Geary Corridor Bus Rapid Transit
SFMTA Citizens Advisory Committee

Project Update

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

August 6, 2015
Project Overview and Goals

- 6.5 mile east-west corridor
- Home to major SFMTA trunk line (38 Geary) with more than 55,000 transit trips per day
- Characterized by slow, unreliable and crowded transit

Geary BRT’s project goals include:

- Improving transit reliability and efficiency
- Creating a complete street for all users
- Improving the pedestrian environment
Project Benefits

- **Strong bus benefits where BRT treatments applied:**
  - Travel time: 25% savings
  - Reliability: 20% reduction in travel time variability
  - Ridership: 10%+ gains forecasted – strong cost effectiveness
  - Lower travel times = more service, more riders at lower operating cost

- Pedestrian crossing improvements
- Streetscape enhancements
BRT Recommended Alternative

Selected the best configuration for each segment

No bus lanes  Center Lanes  Side Lanes  Side Lanes (existing)

Palm/Jordan-to-27th  Masonic  Fillmore/Japantown
## Key environmental process milestones:

<table>
<thead>
<tr>
<th>Time Frame</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Summer – Fall 2014</td>
<td>Admin. Draft EIR/S local agency reviews</td>
</tr>
<tr>
<td>December 2014</td>
<td>Submitted Administrative Draft EIR/S to FTA</td>
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<tr>
<td>January – April 2015</td>
<td>Discussion of preliminary FTA comments on project definition and Small Starts Packages</td>
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<tr>
<td>May 2015</td>
<td>Submitted Admin. Draft EIR/S Round #2 to FTA</td>
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<tr>
<td>June 2015</td>
<td>Received FTA Comments on Round #2</td>
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<tr>
<td>August 2015</td>
<td>Submitting Admin. Draft EIR/S Round #3</td>
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## FTA Review: Potential Funding Sources

<table>
<thead>
<tr>
<th>POTENTIAL FUNDING SOURCE</th>
<th>POTENTIAL AMOUNT ($M)</th>
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<tbody>
<tr>
<td><strong>FEDERAL FUNDS</strong></td>
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<tr>
<td>Active Transportation Program</td>
<td>$1-5</td>
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<tr>
<td>Highway Safety Improvement Program</td>
<td>$1-5</td>
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<tr>
<td>Lifeline Transportation Program</td>
<td>$5-15</td>
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<tr>
<td>FTA Small Starts</td>
<td>$75</td>
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<tr>
<td>OneBayArea Grant Program</td>
<td>$5-20</td>
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<tr>
<td>Transit Performance Initiative Incentives</td>
<td>$5-15</td>
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<tr>
<td>Transit Performance Initiative Investments</td>
<td>$5-15</td>
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<tr>
<td><strong>STATE FUNDS</strong></td>
<td></td>
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<tr>
<td>Cap and Trade</td>
<td>$10-30</td>
</tr>
<tr>
<td><strong>LOCAL FUNDS</strong></td>
<td></td>
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<tr>
<td>Prop K Transportation Sales Tax</td>
<td>$44-55</td>
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<tr>
<td>Cost sharing opportunities (e.g. SFPUC, Public Works, others for utilities, paving, etc.)</td>
<td>$20-50</td>
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<tr>
<td>2014 General Obligation Bond</td>
<td>$5-10</td>
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<tr>
<td>Prop AA Vehicle Registration Fee</td>
<td>$1-5</td>
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<tr>
<td>SFMTA Revenue Bond</td>
<td>$1-10</td>
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<tr>
<td>Transportation Sustainability Fee</td>
<td>$5-10</td>
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<tr>
<td>Vehicle License Fee</td>
<td>$10-30</td>
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<tr>
<td>AB 644 Bridge Tolls</td>
<td>$5-10</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>$198 to $360</td>
</tr>
</tbody>
</table>

Project cost: $320
## Environmental Process Schedule

<table>
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<tr>
<th>Schedule</th>
<th>Environmental Process</th>
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<tr>
<td>Fall 2015</td>
<td>Public Draft EIR/S release, outreach &amp; comment period</td>
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<tr>
<td>Winter, Spring 2016</td>
<td>Develop FEIR/S, including responses to comments</td>
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<tr>
<td>Summer, Fall 2016</td>
<td>Locally Preferred Alternative and FEIR/S approvals</td>
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</table>
Environmental Public Outreach Plan

- Notifications (multilingual)
- Stakeholder group presentations
- Outreach at community events
- OWL viewer deployment
- Hosted public hearing
- DEIR/S document online and at public locations
- Comments accepted via
  - Email
  - Mail
  - Comment cards
  - Court reporter at hearing
Other Work

- SFMTA Prop K fund requests (Jul 2015):
  - Near-term/Initial Construction Phase implementation
  - Full-project engineering design (Conceptual Engineering Report)
- Transition Plan
- Community input on design
  - Webster Street Bridge
  - Palm Avenue
Near-Term Improvements: Phasing Packages

- Phase 1 Near-term: Delivers project benefits prior to completion of full project*
  - Side-running transit-only lanes
  - Transit signal priority (TSP) and queue-jump signals
  - New and extended transit bulbs
  - WalkFirst/Vision Zero pedestrian safety treatments
  - Muni Forward improvements
  - Japantown transportation improvements
  - Right-turn pockets (pending analysis)

- Phase 2 Full Build-out: Completion of the remaining project elements including construction of center-running lanes and utility work

*Note: Near-term improvement design will be at-risk pending selection of Locally Preferred Alternative and FEIR/S approvals.
Near-term Improvements: Red Transit-only Lanes

- Completed: Market to Gough Streets, Summer 2014

- Phase 1:
  - Stanyan – Wood Streets
  - Baker – Gough Streets where feasible  
    *(Timing to be determined pending repaving)*
Near-term Improvements: TSP and Queue-jump Signals

- Completed: Transit signal priority: extends green phase for buses
  - 33rd Ave to Market/3rd Street
- Phase 1: Queue-jumps: dedicated bus phase to give bus priority through the intersection
  - Powell/O’Farrell and Geary/Masonic Ave
Near-Term Muni Forward Service Improvements

- **Completed: Service Improvements**
  - Increased frequency (38 & 38R)
  - Sunday service (38R)

- **Phase 1: Bus Stop Modifications**
  - Stop optimization (move nearside to farside at signals)
  - Consolidation of closely-spaced stops
  - Conversion of two Rapid/local stops to local only
Near-Term Vision Zero/WalkFirst Safety Improvements

- Combination of parallel efforts and Phase 1 elements:
  - Pedestrian bulbs, single and wrap-around
  - Pedestrian signals
  - New signalized crossings
  - New countdown signals
  - Leading pedestrian interval
  - High-visibility crosswalks
  - Day-lighting
  - ADA upgrades
Near-Term Improvements: New and Extended Transit Bulbs

- Transit bulbs provide a smoother, more reliable ride
  - 11 new transit bulbs
  - 4 extended bulbs
Near-Term Improvements: Japantown/Fillmore

- Roadway redesign
  - Lane reduction to calm traffic and prioritize transit
- Opening of Webster surface-level west-side crosswalk
  - New pedestrian refuges and corner bulbs
  - Signal timing changes
  - Pedestrian bridge removal
- New mid-block crossing at Buchanan/Peace Plaza
  - Dedicated pedestrian signal with upgraded median
- Removal of pedestrian overcrossings at Webster and Steiner
  - Opening of surface-level east-side crosswalks
### Project Schedule

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<td>Winter, Spring 2016</td>
<td>Develop FEIR/S, including responses to comments</td>
<td>Begin utility construction</td>
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<tr>
<td></td>
<td></td>
<td>Detailed design for contract elements*</td>
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<td>Summer, Fall 2016</td>
<td>Locally Preferred Alternative and FEIR/S approvals</td>
<td>Red lane installation</td>
</tr>
<tr>
<td>Winter 2016</td>
<td></td>
<td>Begin construction contracting for remaining near-term improvements</td>
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*Note: Near-term improvement design will be at-risk pending selection of Locally Preferred Alternative and FEIR/S approvals.*
For More Information:
www.gearybrt.org