

Geary Bus Rapid Transit Project

EMSC Meeting



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SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

September 28, 2016

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- 1. Background**
- 2. Project Overview**
- 3. Connection to Long-Range Rail Planning**
- 4. Next Steps**

Why Geary?



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- ▶ **50,000 daily passengers**
 - ▶ Nearly as many as Caltrain!
- ▶ **Buses are often crowded and delayed by traffic**
 - ▶ Bus needs its own lane to improve transit performance
- ▶ **High-injury corridor**
 - ▶ 200 injury collisions between 2010-2015
 - ▶ Collision rate eight times city average



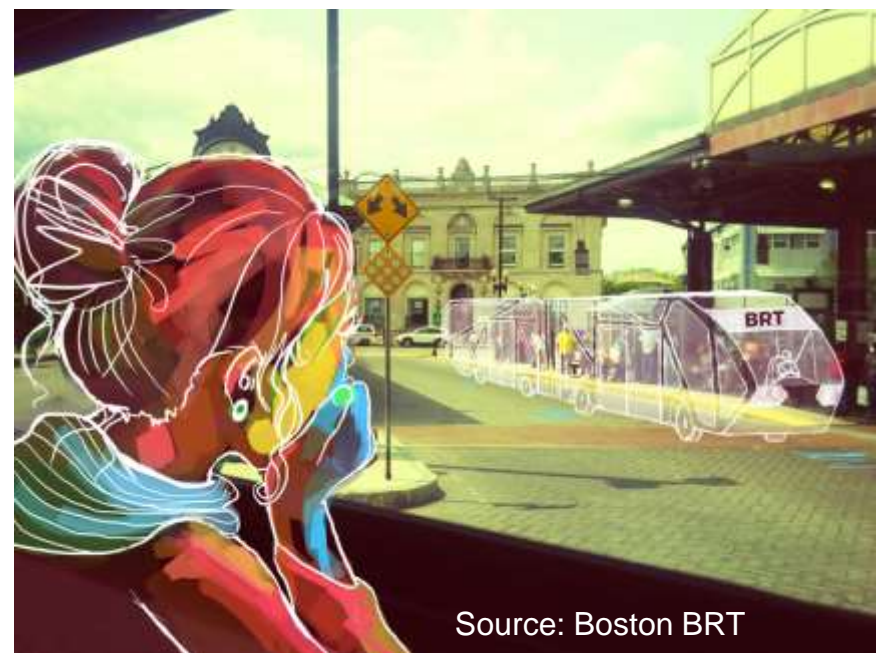
What will BRT do for Geary?



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- ▶ **Cost effective solution to rising transportation demands**
- ▶ **All day efficient and reliable transit service**
 - ▶ Up to 20-25% travel time-savings
Over 20 minutes round-trip
 - ▶ Up to 20% more reliable service
- ▶ **Safer more walkable streets**
 - ▶ Traffic-calming and intersection treatments
- ▶ **A complete street benefits everyone**
 - ▶ Improved access to major institutions, city landmarks and businesses



Source: Boston BRT

Geary BRT Project Features



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▶ Transit

- ▶ Bus-only lanes from Market to 34th Avenues
- ▶ Stop optimization
- ▶ Accessible stops and boarding platforms
- ▶ Signal Upgrades

▶ Pedestrian Safety

- ▶ Pedestrian and bus bulbs
- ▶ Median refuges
- ▶ New crossings and traffic signals with APS
- ▶ Adjustments to crossing times & LPI

▶ Community

- ▶ New landscaping and street lighting
- ▶ Stop amenities
- ▶ Utility upgrades
- ▶ Repaving and pavement repairs



Community Input



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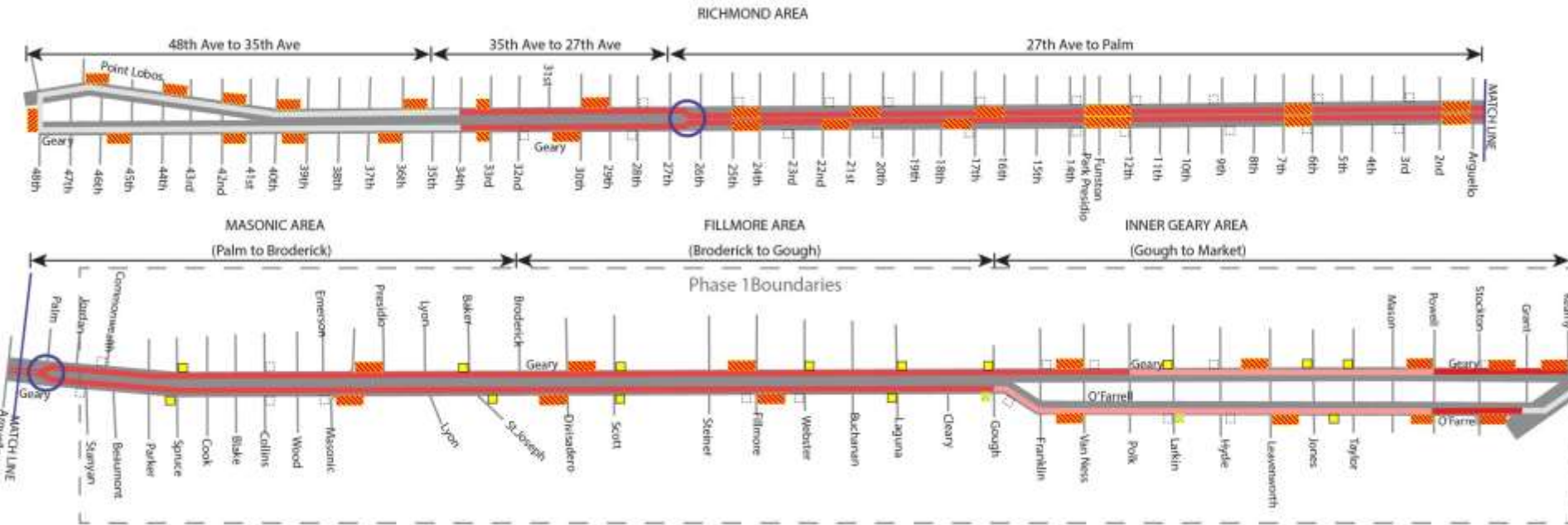
- ▶ **Public Workshops**
 - ▶ Summer 2012: update on alternatives
 - ▶ Winter 2013/14: selection of staff-recommended alternative (SRA)
 - ▶ Fall 2015: draft environmental document release
- ▶ **Over 250 community meetings**
- ▶ **Citizen Advisory Committee Meetings**
- ▶ **Geary corridor visitor and merchant survey conducted in 2013**
- ▶ **Regular web, email, and social media updates**
- ▶ **Working group meetings**
 - ▶ Japantown/ Sequoias
 - ▶ Spruce/ Cook Merchants
 - ▶ Geary Merchants



Overview of Staff Recommended Alternative



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LEGEND:
(not to scale)

Existing Bus-Only Lane	Preserved Local Stop
Proposed Bus-Only Lane	Removed Existing Stop
Proposed BRT/Local Stop	Transition between side-running and center running
Proposed Local Stop (new or relocated)	

*Reflects Staff-Recommended Alternative

Geary BRT Visual Simulations



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Side-running Example
Geary & Fillmore



Center-running Example
Geary & 17th Ave

Project Phasing



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Phase 1 : Market to Stanyan Streets (Beginning 2017)

- ▶ Phase 1.1: Painting of transit-only lanes, new lane markings, stop changes
- ▶ Phase 1.2: Signal infrastructure upgrades and safety improvements
- ▶ Phase 1.3: Utility upgrades and curb extensions

Phase 2: Stanyan – 34th Ave (Beginning Late 2019)

- ▶ Center-running transit-only lanes Arguello Boulevard to 25th Avenue, side-running to 34th Avenue
- ▶ New landscaped medians and station platforms
- ▶ Pedestrian safety improvements (e.g. sidewalk and signal work)
- ▶ Utility and pavement upgrades

*Timeline Subject to change

We are excited about potential for long-term rail investment on Geary



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- ▶ In existing SFMTA planning documents (Rail Capacity Strategy, SFMTA Capital Plan)
- ▶ Will be considered in upcoming long-range planning and prioritization (Subway Vision, Connect SF)
- ▶ Depending on ultimate rail design, BRT could be an incremental or complementary investment
- ▶ Many questions about potential future rail service remain, such as:
 - ▶ Technology/operator: BART or Muni LRT?
 - ▶ Length: How far along Geary would rail go?

Geary BRT and Rail



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- ▶ **But... rail is not possible in this decade**
 - ▶ Clear need to improve bus service in the meantime
 - ▶ High-quality bus service complements rail (e.g. Mission buses adjacent to BART corridor)

- ▶ **BRT could help pave the way for rail in the center-running segment:**
 - ▶ Preserving right-of-way
 - ▶ Station spacing



Approval Actions & Next Steps



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*Subject to change, pending approvals

Through end of 2016

- Public release of final Environmental Impact Study/Report
- Geary Citizen Advisory Committee makes recommendation on action
- Transportation Authority and SFMTA Board take actions
- FTA Approval

Beginning in 2017

- Phase 1 red lane legislation and implementation
- Convene Community and Advisory Committee

Questions?



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