Geary Corridor Bus Rapid Transit

Phased Implementation Concept

Geary Citizens Advisory Committee Meeting
November 13, 2014
Why Phased Delivery

- Tremendous latent demand, customer desire for improvements, with long (7+ year) study timeframe
- Phasing will deliver key project elements up to 4-5 years earlier than current proposal
- Improve customer service now & build support for higher-cost capital improvements over time
Developing Package for Phased Delivery

- Working to identify “Early Delivery” elements that could be implemented after the EIR is certified
- Criteria in consideration:
  - Subset of full project
  - Vision Zero location
  - Low hanging fruit
  - Coordination with other Agency efforts
- *Recommendations and schedule are preliminary, pending selection of preferred alternative and coordination with other City efforts*
Staff-Recommended Alternative: Highlights

• Strong bus benefits where BRT treatments applied:
  • Travel time: 25% savings
  • Reliability: 20% reduction in travel time variability
  • Ridership: 10%+ gains forecasted
  • Lower travel times = more service, more riders at lower operating cost

• Pedestrian benefits
2014: Work Completed or In Progress

• Completed Summer 2014
  • Colorize existing transit lane to improve compliance
• Anticipated completion December 2014
  • Installing Transit Signal Priority (TSP) at 86 intersections to reduce signal delay
• Adding pedestrian signals at 28th, 30th, and 33rd
2015: Work in Progress

- Rapid Branding
- Low Floor Buses
- Service Adjustments:
  More frequent Rapid service while maintaining good local alternative
2015-2017 (TBD): Extend Transit-Only Lanes (Gough to Stanyan)

Add 1-2 Miles of Transit-only lanes

Schedule and design pending:
- Space constraints near Masonic and Fillmore underpasses eliminate some segments of transit-only lanes
- Coordination with utilities and paving will greatly impact schedule
- Red treatment or stencil-only?
2016/2017 Transit Bulbs

Add new or extend existing bus bulbs at up to 15 locations

- Geary at Van Ness, Powell, Leavenworth, Stockton, Kearny
- O’Farrell at Van Ness, Leavenworth, Powell, Stockton/Grant
- Early delivery of bulbs proposed as part of full project
- Other locations could be added pending alternative selected

Eliminates pull-in/pull-out delay
Provides additional space for customer amenities
2015-2017 (TBD) Stop Modifications & Right Turn Pockets

- Extend up to 15 zones to accommodate 2 buses
- Create up to 2 local-only stops (Spruce and Laguna)
- Remove up to 5 local stops (TBD)
- Add up to 15 right turn pockets
- Some stop changes require modifications to bulbs, thus timing TBD

*Further evaluation needed to confirm locations*
2016/2017 Pedestrian Improvements

Countdown Pedestrian Signals to be added at 6 intersections

- Geary at Laguna, Fillmore, Scott, Divisadero, Baker/St. Joseph’s
- O’Farrell at Leavenworth

Pedestrian Bulbs at 9 intersections

- Geary at Divisadero, Cook, Lyon, Scott, Laguna, Hyde, Mason
- O’Farrell at Larkin, Jones
Customer Benefits by 2017

For approximately $15-20 million*, we expect:

• **Travel time savings**: 4 to 6 minutes per direction* when combined with TSP
• **Improved frequency**: more buses per hour
• **Improved reliability**
• **Improved pedestrian safety** at key Vision Zero hot spots and transfer points
• **More customer amenities** at key locations
• **Smoother travel experience**, sooner

*Initial Construction Phase near-term improvements still preliminary; cost, time savings estimates will be refined
To provide benefits to customers as soon as possible, currently developing a phased implementation approach.

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Description</th>
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<tbody>
<tr>
<td>Winter 2014/15</td>
<td>• Draft Environmental Document</td>
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<tr>
<td>Summer 2015</td>
<td>• Final Environmental Document</td>
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<tr>
<td>2015 - 2017</td>
<td>• Initial Construction Phase</td>
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<td>Early delivery of elements proposed as part of full project</td>
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<td>2018 – 2019 (pending funding)</td>
<td>• Phase 2 Full Build-out</td>
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## Timing of Geary Improvements

| Transit signal priority (86 intersections)  
| Muni Forward stations start  
| Service plan improvements  
| New low-floor buses equipped with TOLE cameras |
| --- | --- |
| **Phase 1 – Initial Construction Phase (2015-2017)** | Side-running transit-only lanes *(pending analysis)*  
| Bus stop modifications  
| Right turn pockets  
| New or extended bus bulbs at BRT stops  
| Ped bulbs  
| Transit-only lanes  
| Queue-jump signals  
| WalkFirst/Vision Zero pedestrian safety treatments |
For More Information:
www.gearybrt.org