



Geary Community Advisory Committee

April 12, 2023

Order of Business

1. Call to order
2. Hybrid meeting etiquette
3. Roll call
4. Approval of minutes – [January 11, 2022](#)
5. Public comment
6. 50th Anniversary of SF's Transit First Policy
7. Geary Boulevard Improvement Project update
8. Geary Rapid Project update
9. Adjourn

2. Hybrid meeting etiquette

In-person

- 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 Teams/phone for CAC member questions/comments and public comment for each item
- Masks are recommended

Microsoft Teams – download for desktop or mobile at:

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:

What's your favorite San Francisco gem?

(For example: a restaurant, store, museum, park, etc.)



4. Approval of minutes

- January 11, 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. 50th Anniversary of SF's Transit First Policy

Overview

- Adopted March 19, 1973 – the first city in the U.S. to adopt a policy prioritizing public transit
- Incorporating in San Francisco's Charter, with direction that "all officers, boards, commissions, and departments shall implement these principles in conducting the City and County's affairs"
- San Francisco voters reaffirmed their support for Transit First three more times at the polls in 1999, 2007 and 2014
- Read SFMTA's blog celebrating the anniversary: www.sfmta.com/blog/san-franciscos-transit-first-policy-turns-50

San Francisco's Transit-First Policy Turns 50

Share this: [Facebook](#) [Twitter](#) [LinkedIn](#)

By: [Melissa Culross](#), [Michael Delia](#)

Friday, March 17, 2023



Transit on Market Street in downtown San Francisco, 2018

It's been a half-century since the San Francisco Board of Supervisors put transit needs above all other traffic initiatives, and now, the city's [Transit-First policy](#) is celebrating its golden anniversary. The policy guides the city's work on major infrastructure projects and planning efforts. Its principles drive San

6. 50th Anniversary of SF's Transit First Policy

Applicability to Geary Rapid and Geary Boulevard Improvement Projects

Every item presented to the SFMTA Board must identify which of the 10 Transit First Policy principles are relevant to the project. Those relevant to Geary include:

- 1- **...the primary objective of the transportation system must be the safe and efficient movement of people and goods.**
- 2 **...travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.**
- 3 - **Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit,** and shall strive to reduce traffic and improve public health and safety.
- 4 - **Transit-priority improvements, such as designated transit lanes and streets and improved signalization, shall be made** to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
- 5 - **Pedestrian areas shall be enhanced wherever possible** to improve the safety and comfort of pedestrians and to encourage travel by foot.
- 7 - **Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.**

Read the whole SF Transit First Policy: <https://www.sfmta.com/transit-first-policy>

7. Geary Boulevard Improvement Project update

Geary Improvements: Design/delivery in two phases

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



7. Geary Boulevard Improvement Project update

Topics overview

1. Richmond Muni service update
2. Parking occupancy data request
3. Cross street angled parking update
4. Shared Spaces update
5. Upcoming approval process
6. Implementation schedule update

7. Geary Boulevard Improvement Project update

Richmond Muni Service Update

- SFMTA launched the 1X California pilot in February 2023
 - Express service from the Richmond to the Financial District
 - 3 trips to Financial District in the AM and 3 trips to the Richmond in the PM
- Currently operating both the 38 local and 38R every 8 minutes during regular daytime service hours
 - 38R to increase to every 6 minutes (33% increase in Rapid service) in June 2023
 - 38R service hours have been increased, currently providing ~20% more service during early AM and late PM hours to align with changing travel patterns post-pandemic¹

¹ Rapid service hours have been expanded to include weekdays 5-6 a.m. and 9-10 p.m. and weekends 6-8:30 a.m. and 8-9 p.m., providing ~20% more combined local and Rapid service than pre-pandemic during these hours.



1X California Express bus after its last inbound stop at Davis & Pine in Financial District with an outbound head sign for "Geary & 33rd Ave"

7. Geary Boulevard Improvement Project update

Cross-street angled parking update

Proposal has completed inter-departmental staff review (TASC), and SFMTA achieved SFFD consensus on 23rd and 24th Ave



- Map showing proposed cross streets where additional parking would be added by converting parallel parking to angled parking. 14th and Funston avenue locations are proposed for angled parking but would not create a net addition in parking.
- SFMTA also proposed angled parking on 18th and 26th Avenue but withdrew in response to SFFD feedback

7. Geary Boulevard Improvement Project update

Cross-street angled parking update

Parking Impacts Summary

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.

7. Geary Boulevard Improvement Project update

Shared Spaces Update – Shared Spaces Impacted by Project

In Angled Parking

- **Jin Pot** (northside, between 15th and 16th Ave)
- **Joe's Ice Cream** (northside, between 18th and 19th Ave)
- *Potentially, have not yet applied to permanent program:*
 - **Trad'r Sam** (northside between 25th and 26th Ave)
- Eligible for reimbursement of costs to rebuild parklet into parallel configuration

Conflict with Far-Side Bus Stop Relocation

- **Ireland's 32** (northside between 3rd and 4th Ave)
- Eligible for reimbursement of costs to remove parklet at time of Quick-Build implementation

Other parklets in angled portion of corridor have removed structures (Tommy's, Blarney Stone, Nag's Head, Na Ya, Chomp n' Swig)

7. Geary Boulevard Improvement Project update

Shared Spaces Update – recent and planned changes in Geary parking supply due to Shared Spaces program

	Parking Spaces Occupied by Shared Spaces on/near Geary (34 th to Stanyan)
In 2021	52
In April 2023	22
Anticipated by Fall 2023, based on current applications and those who have not yet responded	11-15

- 30 parking spaces have been restored as of 4/3/2023 within the project limits since peak Shared Spaces in operation in 2021
- An additional 7-11 spaces will be restored by fall 2023, leading to a 70+% reduction in Shared Space use of Geary parking supply since 2021 (although businesses may choose to apply for a new Shared Space at any time)

7. Geary Boulevard Improvement Project update

Upcoming approval process

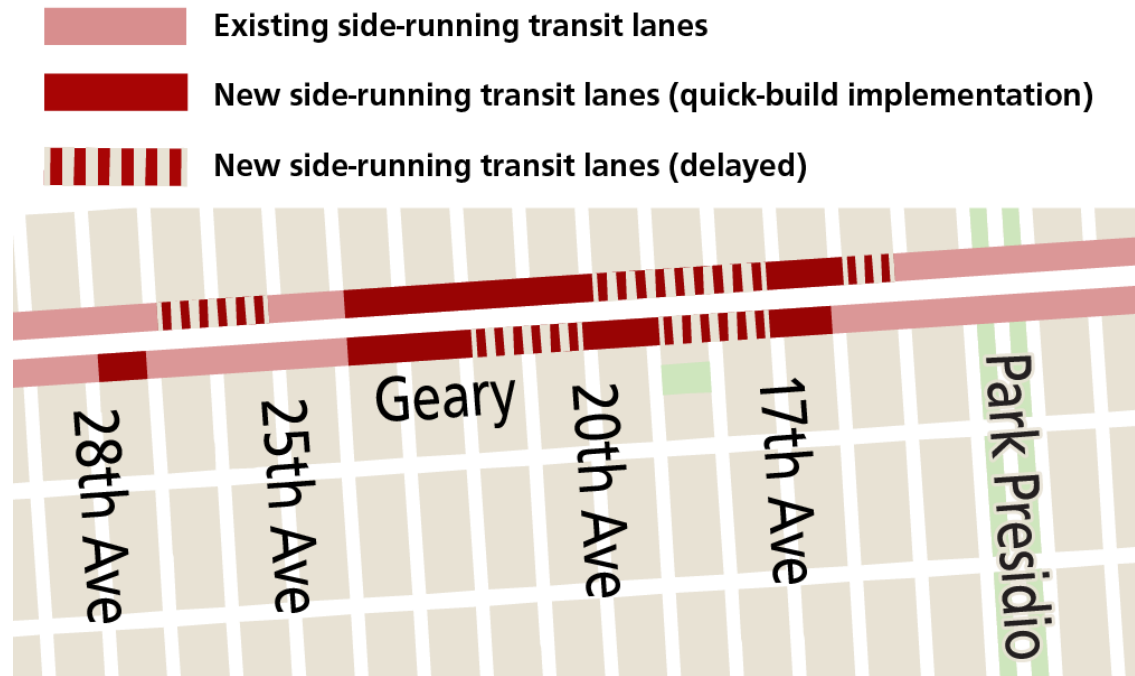
- SFMTA Board will consider the item at its May 16 (tentative) meeting
- No longer need to pursue SFCTA Board approval; instead pursuing Statutory Exemption under recently approved SB 922 for transit and safety projects like GBIP

Delayed Transit Lane Implementation option

- Staff have developed a second option in response to stakeholder feedback and concern about proposed conversion of angled parking to parallel
- While not recommended due to loss of transit benefits, additional cost, and other factors, the SFMTA Board could direct staff to pursue the Delayed Transit Lane option that responds to requests while still preserving some transit and safety performance benefits in the near-term
- This option would delay substantial transit lane implementation until at least Summer 2024 before SFPUC construction of water and sewer upgrades. Other Quick-Build elements (bus stop re-locations, bus zone lengthening, turn restrictions, daylighting, and select transit lanes would be implemented ~Fall 2023)

7. Geary Boulevard Improvement Project update

Upcoming approval process – delayed transit lane option conceptual design



- Parallel configuration pursued in some locations:
 - On blocks with relocated far-side bus stops because retaining an angled configuration would require even more parking loss, as buses need more space to pull out around angled parked vehicles
 - Where parallel configuration would yield more parking spaces than angled
 - Where consistent with adjacent properties' needs and would allow for longer continuous transit lane
- Temporarily retains 10 of the 20 existing angled parking blocks, and delays loss of 18 parking spaces
- If selected by MTA Board, more work needed to determine where temporary color curbs should go. Some spaces freed up by bus stop relocations could go to parallel configuration to optimize for loading and minimize need for re-work

7. Geary Boulevard Improvement Project update

Upcoming approval process – comparison of options, part 1

	Option 1: staff recommendation	Option 2: delayed transit lanes	
Geary bus rider travel time savings	22.7 hours – yearly travel time savings for a daily 38 rider 57,000 hours – total yearly savings for all 38 + 38R riders	15.7 hours – yearly travel time savings for a daily 38 rider 38,000 hours – total yearly savings for all 38 + 38R riders	- 7 hours – lost savings for a daily 38 rider over 12 month delay -19,000 hours – lost savings for 38 and 38R riders over 12 month delay
Parking impacts	-48 spaces total net change -1.4/block – entire project area -2.3/block – Geary commercial core	-30 spaces spaces -0.9 spaces/block – entire project area -1.3 spaces/block – Geary commercial core	+18 spaces saved for ~1 year

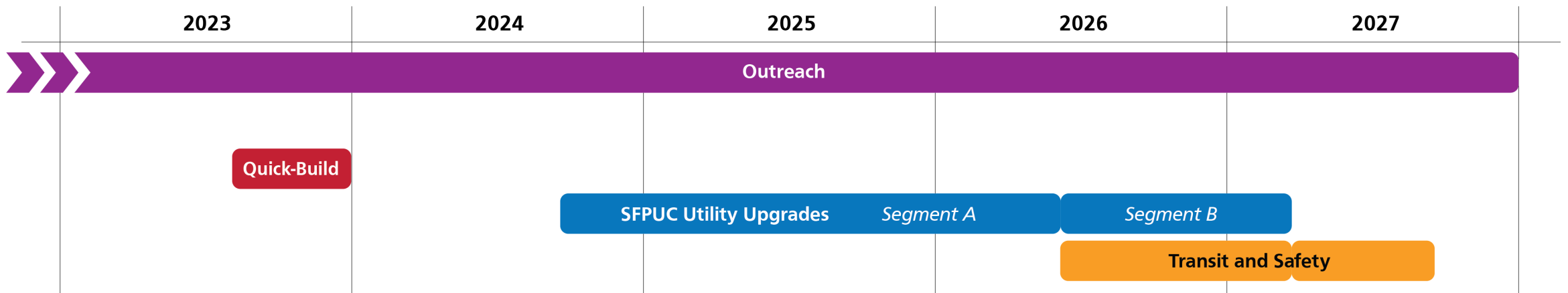
7. Geary Boulevard Improvement Project update

Upcoming approval process – comparison of options, part 2

	Option 1: staff recommendation	Option 2: delayed transit lanes
SFMTA staff work	Minimizes need for re-work by SFMTA field shops and related staff work	~ 600 hours of additional staff work by SFMTA field shops and related staff work
Cost	~ \$1.7M including staff time and materials for Quick-Build implementation	+\$200k (staff time plus direct costs for additional mailer, signage to inform of transit lane implementation)
Legibility	Implementation of continuous transit lanes is easier for the public and bus operators to understand/navigate	Implementation of discontinuous transit lanes is more difficult for the public and bus operators to understand/navigate and creates need to adjust a second time after full implementation
Shared Spaces	Shared Spaces that applied to be in the permanent program (Joe’s Ice Cream, Jin Pot, Trad’r Sams) could utilize GBIP project funds to cover their required rebuild	Shared Spaces that applied to be in the permanent program (Joe’s Ice Cream, Jin Pot, Trad’r Sams) would have to cover their own cost to rebuild in compliance with the permanent program requirements (~\$20,000 each) and would then need to re-build a second time in ~2025 (GBIP project funds would then cover)

7. Geary Boulevard Improvement Project update

Tentative 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



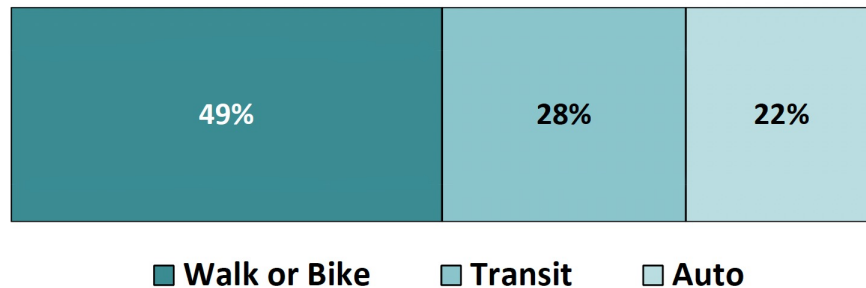
Roadway repaving

7. Geary Boulevard Improvement Project update

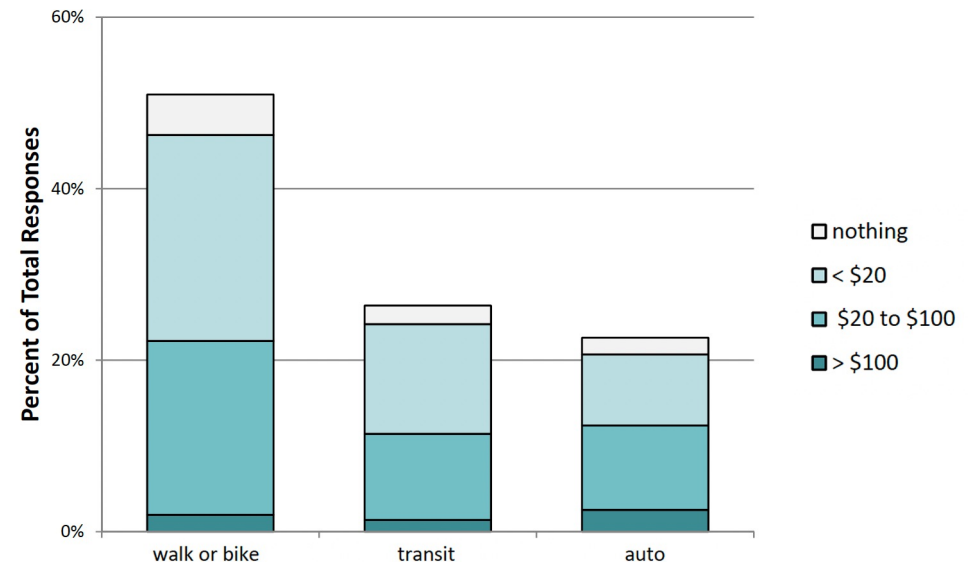
San Francisco County Transportation Authority (SFCTA) intercept survey

- Survey conducted in 2013, collected 589 responses
- Taken at several locations along Geary between 23rd and Arguello with large number of pedestrians, but not directly in front of any business or close to a bus stop

How did you travel to Geary Boulevard today?



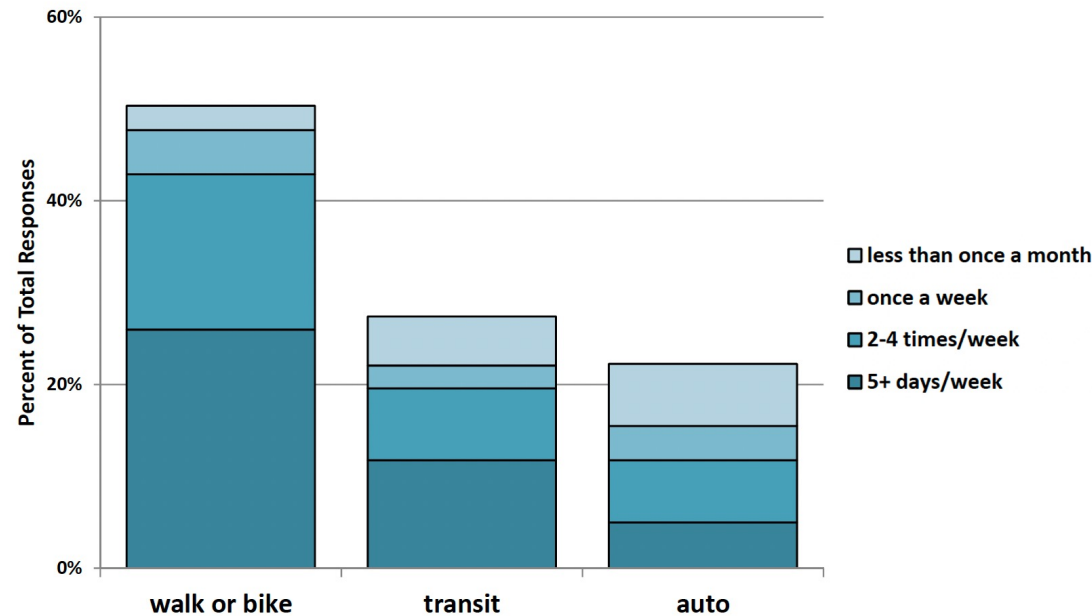
How much do you plan to spend at Geary Boulevard businesses on this trip?



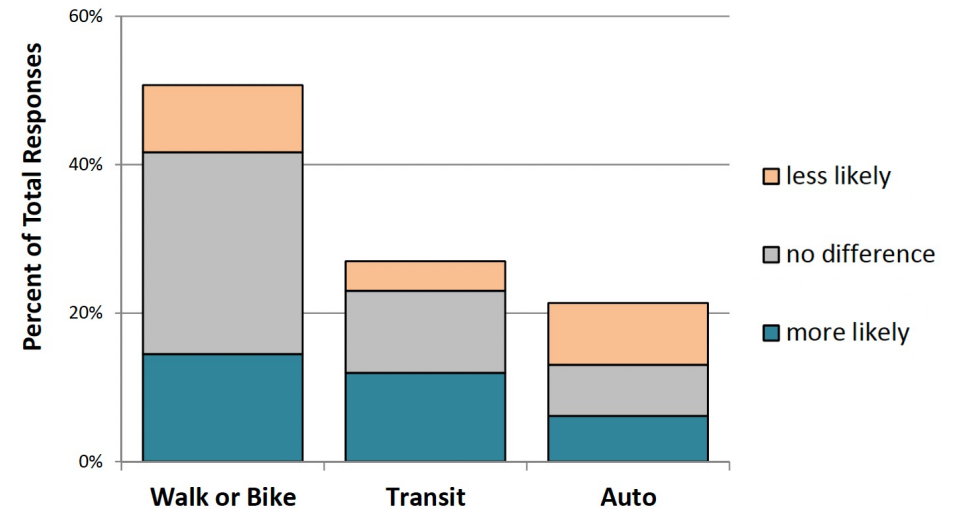
7. Geary Boulevard Improvement Project update

San Francisco County Transportation Authority (SFCTA) intercept survey

How often do you visit businesses or services on Geary Boulevard?



Would you be *more or less* likely to visit Geary businesses if Muni were faster and more reliable *and* some parking were removed?



Surveys conducted on other commercial corridors showed similar results, with average per-trip spending slightly higher by car, but fewer visits per week:

- Mission Street: 83% walk or transit, 12% drive
- Polk Street: 68% walk or transit, 15% drive

8. Geary Rapid Project update

January CAC Follow-up

- O'Farrell Street pavement quality
 - Comment that roadway pavement on O'Farrell Street is bumpy, and question if paving is possible.
- SFMTA relayed comment to SFPW Paving Program and received notice that O'Farrell Street blocks between Van Ness and Grant are candidates for resurfacing
 - Design could begin this year with construction as soon as 2026
 - **NOTE:** *All Public Works Street Resurfacing Program candidates are subject to substitution and schedule changes pending available funding, visual confirmation, utility clearances and coordination with other agencies and are NOT guaranteed to be moved forward to construction. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the Public Works Street Resurfacing Program candidates to be postponed or dropped from consideration.*

8. Geary Rapid Project update

“Geary East” contract: Van Ness to Market Street

- Coordinated roadway repaving is complete, and contract punch-list nearing completion.
- Paint Shop has restored crosswalks, traffic lane lines and bus zones. Beginning installation of red thermoplastic transit-only lane colorization soon (delayed due to rain).



9. Adjourn

Thank you!

Next meeting: July 12, 6 p.m.

1 South Van Ness Avenue, 7th Floor
Union Square Conference Room