

Geary Boulevard Improvement Project

FAQs for Businesses

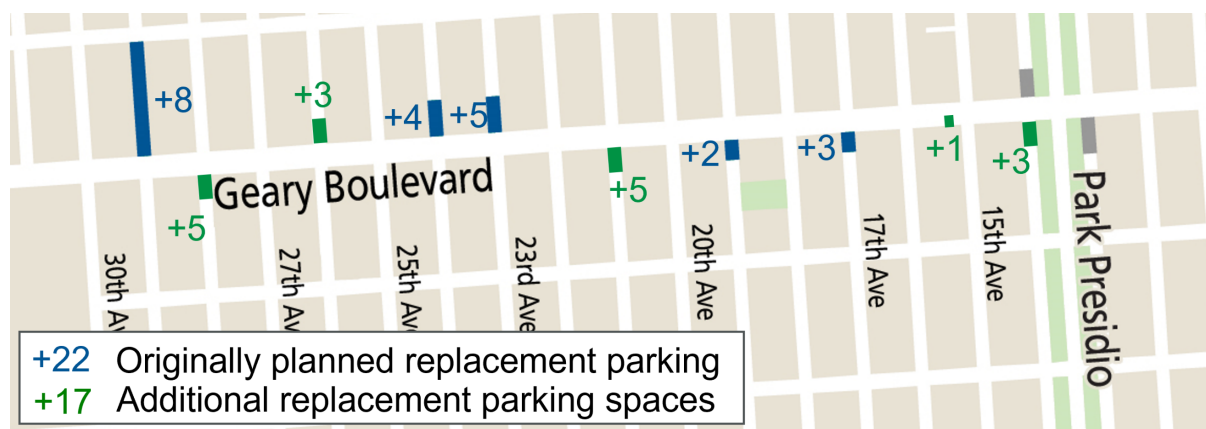


Why is the project needed?

Geary Boulevard is a priority for improvements because it is one of the busiest bus corridors in San Francisco, with more than 36,000 riders per day. It is also part of San Francisco's "High-Injury Network," with an average of one pedestrian traffic injury within the project area each month. The Geary Boulevard Improvement Project aims to decrease traffic injuries and death and support the city's economic recovery by improving transit travel time and reliability.

Where will replacement parking be provided?

The below map illustrates the location and number of parking spaces that would be provided on several cross streets in close proximity to the Geary commercial core. More information about parking impacts is available at [SFMTA.com/GearyParking](https://www.sfmta.com/GearyParking).



Locations where replacement parking would be provided.

What will the economic effects of the project be?

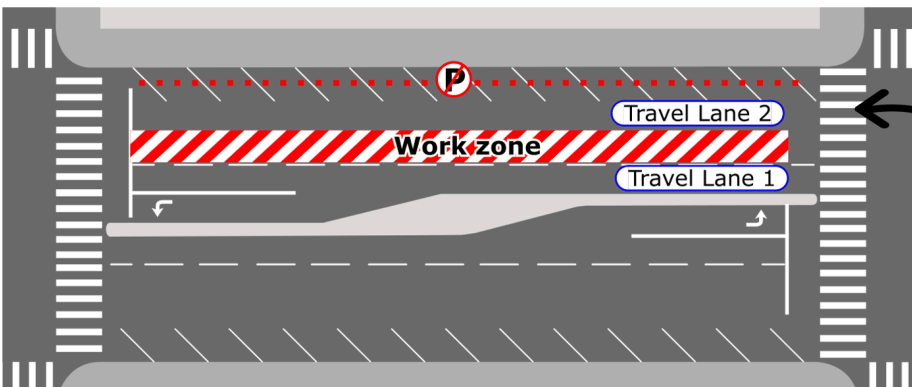
We expect that improving the experience of riding transit and walking within the project area will help attract additional customers for Geary businesses. An intercept survey of visitors to the Geary project area found that 77% of people arrived by transit, walking, or biking, and 22% of people arrived by car. People who arrived by bike, walking and transit visited the Geary corridor more frequently and spent more money. When similar projects have been implemented in other parts of the city such as on the L Taraval and 14 Mission lines, we have found sales tax revenue has been similar or higher than citywide averages after project completion. We have worked hard to maintain about 99% of the parking within one block of the corridor to maintain access for people who drive, and are committed to helping merchants implement a marketing campaign to attract new customers.

Why can't Quick-Build improvements wait until after SFPUC water and sewer construction?

It's important to move forward with the Quick-Build later this year to:

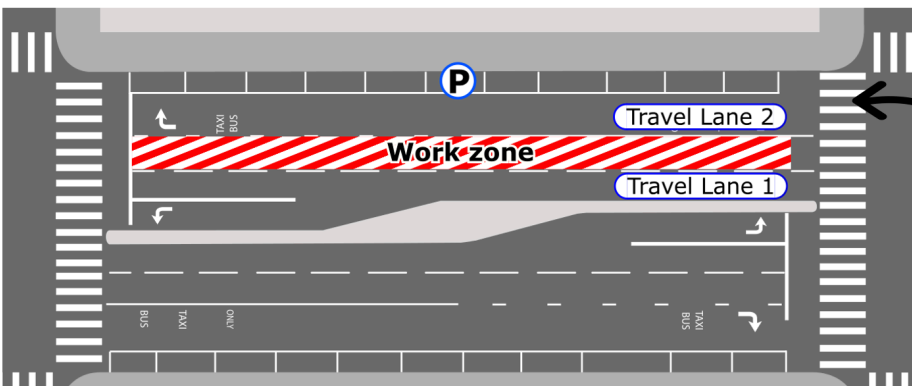
- Act with urgency to decrease traffic injuries and deaths in the project area
- Support the city's economic recovery by improving transit travel time and reliability for 36,000 transit riders
- Protect buses from delays and keep more on-street parking during SFPUC construction (see below graphic)
- Move forward with State grant-funded signal re-timing that must be spent by the end of 2023. This signal retiming would help keep buses and cars moving with improved signal synchronization, and provide more time for pedestrians to cross the street.
- Ensure traffic will flow smoother and more predictably by moving the bus out of the traffic lane and giving general traffic their own two travel lanes.

Example street configuration during construction with angled parking



Angled parking lane would be used as a traffic lane during SFPUC construction.

Example street configuration during construction with parallel parking



With parallel parking, there would be enough room to keep both parking lane *and* traffic lane during most activities.

Converting angled parking to parallel parking would help preserve more parking during SFPUC water and sewer construction. The above diagram shows an example roadway configuration during construction. There would be times when the parking lane with parallel parking would need to be used during construction, but the amount of time it would be used would be less than with angled parking.