

Geary Rapid Project

Transportation Management Plan

Our Plan to Minimize Transportation Disruption to the Community During Construction

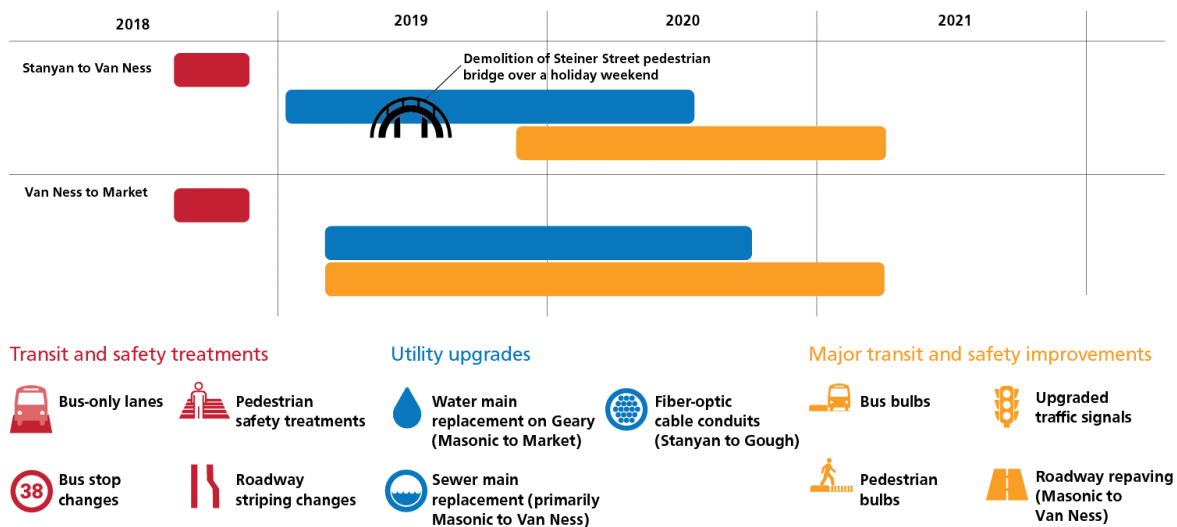
December 2018



Overview

The Geary Rapid Project is a civic improvement project that aims to make traveling on Geary and O’Farrell between Stanyan and Market streets a more reliable and safer experience with dedicated bus lanes, bus stop changes, improved pedestrian crossings and traffic signal upgrades. To minimize disruption, construction will occur in coordination with work sponsored by partner City agencies, including SF Public Works roadway repaving; SF Public Utilities Commission sewer and water main replacement; and Department of Technology fiber optic conduit installation. Work will be delivered via four separate construction contracts, three of which SF Public Works is responsible for and one of which SF Public Utilities Commission is responsible for. Construction is expected to last about 2.5 years beginning around the end of 2018 and continuing into 2021 as shown in the below construction schedule.

Geary Rapid Project Construction Schedule



The purpose of this Transportation Management Plan (TMP) is to outline the procedures the project will follow during construction to minimize transportation impacts. The need to prepare a TMP was identified as a part of the environmental planning process for the project. The Geary Corridor Bus Rapid Transit Environmental Impact Report and Environmental Impact Statement found that during construction of the project, construction activities could lead to temporary traffic delays, detours, closure of lanes or sidewalks, and affect the accessibility for people using all modes of transportation. However, with the development of and adherence to a TMP, these impacts would be less than significant.

The rest of this document is organized into the following two sections:

- Public information and outreach:** summarizes the steps the Geary Rapid Project team will take to provide advance notice about construction and to seamlessly handle any issues reported by community stakeholders

- **Minimizing common transportation disruptions during construction:** describes the type of inconveniences that may occur during construction and the steps the Geary Rapid Project team will take to minimize them

Public information and outreach

Building on the comprehensive, inclusive outreach that was conducted during the planning, environmental review, and design phases of the project, the Geary Rapid Project team is committed to informing the public about upcoming construction and how it may affect them. The following summarizes the main techniques that will be implemented during construction.

Mailed notices

During past key milestones, the project team has sent mailed notices to properties within about two blocks of the corridor. Most recently, the project team sent a mailer in September 2018 announcing that construction would be beginning shortly and focusing on the near-term implementation of transit-only lanes, bus stop changes, and pedestrian safety improvements that are currently underway. It also overviewed the entire project's construction schedule. Going forward, properties within close proximity to each of the four construction contracts will receive a mailed notice 30 days before that work begins. In addition, the project team will prepare a quarterly newsletter, and on a biannual basis, mail the newsletter to all properties within about two blocks of the corridor (all newsletters will also be distributed electronically).



Stay up-to-date with construction on Geary over the next two weeks with today's construction forecast: bit.ly/2OUCQNW

Construction forecasts and other email/text updates

Each week, the project team will prepare a construction forecast that announces work anticipated in the next two weeks. This forecast will be delivered via email and text message as well as posted online. Stakeholders can opt in to receive these updates by visiting SFMTA.com/Geary

24-hour contact information and complaint resolution process

The project team has established a project hotline (415.646.2300) and email address (GearyRapid@SFMTA.com) that will be active throughout the duration of construction. The project hotline is currently answered during business hours, but will be active 24 hours/day before major construction begins. All inquiries received will be logged in a centralized system

and responded to within 48 hours. Staff answering the project hotline will have the ability to triage urgent issues to those able to resolve them and will have access to key points of contact, including the Project Manager, Resident Engineer, and the Contractor.

Project signs every 100 feet

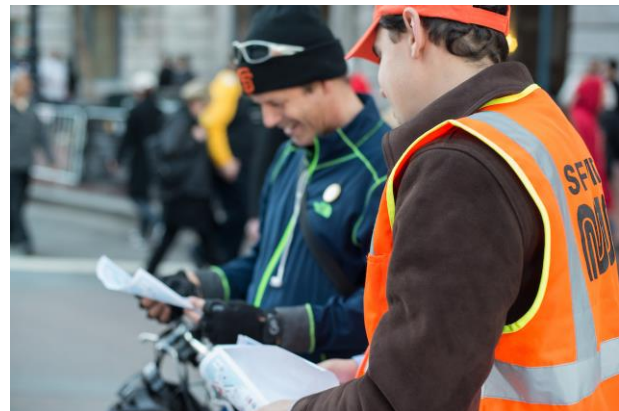
Each of the four construction contractors will be required to post project signage every 100 feet within the limits of active work 72 hours before the work commences. The signs will be large and easy to read with the project email and hotline number featured prominently and will be regularly maintained until active construction work is complete.

Temporary bus stop signs

At times during construction, bus stops may need to be temporarily re-located. Signs will be posted that indicate where the bus has been temporarily located to. The project team has received feedback that signs used on past projects have at times been confusing. The project team is committed to working with transit rider stakeholders to identify improvements to signage design and placement to improve the effectiveness of the signs. In addition, all temporary bus stop re-locations are posted via an [interactive website](#).

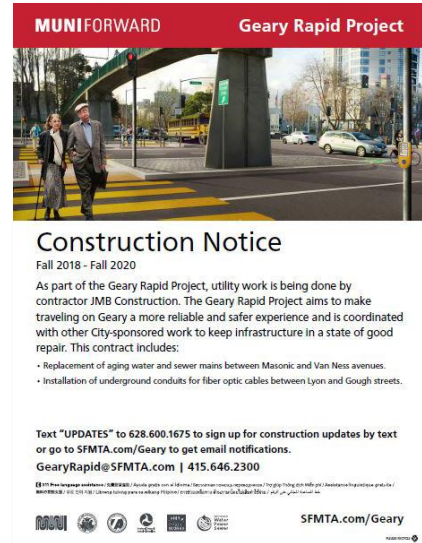
Ambassadors

At times, the project team will station ambassadors in the corridor to distribute project information. Ambassadors are provided with key project information and handouts and provide a visible physical presence to distribute information to corridor stakeholders. Ambassadors will be used to guide pedestrians and transit riders during any periods of greater disruption, such as the long weekend roadway closure planned for the intersection of Geary at Steiner during the demolition of the pedestrian bridge.



Geary CAC

The Geary Community Advisory Committee (CAC) is a 15-member advisory body that meets every other month to advise SFMTA staff on both the Geary Rapid Project and the Geary Boulevard Improvement Project (the second phase of Geary improvements between Stanyan and 34th Avenue). The Geary CAC shares the community's interests with the project team and relays project information to its respective communities. The SFMTA keeps members informed, listens to and acknowledges concerns and aspirations, and provides feedback on how public input influenced project decisions.



- Input received informs project decisions and is shared with decision-makers.
- The Geary CAC serves as a conduit to the communities they represent.
- Geary CAC members share information with and collect feedback from the communities they represent.
- Feedback provided by the Geary CAC on the Geary projects will be shared with the project teams.

All meetings are open to the public and include opportunities for public comment. Meetings are posted at the Geary Rapid Project website: [SFMTA.com/Geary](https://www.sfmta.com/Geary)

Changeable Message Signs

At times during construction, construction contractors will utilize changeable message signs to alert travelers of detours or other important information.

Minimizing common transportation disruptions during construction

During construction, the project will create some inconveniences for corridor users. Contractors must follow [*Regulations for Working in San Francisco Streets*](#), also known as the *Blue Book*, that provide rules for working safely and in a way that causes the least possible interference with pedestrian, bicycle, transit, and other traffic. The Blue Book includes requirements regarding the Holiday Moratorium, which generally prohibits work between 7:00 a.m. and 10:00 p.m. between Thanksgiving and January 1 in certain parts of the city with major business/commercial uses. In addition, the SFMTA coordinates with a variety of other land use development and infrastructure projects to minimize disruption and the potential for re-work.

The following summarizes some likely inconveniences, and strategies to minimize them.

Lane closures

At times, lanes will need to be closed to carry out construction. Typically, lane closures would be limited to one lane of traffic in each direction and work would not typically be done during peak commute hours, or at night. Each of the four contractors will be required to prepare detailed Traffic Control and Detour Plans subject to approval by the Traffic Engineer. More information about these requirements are available for review in the contract specifications regarding Traffic Control.



During the Steiner bridge demolition, a full roadway closure of Geary Boulevard at Steiner Street is planned over a 3-day holiday weekend such as Memorial Day 2019. A focused public information campaign will be implemented to provide advance notice to limit the disruption associated with this closure.

Parking and loading

At times, a contractor may need to temporarily occupy roadway space adjacent to the curb that is typically used as on-street parking or passenger or commercial loading. Each of the four contractors will be required to prepare detailed Parking and Storage Plans subject to approval by the Traffic Engineer. More information about these requirements are available for review in the contract specifications regarding Traffic Control. As a part of reviewing these plans, SFMTA will strive to minimize any impacts to on-street passenger or commercial loading by coordinating with adjacent properties along the Geary corridor, identifying locations for replacement spaces, or working with the contractor to plan construction activities to minimize impacts from the loss of these spaces.



Pedestrian detours

At times sidewalks may need to be temporarily closed during construction. The contractor will be required to maintain pedestrian access to all properties and maintain minimum clear paths of travel.

Bus stop locations may temporarily be relocated

As mentioned in the prior section, bus stops may need to be temporarily relocated during construction. Signage will be posted to make it clear where the temporary stop locations are.

Conclusion

Through consistent dissemination of public information via multiple channels and limiting transportation disruption through strategic planning of lane closures and detours, the project team will minimize the most disruptive aspects of construction, ensuring corridor travelers can still get where they need to go.