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Geary Rapid

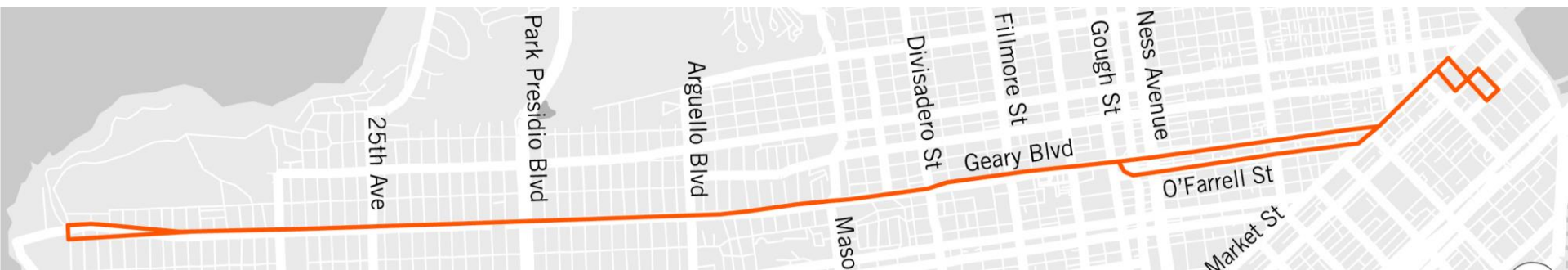
SFMTA CAC

June 1, 2017



Liz Brisson, Geary Rapid Project Manager, SFMTA

What is Geary Rapid and what happened to Geary BRT?



Geary Boulevard Improvement Project *34th Ave to Stanyan*



Geary Rapid *Stanyan to Market*



We've been busy making major improvements

New low-floor buses



More frequent service

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More service, less crowding.
Increasing service for 165,000 riders starting April 25.

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Safety enhancements



Red lanes downtown



Not just on Geary, but for all of Muni

Hours of new service:

+330,000

We've increased service on 34 routes since 2015 to reduce crowding and wait times—the most service in Muni's history!



135 NEW 60' BUSES to reduce crowding and delays on our busiest routes.

10



Express lines with expanded service hours

4 New routes



On-time performance up to

80%

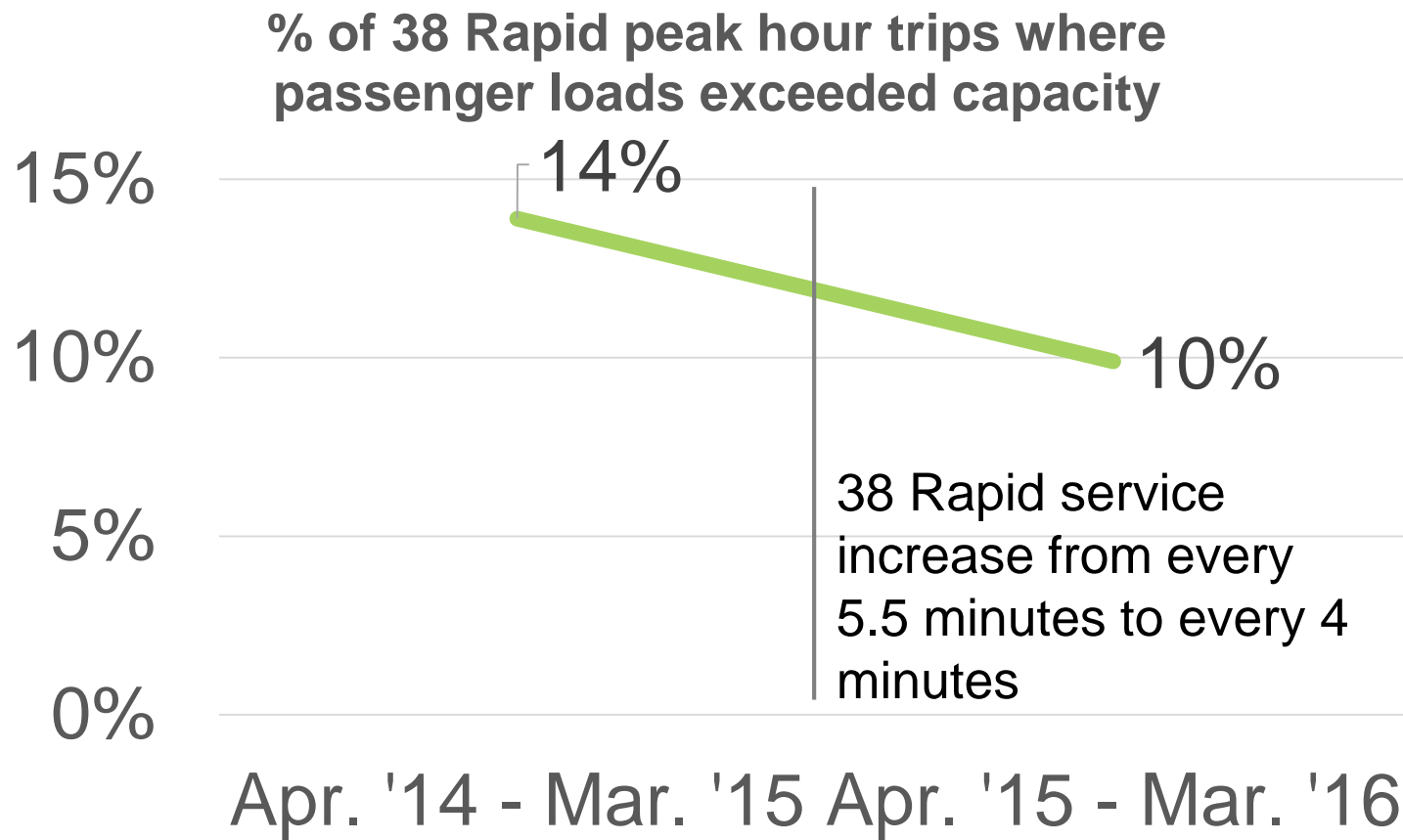


on improved Rapid Network routes for a more efficient and predictable system.



This year compared to last, the Rapid Network has reduced peak period crowding by 26%.

Additional service has provided relief



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 (~54,000/day) is a blessing and a curse

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

Gaps in service regularly cause Geary riders an additional 5+ minutes wait time

	Typical Wait	Extra Wait Due to Gaps	Total Wait	Frequency for daily commuter
38	4 mins	5 mins	9 mins	2x/week
38R	2 mins	5 mins	7 mins	1x/week

Source: SFMTA AVL 1/2013 to 6/2016, peak hours, Presidio Ave to Market

But, more is needed

SF's longest High-Injury Corridor

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



Muni Forward key investment opportunities

- » Operators
- » Vehicles
- » Schedules
- » Line management
- » **Right-of-way**



Geary Rapid and the Muni Rapid Network



Major project features

Dedicated bus lanes

New signals + crosswalks

Better bus stops

Pedestrian bulbs, median refuges

Smarter traffic signals

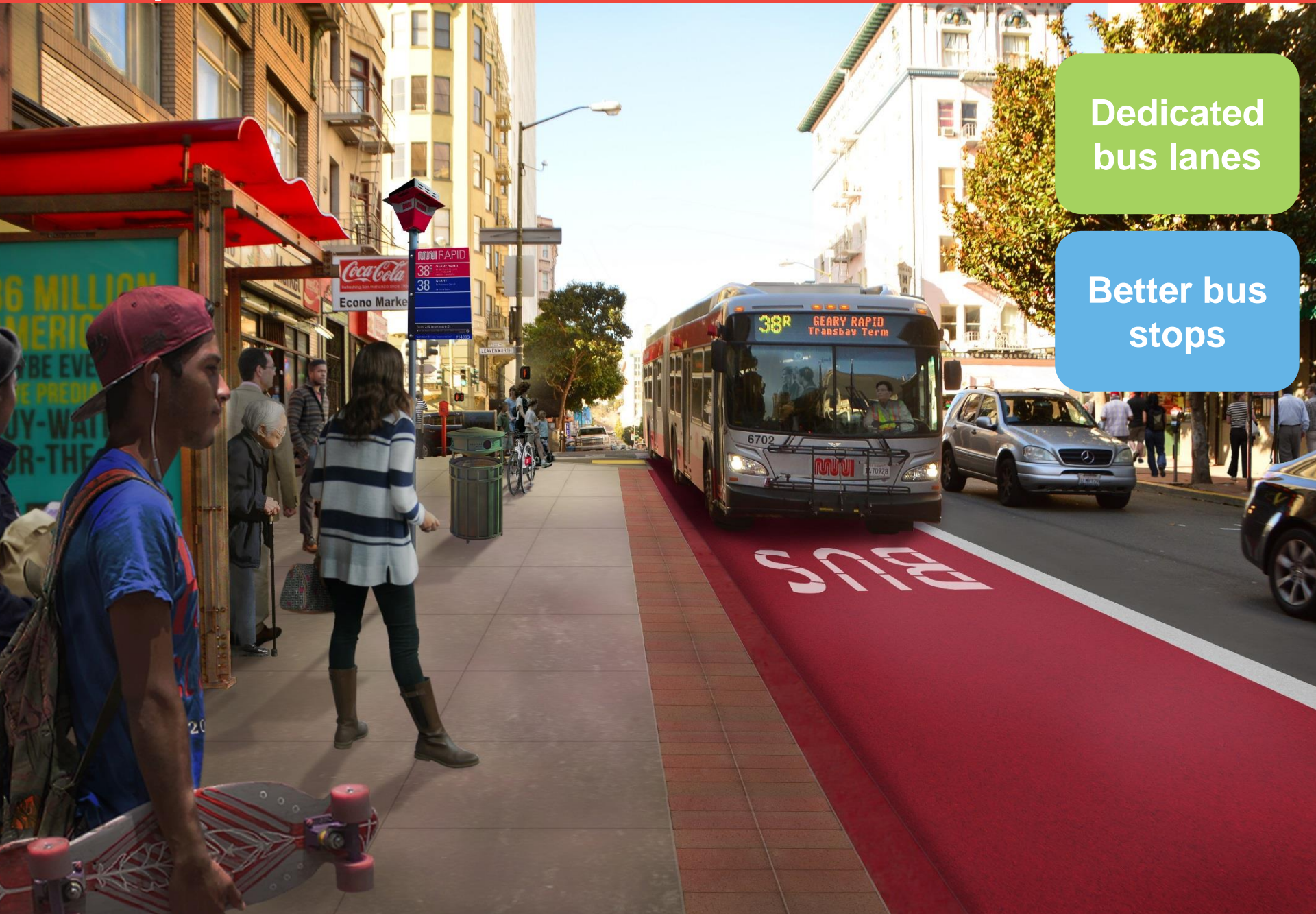
Calming the “expressway”

Example: O'Farrell at Leavenworth - before MUNIFORWARD



Example: O'Farrell at Leavenworth - after

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Dedicated
bus lanes

Better bus
stops

Example: Geary at Buchanan - before

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Calming the
“expressway”

Pedestrian
bulbs, median
refuges

New signals +
crosswalks

Dedicated
bus lanes



Example: Geary at Steiner - after

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Pedestrian
bulbs, median
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Calming the
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Smarter
traffic signals





Example: Geary at Cook - after

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Dedicated
bus lanes

New signals
+
crosswalks

Smarter
traffic
signals



Intercept survey: background

- » Conducted March 2017 b/w Stanyan and Market
- » Saturday, Sunday, Tuesday, Wednesday
- » >1,400 valid surveys



Intercept survey: key findings

90%

of those intercepted had come by transit (55%) or walking (35%).

Transit riders and walkers reported visiting businesses 'daily or weekly' **more often** than drivers.

68%

of those intercepted AND had seen red lanes believed they were helping improve Geary bus service.

Project benefits and tradeoffs

Benefits

- Faster more reliable transit trip
- Safer street
- More comfortable bus stops
- Optimized traffic flow with state-of-the-art signals

Tradeoffs

- Decrease in # of travel lanes
- Small reduction in on-street parking
- Some temporary disruption while construction occurs

Who will benefit?

Geary customer demographics

	Low Income		People of Color	
	#	%	#	%
38	15,000	57%	15,000	58%
38R	11,000	47%	15,000	57%

SFMTA System wide On-Board Survey, 2014

On Geary and rail...



Next steps

- » New SFMTA-led Citizens Advisory Committee in formation - recruitment beginning in June
- » MTA Board environmental actions
- » Complete federal environmental process
- » Major outreach push
- » Then MTA Board legislation, complete design, and begin implementation

Thank you! Questions?

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