preferred enhancement (such as through meetings, survey, etc.)
5. SFMTA determines delivery approach (e.g., as a part of GBIP construction contract or separate effort)
6. Engagement Part 3 – Ongoing through design and construction; SFMTA provides updates and involves community in other relevant decisions

# 7. Geary Rapid Project update

## Geary Rapid Project evaluation report released



Blog post with evaluation highlights:  
[SFMTA.com/blog/riders-are-feeling-difference-geary](https://www.sfmta.com/blog/riders-are-feeling-difference-geary)

# 7. Geary Rapid Project update

## Geary Rapid Project evaluation:

### Key Findings (including findings not shared at October CAC)

- **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 w/in 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.



# 7. Geary Rapid Project update

## “Geary East” contract: Van Ness to Market Street

- Coordinated roadway repaving is complete.
- Paint Shop has restored crosswalks. Focus on traffic lane lines next then red thermoplastic transit-only lane colorization.



# 8. Adjourn

Thank you!

**Next meeting: April 12, 6 p.m.**

1 South Van Ness Avenue, 7<sup>th</sup> Floor  
Union Square Conference Room