



SFMTA

# Geary Rapid Project

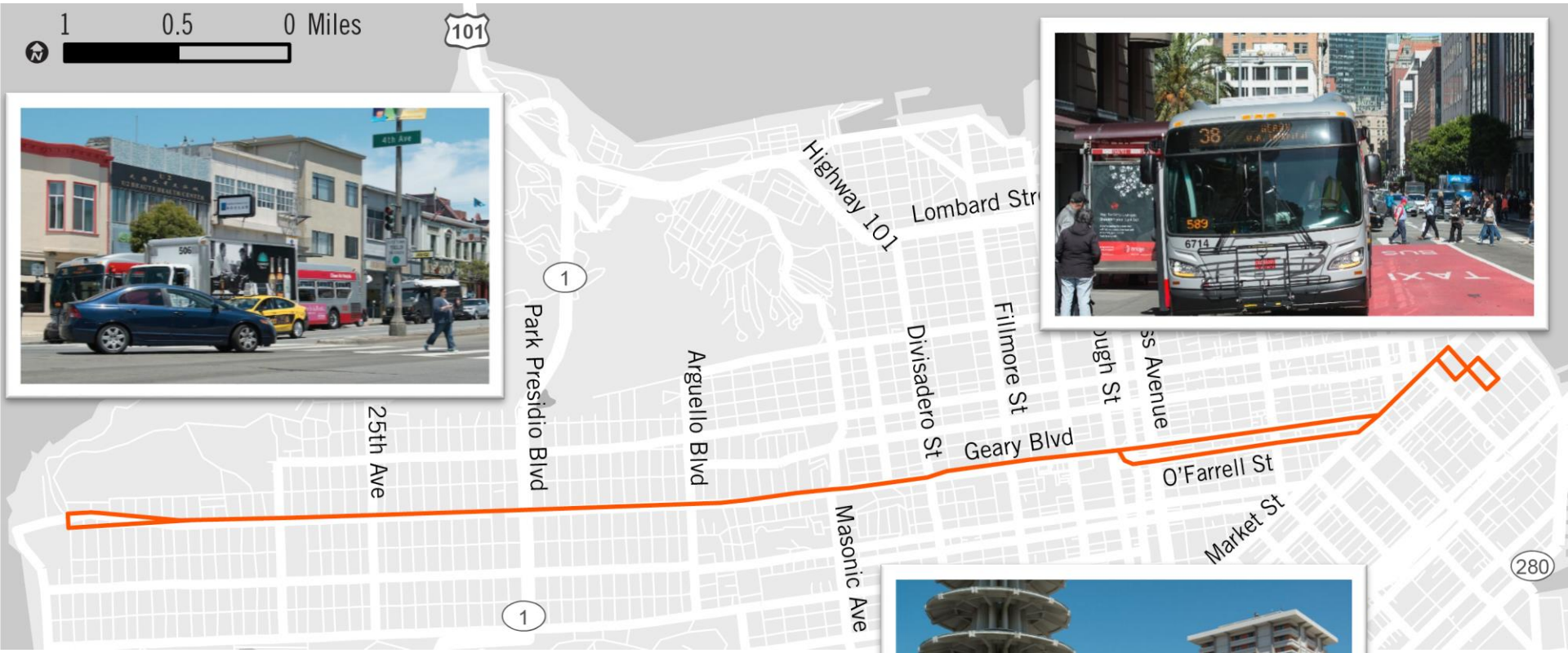


SFMTA Board of Directors Meeting

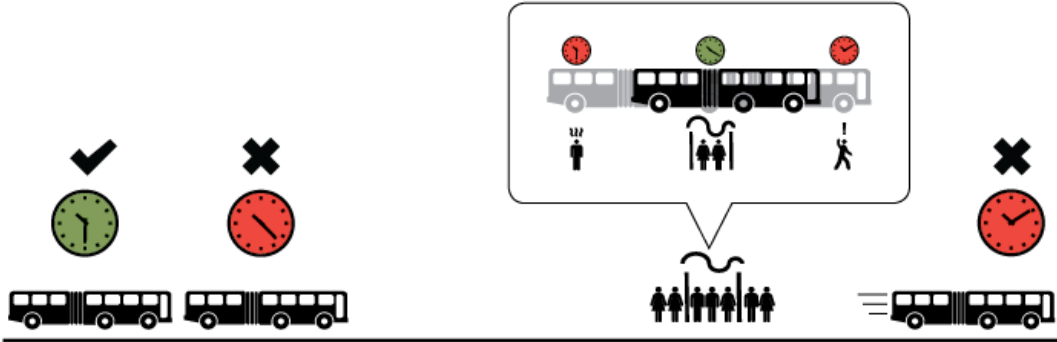
August 21, 2018

# The Geary corridor: 54,000 riders/day

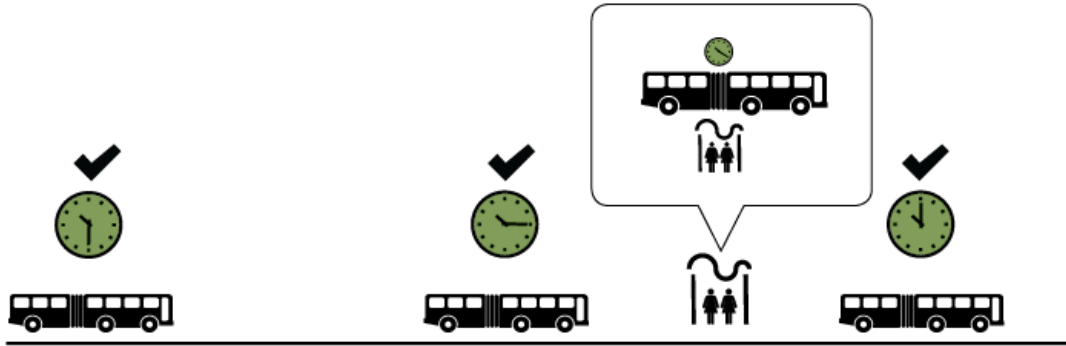
1 0.5 0 Miles



# Project goals: Improved transit speed and reliability



CURRENT CONDITIONS



IDEAL CONDITIONS

# Project goals: Improved safety and accessibility for people walking



**26** pedestrians injured on Geary annually

— YOU ARE —

**8x** more likely to be involved in a collision on Geary than the average city street.



# Transit Performance Improvements



- Extending dedicated transit only lanes
- Re-locating and removing bus stops
- Upgraded transit signal priority
- New and extended transit bulbs
- New bus stop amenities

# Pedestrian Safety and Accessibility Improvements



- New pedestrian bulbs
- New pedestrian crossings
- Buchanan, Webster and Steiner surface crossings
- Pedestrian countdown signals
- Daylighting
- Enhanced medians
- Re-timed signals
- Accessible pedestrian signals
- Upgraded curb ramps



# Loading and On-Street Parking

- Loading needs incorporated into project design
- 98% of parking within 1-2 blocks of corridor retained
- No parking removal on 60% of block faces
- Typically 1-3 spaces repurposed for daylighting or bulb-out
- Greater parking removal near Fillmore and Masonic frontage roads



# Private Vehicle Traffic



- Lane reduction for transit-only lanes and safety
- 2 general purpose lanes and 1 transit-only lane/direction west of Van Ness



# Community Engagement Tactics

- Geary CAC
- Project drawings
- Open Houses and Project Showcases
- Coffee hours
- Stakeholder meetings
- Senior centers presentations
- Bus stop changes survey
- Merchant loading survey
- Door-to-door outreach
- Intercept survey
- Transit in-reach
- Sharing project information at events
- Posters in the corridor
- Website
- Project emails
- Direct mailings
- Multilingual communication
- Distributing flyers at bus stops



# Stakeholder meetings/presentations

More than 60 stakeholder meetings and presentations were held during design phase



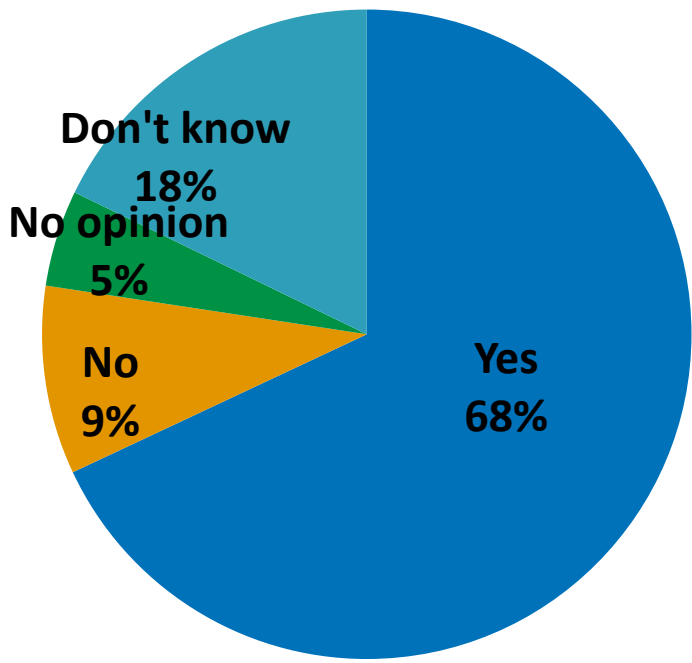


# Open Houses and Project Showcases



# What we heard: Mostly strong support for transit-only lanes

*Are existing red lanes improving service on Geary?*



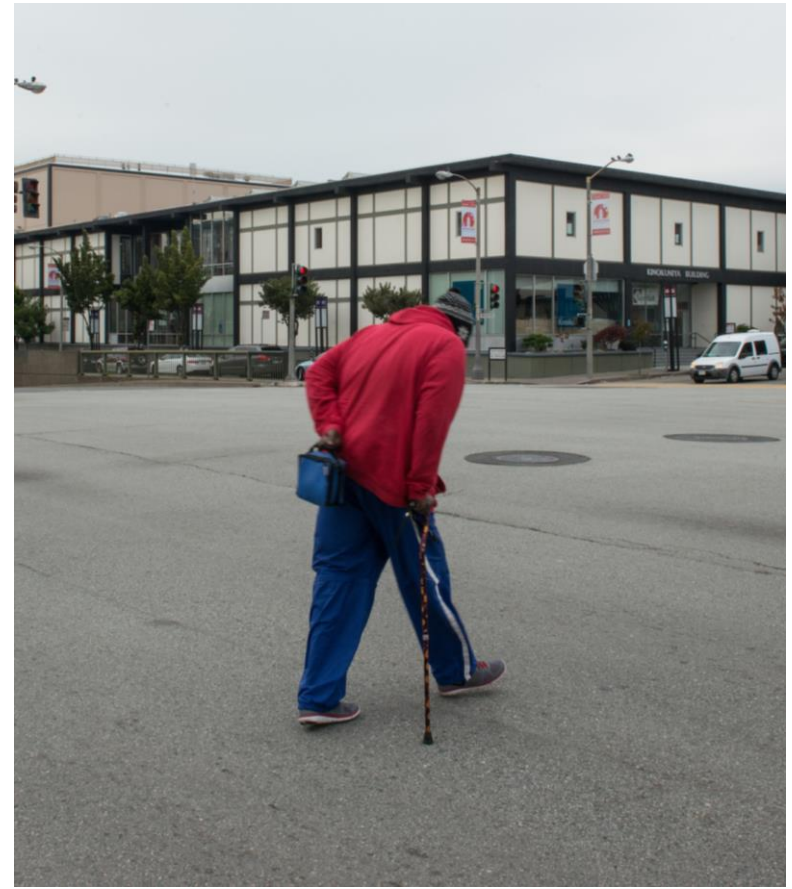
I'm excited for more red lanes!

My favorite part of the project is the bus-only red lanes. I noticed HUGE improvement when they were installed on Mission St.

Source: Pedestrian Intercept Survey, March 2017



# What we heard: Strong support for pedestrian safety and accessibility features



# A community-shaped project design

## **Refinements made during the environmental phase:**

- Retention of Webster pedestrian bridge
- Addition of more pedestrian bulbs
- Retention of Rapid stops at Laguna
- Retention of local stops at Collins

## **Refinements based on recent input:**

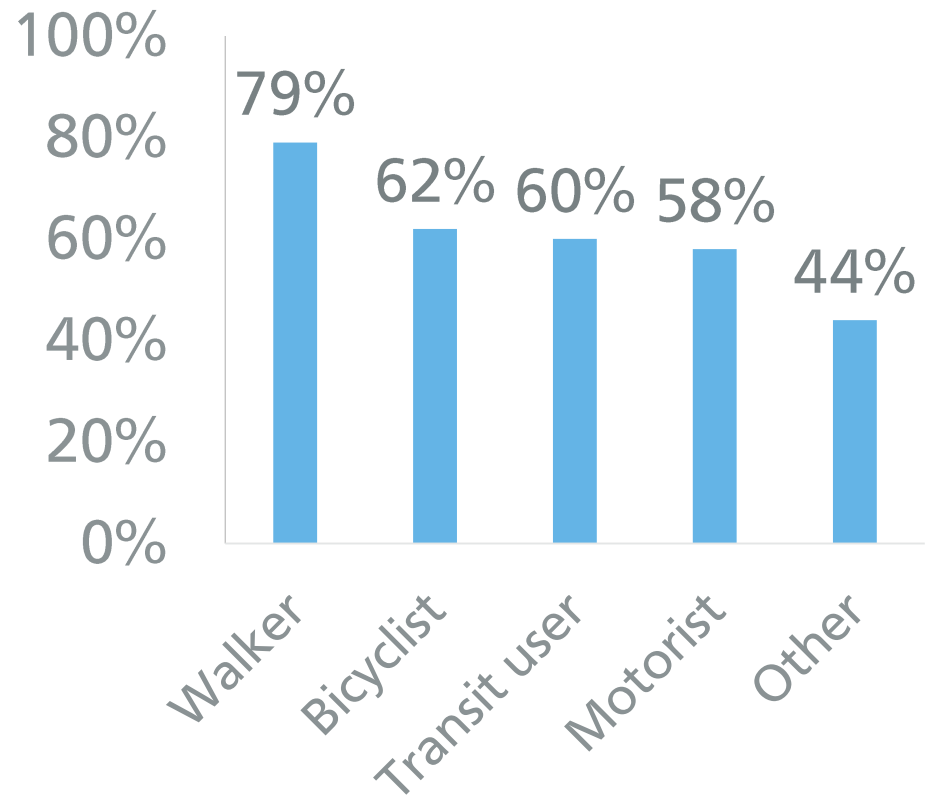
- Retention of local stops at Stanyan and Commonwealth
- Retention of current location of inbound stop on Starr King/Gough
- Changing design of inbound Rapid stop at Laguna to a bus bulb
- Modifications to passenger and commercial loading zone locations



# Business access and red lanes

- Before and after evaluation will include metrics to gauge economic health of corridor
- Education campaign to inform drivers about how to use transit-only lanes

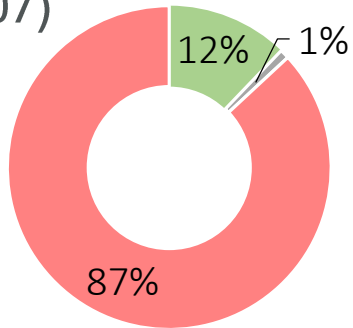
Percentage of respondents by travel mode who visit Geary corridor businesses daily or weekly



Source: Pedestrian Intercept Survey, March 2017

# Spruce Rapid service elimination

## Bus Stop Survey Feedback (n = 107)



■ Positive ■ Neutral ■ Negative

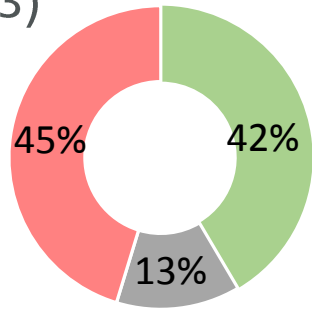


## Considerations

- High volume of transit activity creates delay and access challenges
- Lowest ridership Rapid stop
- Stop re-location to far-side and bus bulbs ruled out during env. review
- New distance between Rapid stops (~3400 feet) is longer than typical but not unusual
- Removing will improve reliability and save ~40 seconds
- ~9,300 people pass through Spruce on 38R, ~1,000 board and alight

# Starr King Way/Gough stop

## Bus Stop Survey Feedback (n = 53)



■ Positive ■ Neutral ■ Negative



|  | Leave stop in existing location | Move stop in front of St. Mary's |
|--|---------------------------------|----------------------------------|
| Quality of stop waiting environment                  | -                               | +                                |
| Rapid can pass local                                 | -                               | +                                |
| Far-side stop less likely to encounter signal delay  | +                               | -                                |
| Eastbound right turn queue impact on bus performance | +                               | -                                |
| Input: St. Mary's, Cathedral Hill Tower, SDA, MAAC   | -                               | +                                |
| Input: UU, St. Mark's, Muni operators                | +                               | -                                |
| Field observations regarding walk access             | +                               | -                                |



# Next Steps

## Coordinated implementation with other City agency sponsored work

- Public Works-sponsored roadway re-paving
- SF Public Utilities Commission-sponsored sewer and water work
- Department of Technology and MTA-sponsored fiber optic conduit installation

