

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 170718-095

WHEREAS, The Strategic Plan requires that the SFMTA, in the context of the “Transit First” policy, make transit and other non-personal vehicle-oriented transportation modes the preferred means of travel; and,

WHEREAS, Ridership along the Geary transit corridor is already very high with 54,000 daily riders and is expected to continue to grow; absent additional infrastructure investment, ridership growth will hamper the SFMTA’s ability to respond to key customer needs such as crowded buses and uneven wait times that persist even with major recently implemented upgrades including more frequent service, new low-floor buses, and upgraded bus lanes downtown; and,

WHEREAS, The Geary Corridor is San Francisco’s longest High-Injury corridor that experiences severe and fatal traffic collisions at eight times the citywide average; and,

WHEREAS, The Geary Corridor Bus Rapid Transit Project (Geary BRT) is a proposed major transit capital investment to improve transit performance and safety along the Geary corridor; and,

WHEREAS, The San Francisco County Transportation Authority (SFCTA) has led the planning and environmental review stages of the Project in partnership with the SFMTA who will be responsible for design, implementation, and maintenance; and,

WHEREAS, The Geary BRT would include transit and safety features including dedicated bus lanes, stop spacing adjustments, high-quality stations, traffic signal optimization, improved transit signal priority, and pedestrian safety enhancements; and,

WHEREAS, The SFCTA and SFMTA have conducted a robust public involvement process throughout the entire planning and environmental review process and used input received to shape the project alternatives and Build Alternatives; and,

WHEREAS, The SFCTA has served as the lead agency under CEQA and the Federal Transit Administration (FTA) has served as the lead agency under NEPA; and,

WHEREAS, In November 2008, SFCTA and SFMTA, in cooperation with the FTA, issued a federal Notice of Intent to prepare an Environmental Impact Statement (EIS) and state Notice of Preparation to prepare an Environmental Impact Report (EIR); and,

WHEREAS, The Geary Corridor Bus Rapid Transit Project Draft EIR/EIS was published and circulated for public comment from October 2, 2015 to November 30, 2015; and,

WHEREAS, The Geary Corridor Bus Rapid Transit Project EIR considers four Build Alternatives, including the Hybrid Alternative which would extend side-running bus-only lanes between Market Street and Palm Avenue, center-running lanes without passing lanes in a dedicated median from Palm Avenue to 27th Avenue, and side-running lanes from 27th Avenue to 34th Avenue; and,

WHEREAS, The federal and local agencies agreed to prepare the Final EIR separate from a Final EIS, and the Final EIR was published on December 9, 2016; and,

WHEREAS, On January 5, 2017, the SFCTA Board unanimously certified the Geary Corridor Bus Rapid Transit Project Final EIR as adequate, accurate, and objective and reflecting the independent judgement of the SFCTA and selected the Hybrid Alternative as the Project and the Locally Preferred Alternative (LPA), with modifications to include Collins Street local stops and Laguna Rapid stops (Resolution 17-21); and,

WHEREAS, The SFCTA Board approved a modification to the Geary BRT and the LPA to shift the center-to-side running bus lane transition from 27th to 28th Avenue (Resolution 17-55), which modification was reviewed in an addendum to the Final EIR dated May 19, 2017; and,

WHEREAS, The SFMTA Board has reviewed and considered the information contained in the Final EIR and the addendum; now, therefore, be it


RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the Geary Corridor Bus Rapid Transit Project, analyzed as the Hybrid Alternative/Staff-Recommended Alternative in the Geary Corridor Bus Rapid Transit Project Final EIR and as amended by the SFCTA Board at its January 5, 2017 and June 27, 2017 meetings to including the following modifications: addition of Collin Street local stops, a Laguna Street Rapid stops, and a westbound center-to-side running bus lane transition at 28th Avenue; and be it further

RESOLVED, That the SFMTA Board of Directors concurs in the SFCTA's determination that the Hybrid Alternative/ Staff-Recommended Alternative, as modified on January 5 and June 27, 2017, is the Locally Preferred Alternative for the Geary Corridor Bus Rapid Transit Project; and, be it further

RESOLVED, That the SFMTA Board adopts the CEQA Findings and Statement of Overriding Considerations for the Geary Corridor Bus Rapid Transit Project Final EIR, and adopts the Mitigation and Monitoring Reporting Plan incorporated herein as though fully set forth; and be it further

RESOLVED, That the SFMTA Board authorizes the Director of Transportation to direct staff to continue with obtaining otherwise necessary approvals and to carry out the actions to implement the Geary Corridor Bus Rapid Transit Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of July 18, 2017.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency