



Season 1 Presentation | Summer 2026

WESTERN ADDITION GEARY BOULEVARD



Agenda

- Project Introduction
- Draft Goals and Objectives
- Discussion

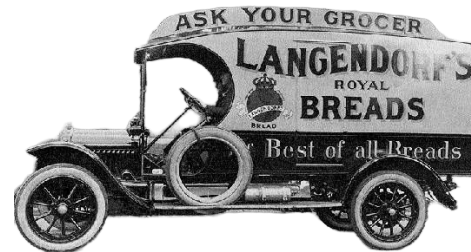


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Project Introduction



Project Initiative

San Francisco Long Range Planning **Connect SF**



- » **Maintain and reinvest** in the current transportation system
- » **Prioritize transit and carpooling** on our streets and freeways
- » **Build a complete network** for walking and biking
- » **Prioritize safety** in all investments and through targeted programs
- » **Repair harms and reconnect** communities

4d. Geary / Fillmore Underpass

Remove the underpass at Geary Boulevard and Fillmore Street and create a normal intersection to improve safety and reconnect Japantown to the Western Addition.

Project is Funded by **U.S. Department of Transportation, Reconnecting Communities Pilot (RCP) Program Planning Grant** with matching funds from SF local Proposition L sales tax

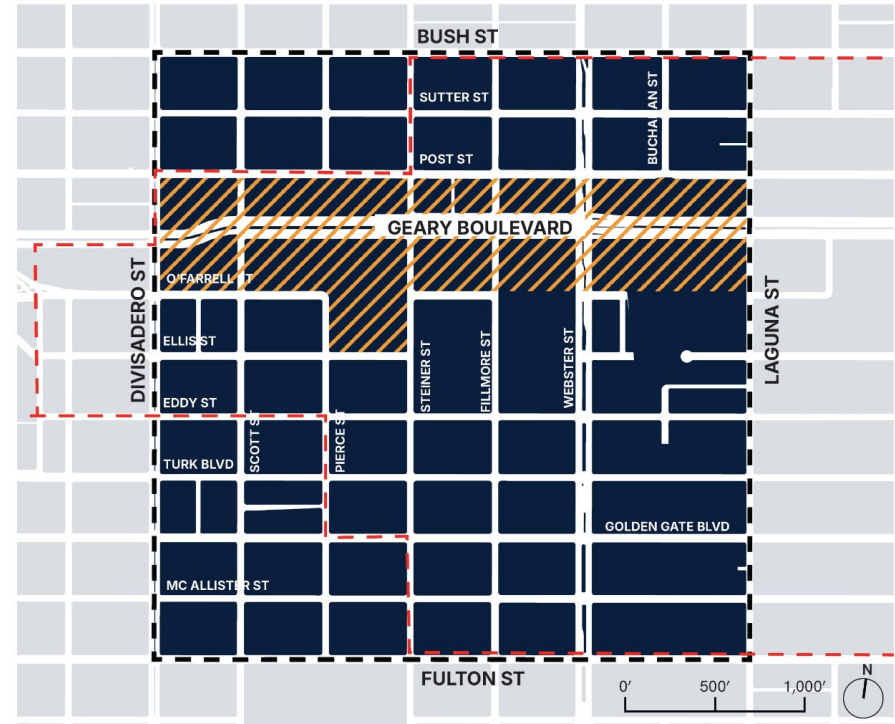
Project Scope

The **Western Addition Geary Boulevard Community Study (WAGCS)** is a community-driven effort to re-imagine the area which was harmed by the widening of Geary Boulevard in the 1950s and 60s, disrupting long-standing communities like Japantown and the Fillmore / Western Addition.

**Establish a vision for Geary between
Divisadero and Laguna**

New Corridor Design
and related
transportation
improvements

**Land Use
Recommendations** to
expand housing, open
space, or other
community needs



- Western Addition Geary Boulevard Community Study (WAGCS) Study Area
- ▨ Primary Study Area
- ▬ Historic Redevelopment Boundary
- Secondary Study Area

Project Timeline



Project Team and Collaborators

Led by the **San Francisco County Transportation Authority** in partnership with the **SF Planning Department** and **SFMTA**, this study will explore how to reconnect these neighborhoods through transportation improvements, urban design, and land use strategies **with community voices at the Center**.

A Community Council is helping guide this study and lead neighborhood outreach, with representatives from displaced **Black, Japanese, and Jewish communities**, as well as newer **community members**. There will be continued opportunities to participate through community events, survey and meetings.



Building on Recent Work

San Francisco has pursued projects which sought to incrementally address challenges within the study area and reconnect communities. For example:

2021 Geary Rapid Project made safety and transit upgrades, including reopening pre-expressway crossings of Geary at Buchanan, Webster, and Steiner.

These changes reduced excessive speeding and provided faster more reliable trips for 38 Geary riders



Building on Recent Work

2017 Western Addition Community Based Transportation Plan

2025 Biking and Rolling Plan Fillmore CAP

2026 Fillmore Community Action Plan

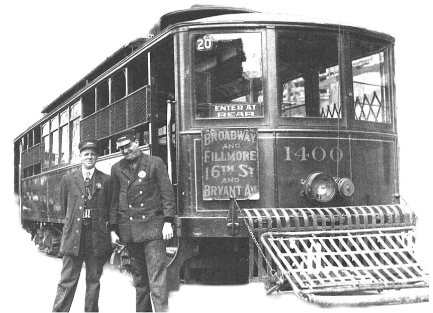
Fillmore Transit and Safety Project [ongoing]

Housing and public space investments
at Freedom West and Buchanan Mall

Countless community members have contributed time and expertise to those efforts.

WAGCS will build on past efforts. It will consider transformative ideas which seek to address the enormous impacts of redevelopment through coordinated transportation and land use planning.

Draft Goals of the Project



Goals Overview

A key goal of this outreach is to hear from you if these resonate, and if anything feels missing.

These goals guide the project and will be used for alternatives evaluation

1

**Equity:
Repair Harms**

2

**Safety and
Livability:
Reconnect the
Neighborhood**

3

**Economic
Vitality**

4

**Environmental
Sustainability**

5

**Accountability
and
Engagement**

1 Equity: Repair Harms

Repair harms from the neighborhood's history of forced displacement, including through redevelopment, Japanese incarceration, and racially discriminatory housing practices; Strengthen and amplify the neighborhood's cultural richness; provide inclusive and accessible improvements for all abilities.

Foster an inclusive, diverse, and equitable city that offers high-quality affordable access to desired goods, services, activities, and destinations.



Draft Objectives

- Maximize affordable housing
- Prevent further displacement
- Identify avenues to invite back displaced communities, including honoring COPs
- Strengthen and amplify the neighborhood's cultural richness
- Diversify housing types to support a variety of demographics (families, senior, intergenerational)
- Enhance intergenerational relationships; the elderly and the youth
- Improve disability access

1 Equity: Repair Harms

Our first goal is to advance equity by repairing harms from redevelopment.



Geary Fillmore, looking east, 1961



Aerial view of the Western Addition, 1970s

1 Equity: Repair Harms

Redevelopment **displaced** more than **17,000 residents** and **demolished** around **2,500 victorian homes**.

Redevelopment agency has issued Certificates of Preference to provide affordable housing to the displaced. Today, there are approximately **2,800 affordable units within the study area** - 8% of city's stock (area has 3% city's population)

However, **only 4% of COPs have been redeemed**, despite of several city and community initiatives.



Demolition site near Gough and Ellis, 1960



Certificate of Preference for displaced residents

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1 Equity: Repair Harms

Culturally Rich and Diverse



The earthquake had damaged a lot of neighborhoods where people of color were 'allowed' to live in the city, but the surviving Fillmore District had inexpensive real estate and a history of accepting immigrants. Through the early 1900s up until the 1940s, you had **Filipinos, Mexicans, African Americans, Russians, Japanese Americans and Jewish** people living next door to one another. //

- KQED



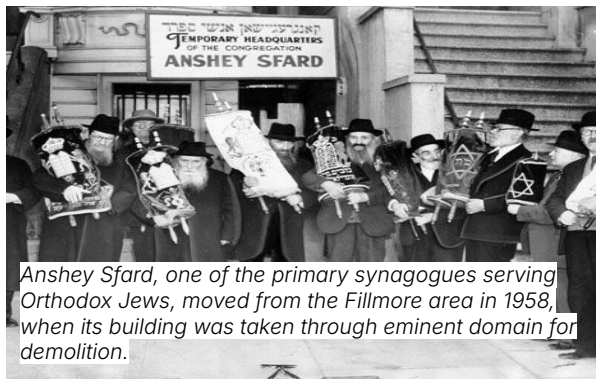
Corner of Fillmore and Geary, 1907



At its height in the 1940s, over 1,000 Filipinos and their families live in the Fillmore/Western Addition.



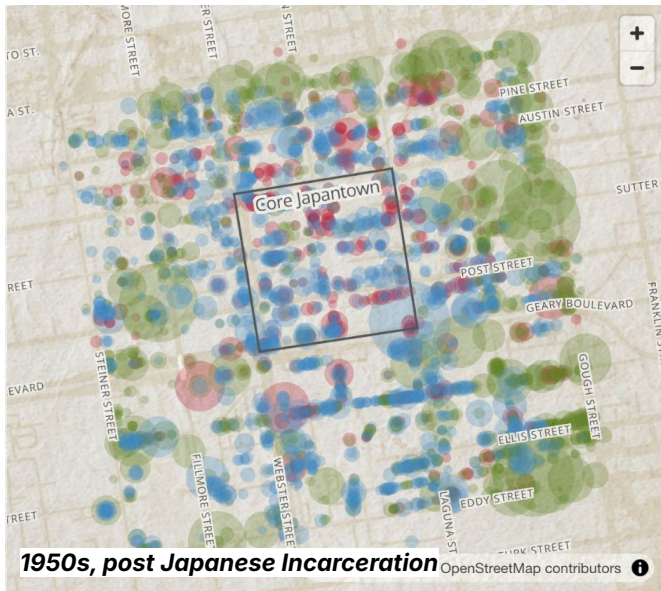
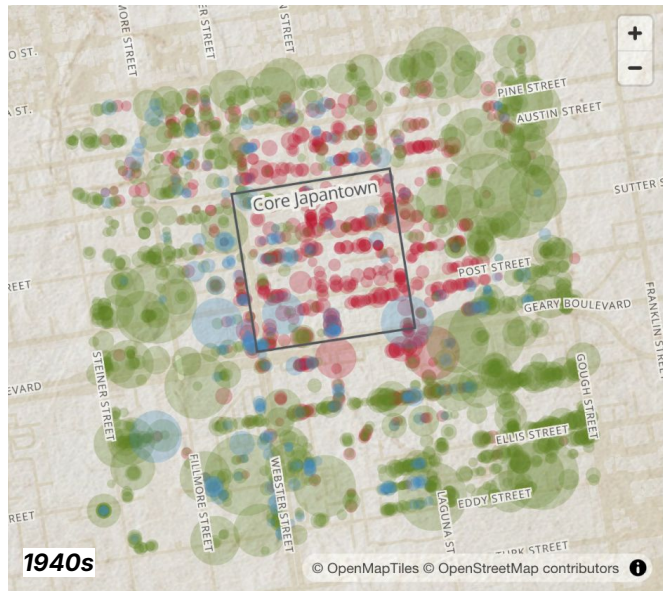
Japanese Presbyterian Church golden jubilee banquet, 1936



Anshey Sfard, one of the primary synagogues serving Orthodox Jews, moved from the Fillmore area in 1958, when its building was taken through eminent domain for demolition.

1 Equity: Repair Harms

The neighborhood's **cultural richness was challenged** by redevelopment, Japanese Incarceration, and subsequent exclusionary policies.



John Handy, Pony Poindexter, John Coltrane, and Frank Fisher jamming at Bop City

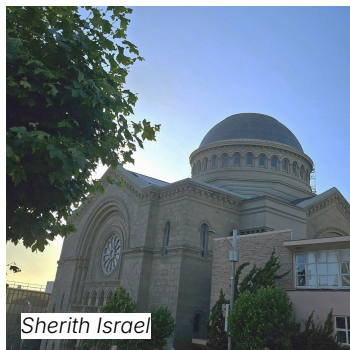


Fillmore Street in 1978: nearly a decade after Redevelopment had bulldozed the old vibrant neighborhood, large vacancies remained

1 Equity: Repair Harms

Nonetheless, cultural richness remains a defining feature of the study area, supported by dedicated community based organizations, a Japanese Cultural District, numerous recognized legacy business, and a diverse array of cultural anchors.

This study aims to strengthen and amplify cultural richness within the neighborhood.



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1 Equity: Repair Harms

The housing stock and built environment left after redevelopment could better support an inclusive and equitable neighborhood



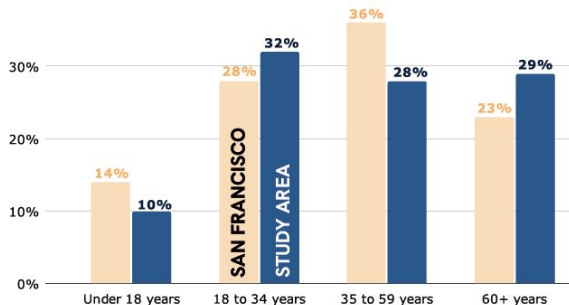
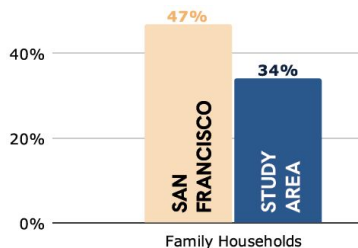
78% of homes in the area have two or fewer bedrooms



Fewer Family Households compared to San Francisco



Young adults and seniors are more predominant in the study area compared to San Francisco



Sources: American Community Survey, 2023 and SF Planning, 2026

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2 Safety and Livability: Reconnect the Neighborhood

Mitigate travel barriers so that residents and visitors can travel safely, easily, and in ways that improve public health and support livable neighborhoods. Design a public realm and foster land uses which help community thrive.

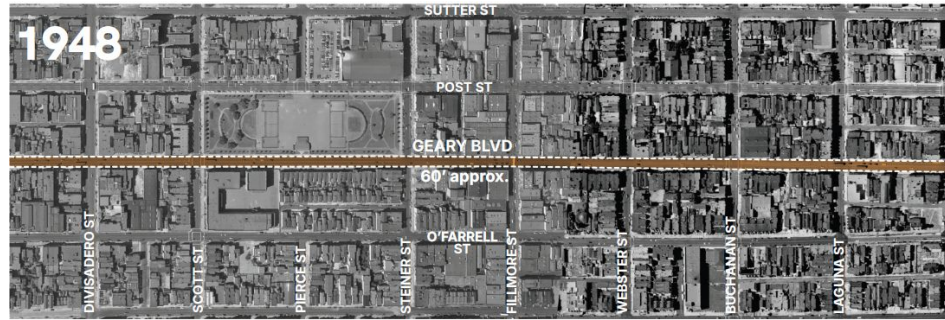


Draft Objectives

- Better connect Japantown and Western Addition; remove barriers to travel within and between the neighborhoods
- Increase street safety especially for vulnerable road users
- Support access to high quality public transportation
- Manage the curb and parking in a way that supports families and elders
- Create and support public spaces for the neighborhood to gather, both day-to-day and for special events

2 Safety and Livability: Reconnect the Neighborhood

Geary Blvd is a defining feature of the study area.



The **widening of Geary demolished homes and businesses** transforming it from a local street approximately **60 feet** wide into a multi lane expressway which bulges to **150 feet** at Fillmore.



On either side of the study area, Geary remains 90 feet wide.

2 Safety and Livability: Reconnect the Neighborhood

The 1960s design was intended to move drivers through the neighborhood. Geary remains effective in that role.

20,000 vehicles travel along this stretch of Geary daily.

The current roadway design handles this demand with minimal congestion. Brief slowdowns appear in the eastbound direction during the AM peak period.

More than 75% of drivers using Geary within the study area do not have an origin or destination within the study area.



2 Safety and Livability: Reconnect the Neighborhood

However the current design does not work well for local safety or connectivity.



Narrow sidewalks along Geary and the wide roadway contribute to uncomfortable pedestrian conditions



Geary is on San Francisco's High Injury Network, the set of streets where severe and fatal traffic injuries are most concentrated.



Source: Transportation Systems Injury Mapping, 2020-2024

Draft Objectives

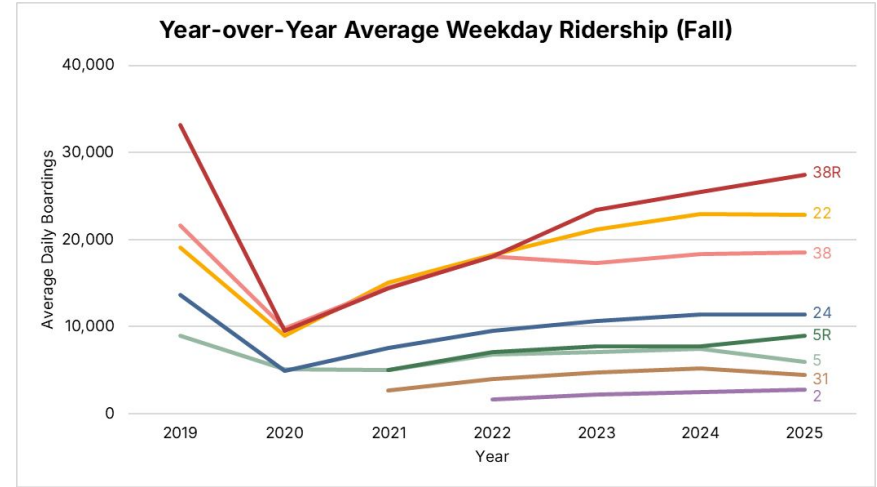
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2 Safety and Livability: Reconnect the Neighborhood

The Study Area contains several important transit lines including the 38, 38R and 22.

- Together, these **buses carry over 65,000 people daily**
- Strong post-pandemic ridership growth.

The Geary/Fillmore intersection is an especially important intersection for transit. **6,000 people board or alight their daily.**



Source: SFMTA Year-over-Year Ridership Data, 2019-2025. Data collected every Fall.

2 Safety and Livability: Reconnect the Neighborhood

The intersection of Geary Blvd and Fillmore Street is complicated.
Accommodating certain movements can require tradeoffs to others.

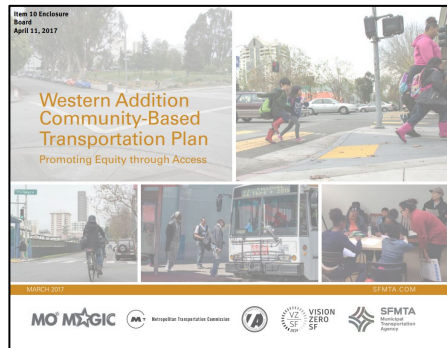
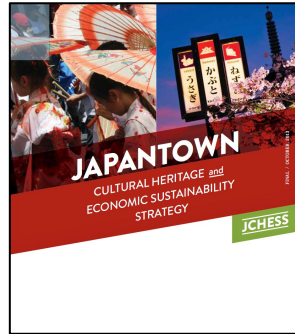
- **Geary moves drivers** through the study area with few delays
- **Transit-only lanes move the 38 and 38R quickly and reliably** through most of the study area. **However buses move somewhat more slowly through the Fillmore intersection** for a variety of reasons including boarding activity and signal timing tradeoffs
- **The 22 Fillmore moves slowly through the Geary intersection**, consistent with slow travel times for the 22 along much of Fillmore Street

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2 Safety and Livability: Reconnect the Neighborhood

Past planning efforts have identified both curb management and the need for public spaces to gather as access and livability issues for the study area



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3 Economic Vitality

People can easily access key destinations for jobs and commerce. Businesses support a thriving economy.



Draft Objectives

- Support economic activity with placemaking
- Improve access to commercial corridors
- Increase economic opportunity for the community
- Allow for the safe and efficient movement of goods

3 Economic Vitality

Redevelopment left behind an urban form which negatively impacts the pedestrian experience and the vibrancy of the commercial corridors.

Streets that avoided redevelopment tend to be **lined with residences and businesses** that bring activity and interest to the sidewalk.

Redeveloped parcels often have large buildings **separated from the sidewalk** by setbacks and **surface parking**.



3 Economic Vitality

Geary especially has a lack of active building frontages and pedestrian entrances. This limits the role Geary played prior to redevelopment as a commercial hub and economic asset.



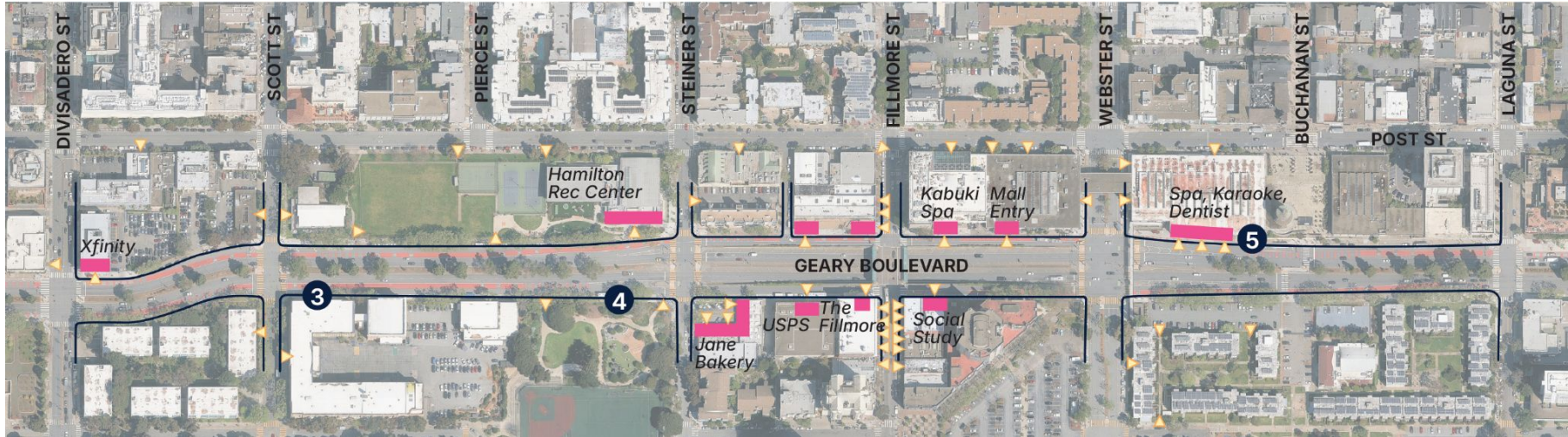
Long stretches of blank, inactive building frontages with limited entrances



Decorative lawns and surface parking along Geary create a less defined urban corridor



Parking garage entries, loading, and surface parking dominate the frontages



4 Environmental Sustainability

The transportation and land use system support a healthy, resilient environment and sustainable choices for future generations.



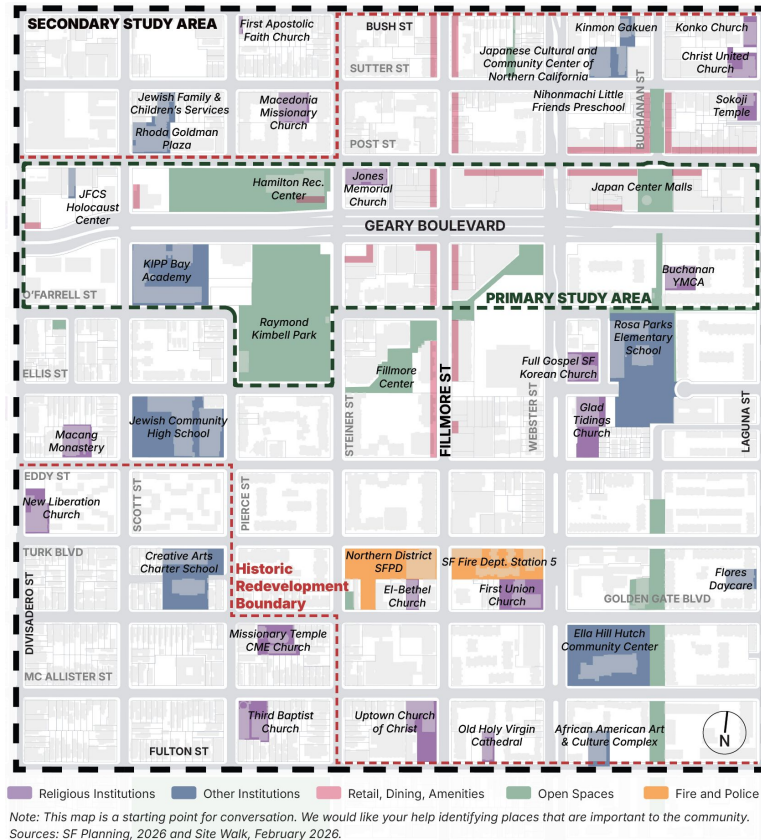
Draft Objectives

- Reduce greenhouse gas emissions by bringing people and needs in close proximity while reducing the need for both neighborhood residents and visitors to drive
- Foster climate resilience

4 Environmental Sustainability

The study area has a **robust mix of uses** including residential, commercial, religious, open space, recreation, and healthcare.

We know that the January **2025 closure of the Fillmore/Western Addition Safeway impacted** access to groceries, pharmacy services, household goods, and basic financial services.



Draft Objectives

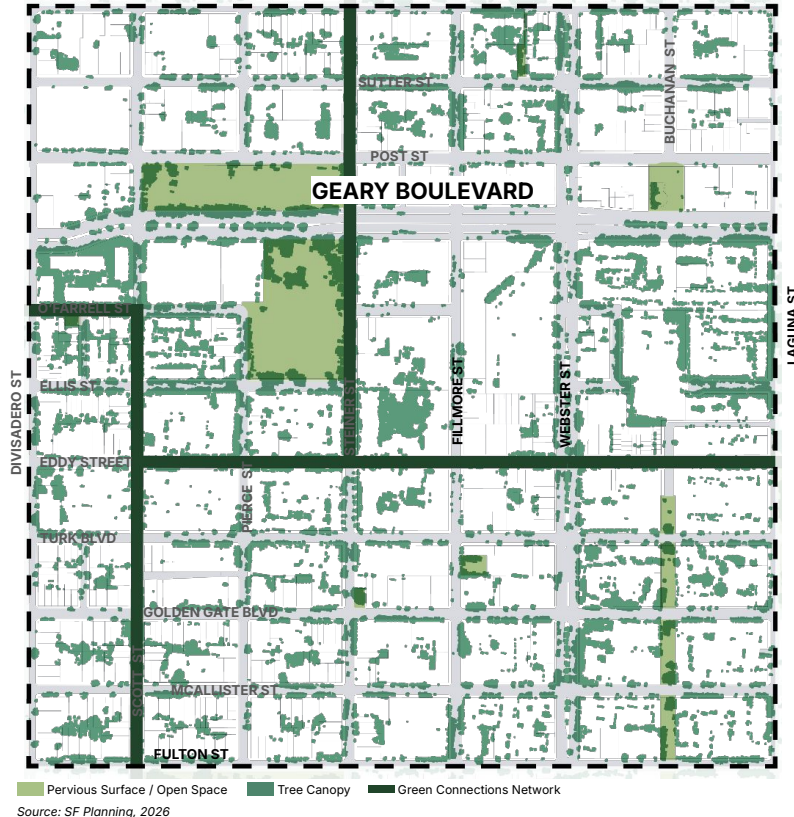
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4 Environmental Sustainability

The study area has a **relatively robust tree canopy** - a significant asset. An exception is the underpass at Geary and Fillmore.



Varying level of tree canopy along Geary Blvd



Draft Objectives

- Reduce greenhouse gas emissions by bringing people and needs in close proximity while reducing the need for both neighborhood residents and visitors to drive
- Foster climate resilience

5 Accountability & Engagement

San Francisco city agencies, the broader community, and elected officials, work together to understand the communities' needs and to deliver projects, programs, and services needed in a clear, concise and timely fashion.



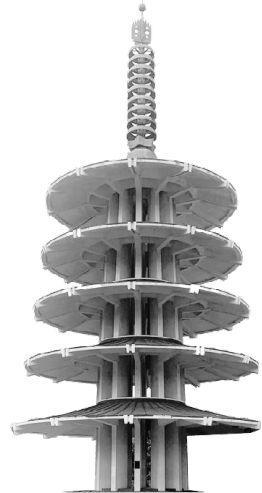
Draft Objectives

- Empower community partnerships through participatory planning
- Develop a robust funding plan which considers a wide range of funding streams such as grants, donors, and strategic partnerships; special district designations; tax incremental financing models
- Plan for financially feasible projects
- Plan for the future

Next Steps



Discussion



Which objective resonate most with you and are most impactful for the community? Please indicate your top 5 priorities

Does this set of goals feel right to you? Does anything feel missing?



**or take the
Digital Survey**

Are there any areas or trips within the project area that seem unsafe or challenging?

What is your experience on Geary Blvd today? How would you like it to look, feel or function?



**or take the
Digital Survey**

Imagine a future of the Western Addition. What does the neighborhood look like?

What type of uses, services, or amenities do you see?



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Discussion

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Imagine a future of the Western Addition. What does the neighborhood look like? What type of uses, services, or amenities do you see?