

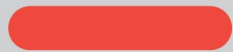


Geary Boulevard Improvement Project Update (Geary BRT Phase 2)

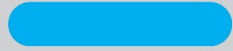
June 23, 2021

Geary Bus Rapid Transit Project

Design/delivery in two phases



Geary Rapid Project

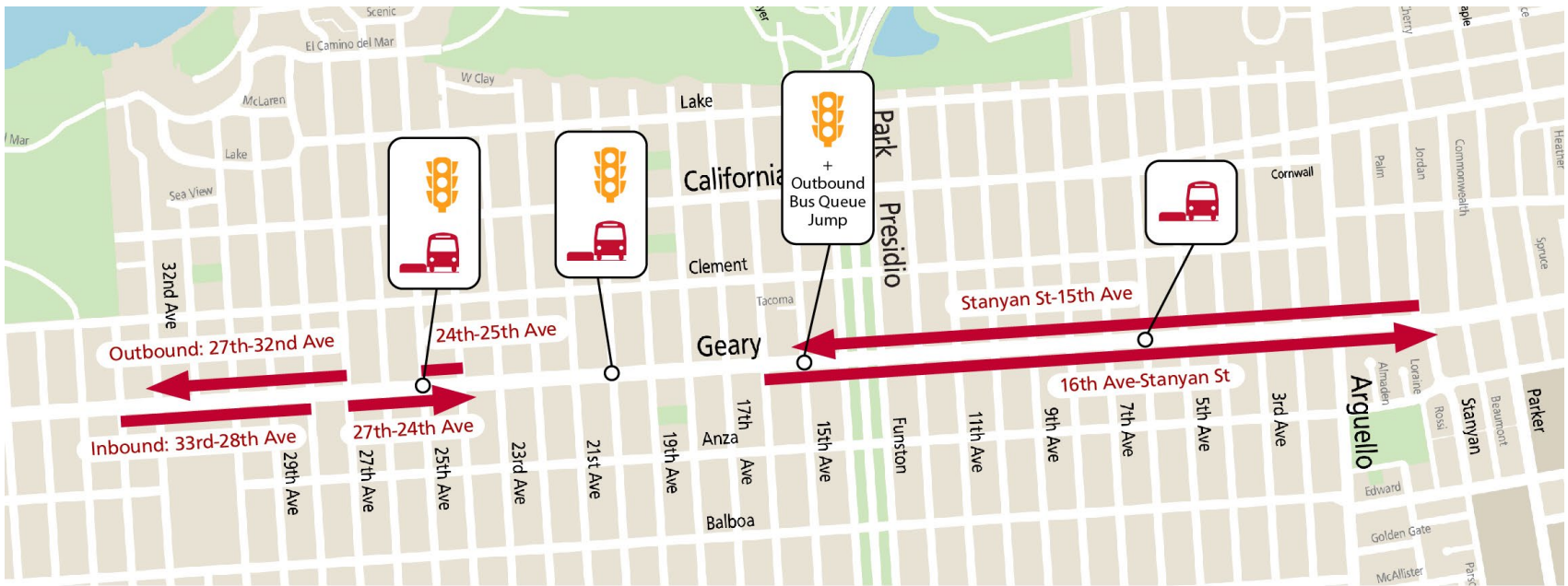


Geary Boulevard Improvement Project



38 Geary Temporary Emergency Transit Lanes (TETL)

Geary Boulevard Improvement Project (GBIP) has been on hold while we pursued TETL improvements, implemented in late 2020 and early 2021

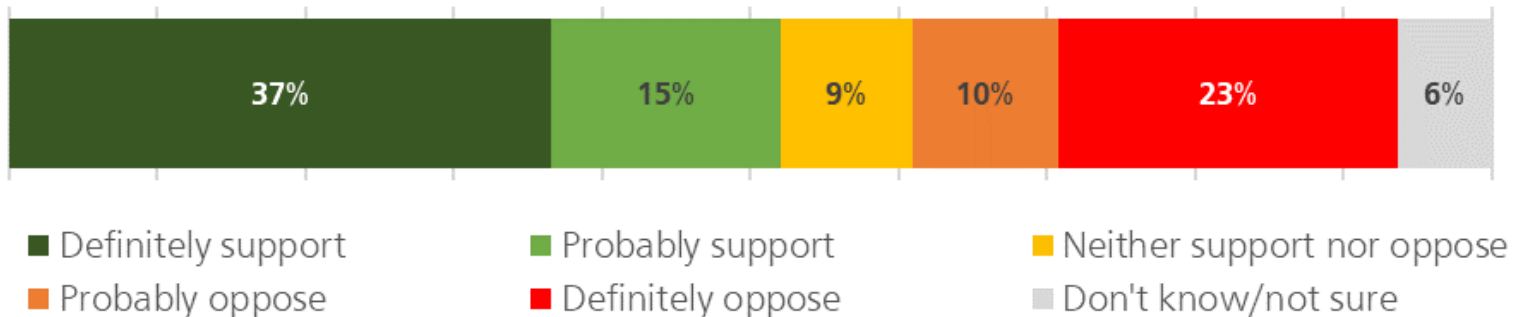


Over 75% of Geary corridor now has transit lanes



Geary TETL is working!

- 38/38R transit travel times are up to 13% faster than pre-COVID
- Project beneficiaries:
 - 30% of Geary riders w/ household incomes <\$35,000
 - >50% of Geary riders are people of color
 - 83% of bus operators say improvements have made their job easier
- Minimal traffic impacts to Geary or parallel streets
- Majority support for making permanent



Stakeholder survey results: support for making Geary transit lanes permanent, N>700.

Geary Rapid Project success

Quick-Build Implementation

- Late-2018 implementation of side-running lanes, bus stop optimization, and signal re-timing
- 20% decrease in 38R travel time, consistent with EIR/S forecast and 2/3 of the benefit predicted for Center-running consolidated
- Full project transit improvements will also include bus bulbs, upgraded Transit Signal Priority, repaving, and red lanes



Geary Rapid Project success

Quick-Build Implementation

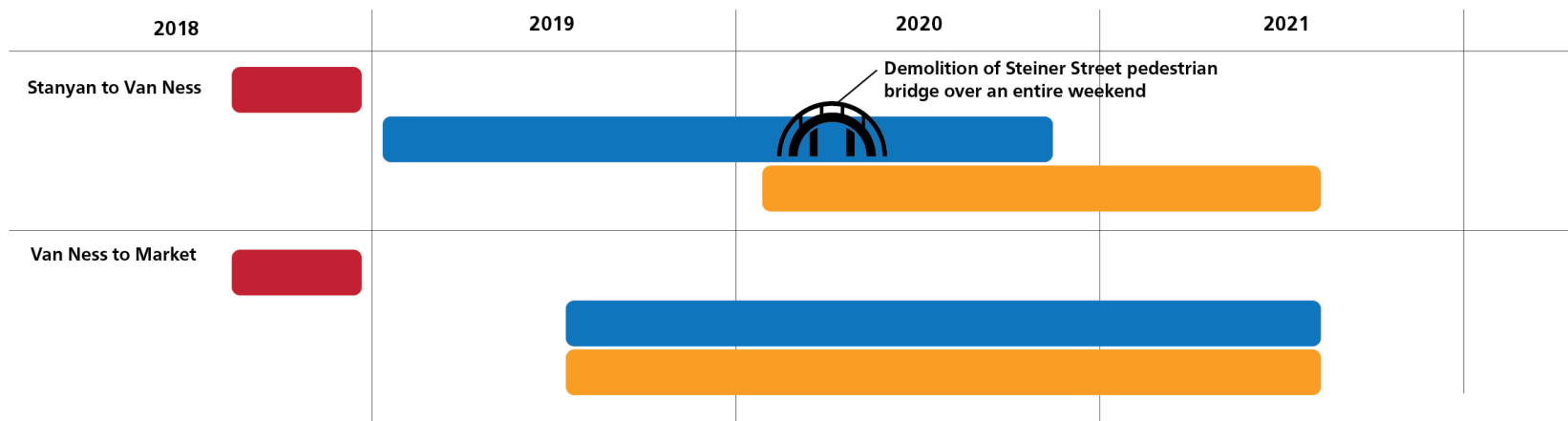
- 20-30% improvement in reliability inbound, additional work planned to optimize outbound after implementation is complete



Geary Rapid Project success

On time, on budget, cost effective project delivery

- \$36 million cost for transportation scope (+~\$30 million in work sponsored by other city agencies, e.g. SFPUC water/sewer upgrades)
- 2.5 year on-time project delivery



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)



Fiber-optic cable conduits (Stanyan to Gough)



Sewer main replacement (primarily Masonic to Van Ness)

Major transit and safety improvements



Bus bulbs



Upgraded traffic signals



Pedestrian bulbs

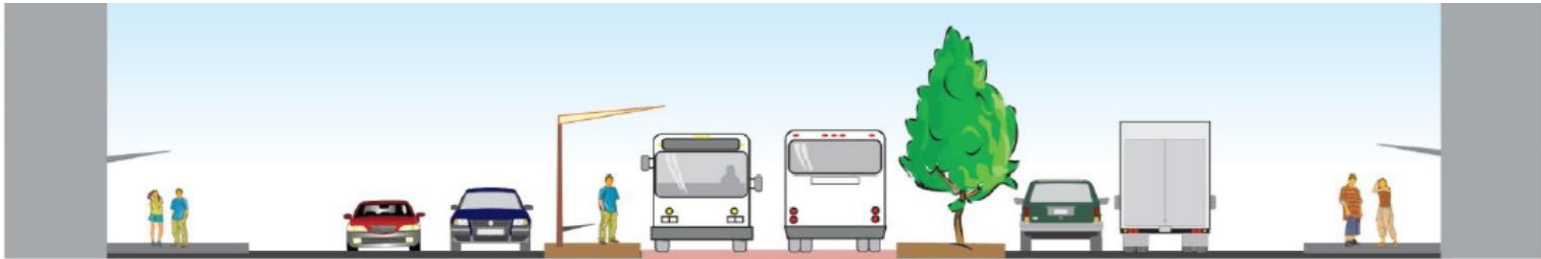


Roadway repaving (Masonic to Van Ness)

Geary Boulevard Improvement Project update

- GBIP was paused at the start of the COVID-19 pandemic to pursue temporary emergency transit lanes
- Based on results of Geary TETL evaluation and the success of Geary Rapid, SFMTA is pursuing a revised project design, pending outreach and approvals

Center-running: Approved plan for Arguello-28th Ave



Side-running: New recommended configuration for entire corridor



Why this change?

- Accelerates delivery of most transit and safety benefits
- Limits construction disruption
- Preserves the most transit operational flexibility and preserves local stops
- Improves cost effectiveness of transit travel time and reliability benefits
- Avoids center median tree removal

More information: [SFMTA.com/project-updates/new-side-running-design-geary-boulevard-improvement-project](https://www.sfmta.com/project-updates/new-side-running-design-geary-boulevard-improvement-project)



Next steps – DRAFT schedule

2021

Make TETL changes permanent: Tentatively planned for July 2021

Outreach Round 1: Seek input on level of support for new side-running configuration recommendation, proposed bus stop consolidations and removals, block-specific feedback on existing transit/parking/loading/safety challenges to inform draft project design

Outreach Round 2: Seek input on draft block-by-block design

2022

Project approvals and Quick Build Implementation: including transit lanes, bus stop re-locations/removals, safety upgrades

2023/24

Construction: After 1-2 years of design, implementation would occur over 1-2 years depending on scope added by partner agencies (water, sewer, paving)



Thank you. Questions?



Learn more at [SFMTA.com/ImproveGeary](https://www.sfmta.com/improvegeary)

