



Geary Boulevard Improvement Project

Project Changes in Response to Feedback, Fall 2022

Thank you to the over 900 people who weighed in on the [Geary Boulevard Improvement Project proposals](#) during our second round of design phase outreach last spring. We are making some changes to the project proposals to respond to areas of common feedback (a comprehensive summary of feedback received is available in the [Outreach Round 2 Summary](#)). There are also several areas where we are responding to feedback received by providing additional information.

Evening and Sunday Meter Expansion

What Was Proposed: To increase parking availability for people visiting businesses or making other short-term trips, the project proposed introducing new weekday evening (6-10pm) and Sunday (12-6pm) metering on Geary Boulevard between 14th and 28th avenues.

What We Heard: Stakeholders expressed a variety of concerns with the proposal, including:

- A majority of respondents (over 70%) indicated they were probably or definitely opposed to the proposal;
- There was concern about the impact that such a policy could have on the relative competitiveness of the Geary merchant corridor as compared to other merchant corridors without extended metering; and
- There was concern about the timing of implementing such a policy during a sensitive COVID economic recovery period.

What We Did: Dropped parking meter expansion from the project proposals.

38 Geary Local 17th Avenue Outbound Bus Stop

What Was Proposed: To improve transit performance for the 38 and 38R Geary lines, this bus stop was proposed to be relocated across the street, west of 17th Avenue.

What We Heard: The proposed new location could make access to adjacent businesses more difficult and would further reduce parking on a block with existing Shared Space parklets.

What We Did: Updated the proposal to retain the bus stop in its current location, east of 17th Avenue. We are now proposing to extend the bus zone length in this location to meet Muni standards, thereby making it more likely that a local bus can pull over curbside to pick up and drop off passengers while allowing a Rapid bus to pass in the travel lane.

Left-Turn Restrictions at 22nd and 23rd Avenues

What Was Proposed: To improve pedestrian safety, left turns from Geary Boulevard westbound at 22nd Avenue were proposed to be restricted.

What We Heard: We heard concerns that this would create a long gap in westbound left-turn opportunities for people driving, particularly for access to 25th Avenue as a relatively major north-south arterial. At the same time, we heard interest from some stakeholders in decreasing turns onto 23rd Avenue as its currently designated a Slow Street.

What We Did: We modified the proposal as shown in Figure 1 below to remove the proposed restriction on Geary westbound at 22nd Avenue and introduce new proposed restrictions on Geary westbound at 23rd Avenue and Geary eastbound at 22nd Avenue. These changes will:

- Continue to provide a left-turn opportunity at 22nd Avenue for people driving westbound to access 25th Avenue southbound.
- Improve safety at both the 22nd and 23rd avenue intersections. By allowing left-turns in only one direction at each of these intersections, the intersections' complexity will decrease. Each turn prohibition would allow for the removal of a left-turn pocket, providing room to provide a safe median refuge for pedestrians crossing the street.
- Decrease vehicle turning movements onto southbound 23rd Avenue, supporting its designation as a Slow Street.

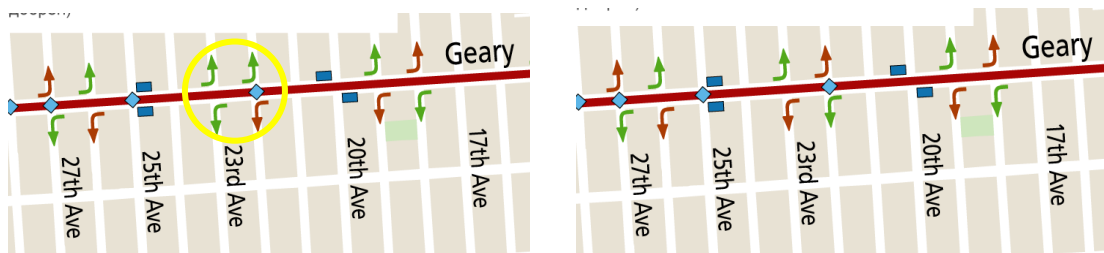


Figure 1: Spring 2022 (left) and revised (right) left-turn restriction proposals at 22nd and 23rd avenues

Color Curb Designations

What We Heard: There were three locations where we received specific feedback that a different color curb designation would be more helpful for adjacent properties' access needs.

What We Did: Modified proposed color curb designations to incorporate feedback by:

- 1) Converting one proposed green short-term parking meter to a new general parking meter on the west side of 5th Avenue;
- 2) Consolidating a yellow commercial loading zone and general loading zone to allow for two additional general parking metered spaces on the north side of Geary between 18th and 19th avenues; and
- 3) Designating a new green meter on Geary at the northeast corner of 24th Avenue.

Impacts to Shared Space Parklets

What We Heard: The project proposals would likely have impacts on up to 10 parklets that would need some re-configuration to work with the proposed new street design. We heard concern that businesses had made substantial financial investments in parklet structures and are still struggling financially as they recover from COVID financial impacts. Businesses may not be able to afford making alternations to parklet structures to accommodate the decreased width of a parallel parking space as compared to an angled parking space.

What We Did: The project is committed to covering the costs to modify directly impacted parklets. The project team will coordinate directly with any impacted businesses to formulate a plan well in advance of implementation.

Additional Project Information Requested

What We Heard: There were several areas of feedback where additional information was requested.

What We Did: We are providing the requested information in this document.

Segment-level transit travel time and parking impacts comparison

Many commenters expressed interest in understanding the relative scale of benefits and impacts overall and within different segments of the project limits. Table 1 below provides information on one of the key project benefits, transit travel time savings, as well as one of the key project impacts, on-street parking loss. In addition to traffic safety and transit reliability improvements, the project proposals would result in approximately 619 daily person hours (or 26 person days) of savings for 38/38R Geary riders using pre-COVID ridership. With most recent ridership, transit savings is estimated at ~343 daily person hours or 14 person days. The proportion of travel time savings is similar to the proportion of parking impacts by block.

Table 1- Project transit travel time benefits and parking impacts by segment (pre-COVID ridership data)

	Daily Person Hours of Transit Time Savings	Proportion of Person Hours of Transit Savings	Proportion of Parking Impacts	Net Change in Parking	# of Angled Parking Blocks Converted to Parallel
34th Ave – 25th Ave	34	6%	8%	-3	1.5
25th Ave – Park Presidio	345	56%	56%	-20	8.5
Park Presidio – Palm/Jordan	239	39%	36%	-13	0
Total	619			-36	10

**Percents may not sum to 100% due to rounding*

Information on construction impacts and mitigation

Many stakeholders had questions or concerns about construction impacts. The SFMTA project team is still coordinating with other city agencies, including the San Francisco Public Utilities Commission (SFPUC) and San Francisco Public Works (Public Works), that may choose to combine work along the corridor. Much of SFPUC's water and sewer lines under Geary Boulevard are over 100 years old and are due to be replaced in the near future. How much of SFPUC's potential work is combined with the transportation project will have a significant impact on the overall duration of construction. Once the coordinated scope is finalized later this year, a more detailed schedule and description of impacts will be shared.

In the meantime, here is some additional information on what could be expected during construction. After proposed Quick Build implementation in early 2023, it is likely that construction of civil improvements would begin sometime by 2025. SFMTA's scope would involve construction disruption at spot locations such as for intersection corner bulb-outs and traffic signal upgrades. Disruption on any individually affected block would typically be six to eight weeks and total construction duration would last approximately one year. Depending on the scale of SFPUC work combined with the project, the durations of specific disruption and overall duration would be longer.

The city is committed to mitigating the construction impacts of the project and would implement a comprehensive suite of mitigation strategies modeled on [what has been done for past projects](#). This would include:

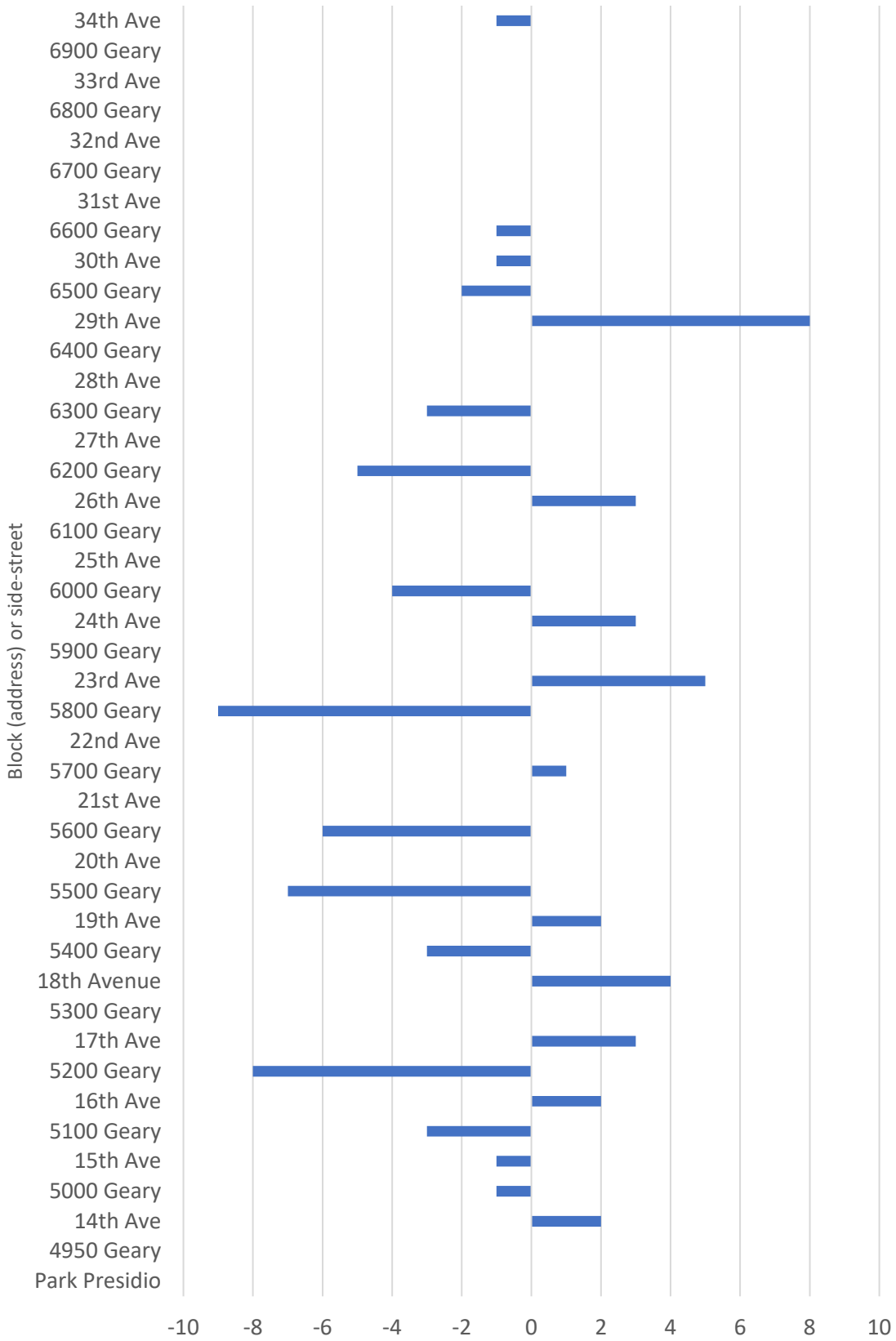
- Weekly construction forecasts sent via email, text and online.
- Dedicated 24/7 project hotline and email.
- Office of Economic and Workforce Development (OEWD) services.
- Custom corridor signage.
- Marketing component to be determined by merchants such as financial support for advertising, producing/printing/distributing business directories, or other ideas determined by affected merchants.

Block-by-block parking impacts charts

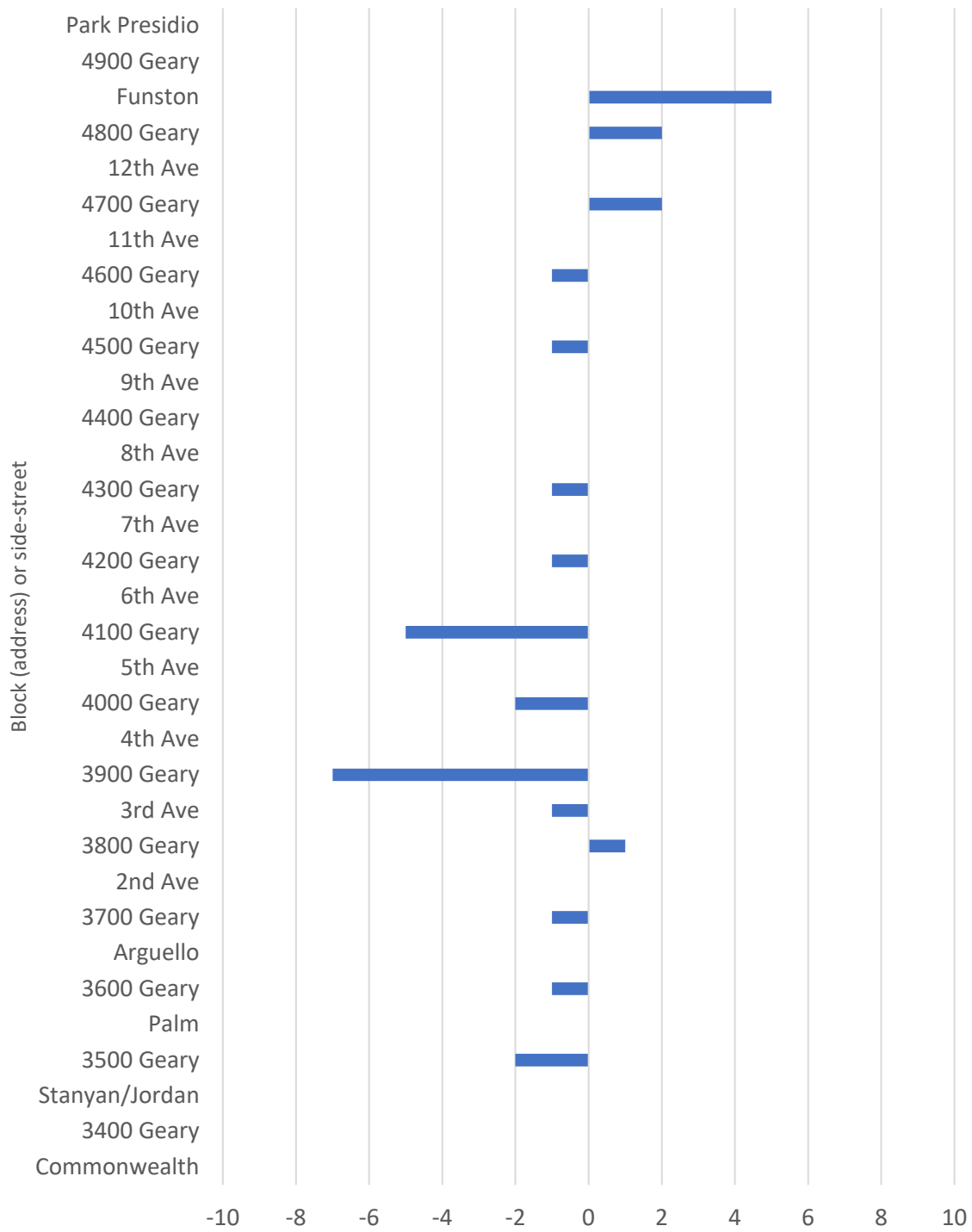
The block-by-block drawings of project proposals include before and after conditions that allow the viewer to see where parking is added or removed, but in order to understand the net change in parking on a block, the viewer needs to count the change in parking spots.

To complement the drawings, the charts on the following pages illustrate additions or subtractions of parking on each block of Geary as well as new parking proposed to be created on side streets by converting some parallel parking to angled parking. Overall, there would be a net loss of about 36 parking spaces across the entire project area, averaging about 1 space per block. Within the angled parking portion of the corridor (5100 Geary through 6300 Geary blocks), average parking loss is about 4 spaces per block on Geary, though most (66%) of that parking is restored on side-streets, bringing the net average below 2 spaces per block.

Block by Block Parking Changes: 34th Avenue to Park Presidio



Block by Block Parking Change: Park Presidio to Stanyan



Questions? Contact us at:
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