Geary corridor: looking east
The Geary corridor: 54,000 riders/day
We’ve been busy making major improvements

New low-floor buses

More frequent service

Safety enhancements

Red lanes downtown
And our customers are noticing

“Thank you for the bus lanes!”

“I like the new buses. They have more room and are cleaner.”

“38 bus improved immensely within the last 3 years”
But, more is needed

**High ridership is a blessing and a curse**

- More frequent service → harder to prevent bus bunching
- Geary riders sometimes still experience crowded buses, uneven wait times and inconsistent travel times

**SF’s longest High-Injury Corridor**

- Geary travelers are eight times more likely to be hit by traffic than the city average
Major project features

- Dedicated bus lanes
- New signals + crosswalks
- Better bus stops
- Pedestrian bulbs, median refuges
- Smarter traffic signals
- Calming the “expressway”
Alternatives Evaluated
Bus-Only Lane Configuration
(Hybrid Alternative, as amended by SFCTA Board)
Example: O’Farrell at Leavenworth - After

Dedicated bus lanes

Better bus stops
Example: Geary at Buchanan - After

Calming the “expressway”

Pedestrian bulbs, median refuges

New signals + crosswalks

Dedicated bus lanes
Example: Geary at 17th Ave - Before
Example: Geary at 17th Ave - After

- Dedicated bus lanes
- New signals + crosswalks
- Pedestrian bulbs, median refuges
Extensive outreach process

- 4 major rounds of outreach
- Public meetings
- **250+** meetings w/ **65+** stakeholder groups
- **33** Citizens Advisory Committee meetings
- Multi-lingual communications
- Corridor surveys
- OWL Visualization kiosks
- Flyering at bus stops
- Web, email, social media updates
- Newspaper ads
- Corridor postings
- Ambassadors at bus stops
We Heard You!

### Changes made between Draft EIR/EIS and Final EIR

1. Retention of Local and Express bus stops at Spruce/Cook (No Rapid stop)
2. Retention of the Webster Street pedestrian bridge
3. Addition of more pedestrian crossing improvements

### Changes made at SFCTA Board Meeting on January 5, 2017

4. Retention of Collins Street local bus stops
5. Retention of Laguna Street Rapid bus stops

### Changes made at SFCTA Board meeting on June 27, 2017

6. Shift in WB transition from center-running to side-running from 27\textsuperscript{th} to 28\textsuperscript{th} Avenue
Environmental Review Timeline

• **November 2008**: Scoping
• **October/November 2015**: Draft EIR/EIS
• **December 2016**: Release of Final EIR
• **January 2017**: SFCTA certify EIR and adopt LPA
• **June 2017**: SFCTA LPA Amendment
• **Today**: SFMTA Board CEQA findings and LPA approval
• **Later 2017**: Final EIS and Record of Decision
Complete federal environmental process. Following completion, immediate next steps:

- Phase 1: Outreach on design details, then SFMTA Board legislation
- Phase 2: Kick-off preliminary engineering
## Cost estimate

<table>
<thead>
<tr>
<th>Phase 1 – fully funded</th>
<th>Cost</th>
<th>Notes</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>$65 million</td>
<td>Includes coordinated utility upgrades not related to BRT</td>
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<table>
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<tr>
<th>Phase 2 – will seek $100 million Small Starts grant.</th>
<th>Cost</th>
<th>Notes</th>
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</table>
|                                                  | $235 million | Center-running bus only lanes  
• High amenity stations  
• Bus and ped bulbs, stops, and signals  
• Vehicles for increased service  
• Utility relocation related to BRT  
• Mixed flow lane re-surfacing  
• Masonic area bike lane and median modifications |

<table>
<thead>
<tr>
<th>Total</th>
<th>Cost</th>
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<tbody>
<tr>
<td></td>
<td>$300 million</td>
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</table>
1. Approve the Geary Bus Rapid Transit Project
2. Adopt CEQA findings, including
   • Statement of Overriding Considerations
   • Mitigation, Monitoring and Reporting Program
3. Concur with designation of Locally Preferred Alternative
4. Authorizing Director of Transportation to continue to obtain otherwise necessary approvals and carry out the actions to implement Geary BRT Project