



Quick Transit Improvements Make for Quicker Bus Rides

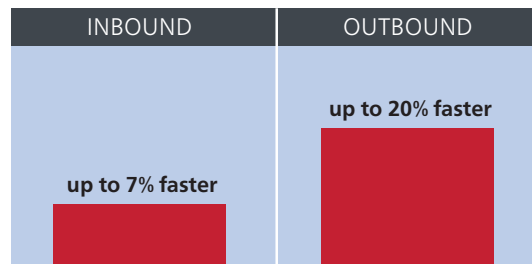
The results are in, and 38 Geary riders are already feeling the difference. Last fall, the SFMTA kicked off the Geary Rapid Project by making some quick-to-implement transit and safety improvements, including installing new transit-only lanes and making bus stop changes. We collected before and after data and surveyed bus riders to see what they thought about the changes.

The remainder of the project's transit and safety improvements, including sidewalk extensions at bus stops and intersection corners (bus bulbs and pedestrian bulbs), new crosswalks and upgraded traffic signals, are expected to be completed in mid-2021.



Bus Travel Time Savings

38R trips between Arguello and Van Ness



Bus Ridership



of riders say they are riding more often since the changes*



56,800

daily 38/38R/38 Express riders, the highest bus ridership in the U.S.

*Taken from an on-bus survey of 600 38/38R riders, conducted in five languages

Double Down for Double-digit Ridership Growth

By Bonnie Jean von Krogh



Bus bulb-outs are sidewalk extensions at bus stops that allow buses to stop directly to the curb without leaving the lane, loading passengers more quickly and making for a smoother ride.

The Geary Rapid Project isn't the only project bringing benefits to transit riders. As Muni Forward turns five this year, San Francisco is leading the nation in transit priority improvements. To date, the SFMTA has approved more than 50 miles of Muni Forward reliability improvements to keep Muni moving—with upgrades like transit-only lanes, bus bulbs for faster boarding and traffic signals that stay green for transit. Over the last five years, we've also increased service frequency by 10 percent across the system.

And guess what? It's showing results! At a time when national ridership for public transit is down by about three percent, San Francisco is bucking the trend. Muni's Rapid Network prioritizes frequency and reliability on our most heavily used routes that carry nearly 70 percent of customers. Overall ridership on the Rapid Network is up by eight percent in the past three years, while systemwide, Muni's ridership is holding roughly even. And lines that have received transit priority improvements, like the 5 Fulton and the 9 San Bruno, have seen even better results with increased ridership.

Muni faces a range of challenges putting daily service on the street for more than 700,000 people each weekday, especially with dramatically increased congestion on city streets. But Muni Forward's dramatic gains demonstrate that smart upgrades to the system can yield lasting results that can help riders beat traffic. And more transit riders mean fewer vehicles on the road, which helps make streets safer for people walking.

Muni Forward is continuing its system-wide approach to improvements, including:

- Transit and pedestrian safety improvements on 3rd and 4th streets in SoMa to benefit five of Muni's busiest bus routes, the 45 Union-Stockton, 30 Stockton and 8/8AX/8BX Bayshore lines.
- The West Portal pilot project to improve transit, traffic circulation and pedestrian safety at West Portal Station, a key Muni rail node.
- Service improvements for the 27 Bryant, 54 Felton and 57 Parkmerced, to improve reliability for underserved neighborhoods.
- Improvements planned for the J Church and construction underway to speed up the 22 Fillmore, the L Taraval, the 7 Haight/Noriega, the N Judah and the 8 Bayshore and 9 San Bruno lines.

Stay tuned for more improvements coming to a Muni line near you soon!

The Geary Rapid Project, on Geary and O'Farrell between Stanyan and Market streets, aims to improve one of San Francisco's busiest corridors with much-needed safety improvements and more reliable bus service.

NEWSLETTER IS PRODUCED BY

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You Asked!

Will there be red lanes on Geary?

Since 2013, the SFMTA has been part of a national pilot program with the Federal Highway Administration (FHWA) that studies using red colored transit-only lanes to improve compliance. Studies have already shown that red lanes have reduced violations by about 50%.

Last fall, we installed non-colored transit-only lanes on Geary between Stanyan and Gough and have since collected the "before" data that is required by the FHWA. While we could proceed with red treatments now, it's more cost-effective to wait until after the remaining Geary Rapid Project improvements, such as utility work and repaving, are completed. Red lanes are expected to be installed in 2021.

Drivers can still legally enter any transit-only lane, red or not, to make turns into businesses or turn right at most intersections. Learn more at [SFMTA.com/blogs](https://www.sfmta.com/blogs).

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A Bridge Too Steep: Removing the Pedestrian Overpass at Steiner

By Amy Fowler

Early next year, the pedestrian bridge that spans Geary Boulevard at Steiner Street is planned to be removed. The Steiner bridge was built in 1962, before the American Disability Act (ADA) set standards to ensure that public spaces are accessible to people of all abilities. The ramps to access the bridge have slopes between 11-17%, which far exceeds the 5% limit set by the ADA if there aren't enough level landings.

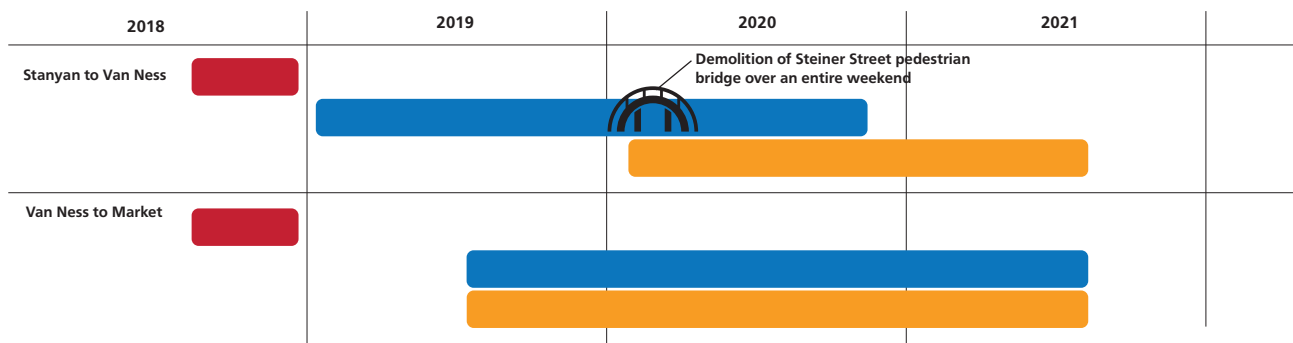
In place of the overpass we'll be improving conditions for how people already prefer to travel: currently, over 80% of people crossing Geary at Steiner do so at street level. After Geary Rapid Project utility upgrades and street repaving are completed, a new surface crosswalk will be added on the east side of the intersection. The existing crosswalk on the west side of the intersection will also be improved with larger medians.

Currently, the bridge ramps take up a sizeable footprint. After the bridge is removed, the two bridge landing spaces will be repurposed

for the adjacent SF Recreation and Park sites. Hamilton Recreation Center will have a new stairway added at the northwest corner of Steiner and Geary, along with an expanded patio and new landscaping. The Raymond Kimbell Playground grassy area will be expanded into the former spiral ramp area with a paved pathway rebuilt towards the Geary/Steiner intersection.

The Steiner bridge will be removed over a single weekend in early 2020, with work happening from late Friday through early Monday morning. During that time, the area around the bridge will be closed and vehicles will be rerouted. Some bus stops will be temporarily relocated and pedestrian detours will be provided. After the demolition, the west side crosswalk will remain accessible while the former bridge landing areas are fenced off until the facilities are upgraded later in 2020.

PROJECT SCHEDULE



Transit and safety treatments

- Bus-only lanes
- Pedestrian safety treatments
- Bus stop changes
- Roadway striping changes

Utility upgrades

- Water main replacement on Geary (Masonic to Market)
- Sewer main replacement (primarily Masonic to Van Ness)

- Fiber-optic cable conduits (Stanyan to Gough)

Major transit and safety improvements

- Bus bulbs
- Pedestrian bulbs
- Upgraded traffic signals
- Roadway repaving (Masonic to Van Ness)

Work is currently underway on two of the four construction contracts that comprise the Geary Rapid Project. While construction remains on schedule, some of the contracts were advertised later than originally expected. As a result, the project is now expected to be completed in mid-2021.



Affordable Housing and Sustainable Communities Grant

This summer, the Geary Rapid Project, along with 24 other projects in California, was awarded a grant from the Affordable Housing and Sustainable Communities (AHSC) program. AHSC funds affordable housing and transportation improvement projects that support reducing greenhouse gas emissions and integrating affordable homes with walking, biking, and transit to make it easier for Californians to drive less. On June 21, the California Strategic Growth Council approved awards for the 4th cycle of this program, which includes \$2 million in funding for the Geary Rapid Project.

Geary Rapid Project improvements in the Tenderloin are receiving AHSC funding in partnership with the 500 Turk Project, which will construct 108 new affordable units, to be completed in 2021. The residents of 500 Turk will benefit from several pedestrian bulb-outs that the Geary Rapid Project will be constructing on Geary and O'Farrell streets, close to the development site.

Sign up for construction updates at [SFMTA.com/Geary](https://www.sfmta.com/Geary), or connect with project staff at (415) 646-2300 or GearyRapid@SFMTA.com.



[SFMTA.com/Geary](https://www.sfmta.com/Geary)