More than 52,000 people a day rely on 38 Geary local, rapid and express bus service to get where they need to go, making Geary one of the busiest bus corridors west of the Mississippi. But uneven wait times, overcrowded buses and inconsistent travel times are a daily reality. These issues persist even with recent improvements like more rush hour service and red bus-only lanes.

The Geary Bus Rapid Transit (BRT) project led by the San Francisco County Transportation Authority and San Francisco Municipal Transportation Agency would address these issues, making transit almost as quick and convenient as driving and creating a safer, more vibrant Geary corridor.

The Geary BRT project features dedicated transit lanes, utility upgrades and other streetscape improvements that would result in:

• More efficient and reliable transit, so you can spend more time doing the things you love. Geary BRT would make bus service 20-24 percent quicker along the corridor, saving people on 38 Geary bus routes up to 20 minutes per round trip. More consistent wait times will mean buses arrive more frequently.
• More accessible bus stops with boarding islands and sidewalk extensions that make it easier to get on and off the bus; and safer crossings with shorter crossing distances.
• Better traffic flow. When transit is almost as quick and convenient as driving it can help manage traffic congestion. Traffic would flow better with BRT than without it.
• A more vibrant corridor for the community with new lighting and more landscaping and trees.
• A smoother roadway with newly paved streets.
• More reliable utilities with new water and sewer infrastructure.

Status and Next Steps

The San Francisco County Transportation Authority Board approved the Geary Bus Rapid Transit Project and certified the Final Environmental Impact Report (EIR) on January 5, 2017. The Federal Transit Administration issued its Final Environmental Impact Statement (EIS) and Record of Decision on June 1, 2018. With completion of the environmental phase, SFMTA is working to design and implement the project in two phases. The Geary Rapid project is bringing improvements to the corridor from Market Street to Stanyan Street. The Geary Boulevard Improvement Project will implement improvements between Stanyan Street and 34th Avenue.

Red bus-only lanes were completed in 2014 along the corridor from Market to Gough streets.

Contact Us

• Email us at gearybrt@sfcta.org.
• Visit www.gearybrt.org.
• Write to us:
San Francisco County Transportation Authority
1455 Market St., 22nd Floor
San Francisco, CA 94103
Phases and Timeline
To streamline project delivery, Geary BRT will be implemented in two phases as a part of two distinct projects.

The first set of transit and safety improvements east of Stanyan Street, known as the Geary Rapid project, would extend existing side-running bus-only lanes to Stanyan, widen the sidewalk at over 40 street corners and upgrade utilities along some segments. The second set of improvements, west of Stanyan Street, known as the Geary Boulevard Improvement project, would redesign the street to construct center-running bus only lanes with new lighting, landscaping and utilities.

Your Suggestions: What We Heard and What We Did
Residents, community leaders, advocates and merchants all along the corridor contributed to the latest design for Geary BRT. Their input resulted in:

- PRESERVED PARKING: More than 95 percent of parking spaces within one to two blocks of the corridor would be retained, including the existing curbside parking and loading between Spruce and Cook streets;
- PRESERVING A LOCAL BUS STOP at Collins Street and Rapid stop at Laguna Street;
- SAFE AND EFFICIENT TRANSIT ACCESS FOR STUDENTS: Bus-only lanes will extend to 34th Avenue to serve nearby schools;
- KEEPING THE WEBSTER STREET BRIDGE: The pedestrian bridge at Webster Street will be preserved with new crossings and medians on either side of the street;
- MAINTAINED TURNS: The project will keep key left turns and all right turns on the corridor;
- ADDING A DEDICATED TURN LANE for access to the Japantown Garage; and
- IMPROVED SAFETY: The project will make crossing Geary safer with more than 100 sidewalk extensions and bike improvements along key north-south bike routes.

Cost and Funding
The cost of the project is $300 million. This figure includes both the proposed transit improvements and additional streetscape elements.

Phase 1 is now fully funded with Transit Performance Initiative and One Bay Area Grant funds as well as various local sources, including $3.4 million in Prop K sales tax and $2.4 million in Prop AA Vehicle Registration fee.

Planned funding of Phase 2 includes about $47 million from the Prop K sales tax, $2 million in Prop AA Vehicle Registration fee, and $100 million from the FTA Small Starts program.

Phase 2 will require an additional $86 million to fully fund the project. San Francisco is continuing to explore new local revenues for transportation, most recently through the San Francisco Transportation Task Force in 2018. The task force recommendations would provide new local funding which could fully fund projects like Geary BRT along with other federal, state, and regional sources.

San Francisco County Transportation Authority
1455 Market Street, 22nd Floor, San Francisco, CA 94103
Project phone: 415.593.1655

SFMTA Municipal Transportation Agency

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
1455 Market Street, 22nd Floor, San Francisco, CA 94103
PROJECT PHONE: 415.593.1655

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