



SFMTA
Municipal
Transportation
Agency

Geary Bus Rapid Transit

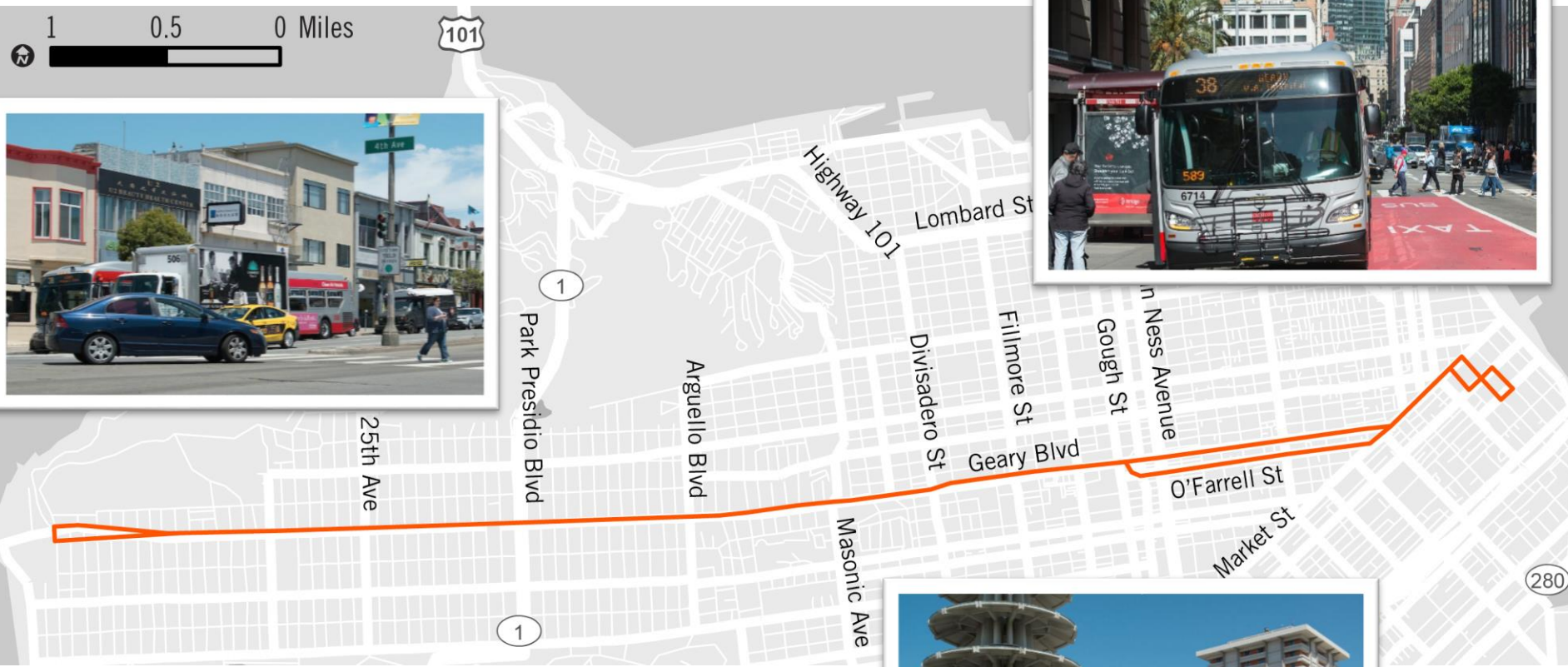
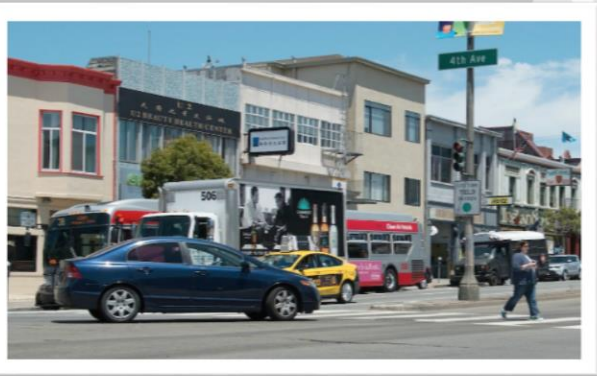
July 18, 2018

Geary corridor: looking east



The Geary corridor: 54,000 riders/day

1 0.5 0 Miles



We've been busy making major improvements

New low-floor buses



More frequent service



Safety enhancements



Red lanes downtown



And our customers are noticing

“Thank you for the bus lanes!”

“I like the new buses. They have more room and are cleaner.”



“38 bus improved immensely within the last 3 years”

But, more is needed



High ridership is a blessing and a curse

- More frequent service → harder to prevent bus bunching
- Geary riders sometimes still experience crowded buses, uneven wait times and inconsistent travel times



SF's longest High-Injury Corridor

- Geary travelers are eight times more likely to be hit by traffic than the city average

Major project features

Dedicated bus lanes

New signals + crosswalks

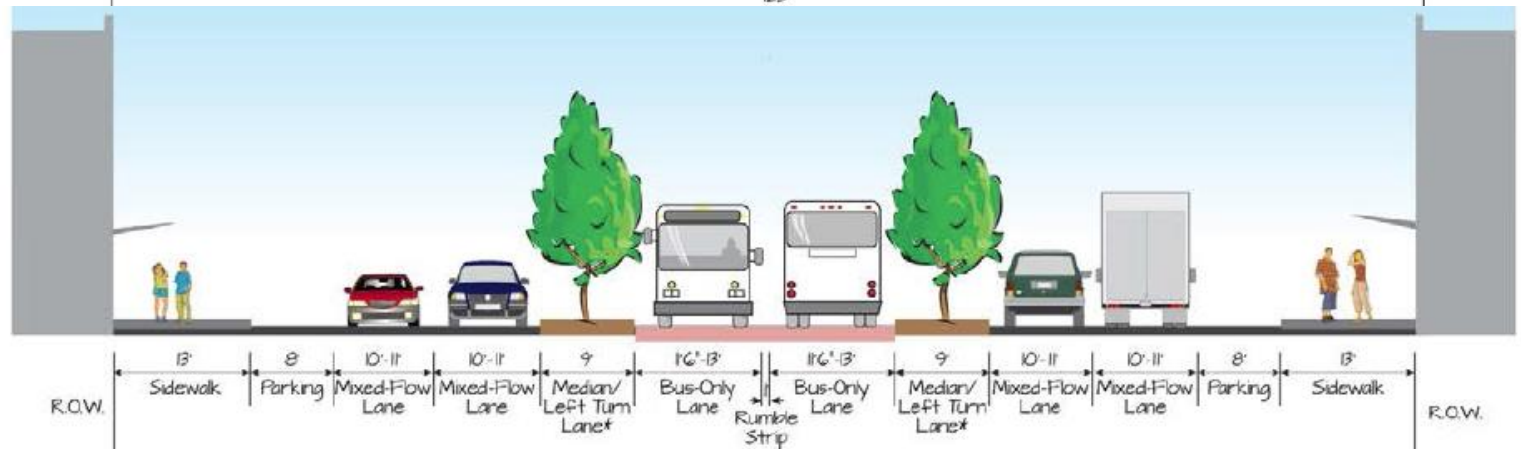
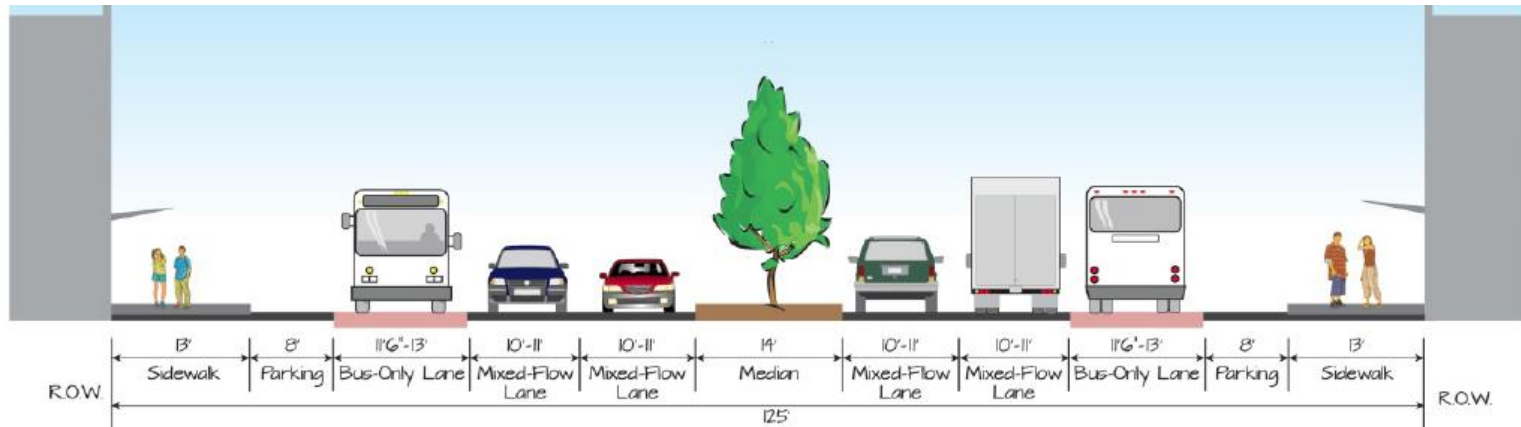
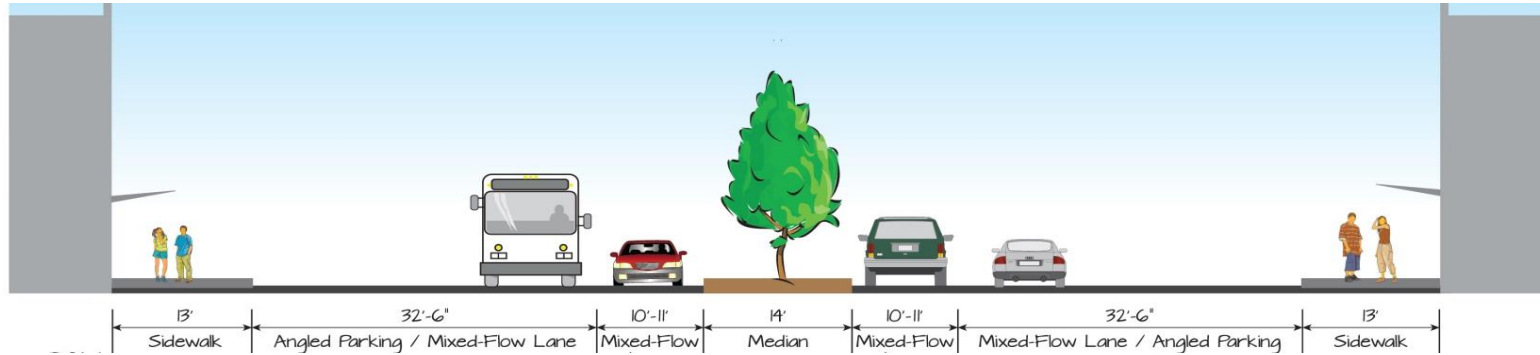
Better bus stops

Pedestrian bulbs, median refuges

Smarter traffic signals

Calming the “expressway”

Alternatives Evaluated



Bus-Only Lane Configuration (Hybrid Alternative, as amended by SFCTA Board)



Example: O'Farrell at Leavenworth - Before



Example: O'Farrell at Leavenworth - After



**Dedicated
bus lanes**

**Better bus
stops**

Example: Geary at Buchanan - Before



Example: Geary at Buchanan - After



**Calming the
“expressway”**

**Pedestrian
bulbs, median
refuges**

**New signals +
crosswalks**

**Dedicated
bus lanes**

Example: Geary at 17th Ave - Before



Example: Geary at 17th Ave - After

**Dedicated
bus lanes**

**New signals
+
crosswalks**

**Pedestrian
bulbs, median
refuges**

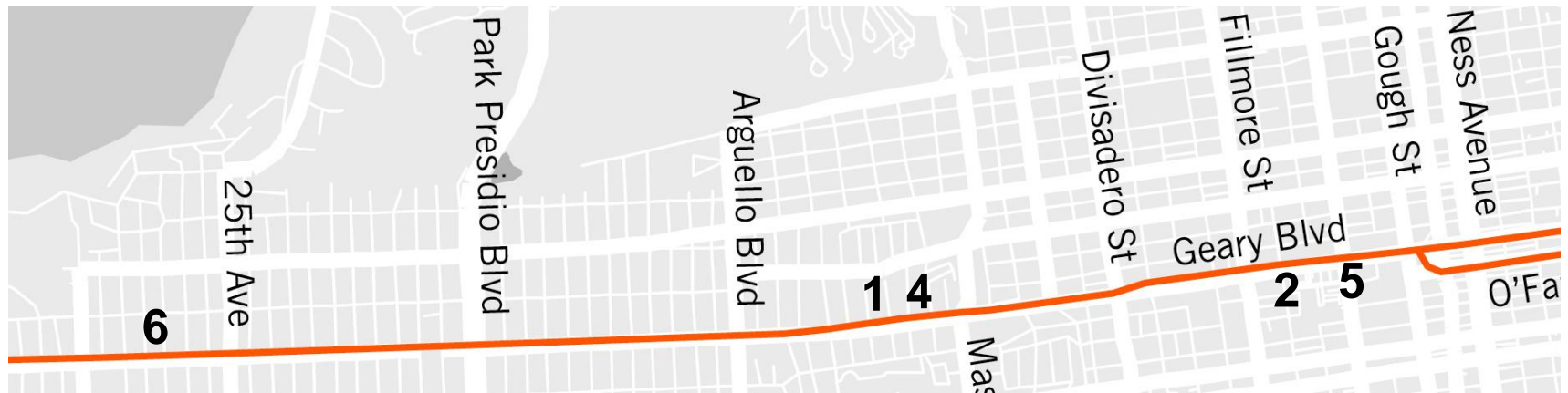


Extensive outreach process

- 4 major rounds of outreach
- Public meetings
- **250+** meetings w/ **65+** stakeholder groups
- **33** Citizens Advisory Committee meetings
- Multi-lingual communications
- Corridor surveys
- OWL Visualization kiosks
- Flyering at bus stops
- Web, email, social media updates
- Newspaper ads
- Corridor postings
- Ambassadors at bus stops



We Heard You!



Changes made between Draft EIR/EIS and Final EIR

- 1 - Retention of Local and Express bus stops at Spruce/Cook (No Rapid stop)
- 2 - Retention of the Webster Street pedestrian bridge
- 3 - Addition of more pedestrian crossing improvements

Changes made at SFCTA Board Meeting on January 5, 2017

- 4 - Retention of Collins Street local bus stops
- 5 - Retention of Laguna Street Rapid bus stops

Changes made at SFCTA Board meeting on June 27, 2017

- 6 - Shift in WB transition from center-running to side-running from 27th to 28th Avenue

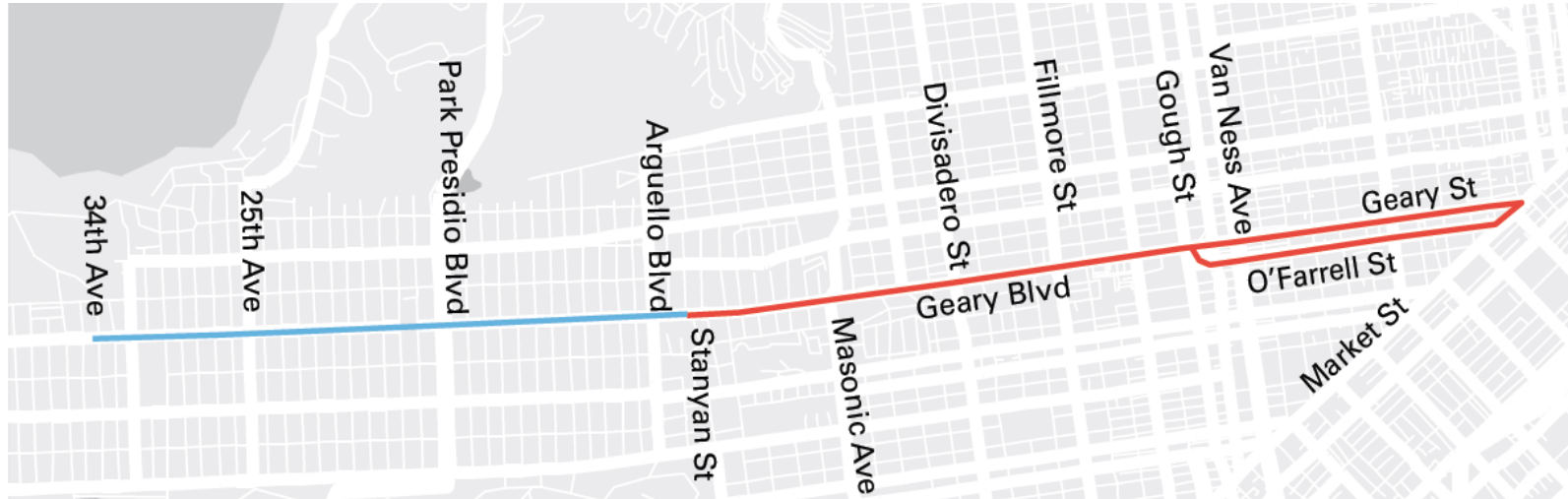
Environmental Review Timeline

- **November 2008:** Scoping
- **October/November 2015:** Draft EIR/EIS
- **December 2016:** Release of Final EIR
- **January 2017:** SFCTA certify EIR and adopt LPA
- **June 2017:** SFCTA LPA Amendment
- **Today:** SFMTA Board CEQA findings and LPA approval
- **Later 2017:** Final EIS and Record of Decision

Project Phasing and Next Steps

Phase 2

Phase 1



Complete federal environmental process. Following completion, immediate next steps:

- Phase 1: Outreach on design details, then SFMTA Board legislation
- Phase 2: Kick-off preliminary engineering

Cost estimate

	Cost	Notes
Phase 1 – fully funded	\$65 million	<ul style="list-style-type: none">• Includes coordinated utility upgrades not related to BRT
Phase 2 – will seek \$100 million Small Starts grant.	\$235 million	<ul style="list-style-type: none">• Center-running bus only lanes• High amenity stations• Bus and ped bulbs, stops, and signals• Vehicles for increased service• Utility relocation related to BRT• Mixed flow lane re-surfacing• Masonic area bike lane and median modifications
Total	\$300 million	

Actions Requested

- 1. Approve the Geary Bus Rapid Transit Project**
- 2. Adopt CEQA findings, including**
 - Statement of Overriding Considerations
 - Mitigation, Monitoring and Reporting Program
- 3. Concur with designation of Locally Preferred Alternative**
- 4. Authorizing Director of Transportation to continue to obtain otherwise necessary approvals and carry out the actions to implement Geary BRT Project**