



**SFMTA**  
Municipal  
Transportation  
Agency

# Geary Bus Rapid Transit

July 19, 2016

# Purpose and Need

**Bus rapid transit is a globally recognized solution to rising transportation demands with similar benefits to rail at a fraction of the cost and construction time**

Trunk line connecting communities in 5 districts to downtown

50,000 daily riders

60% board during off peak hours

Buses are slow, unreliable and crowded

High-injury corridor

Over 200 injury collisions between 2010-2015

Collision rate 8x city avg.



# Project Features

## Transit

- Bus-only lanes from Market – 34<sup>th</sup>
- Stop optimization
- Accessible stops and boarding platforms
- Signal Upgrades

## Traffic

- Protected left and right turns
- Synchronized traffic lights



## Pedestrian Safety

- Daylighting
- Pedestrian and bus bulbs
- Median refuges
- New crossings and traffic signals with Accessible Pedestrian Signals
- Adjustments to crossing times & lead pedestrian intervals

## Civic Improvements

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

# Alternatives Analyzed

- **No-build:** implement only previously planned improvement
- **Alternative 2:** side-running BRT (Market – 34<sup>th</sup> Ave)
  - Tradeoff: parking loss, less transit benefits
- **Alternative 3:** center-running BRT (Gough - 27<sup>th</sup> Ave) with passing lanes
  - Tradeoff: parking loss, cost
- **Alternative 3 C:** center-running BRT (Gough to 27<sup>th</sup> Ave) no passing lanes
  - Tradeoff: cost, elimination of local stops – saves parking
- **Hybrid Alternative (Staff Recommended Alternative):** side-running BRT (Market - Arguello, & 27<sup>th</sup> – 34<sup>th</sup>) & center running BRT (Arguello – 25<sup>th</sup>)
  - Tradeoff: elimination of local stops

# Geary BRT Visual Simulations



Side-running  
Geary & Fillmore



Center-running  
Geary & 17<sup>th</sup> Ave

# Community Outreach

- Summer 2012: alternatives workshop
- Fall 2013: intercept and merchant survey
- Fall 2013: Staff Recommended Alternative briefings
- Fall 2015: Draft environmental document release
  - Over 300 comments submitted
  - Over 50 meetings
  - Virtual reality kiosks @ 17<sup>th</sup> Ave and Webster St
- 3 working groups
  - Geary Merchants
  - Spruce & Cook merchants
  - Japantown Taskforce/ Sequoias
- Ongoing outreach
  - Geary BRT CAC meetings
  - Social media updates
  - Corridor mailer
  - Textizen survey



# Recent design changes

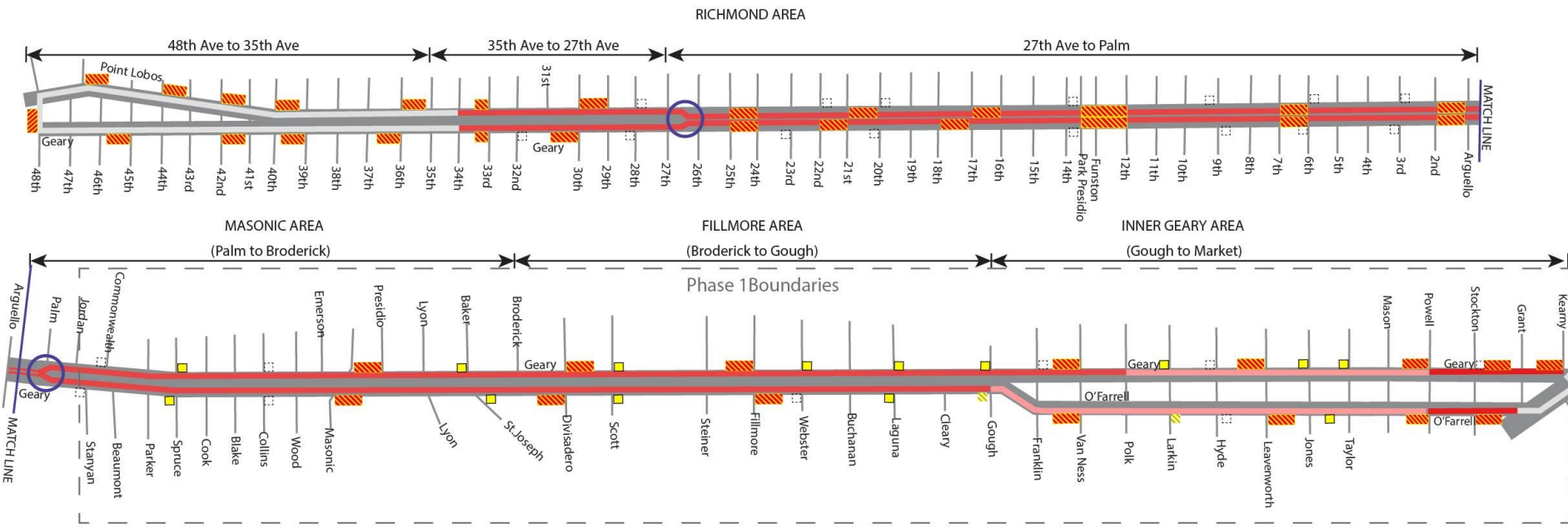
## What we've heard

- Preserve parking
- Preserve Steiner and Webster pedestrian bridges
- Calm traffic, make the street safe for people walking
- Maintain stops for seniors
- Keep Laguna a rapid stop

## What we've done

- No BRT passing lanes – saves parking
- Spruce local-only stop
- Preserve Webster Bridge
- Additional safety treatments
- Adjusted stops to make them closer to schools and senior populations

# Staff Recommended Alternative



- LEGEND:**  
(not to scale)
- Existing Red Transit-only Lane
  - Proposed Red Transit-only Lane
  - BRT/Local Stop
  - Preserved Local Stop
  - Removed Existing Stop
  - Transition between side-running and center running
  - Proposed Local Stop (new or relocated)



# Project Benefits & Tradeoffs

## Benefits

- 10-15 minute time savings
- 20% more reliable service
- Improved traffic flow
- Safer and more complete street
- Infrastructure upgrades
- 13% more green infrastructure

## Tradeoffs

- 3% parking loss
  - Total of 300 spaces
- Elimination of rapid and local stops
- Removal of Steiner pedestrian bridge
- Removal of left turns

# Phased Implementation

## **Phase 1 Near-term Improvements:** Market - Stanyan (Beginning late 2016)

1. Transit-only lanes, pavement markings and stop adjustments
2. Signal improvements
3. Curb extensions and utility and pavement upgrades

## **Phase 2 BRT Construction:** Stanyan – 34<sup>th</sup> Ave (Beginning Late 2019)

- Utility upgrades
- Dual median construction
- Curb extensions
- Repaving

# Project Cost

## Cost

Phasing Package	Amount [millions]
Phase 1	\$60-100
Phase 2	\$200-240
Total	\$300

## Funding Plan

Source	Type	Amount [millions]
Small Starts	Federal	\$100
Prop K	Local	\$51
Prop A	Local	\$13
Prop B General Fund	Local	\$2.6
SFMTA Revenue Bond	Local	\$0.7
Other	Local	\$31
TBD	TBD	\$102

# Project Status

Finalizing response to comments and design refinements

## Next Steps: Fall 2016

- Final environmental document certification and selection of preferred alternative
- Phase 1 implementation
- Phase 2 conceptual engineering



# Thank You

**For More Information Visit:**  
[gearybrt.org](http://gearybrt.org)

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