Geary Bus Rapid Transit

SEGMENT DESCRIPTIONS
ARE KEYED TO THE MAP

1

48th Ave to 35th Ave:
No Bus Treatments

Treatments not needed, given the low levels of traffic congestion and transit ridership.

2

35th Ave to 27th Ave:
Side Bus Lanes

Balances benefits with costs given lower levels of ridership and congestion by providing bus improvements at lower cost.

3

27th Ave to Palm: Center Bus Lanes, Consolidated Local-BRT Stops

Provides 30% travel time savings and high reliability with separation from parking, loading, and turning traffic. Improves travel for both local and BRT riders. Preserves most on-street parking. Installs new medians with lighting and landscaping. Provides pedestrian crossing safety improvements, including bulb-outs and reductions in left-turn conflicts.

4

Palm to Broderick (including Masonic): Side Bus Lanes

Enables bus improvements while balancing the need for: pedestrian access, security and safety, ease of transfers (surface stop). Provides smooth multimodal interactions, including one block with a a new bike lane, and accommodates high vehicle volumes. Responds to community feedback preferring surface stop at Masonic.

5

Broderick to Gough (including Fillmore): Side Bus Lanes

Enables bus improvements while planning continues for future Fillmore fill project; minimizes current investment in favor of potential future growth and center bus lanes. Also includes removal of pedestrian bridges at Steiner and Webster to improve bus flows, and restore and improve street-level crossings.

6

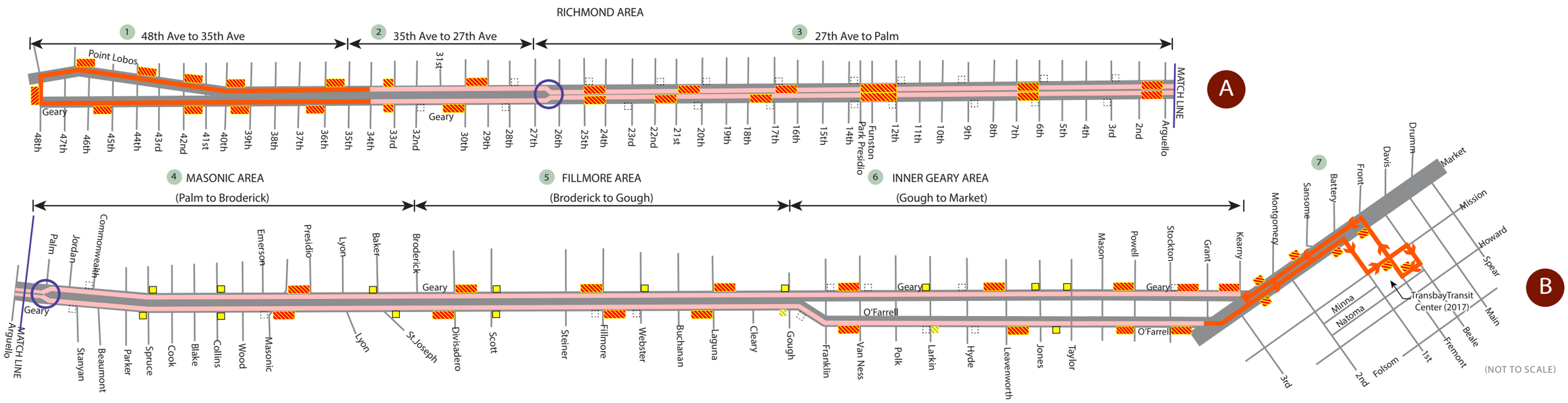
Gough to Market: Enhancements to Existing Side Lanes

Adds side bus lanes where they currently do not exist, improves bus flow at key intersections, and provides bus bulb-outs at high-ridership stops. Preserves curbside loading access for hotels, theaters, and stores.

7

Market to Transbay Transit Center: Related Projects

Transit improvements such as dedicated bus lanes here will be made by other projects, including the Better Market Street project and the Transbay Transit District Center project.



Summary of Key Benefits and Trade-Offs

TRANSIT TRAVEL TIME AND RELIABILITY

Staff Recommended Alternative provides 24% travel time savings corridor-wide and 20% more reliable service.

RIDERSHIP

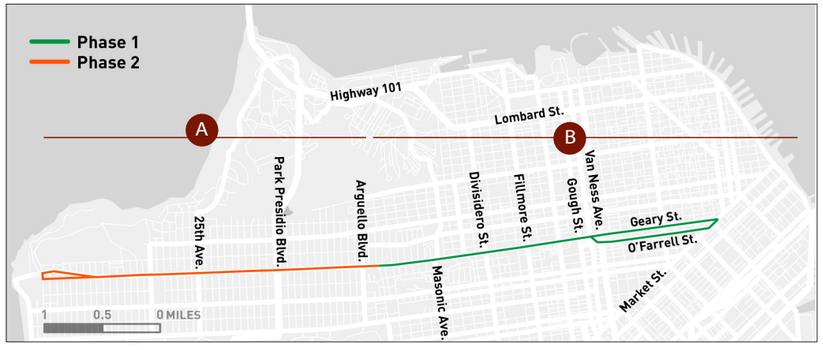
Geary BRT service is expected to increase ridership by nearly 20% by improving travel time, frequency, and reliability for thousands more daily riders with additional capacity.

PARKING ALONG THE CORRIDOR

Staff Recommended Alternative minimizes on-street parking space loss by incorporating several design elements, including a center-running transit lane configuration in the Richmond section of the corridor and converting parallel parking to diagonal parking on certain blocks in the Japantown and Fillmore districts.

PEDESTRIAN ACCESS AND SAFETY

Improving the safety of walking to bus stops and other destinations on the Geary corridor is a key component of the project; enhancements include efforts to locate stops near key destinations, reopen closed crossings, new corner bulbs to shorten crossing distances, and improved traffic signals and crosswalk striping.



LEGEND

- BUS/BRT ROUTE (SAME AS EXISTING)
- PROPOSED OR EXISTING BUS-ONLY LANE
- PROPOSED BRT/LOCAL STOP
- PROPOSED LOCAL STOP (NEW OR RELOCATED)
- LOCAL STOP
- PROPOSED STOP REMOVAL
- TRANSITION BETWEEN SIDE-RUNNING AND CENTER-RUNNING BUS