

Geary Corridor Bus Rapid Transit SFMTA Citizens Advisory Committee

Project Update



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

August 6, 2015

Project Overview and Goals



- ▶ **6.5 mile east-west corridor**
- ▶ **Home to major SFMTA trunk line (38 Geary) with more than 55,000 transit trips per day**
- ▶ **Characterized by slow, unreliable and crowded transit**

Geary BRT's project goals include:

- ▶ **Improving transit reliability and efficiency**
- ▶ **Creating a complete street for all users**
- ▶ **Improving the pedestrian environment**



Project Benefits



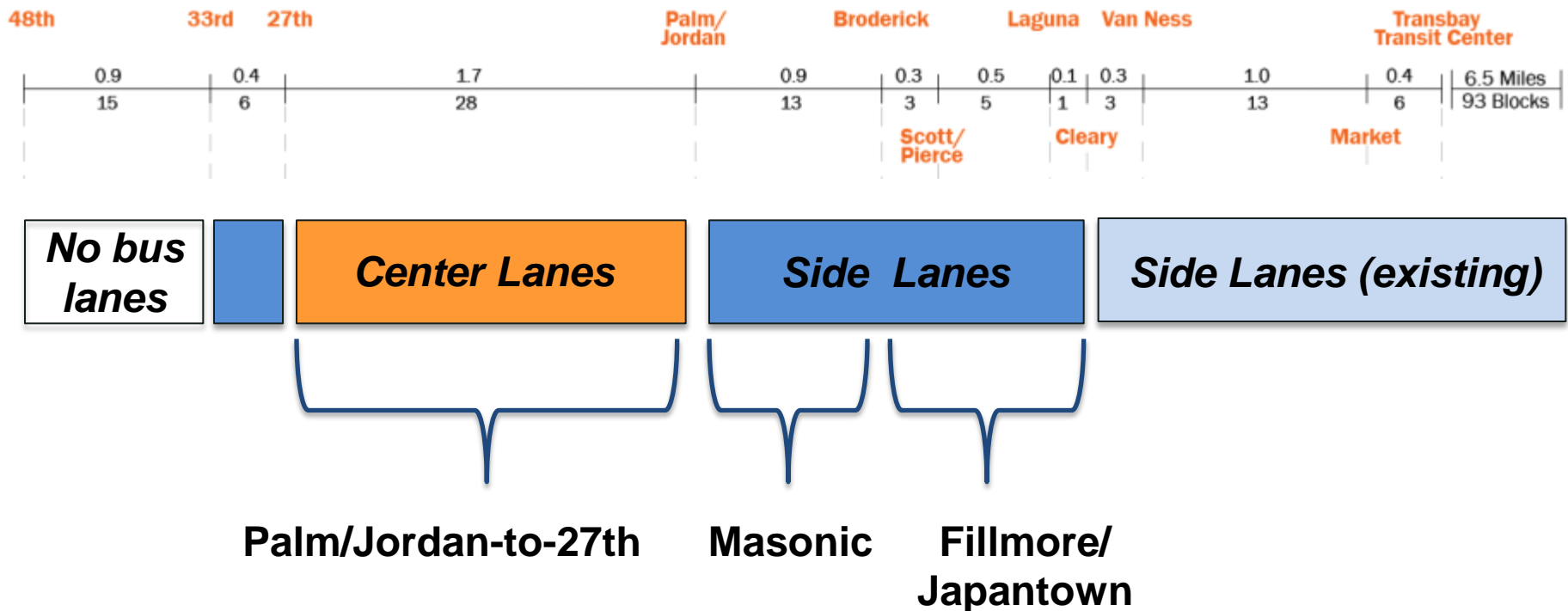
- ▶ **Strong bus benefits where BRT treatments applied:**
 - ▶ **Travel time: 25% savings**
 - ▶ **Reliability: 20% reduction in travel time variability**
 - ▶ **Ridership: 10%+ gains forecasted – strong cost effectiveness**
 - ▶ **Lower travel times = more service, more riders at lower operating cost**
- ▶ **Pedestrian crossing improvements**
- ▶ **Streetscape enhancements**



BRT Recommended Alternative



- ▶ Selected the best configuration for each segment



Environmental Document Status



Key environmental process milestones:

Summer – Fall 2014	Admin. Draft EIR/S local agency reviews
December 2014	Submitted Administrative Draft EIR/S to FTA
January – April 2015	Discussion of preliminary FTA comments on project definition and Small Starts Packages
May 2015	Submitted Admin. Draft EIR/S Round #2 to FTA
June 2015	Received FTA Comments on Round #2
August 2015	Submitting Admin. Draft EIR/S Round #3

FTA Review: Potential Funding Sources

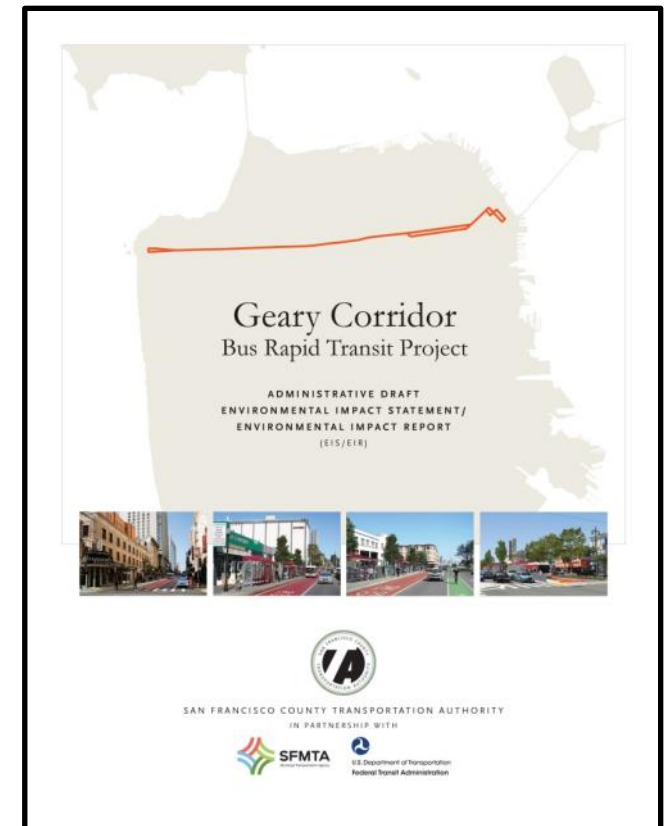


POTENTIAL FUNDING SOURCE	POTENTIAL AMOUNT (\$M)
FEDERAL FUNDS	
Active Transportation Program	\$1-5
Highway Safety Improvement Program	\$1-5
Lifeline Transportation Program	\$5-15
FTA Small Starts	\$75
OneBayArea Grant Program	\$5-20
Transit Performance Initiative Incentives	\$5-15
Transit Performance Initiative Investments	\$5-15
STATE FUNDS	
Cap and Trade	\$10-30
LOCAL FUNDS	
Prop K Transportation Sales Tax	\$44-55
Cost sharing opportunities (e.g. SFPUC, Public Works, others for utilities, paving, etc.)	\$20-50
2014 General Obligation Bond	\$5-10
Prop AA Vehicle Registration Fee	\$1-5
SFMTA Revenue Bond	\$1-10
Transportation Sustainability Fee	\$5-10
Vehicle License Fee	\$10-30
AB 644 Bridge Tolls	\$5-10
TOTAL	\$198 to \$360
Project cost:	\$320

Environmental Process Schedule



Schedule	Environmental Process
Fall 2015	Public Draft EIR/S release, outreach & comment period
Winter, Spring 2016	Develop FEIR/S, including responses to comments
Summer, Fall 2016	Locally Preferred Alternative and FEIR/S approvals



Environmental Public Outreach Plan

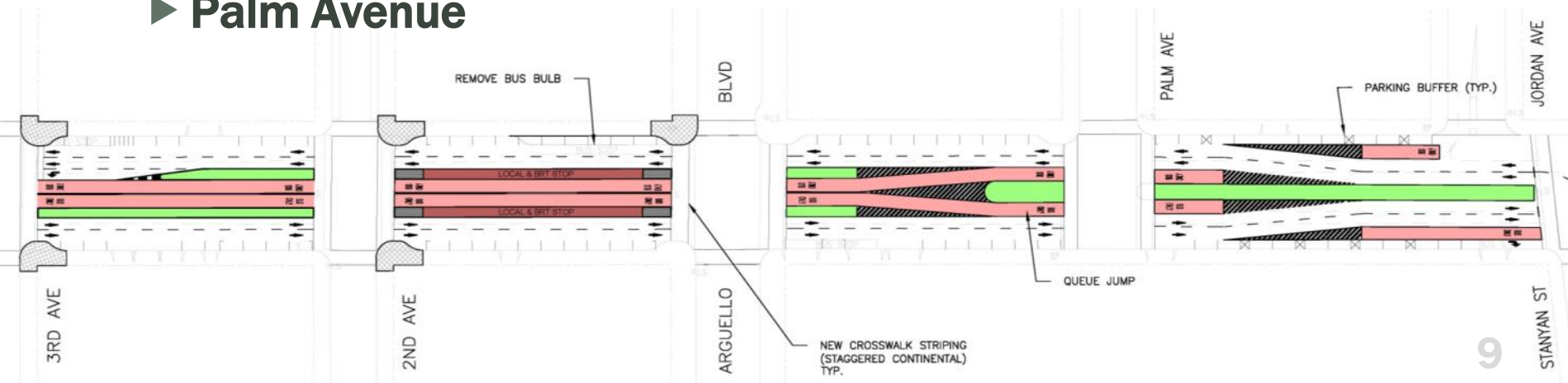


- ▶ **Notifications (multilingual)**
- ▶ **Stakeholder group presentations**
- ▶ **Outreach at community events**
- ▶ **OWL viewer deployment**
- ▶ **Hosted public hearing**
- ▶ **DEIR/S document online and at public locations**
- ▶ **Comments accepted via**
 - ▶ **Email**
 - ▶ **Mail**
 - ▶ **Comment cards**
 - ▶ **Court reporter at hearing**

Other Work



- ▶ **SFMTA Prop K fund requests (Jul 2015):**
 - ▶ Near-term/Initial Construction Phase implementation
 - ▶ Full-project engineering design (Conceptual Engineering Report)
- ▶ **Transition Plan**
- ▶ **Community input on design**
 - ▶ Webster Street Bridge
 - ▶ Palm Avenue



Near-Term Improvements: Phasing Packages



- ▶ **Phase 1 Near-term: Delivers project benefits prior to completion of full project***
 - ▶ Side-running transit-only lanes
 - ▶ Transit signal priority (TSP) and queue-jump signals
 - ▶ New and extended transit bulbs
 - ▶ WalkFirst/Vision Zero pedestrian safety treatments
 - ▶ Muni Forward improvements
 - ▶ Japantown transportation improvements
 - ▶ Right-turn pockets (pending analysis)
- ▶ **Phase 2 Full Build-out: Completion of the remaining project elements including construction of center-running lanes and utility work**

*Note: Near-term improvement design will be at-risk pending selection of Locally Preferred Alternative and FEIR/S approvals.

Near-term Improvements: Red Transit-only Lanes



- ▶ **Completed: Market to Gough Streets, Summer 2014**
- ▶ **Phase 1:**
 - ▶ Stanyan – Wood Streets
 - ▶ Baker – Gough Streets where feasible
(Timing to be determined pending repaving)



Near-term Improvements: TSP and Queue-jump Signals



- ▶ **Completed: Transit signal priority: extends green phase for buses**
 - ▶ 33rd Ave to Market/3rd Street
- ▶ **Phase 1: Queue-jumps: dedicated bus phase to give bus priority through the intersection**
 - ▶ Powell/O'Farrell and Geary/Masonic Ave



Queue-jump 19th Ave and Lincoln Way

Near-Term Muni Forward Service Improvements



- ▶ **Completed: Service Improvements**
 - ▶ Increased frequency (38 & 38R)
 - ▶ Sunday service (38R)
- ▶ **Phase 1: Bus Stop Modifications**
 - ▶ Stop optimization (move nearside to farside at signals)
 - ▶ Consolidation of closely-spaced stops
 - ▶ Conversion of two Rapid/local stops to local only

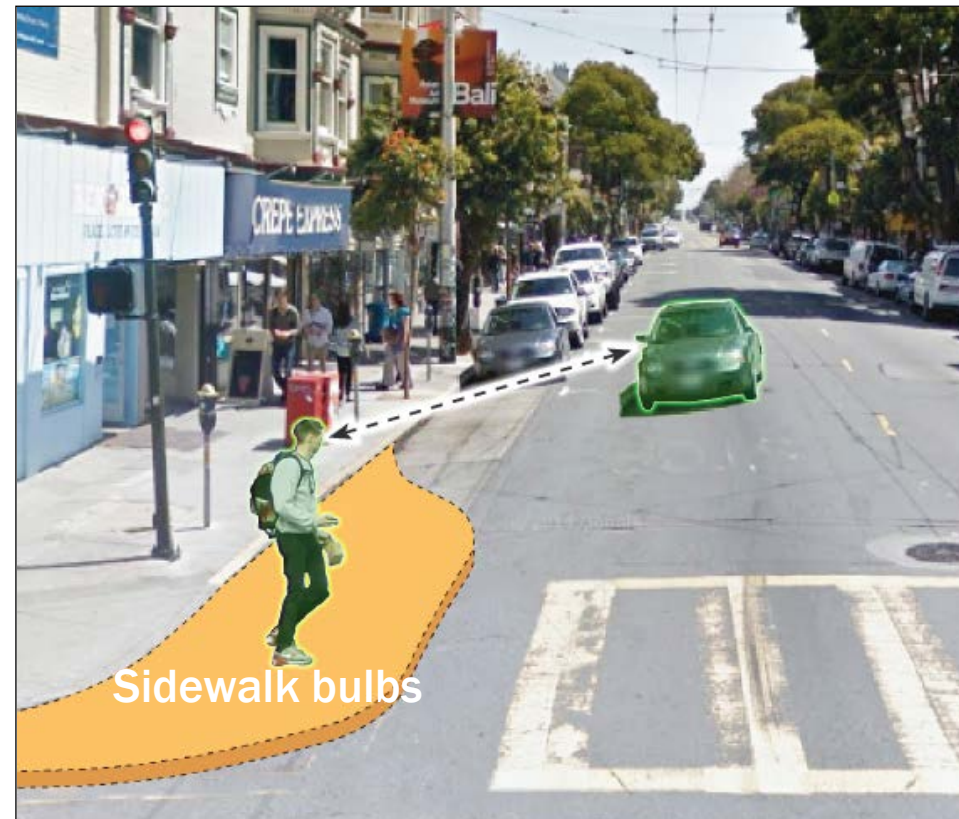


Near-Term Vision Zero/WalkFirst Safety Improvements



► Combination of parallel efforts and Phase 1 elements:

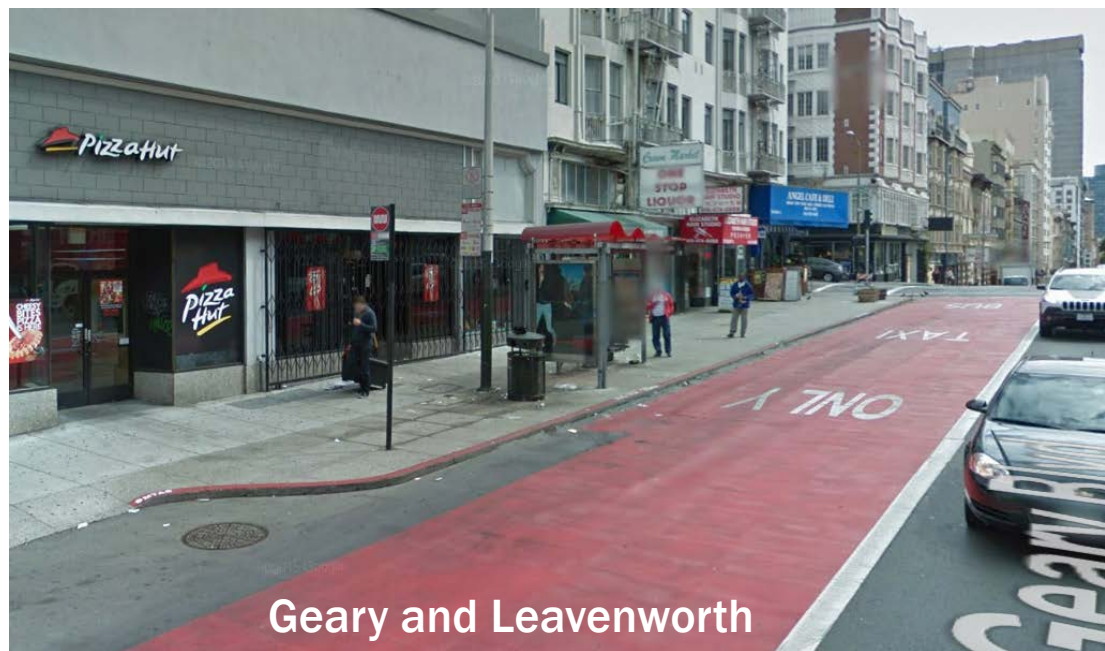
- Pedestrian bulbs, single and wrap-around
- Pedestrian signals
- New signalized crossings
- New countdown signals
- Leading pedestrian interval
- High-visibility crosswalks
- Day-lighting
- ADA upgrades



Near-Term Improvements: New and Extended Transit Bulbs



- ▶ **Transit bulbs provide a smoother, more reliable ride**
 - ▶ **11 new transit bulbs**
 - ▶ **4 extended bulbs**



Geary and Leavenworth

Near-Term Improvements: Japantown/Fillmore



- ▶ **Roadway redesign**
 - ▶ Lane reduction to calm traffic and prioritize transit
- ▶ **Opening of Webster surface-level west-side crosswalk**
 - ▶ New pedestrian refuges and corner bulbs
 - ▶ Signal timing changes
 - ▶ Pedestrian bridge removal
- ▶ **New mid-block crossing at Buchanan/Peace Plaza**
 - ▶ Dedicated pedestrian signal with upgraded median
- ▶ **Removal of pedestrian overcrossings at Webster and Steiner**
 - ▶ Opening of surface-level east-side crosswalks

Project Schedule



Schedule	Environmental Process	Near-Term Improvements
Fall 2015	Public Draft EIR/S release, outreach & comment period	Begin conceptual design
Winter, Spring 2016	Develop FEIR/S, including responses to comments	Begin utility construction Detailed design for contract elements*
Summer, Fall 2016	Locally Preferred Alternative and FEIR/S approvals	Red lane installation
Winter 2016		Begin construction contracting for remaining near-term improvements

*Note: Near-term improvement design will be at-risk pending selection of Locally Preferred Alternative and FEIR/S approvals.

For More Information:
www.gearybrt.org



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