

Geary Rapid Project



SFMTA



The Geary Rapid project will make traveling on Geary—home to one of the busiest bus corridors in the west—a more reliable and safer experience with dedicated bus lanes and safety improvements for people walking. With more than 54,000 daily customers who rely on the 38 Geary and 38R Geary Rapid, SFMTA has been working to improve Geary transit with new low-floor buses and a more frequent schedule. Yet, Muni customers still experience crowded buses and uneven wait times. And Geary is home to a disproportionate number of serious and fatal traffic collisions, especially for people walking. The Geary Rapid project aims to address these issues while setting the stage for future transportation improvements.

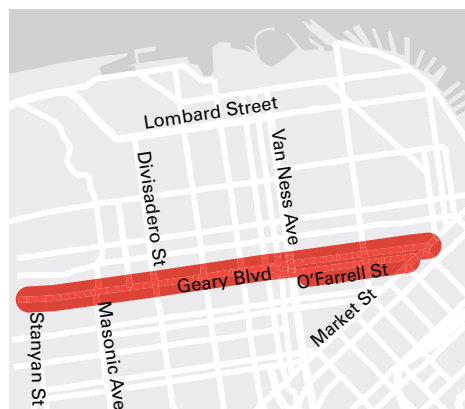
The Geary Rapid project's detailed design is currently being finalized. We are seeking community feedback on this phase of design before final changes are considered for approval.



Project Location

Once legislation for the project is approved, Geary Rapid project improvements would be constructed on Geary and O'Farrell streets, between Market and Stanyan streets, shown here.

Plans are also underway for the Geary Boulevard Improvement Project that proposes improvements west of Stanyan to 34th Avenue, with construction currently anticipated to begin at the end of 2020.



Stay Informed

To find out more and sign up for project updates about the Geary Rapid project, go to [SFMTA.com/GearyRapid](https://sfmta.com/GearyRapid).

For questions or comments, please contact us at GearyRapid@sfmta.com or 415.646.2300.









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You Speak, We Listen

The current Geary Rapid project proposal reflects numerous design changes in response to community input. From bigger changes, like the retention of the Webster bridge and the Laguna Rapid bus stops, to smaller adjustments to passenger and commercial loading zone locations, we have continued to refine our design in response to community needs.

-  Retention of 38R Geary Rapid bus stops at Laguna Street
-  Retention of 38 Geary bus stops at Collins Street
-  Changing the 38R Geary Rapid bus stops at Spruce Street into 38 Geary bus stops to preserve on-street parking
-  Modifications to passenger and commercial loading zone locations in response to feedback collected via a door-to-door merchant survey
-  Retention of the Webster Street pedestrian bridge
-  Addition of more pedestrian bulbs to further improve safety for people walking

Calming the Expressway: Gough to Scott

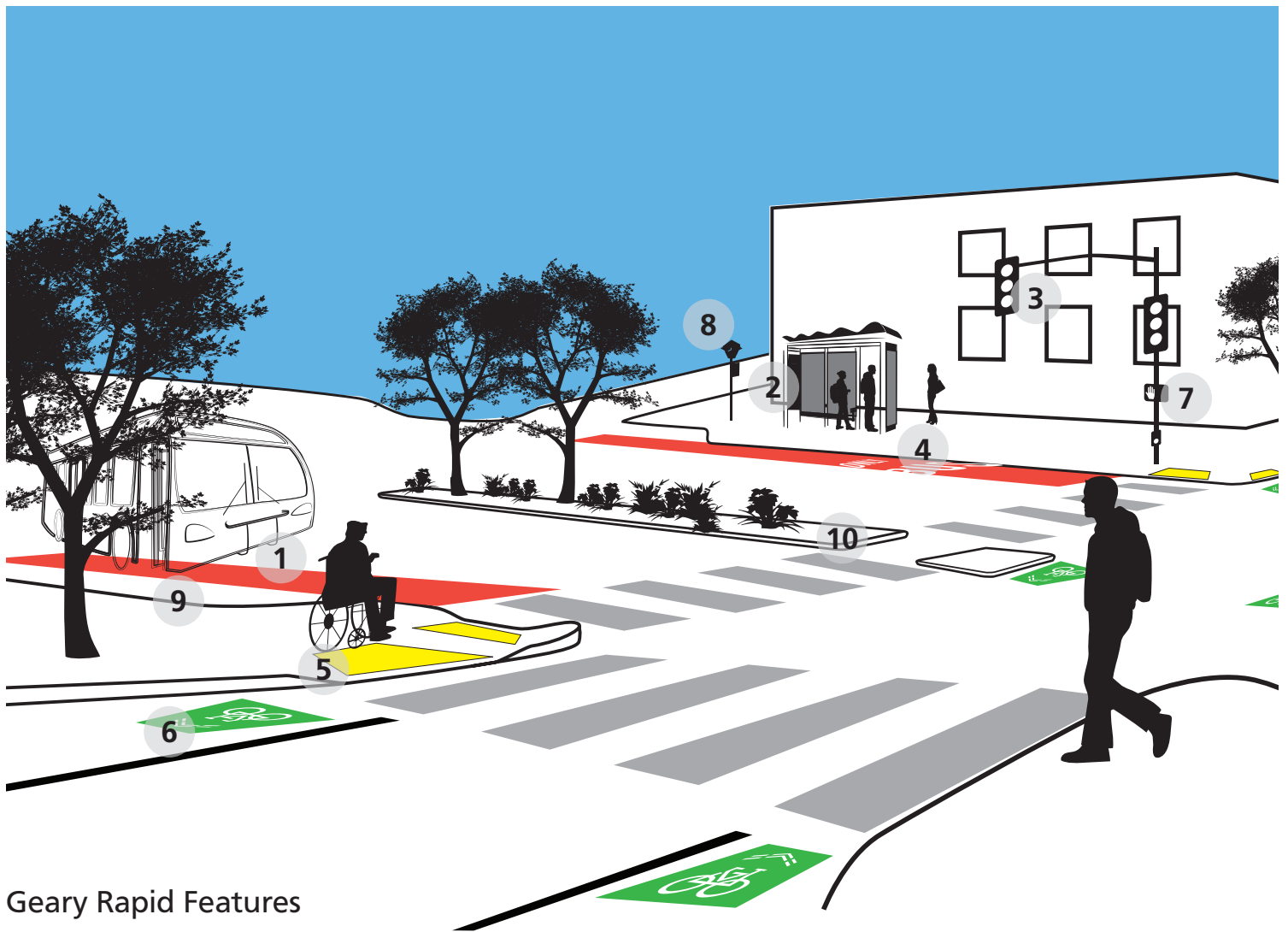
To improve safety for people walking across Geary, the Geary Rapid project proposes introducing new street-level crosswalks. Decreasing the number of travel lanes on Geary from four to two general- purpose lanes and one bus-only lane in each direction will also improve safety and circulation.



Existing conditions at Steiner Street.



The proposed improvements at Steiner Street include removing the pedestrian overcrossing. The Webster overcrossing would be retained.



Geary Rapid Features

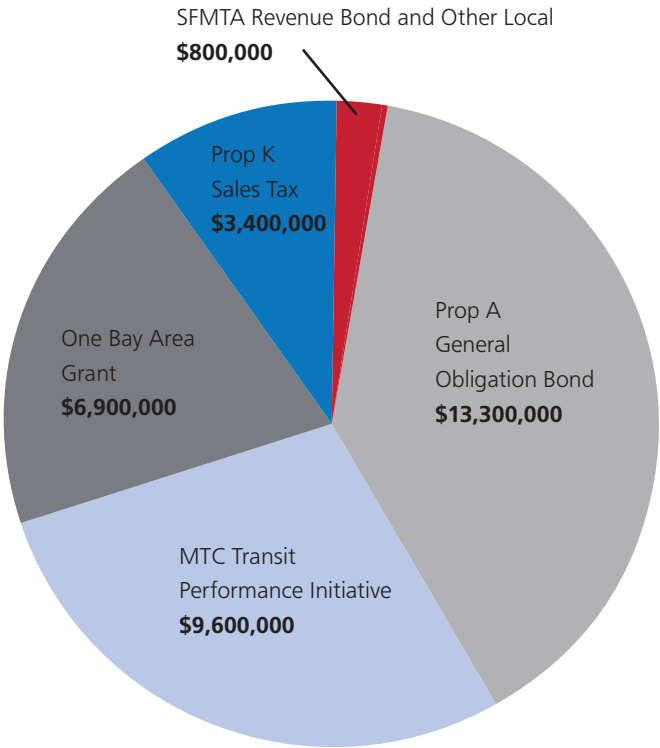
- 1 Red dedicated transit lanes to improve service by reducing unpredictable delays like traffic congestion and double parking
- 2 Bus stop changes to improve efficiency, including relocating and removing bus stops
- 3 Traffic signal upgrades, including an improved transit signal priority system to make green lights more likely for buses, and retiming signal progression to improve traffic flow for all vehicles along the corridor
- 4 New transit bulbs to decrease bus delays by allowing buses to remain in the travel lane when passengers load and unload. These bulbs will also provide more space, making waiting for the bus more comfortable
- 5 New pedestrian bulbs to increase safety by shortening intersection crossing distances, improving motorist visibility of people walking, and reducing motor vehicle turning speeds. Improved accessibility for people with disabilities, including new and upgraded curb ramps and accessible pedestrian signals
- 6 Green-backed sharrows on some cross streets to help guide people bicycling across Geary
- 7 Pedestrian countdown signals to let people walking know how much time they have to safely cross the street
- 8 Upgraded bus stops, including more visible and easy to read bus stop signs, real-time information, bike racks, and trash bins
- 9 "Daylighting" every intersection to increase the visibility of pedestrians crossing the street by removing or limiting on-street parking spaces at intersection corners
- 10 Enhanced medians to provide a safer place for people walking to wait, if needed

Funding Plan

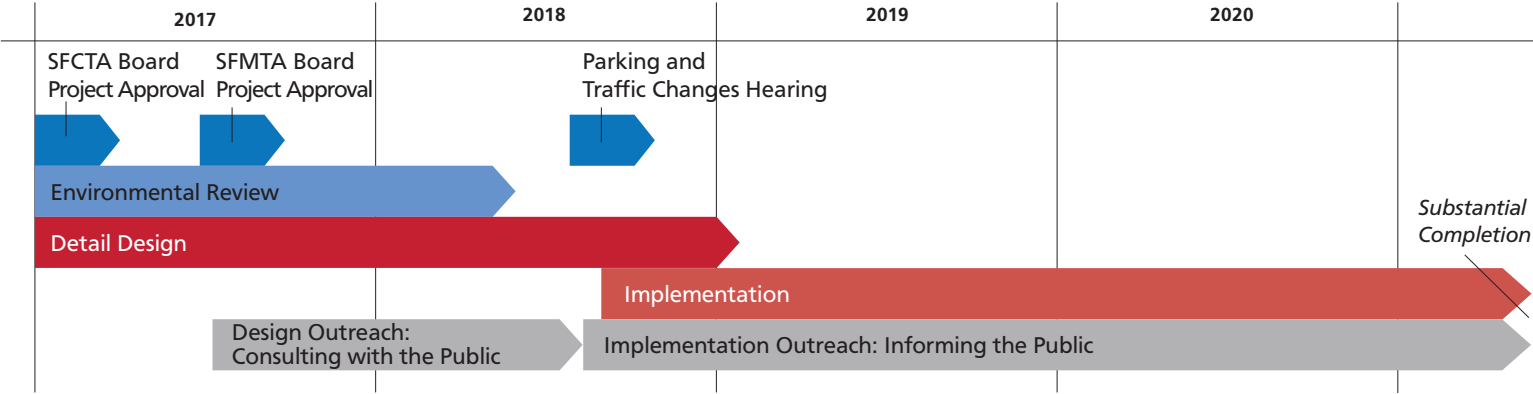
The Geary Rapid project will be implemented in coordination with work sponsored by other City agencies, including the San Francisco Public Utilities Commission and Public Works. SFMTA’s scope represents about \$35 million of the \$65 million total cost and is funded from a variety of federal and local funding sources.



Street-level crosswalks are proposed at Webster, Buchanan and Steiner Streets.



Project Timeline



For each phase of the Geary Rapid project, a public participation goal is defined to guide the project team’s outreach in that phase, depending on goals, schedules, resources and levels of concern.

Design-phase Outreach

- Inform community of project design concept approved during enviromental review phase
- Detailed curb space proposals for neighbor input
- Draft final detailed design for final input
- Parking and traffic change hearings and decision

Implementation-phase Outreach

- Inform community of:
- Project design approved for construction
 - Planned construction schedule and details
 - Construction progress and updates