

Reimagining Geary Boulevard



**Town Hall Meeting with
Supervisor Eric Mar**

July 31, 2013

Reimagining Geary Boulevard

- ❖ **Reimagining Geary with Bus Rapid Transit**

- ❖ **Overview**

- ❖ **Recent outreach and what we've heard**

- ❖ **New developments and recent progress**

- ❖ **Reimagining Geary's streetscape**

- ❖ **Attractive and safe**

- ❖ **Supports merchants and patrons**

- ❖ **Your ideas**

Reimagining Geary Boulevard



Reimagining Geary with BRT

- ❖ 50,000+ daily transit riders
- ❖ Bus corridor: 48th Avenue to Transbay Transit Center
- ❖ Current bus routes: 38, 38L, 38AX, 38BX, GGT92



Not to scale

— Existing 38L route;
— Proposed BRT route



Existing street configuration is unfavorable for buses, pedestrians, and bicyclists.



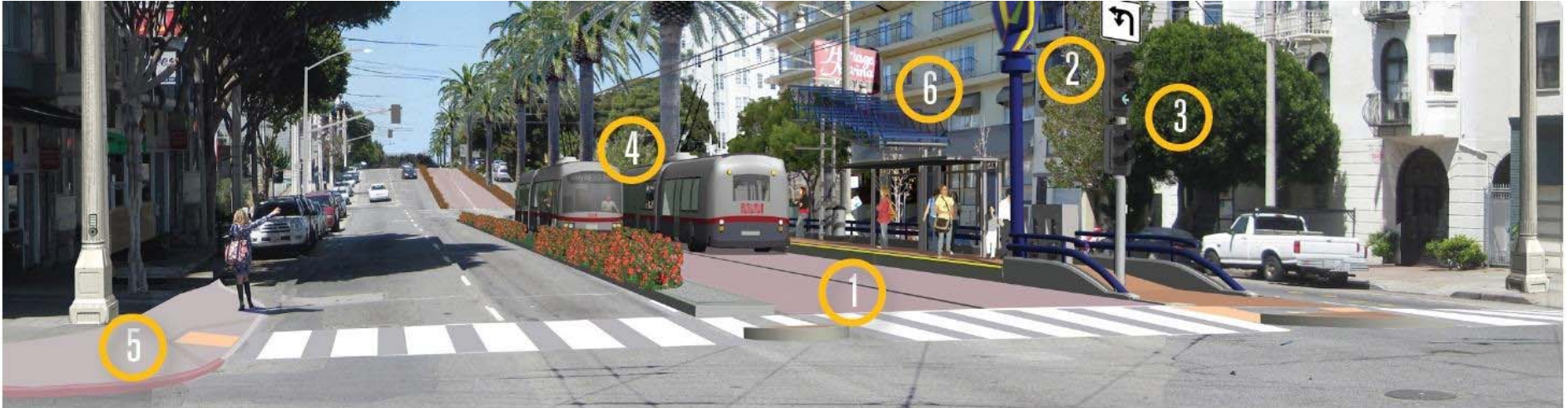
Existing bus service is slow and unreliable.



Transit ridership on Geary is consistently high in both directions throughout the day, on weekdays, and weekends.



Bus Rapid Transit Features

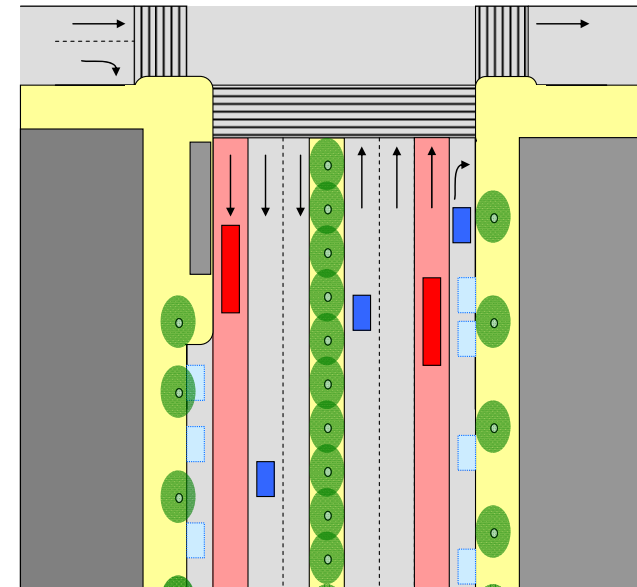
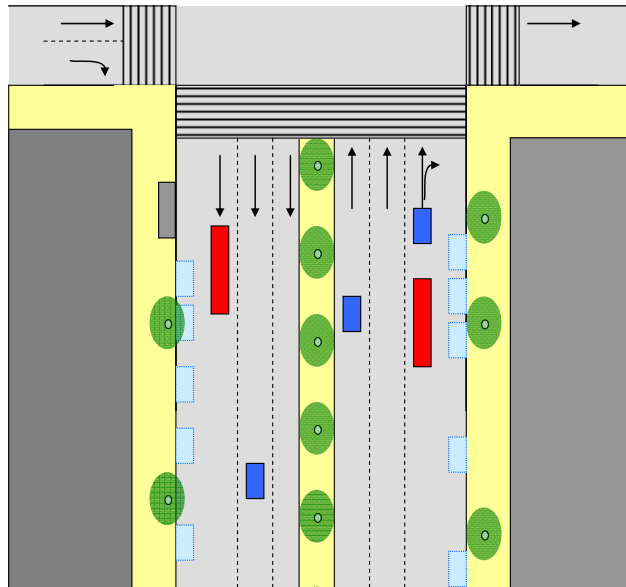
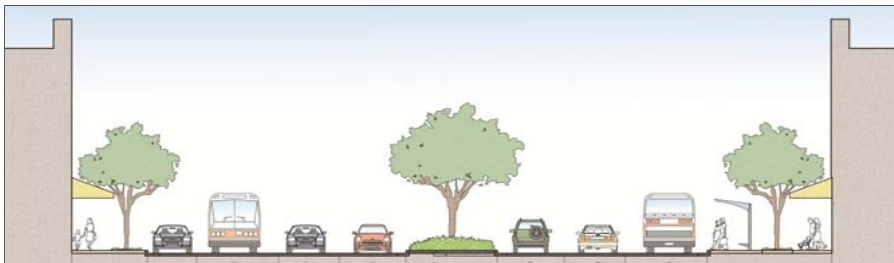


- ① Dedicated transit lane
- ② Transit signal priority
- ③ Traffic signal optimization
- ④ All-door boarding and low-floor vehicles
- ⑤ Pedestrian safety and streetscape enhancements
- ⑥ High-quality stations

West of Gough Street

Alternative 1: No Project / Baseline

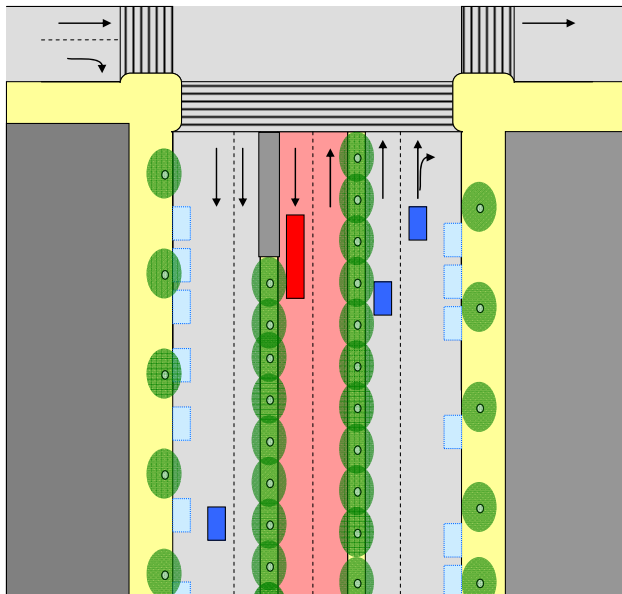
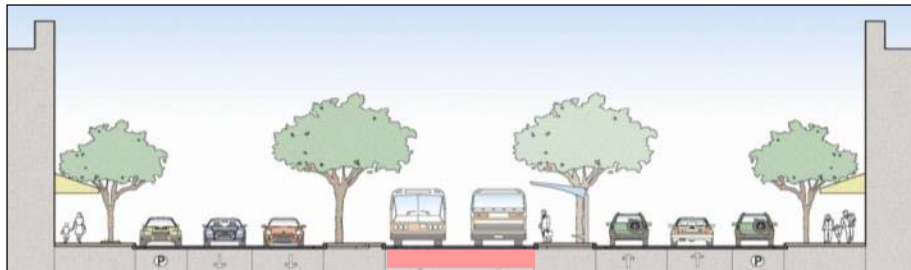
Alternative 2: Side-lane BRT



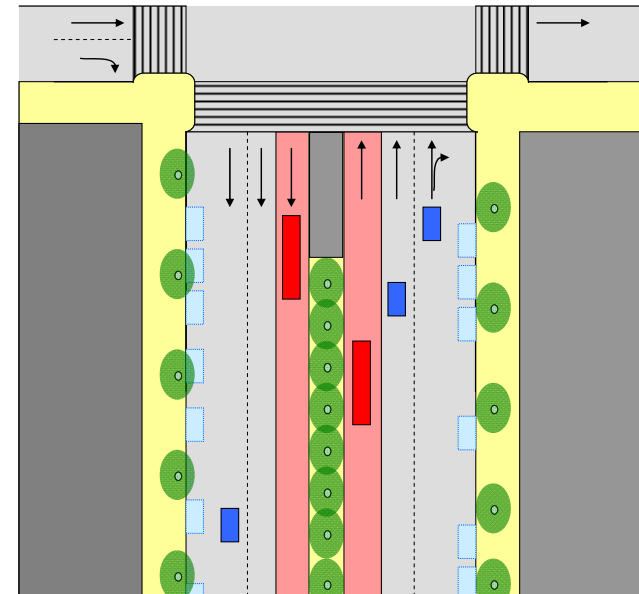
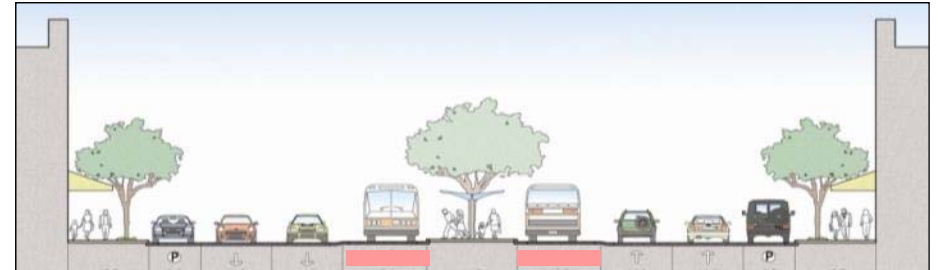
Not to scale. For planning and conceptual purposes only.

West of Gough Street

Alternative 3: Center-lane BRT with Dual Medians



Alternative 4: Center-lane BRT with Single Median



Not to scale. For planning and conceptual purposes only.

- ❖ Summer 2012: open houses held throughout corridor
- ❖ Meetings with 30+ local organizations and community groups
- ❖ Door-to-door merchant outreach
- ❖ Customer intercept survey
- ❖ Project Citizens Advisory Committee



Key issues raised during community outreach include:

- ❖ Support for transit improvements in corridor
- ❖ Desire to better organize traffic, parking, and pedestrian space while minimizing traffic impacts
- ❖ Need for pedestrian safety improvements
- ❖ Concern regarding any loss of parking and its effect on merchants
- ❖ Need to minimize construction impacts
- ❖ Desire for landscaping and trees





- ❖ Customer intercept surveys:

- ❖ Conducted in March 2013 at four locations along Geary
- ❖ 7 midweek days and 3 Saturdays
- ❖ 589 total responses

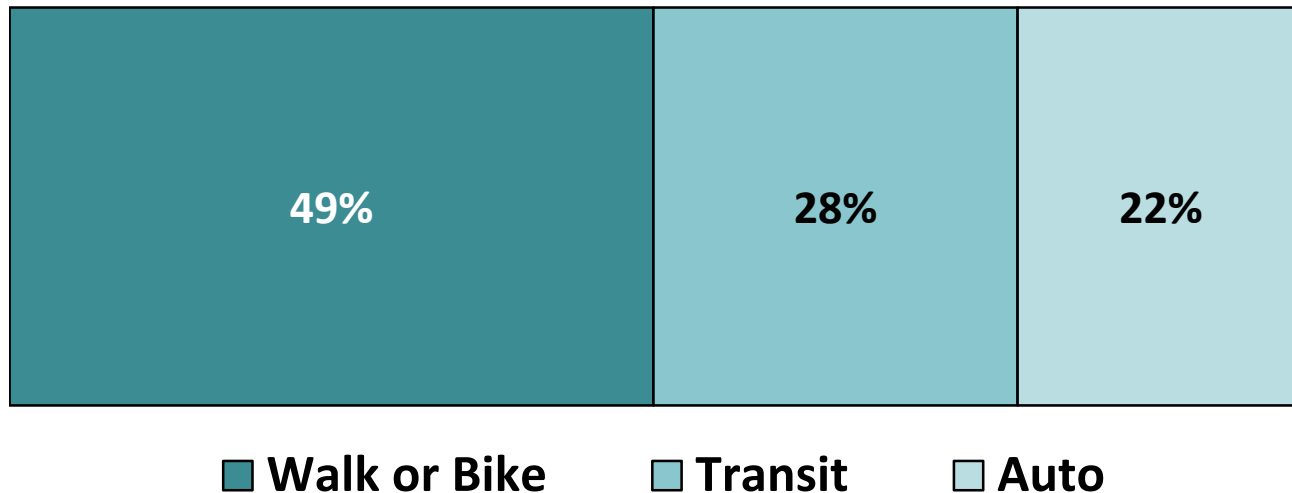
- ❖ Merchant surveys:

- ❖ Conducted in May 2013; door-to-door along Geary and Clement
- ❖ Weekdays and Saturday
- ❖ Visited all businesses at least twice
- ❖ 260 total responses

Customer Survey:

How did you travel to Geary today?

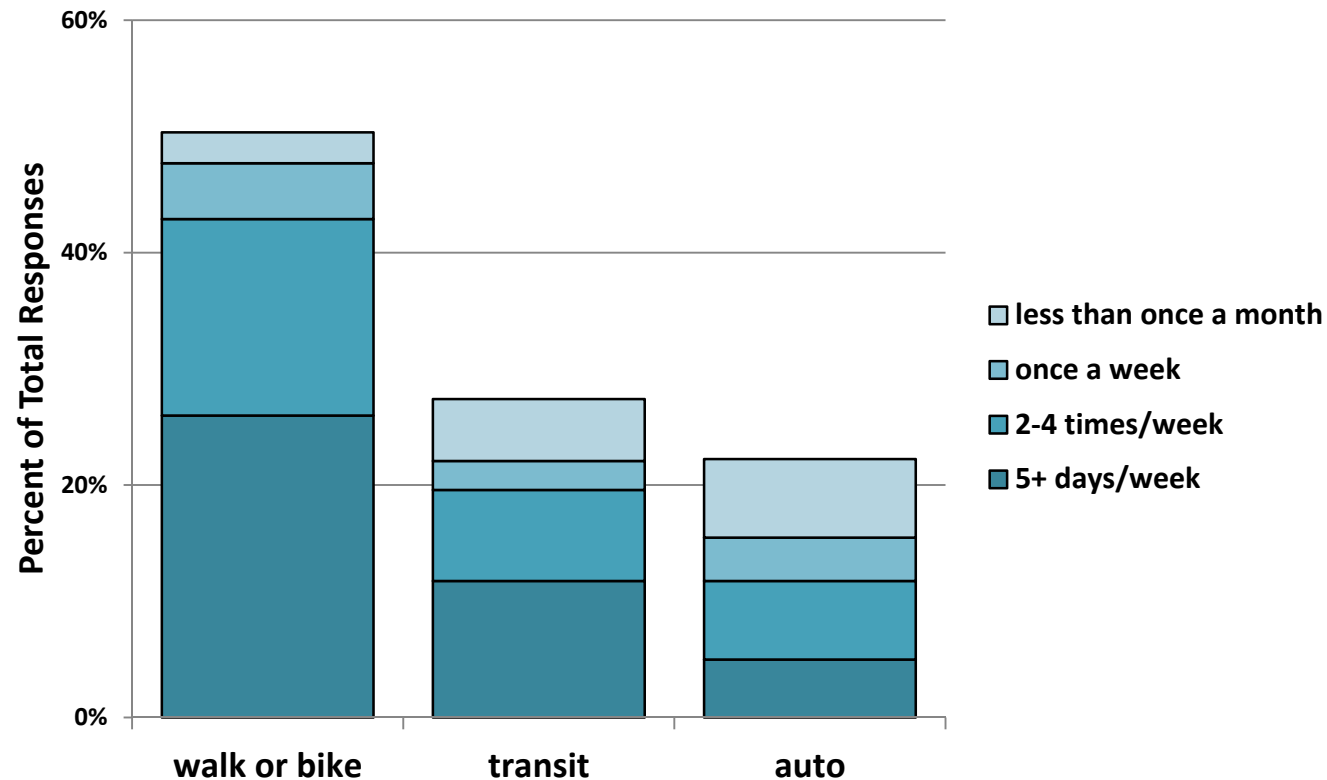
How did you travel to Geary Boulevard today?



Customer Survey:

How often do you visit businesses or services?

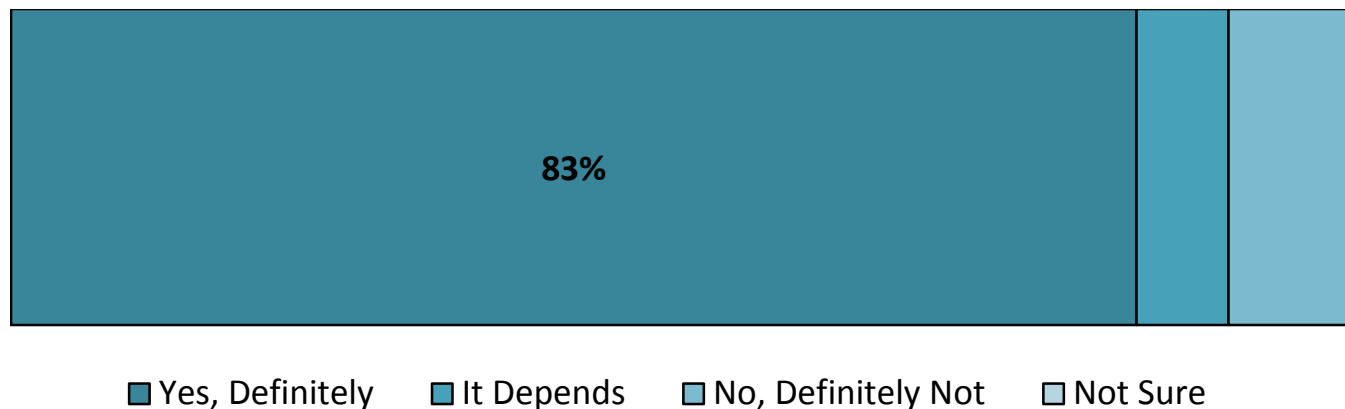
How often do you visit businesses or services on Geary Boulevard?



Customer Survey:

Would you walk longer for better bus service?

Would you be willing to walk an additional block or two to a bus stop if it meant your ride would be faster and the bus more reliable?

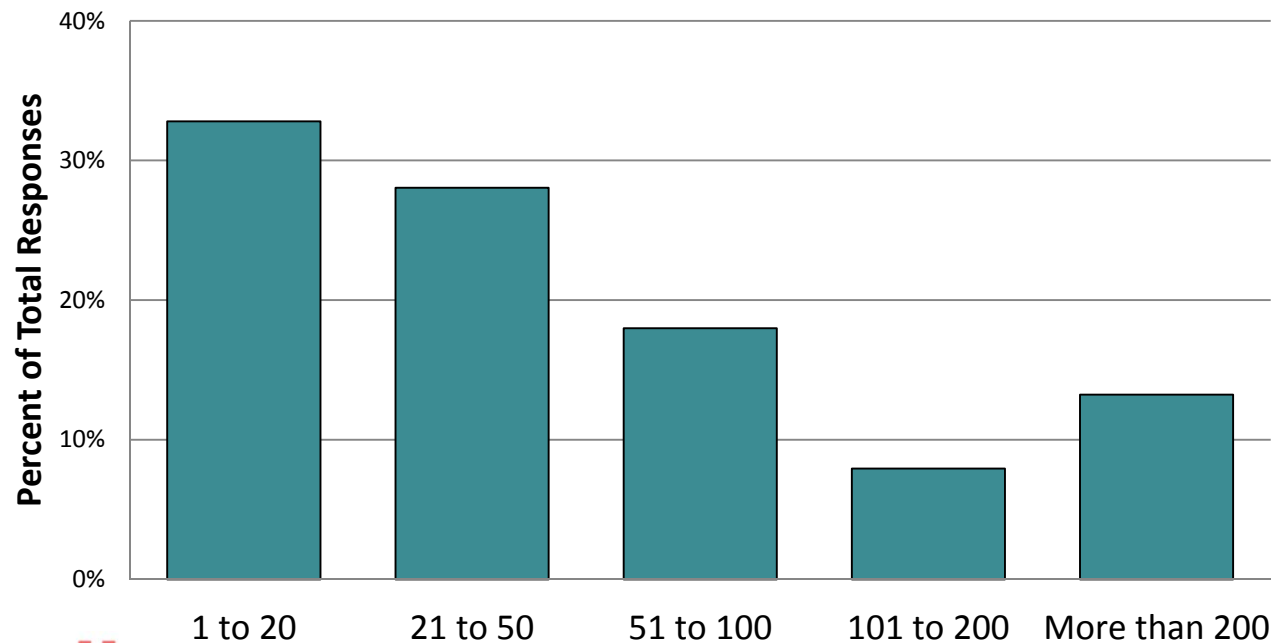


Merchant Survey:

How many customers visit your business?

- Over 70% employ 5 or fewer people
- Most have 50 or fewer daily customers

How many customers visit your business location on an average day?



Customer and Merchant Surveys:

How do customers travel to Geary?

Customers surveyed arrived at the corridor by:



Merchants surveyed estimated that their customers arrive by:

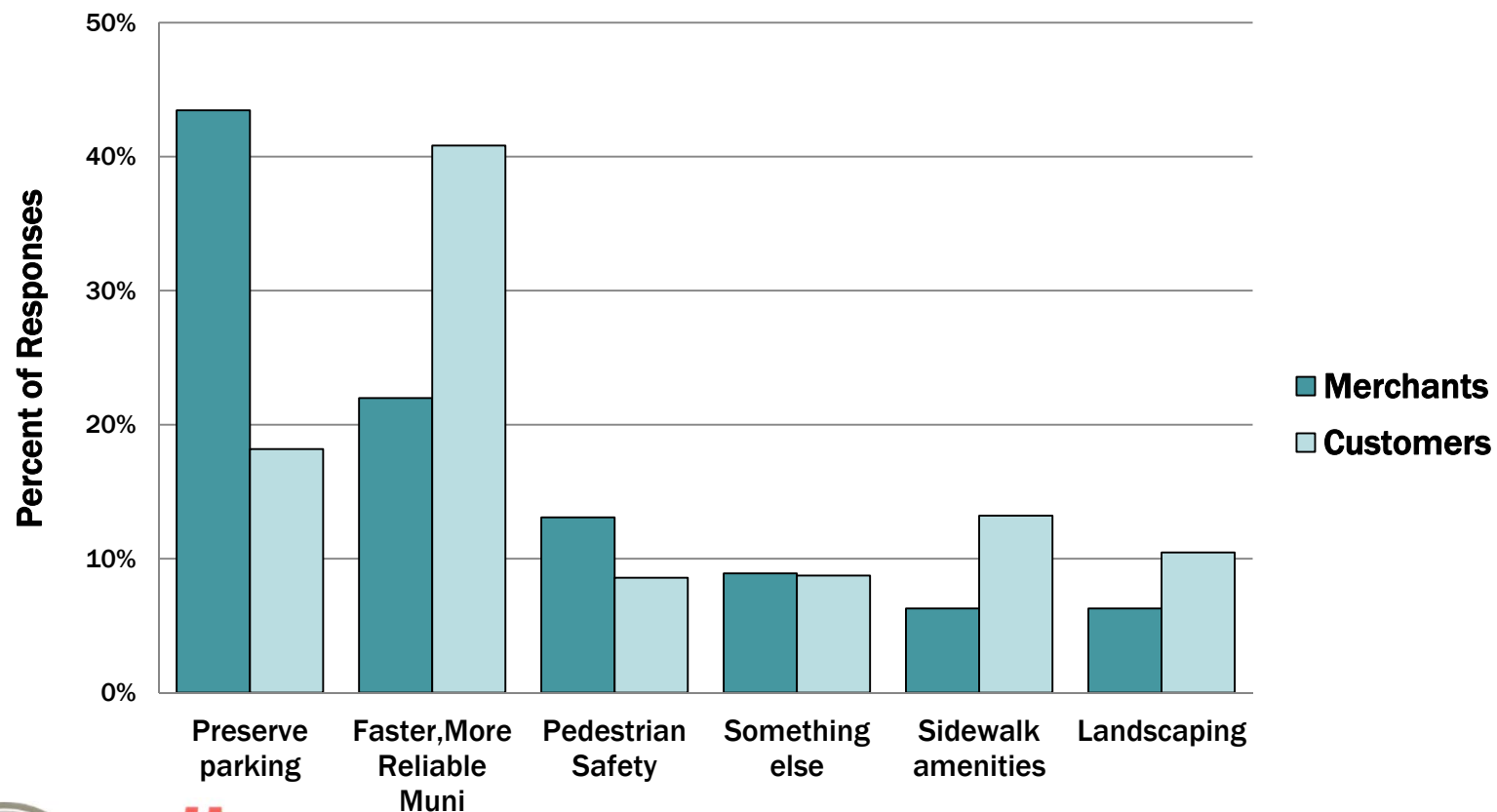


■ Walk or Bike ■ Transit ■ Auto



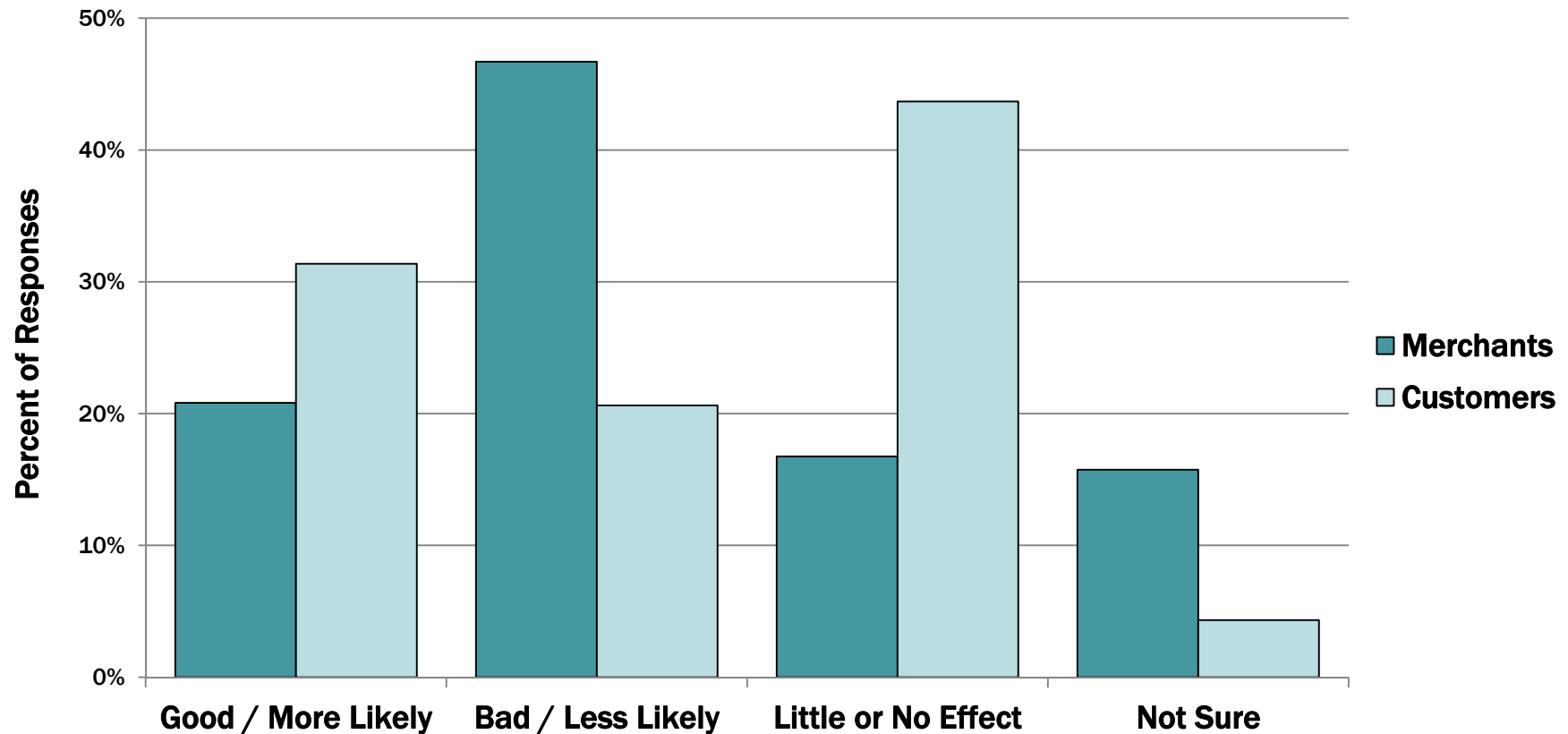
Customer and Merchant Surveys: *What's your highest priority for change?*

What would be your highest priority change for Geary Boulevard?



Customer and Merchant Surveys: *Effect of BRT on businesses?*

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





- ❖ Provide BRT service to 48th Avenue
- ❖ Extend BRT lanes to 33rd Avenue
- ❖ Explore new alternative (Alternative 3-Consolidated)
- ❖ Run BRT on frontage roads in Masonic area
- ❖ Consider “filling” Fillmore underpass
- ❖ Accelerate bus improvements

Proposed BRT: West of 33rd Avenue



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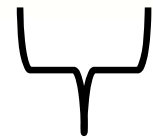
Alternative 1: No Project / Baseline



Proposed BRT: 26th Ave. to 33rd Ave.



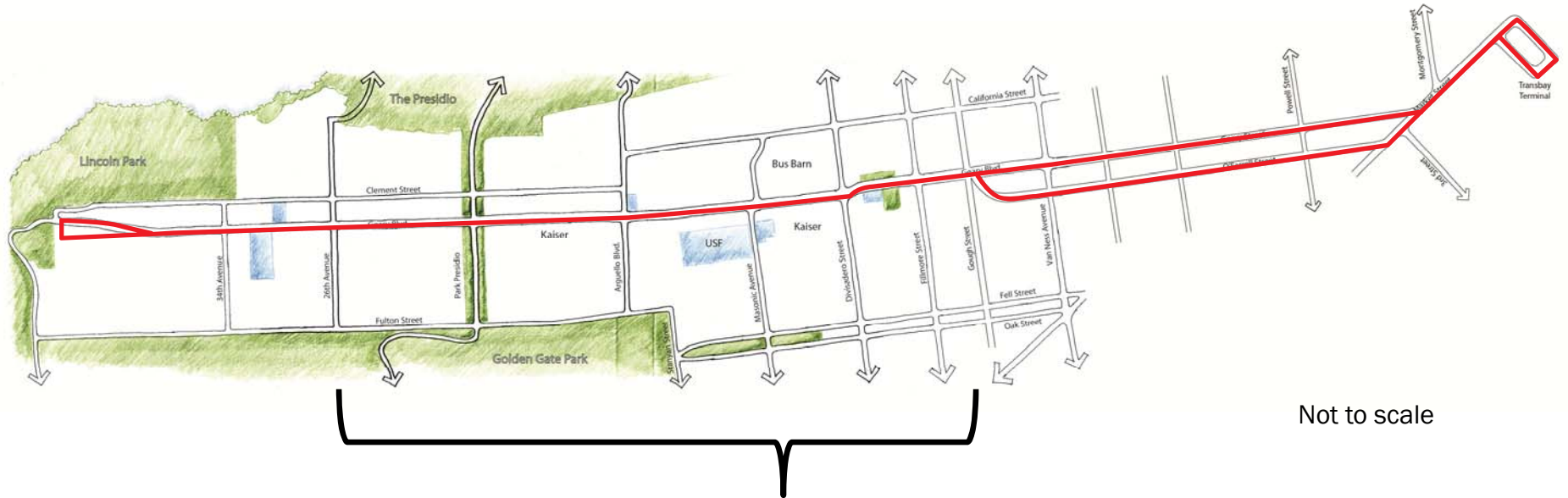
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Alternative 2: Side-lane BRT



Proposed BRT: Gough to 25th Ave.

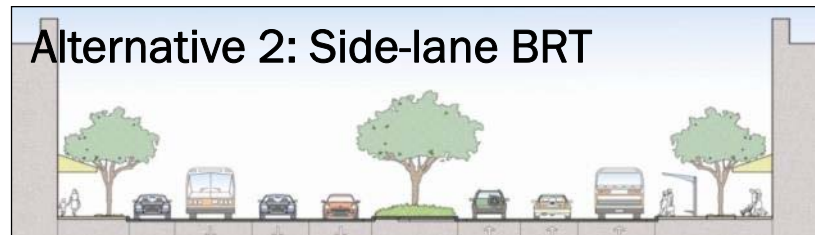


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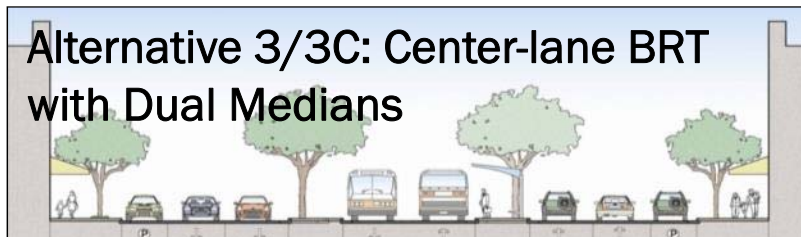
Alternative 1: No Project / Baseline



Alternative 2: Side-lane BRT



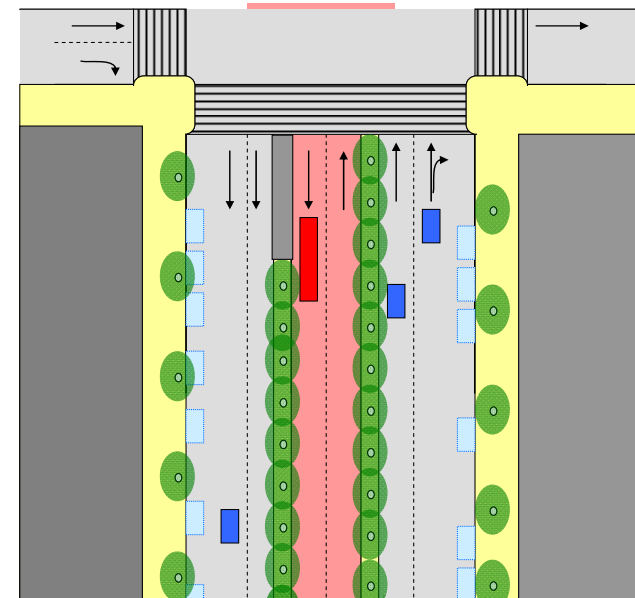
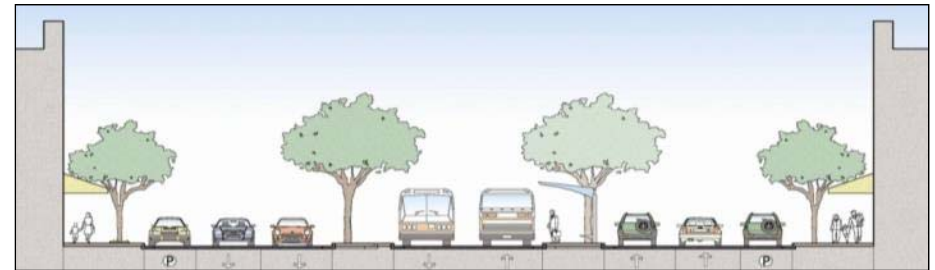
Alternative 3/3C: Center-lane BRT with Dual Medians



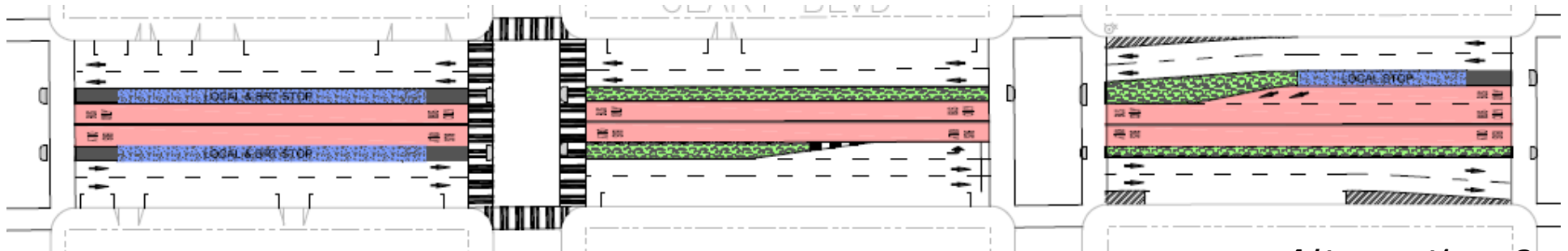
Alternative 4: Center-lane BRT with Single Median



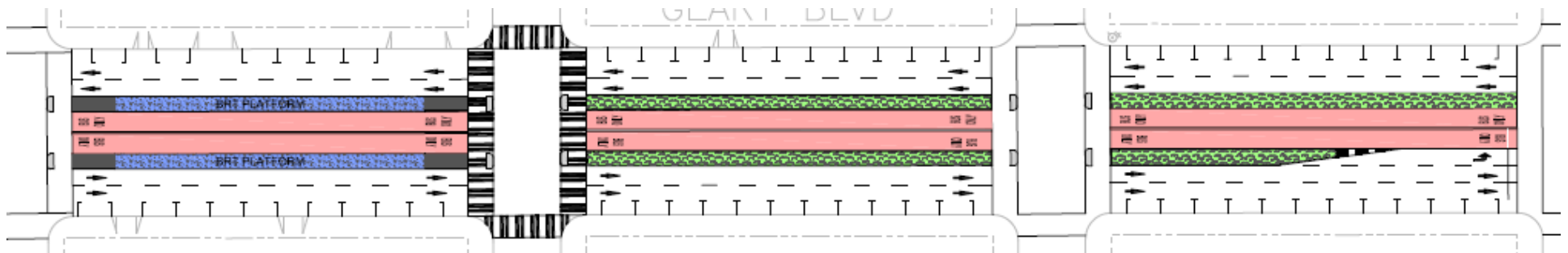
- ❖ Configuration similar to Alternative 3
- ❖ Consolidates local and limited-stop BRT services
- ❖ Consolidated stops closer together than current limited stops but farther apart than local stops
- ❖ Requires no bus passing lanes
- ❖ No overall parking loss in segment between Palm and 25th Avenue



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Alternative 3



Alternative 3-Consolidated

BRT and Local Bus Stops



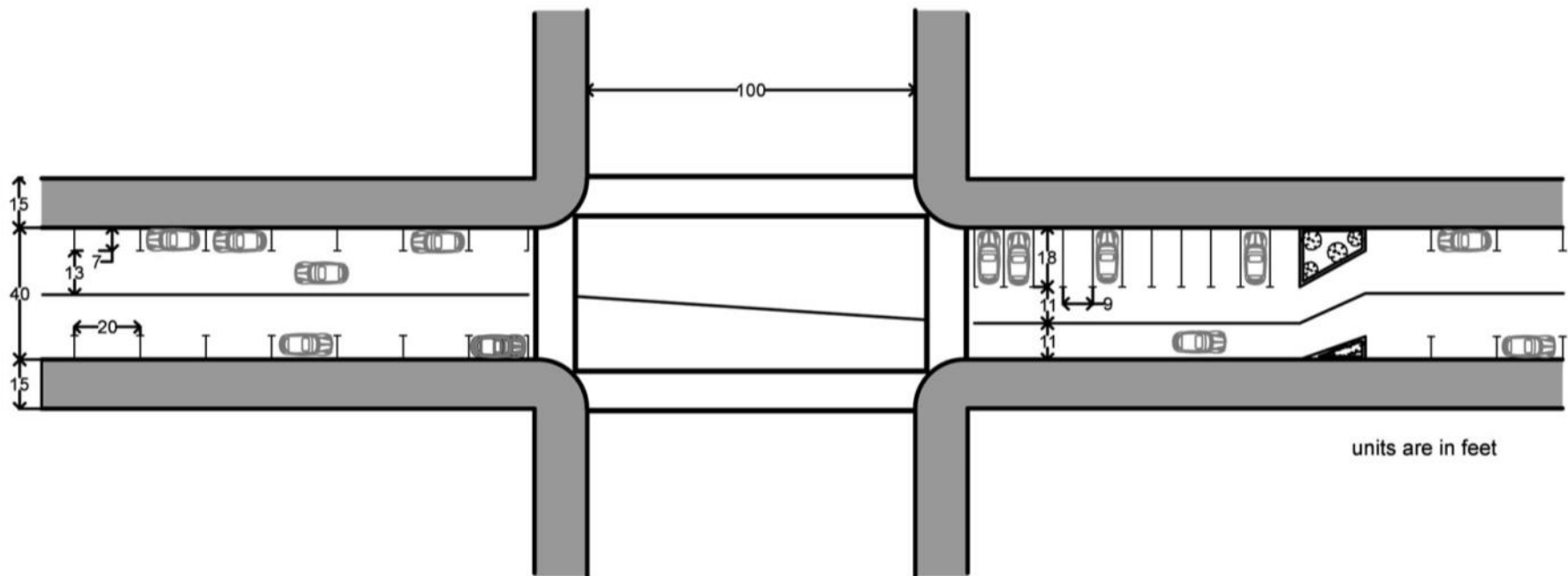
Number of bus stops between 33th Avenue and Van Ness Avenue

	38-Local EB/WB	38-Limited EB/WB	BRT EB/WB
Alternative 1 (Existing)	27/25	12/11	N/A
Alternative 2	24/24	N/A	9/9
Alternative 3	21/18	N/A	9/9
Alternative 3 -- Consolidated	N/A	N/A	15/15
Alternative 4	19/19	N/A	10/10

On-street parking change between 25th Ave. and Palm Ave.

	Potential Parking Reduction
Alternative 1 (Existing)	N/A
Alternative 2	-20% to -25%
Alternative 3	-15% to -20%
Alternative 3 -- Consolidated	0% to +5%
Alternative 4	-15% to -20%

Potential to add on-street parking:



Alternative 2 would construct porous bus-only lanes on the service roads.

For Alternatives 3, 3-C and 4, the Masonic tunnel would necessitate a special configuration to keep buses running in the center of the road. The special configuration may require compromises in station design, accessibility, and/or traffic. Alternatives 3, 3-C and 4 could also include design options that transition to side-BRT lanes through the Masonic intersection.

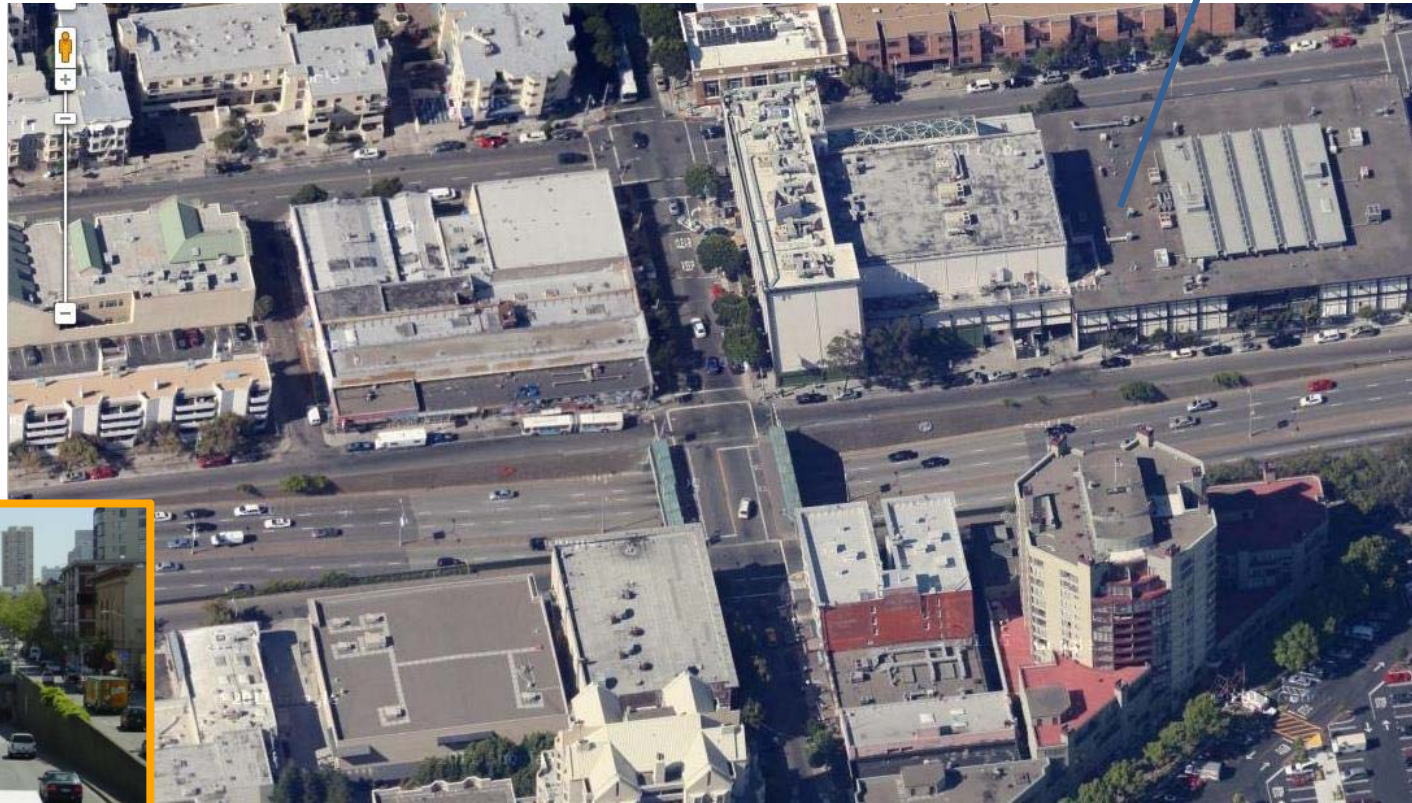


Masonic
tunnel

Alternative 2 would construct porous bus-only lanes on the service roads.

For Alternatives 3, 3-C and 4, the underpass at Fillmore would need to be filled in to keep buses running in the center of the road. The fill may be too expensive to include in the initial phase of the project.

Alternatives 3, 3-C and 4 could also include design options that transition to side-BRT lanes through the Fillmore intersection.



Fillmore underpass





- ❖ Delivery target for full BRT service advanced from 2020 to 2018
- ❖ Targeted improvements before full implementation:
 - ❖ New, low-floor buses
 - ❖ Bus service adjustments
 - ❖ Curb bulbs planned at Park Presidio and Arguello
 - ❖ Potential signal upgrades
 - ❖ East of Van Ness existing bus lane enhancement
 - ❖ Potential corridor-wide improvements

- ❖ Full analysis to compare alternatives ongoing
- ❖ Upcoming outreach in Fall along entire corridor to present key results, begin process to select preferred alternative
- ❖ Seeking your input on key measures to inform alternative selection

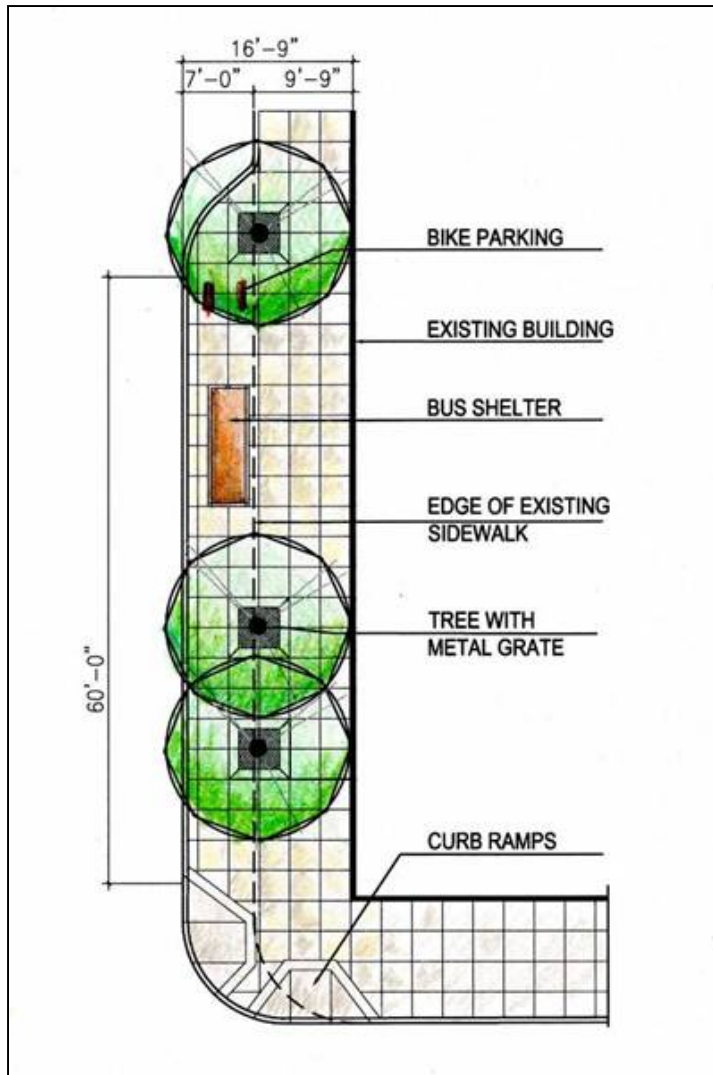


Reimagining Geary Boulevard



Reimagining Geary's Streetscape

What is a Complete Street?



Safe, comfortable, and convenient for travel for everyone, regardless of age or ability –motorists, pedestrians, bicyclists, and public transportation riders.



Complete Street Guiding Policies

Better Streets Policy (SF Admin Code Chapter 98)

“...all City departments shall coordinate their various determinations regarding the planning, design, and use of public rights-of-way...”

Transit First Policy (SF City Charter Section 8A. 115)

“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...”

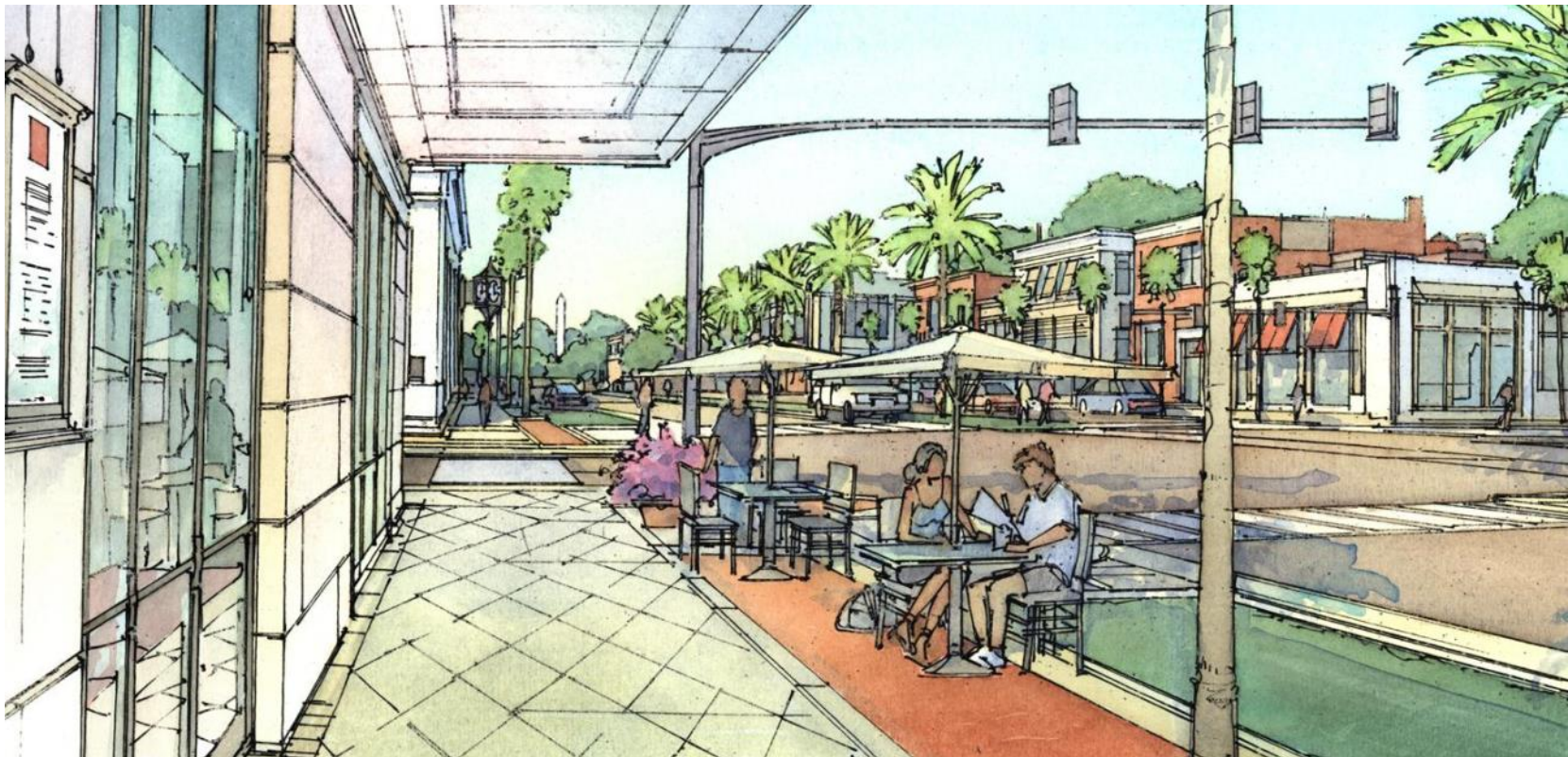
“Complete Streets” Policy (SF Public Works Code Section 2.4.13)

“...a project involving the planning, construction, reconstruction, or repaving of a public right-of-way, such project shall include...transit, pedestrian, and bicycle improvements...”



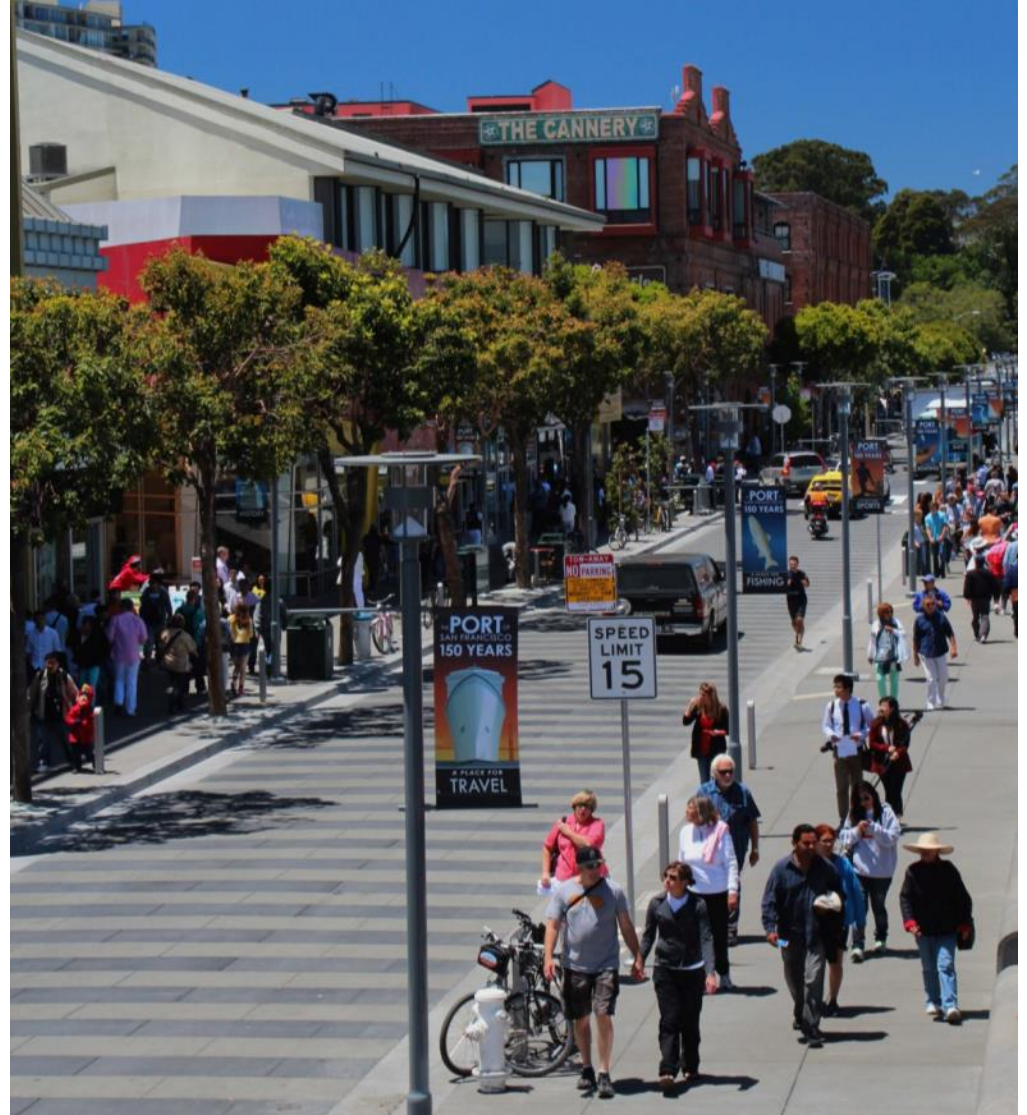
Streetscape

Enhancements to the ascetics and functionality of streets as places, not just thoroughfares.



Streetscapes: Elements Overview

- Landscaping
- Stormwater Management
- Street Lighting
- Paving & Bulb outs
- Site Furnishings
- Utilities and Driveways



Streetscape: Landscaping Benefits



- Attractiveness
- Safety
- Sun protection
- Neighborhood character
- Stormwater management



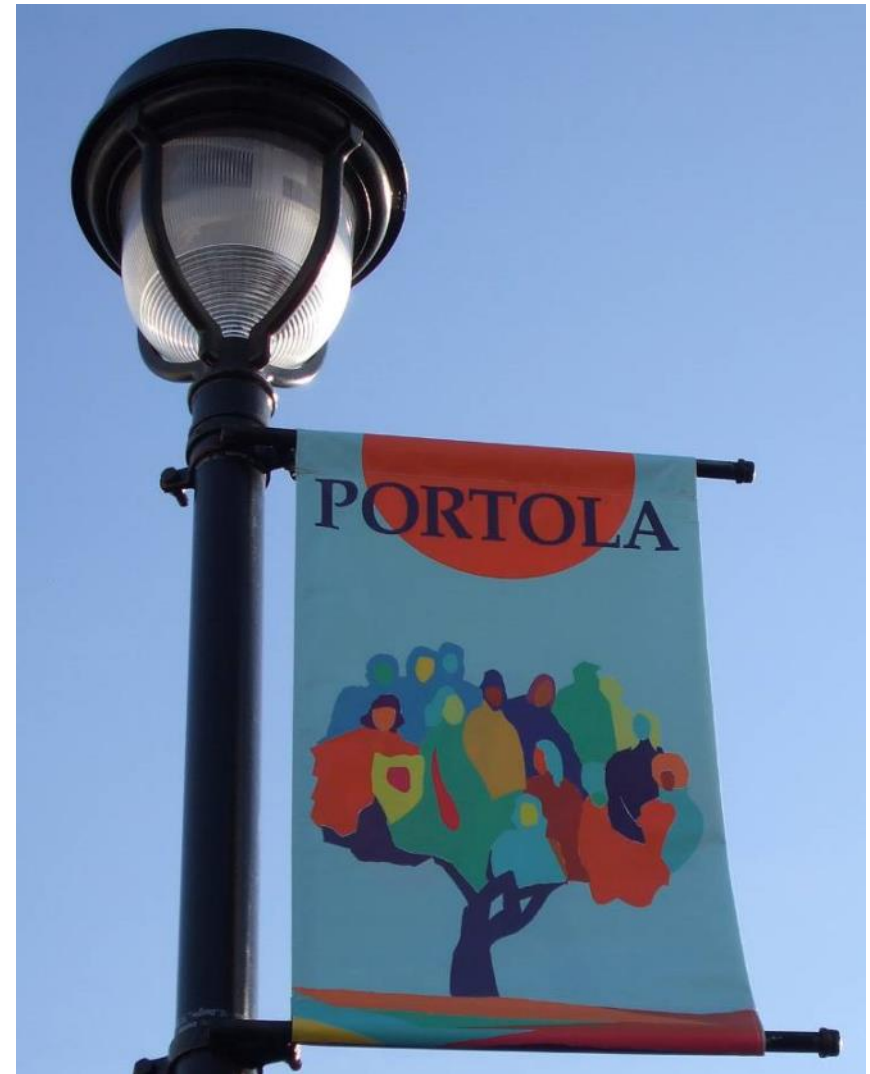
Streetscape: Landscaping



Streetscape: Stormwater Management



Streetscape: Street Lighting



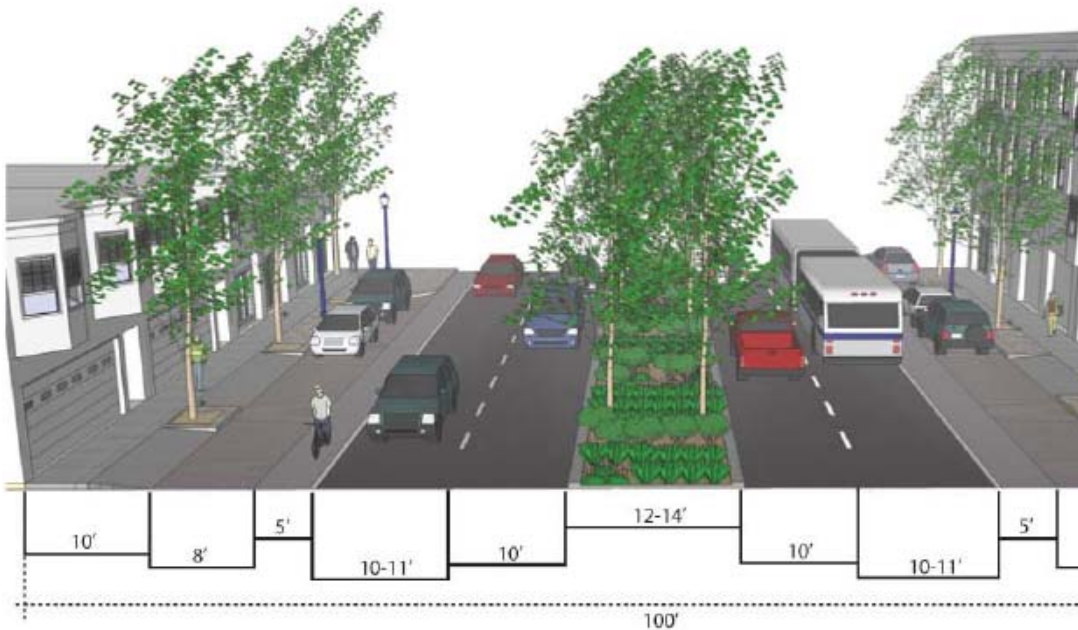
Streetscape: Paving & Bulb-outs

Valencia Streetscape Project:

- Widened sidewalks
- Bulb outs
- Widened bike lanes
- Street trees
- Decorative lighting
- Public art
- On-street bike parking
- Truck loading zones
- Bi-directional 12mph “Green wave” for safer steadier traffic speeds



Streetscape: Paving & Bulb-outs

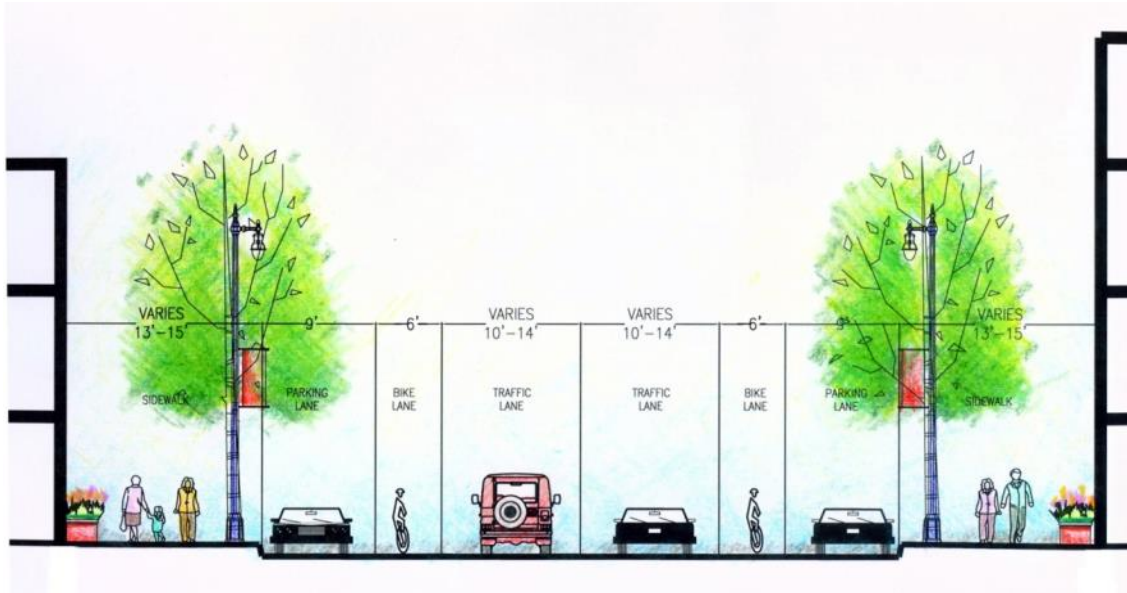


Streetscape: Paving & Bulb-outs

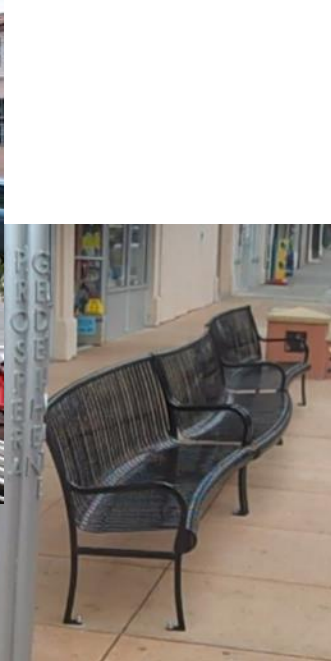
Extension of
sidewalks shortens the
distance pedestrians
must cross.



Streetscape: Paving & Bulb-outs

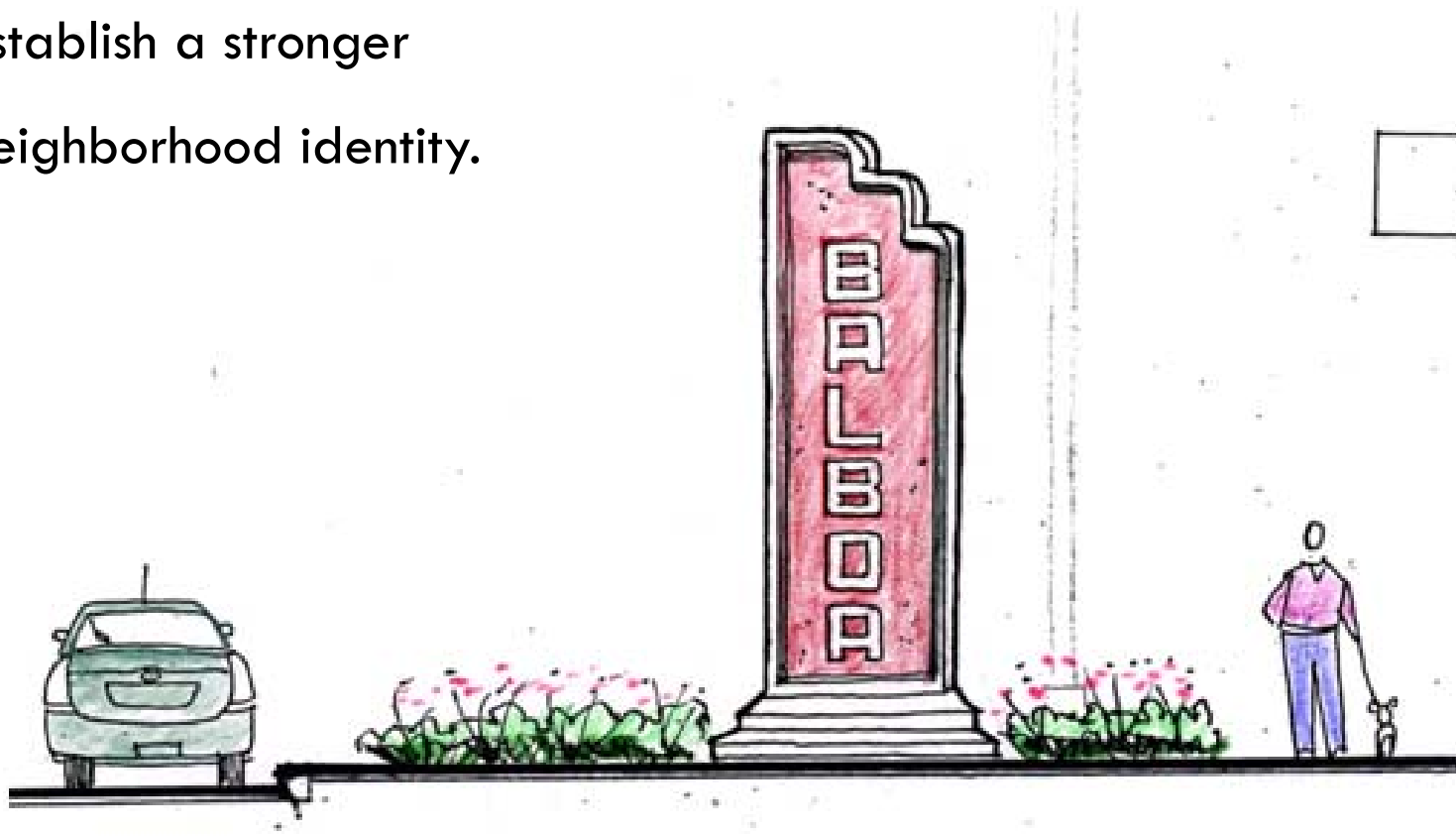


Streetscape: Site Furnishings

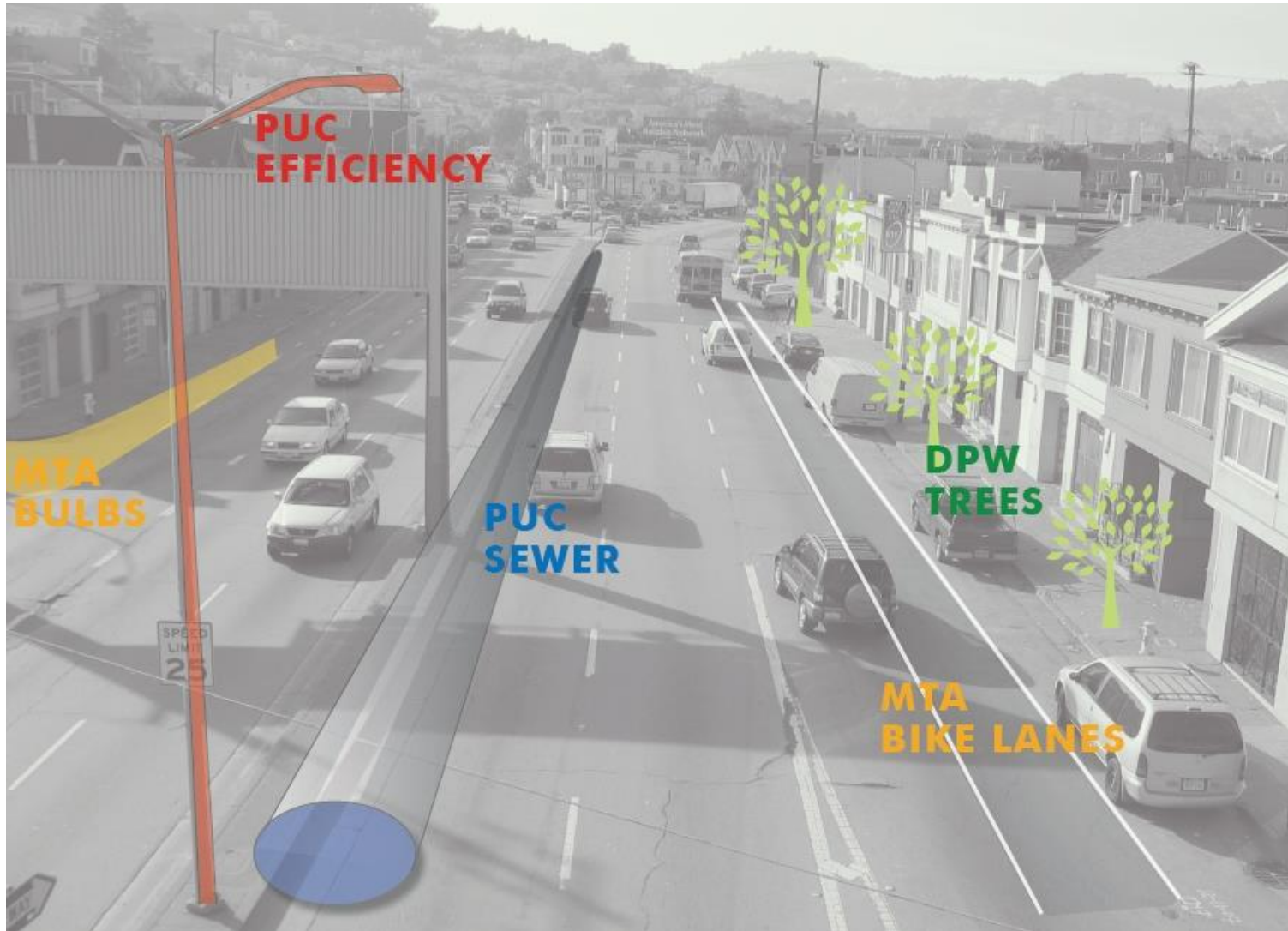


Gateway Treatments

Establish a stronger
neighborhood identity.



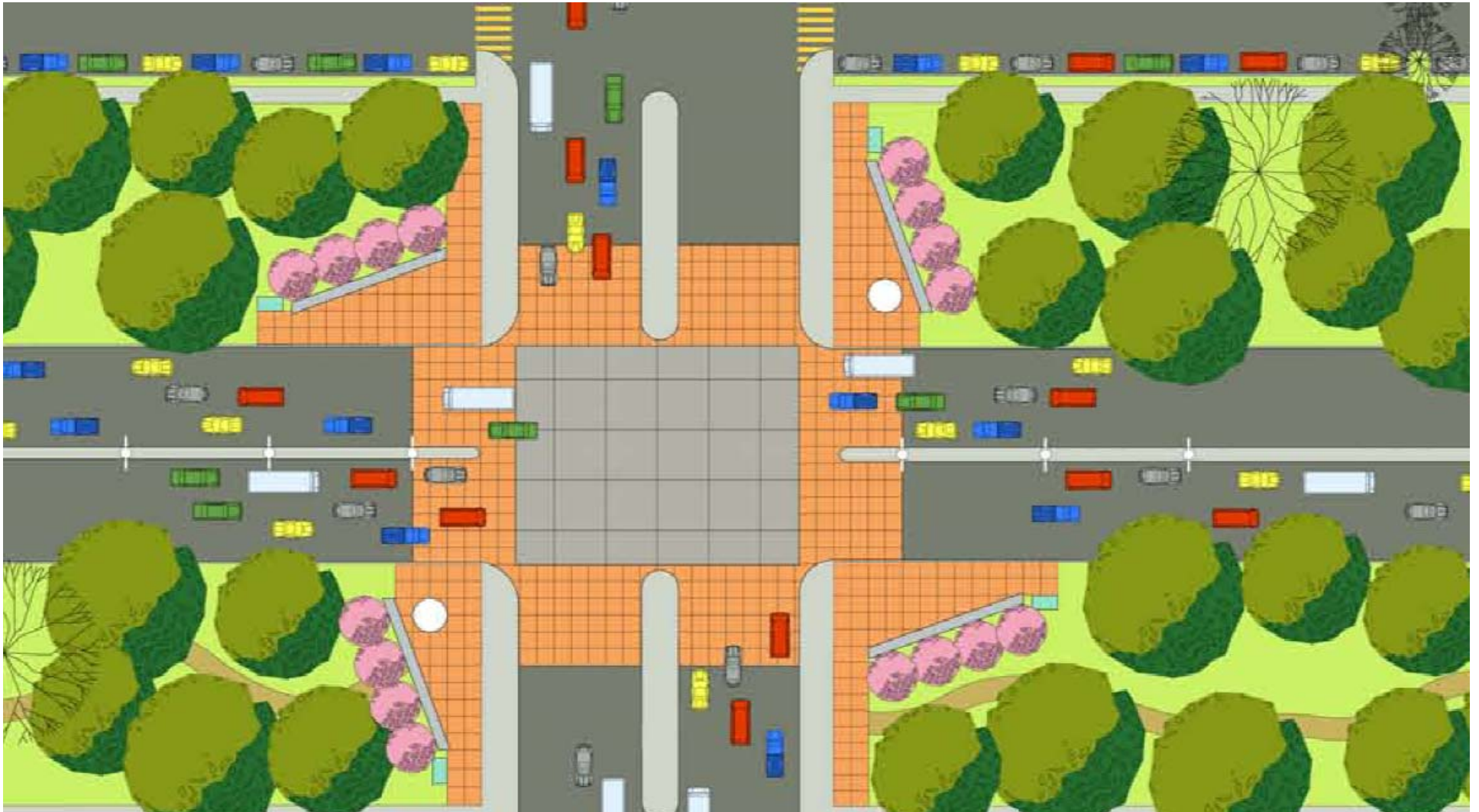
Streetscape: Utilities & Driveways



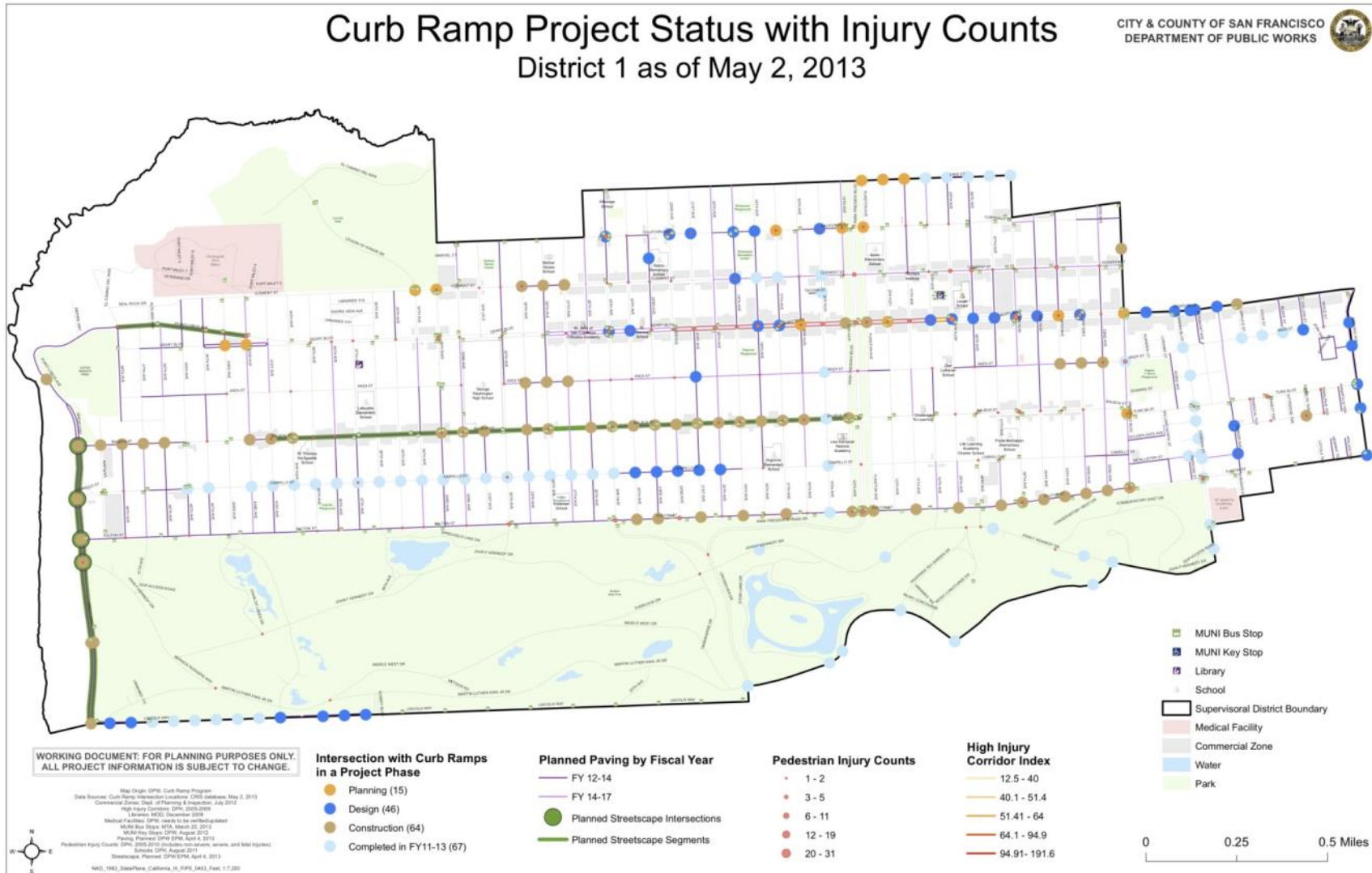
Space is a Limited Resource



What's Next: Geary & Park Presidio



What's Next: Curb Ramps & Bulb-outs



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Your ideas?