Geary Bus Rapid Transit Project

EMSC Meeting

September 28, 2016
Agenda

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

- **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?

► 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

► 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

► 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

*Reflects Staff-Recommended Alternative*
Geary BRT Visual Simulations

Side-running Example
Geary & Fillmore

Center-running Example
Geary & 17th Ave
Project Phasing

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

- 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

▸ 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

*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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