Geary Community Advisory Committee

October 12, 2022
Order of Business

1. Call to order
2. In-person meeting housekeeping
3. Roll call
4. Approval of minutes – July 13, 2022
5. Public comment
6. Geary Rapid Project update
7. Geary Boulevard Improvement Project update
8. Adjourn
2. In-person meeting housekeeping

• 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 the phone for CAC member questions/comments and public comment for each item

• Restrooms

• Masks are required
3. Roll Call

Icebreaker:
Please introduce yourself and share with everyone:

What intersection along Geary are you most familiar with?
4. Approval of minutes

• July 13, 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 Rapid 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 Rapid update

Draft evaluation findings: Overview

Time periods:
- 2018: Pre-project
- 2019: Quick Build including non-colored transit lanes, bus stop changes
- 2022: After full project implementation, including bus and pedestrian bulbs, new traffic signals/crosswalks, red colored transit lanes

Metrics
- Transit Performance: travel time, transit lane violations, reliability*
- Safety: Transit collisions, vehicle speeding, right-of-way allocation, traffic collisions*
- Other: Equity*, parking availability*, operator and rider experiences*

*results not included in today’s presentation, but will be included in evaluation report
6. Geary Rapid Project update

Draft evaluation findings: Transit travel time

- 38R Rapid bus travel time improved after Quick Build and largely retained savings
- Local buses showed less improvement after Quick Build, but more savings after full project completion

Eastbound/Inbound: Park Presidio to Van Ness.

<table>
<thead>
<tr>
<th></th>
<th>AM Peak</th>
<th>PM Peak</th>
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</thead>
<tbody>
<tr>
<td>38</td>
<td>0% -4%</td>
<td>0%</td>
</tr>
<tr>
<td>38R</td>
<td>-5% -4%</td>
<td>-3%</td>
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<tr>
<td>38</td>
<td></td>
<td>-7% -6%</td>
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<tr>
<td>38R</td>
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Source: SFMTA APC data, percent changes are relative to 2018
6. Geary Rapid Project update

Draft evaluation findings: Transit travel time

- More significant savings in westbound direction for both local and Rapid with Quick Build and full project contributing to overall savings
- Savings as high as 3 minutes for local buses and 4 minutes for Rapid buses in PM peak

Westbound/Outbound: Park Presidio to Van Ness

<table>
<thead>
<tr>
<th></th>
<th>AM Peak</th>
<th></th>
<th>PM Peak</th>
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<tbody>
<tr>
<td></td>
<td>2018</td>
<td>2019</td>
<td>2022</td>
<td></td>
</tr>
<tr>
<td>38</td>
<td>-2%</td>
<td>-5%</td>
<td>-5%</td>
<td>-11%</td>
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<tr>
<td>38R</td>
<td>-8%</td>
<td>-12%</td>
<td>-5%</td>
<td>-11%</td>
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<tr>
<td>38</td>
<td></td>
<td></td>
<td>-13%</td>
<td>-16%</td>
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<tr>
<td>38R</td>
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</tbody>
</table>

Source: SFMTA APC data, percent changes are relative to 2018
6. Geary Rapid Project update

Draft evaluation findings: Trips by mode

- 38 + 38R ridership is about 58% of pre-COVID – higher than Muni system as a whole (~50%)
- Counter to trends, transit volumes in corridor have recovered in almost identical proportion to vehicle volumes
- Pedestrian volumes have recovered at higher proportion, about 70%

Source: 38/38R ridership based on SFMTA APC data, vehicle volume is average of 2 days of 24-hour counts averaged across three locations (Collins, Baker, Laguna), pedestrian counts is average of 2 days of 24-hour counts averaged across four locations (Collins, Divisadero, Fillmore, Laguna)
6. Geary Rapid Project update

Draft evaluation findings: Transit lane compliance

• **47% decrease** in vehicles illegally entering transit lanes after red coloring added
• At Parker Street, illegal usage decreased by **>100 vehicles per hour**
• **>80% reduction** in vehicles parking in transit lanes

Source: SFMTA intersection video counts measured at Gough, Divisadero, and Park in 2019 (non-colored transit lanes) and 2022 (red colored transit lanes) during AM (7-9am) and PM (4-6pm) weekday peak periods
6. Geary Rapid Project update

Draft evaluation findings: Transit collisions

- Providing a dedicated transit lane decreases the need for operators to merge in and out of traffic, decreasing collision potential
- Transit collision rate has decreased by 2/3, outpacing citywide reduction due to reduced pandemic vehicle travel
- Geary Rapid transit collision rate is about 50% of citywide rate
6. Geary Rapid Project update

Draft evaluation findings: Safety
Promising indicator: right-of-way re-allocation

- About 25% of street space re-allocated from general traffic to transit and walking
- Research from NYC Department of Transportation indicates that right-of-way reallocation was the most important factor in decreasing pedestrian injuries, even more so than pedestrian specific infrastructure (e.g. bulbs)

![Change in Total Right-of-Way Area By Purpose Before and After Geary Rapid Project (Laguna to Gough)]

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Before %</th>
<th>After %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalks and bulbs</td>
<td>14%</td>
<td>18%</td>
</tr>
<tr>
<td>Parking/curb</td>
<td>11%</td>
<td>11%</td>
</tr>
<tr>
<td>General traffic</td>
<td>57%</td>
<td>32%</td>
</tr>
<tr>
<td>Transit lanes</td>
<td>20%</td>
<td>20%</td>
</tr>
<tr>
<td>Median/turn pockets</td>
<td>20%</td>
<td>20%</td>
</tr>
</tbody>
</table>
6. Geary Rapid Project update

Draft evaluation findings: Safety
Promising indicator: vehicle speeds

- Safety components of the project decreased speeding: road diet, additional signals/crosswalks, and signal retiming
- Share of vehicles traveling >40 mph (>5 mph over speed limit) decreased by 80% in Japantown and 70% in Anza Vista
- Small reduction in median speed, ~ 2mph

Source: SFMTA speed surveys conducted during mid-day freeflow traffic (200-2,300 vehicles per survey)
6. Geary Rapid Project update

Draft evaluation findings: Safety

Next steps ongoing

- Reducing Geary Boulevard speed limit to 30mph
- Ongoing collision analysis: initial collision analysis shows overall collision rate has remained about constant, longer time period may reveal additional benefits
- Advocacy for complementary policy changes, e.g. Automated Speed Enforcement
6. Geary Rapid Project update

Draft evaluation findings: Next steps

• Written evaluation report with full findings to be published later this year, with additional communications to promote key findings anticipated (e.g. blog post)
6. Geary Rapid Project update

“Geary East” contract: Van Ness to Market Street

• Roadway repaving is scheduled in October. Limits cover the coordinated Verizon/MCI work. Red lane painting is planned to begin after paving work.

• With the lane reconfiguration, the inbound 38 Geary bus stop on O’Farrell Street at Powell Street will now remain in its current nearside location.
7. Geary Boulevard Improvement Project update

Overview

1. Changes in response to Outreach Round 2 feedback
2. New diagrams to illustrate project needs and benefits
3. Recent meetings and stakeholder coordination
4. Construction impacts/mitigation
5. Approvals process
7. Geary Boulevard Improvement Project update

Changes in response to Outreach Round 2 feedback

Announced via email on 9/19: report available on project website
7. Geary Boulevard Improvement Project update

Changes in response to Outreach Round 2 feedback

Project change: dropped evening and Sunday parking metering from project proposals

• Majority of respondents probably or definitely opposed
• Concern about relative competitiveness of Geary merchant corridor to others without extended metering
• Concern about timing relative to COVID recovery
Changes in response to Outreach Round 2 feedback

Project change: dropped proposed re-location of 17th Avenue outbound bus stop

- Concern with curb impacts to adjacent businesses
- Opportunity to improve bus operations by extending existing bus zone location to standard length, adjacent to parallel parking
7. Geary Boulevard Improvement Project update

Changes in response to Outreach Round 2 feedback

Project change: commitment that project budget will cover cost to re-build parklets directly impacted by angled parking conversion
7. Geary Boulevard Improvement Project update

Changes in response to Outreach Round 2 feedback

Project change: adjustments to proposed color curbs in three locations in response to feedback

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.
7. Geary Boulevard Improvement Project update

Changes in response to Outreach Round 2 feedback

Project change: Modifying proposed left-turn restrictions at 22nd and 23rd avenues including removing the proposed restriction on Geary westbound at 22nd Avenue and introducing new proposed restrictions on Geary westbound at 23rd Avenue and Geary eastbound at 22nd Avenue.
7. Geary Boulevard Improvement Project update

Changes in response to Outreach Round 2 feedback

Additional project information provided

- Segment-level transit travel time and parking impacts
- Information on construction impacts and mitigation
- Block-by-block parking impact charts/tables
7. Geary Boulevard Improvement Project update

Project needs and benefits

More people ride transit/walk/bike to work than drive near project limits

Richmond commute mode share
for GBIP-adjacent block groups (38th Avenue to Stanyan)

- Non Auto Modes: 42% (Transit), 6% (Walk), 2% (Bike), 3% (Other)
- Auto Modes: 37% (Drive Alone), 10% (Carpool), 3% (Other)

American Community Survey, 2016-2020 (excludes ~12% telecommute)
https://sfgov.maps.arcgis.com/apps/MapSeries/index.html?appid=27dafffd21c0541d88aa8f2b7f06edcc8
7. Geary Boulevard Improvement Project update

Project needs and benefits

Aligning street space with street use

Street Use
Daily Trips: Geary Inbound at 25th Ave
(~18,500 daily trips)

Street Space
Geary: 15<sup>th</sup>-25<sup>th</sup> Avenue
Existing Conditions

Geary 15<sup>th</sup>-25<sup>th</sup> Avenue
With Project Proposals

- People in Buses
- People in Private Vehicles
- Transit
- Private Vehicles

Sources: People in cars = Existing pre-COVID traffic daily inbound volumes at Geary and 25<sup>th</sup> Avenue from Geary BRT EIR/EIS, People on Buses = SFMTA weekday load on 38 and 38R at Geary/25<sup>th</sup> Avenue in January/February 2020 pre-COVID. Street space is estimation of proportion of curb-to-curb street space dedicated to transit (transit stops and transit lanes) vs. dedicated to general traffic (travel lanes, parking, loading).
7. Geary Boulevard Improvement Project update

Project needs and benefits

How transit lanes improve transit performance

With transit lane present, these buses would be more likely to be at the front of the intersection when the light turns green. Implications:

- Travel time between stops is more consistent
  - Allows for signal optimization to support transit
  - Less likely for buses to get bunched
- Travel time is faster
7. Geary Boulevard Improvement Project update

Project needs and benefits

Reduced greenhouse gas emissions

7,100 Number of car trips that switch to transit due to project

= 5,600 Annual reduction in Carbon Dioxide (CO2 in metric tons)

Equivalent to CO2 reduction from:

10 Square miles of forest planted
Or

700 Homes switching to sustainable energy

Source: SFCTA SF-CHAMP estimate for year 2030
7. Geary Boulevard Improvement Project update

Recent meetings and stakeholder coordination

- July 18: San Francisco Youth Commission
- July 20: Sattary Structural Engineering
- July 27: SF Transit Riders Transit Planning Working Group
- July 28: Hummus Bodega
- August 24: Congregation Beth Sholom
- August 31: SF Toyota
- August 31: St. Monica’s
- September 12: Planning Association for the Richmond Board
- September 25: Golden Gate Christian Church
Construction impacts and mitigation

• After potential Quick Build implementation in 2023, construction start date for civil improvements likely 2025
• SFMTA scope would involve construction disruption at spot locations such as for corner bulb-outs and signal upgrades.
  • Disruption on an individual affected block typically 6-8 weeks
  • Total construction for only SFMTA work ~1 year
• Conversations regarding SFPUC coordinated scope ongoing, would increase construction duration
7. Geary Boulevard Improvement Project update

Construction impacts and mitigation

Example construction mitigation strategies:

• 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
7. Geary Boulevard Improvement Project

Approvals process beginning later this year/early next year

• SFCTA CAC
• SFCTA Board 1st Reading
• SFCTA Board 2nd Reading
• SFMTA Board

When dates for meetings are solidified, notifications will be posted and sent out through multiple channels
8. Adjourn

Thank you!

Next meeting: January 11, 2023, 6 p.m.