

Geary Corridor Bus Rapid Transit: Staff-Recommended Alternative

Geary Citizens Advisory Committee
November 21, 2013



**SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY**

Background: Need for Geary Improvements

- **6.5 mile corridor**
- **Major SFMTA trunkline: more than 50,000 trips / day**
- **Peak 38 & 38L headways: 6 min (3-min combined)**
- **Slow travel times lead to crowding:**
38 Local - 60 min
38L Limited - 45 min



Bus Rapid Transit Features

- **Dedicated bus lane**
- **Signal optimization for transit priority**
- **All-door boarding**
- **Low-floor vehicles**
- **Enhanced bus stations**
- **Pedestrian crossing improvements**
- **Streetscape enhancements**

Existing



Proposed



Community Engagement

- **50+ stakeholder meetings along Geary Corridor**
- **3 Community meetings in 2012**
- **Ongoing engagement: Geary BRT Citizens Advisory Committee (CAC), Supervisors, local agencies, stakeholder groups**
- **Feedback collected on an ongoing basis**



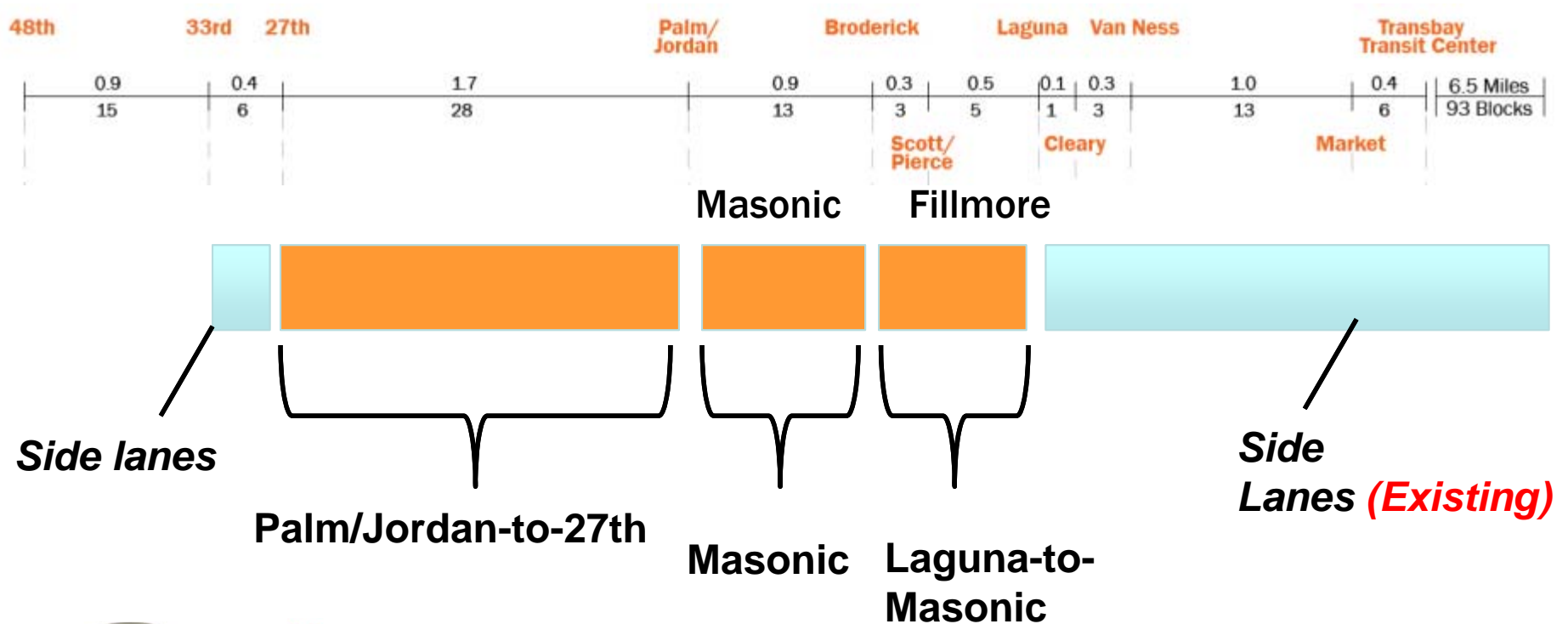
Getting to a Locally Preferred Alternative: Approach and Process

- **Coordinate among agencies to identify preliminary recommended alternative**
- **Share with community and Boards, solicit feedback**
- **Identify as staff-recommended alternative in Draft Environmental Document**
- **Any needed adjustments in Final Environmental Document**



Recommended Alternative: Decisions and Segments

- Selecting the best configuration for each segment
- Combining segments to construct recommended alternative



Decision Criteria

- **Transit Performance**
 - Travel time
 - Reliability
 - Ridership
- **Circulation/System Performance**
 - Average person delay
- **Environmental, Social Effects**
 - Preservation of on-street parking
 - Preservation of existing trees
- **Pedestrian Access and Safety**
 - Access to stops, transfers
 - Crossing, waiting conditions
- **Construction and Capital Costs**
 - Total construction cost
- **Operations and Maintenance**
 - Cost to operate, maintain



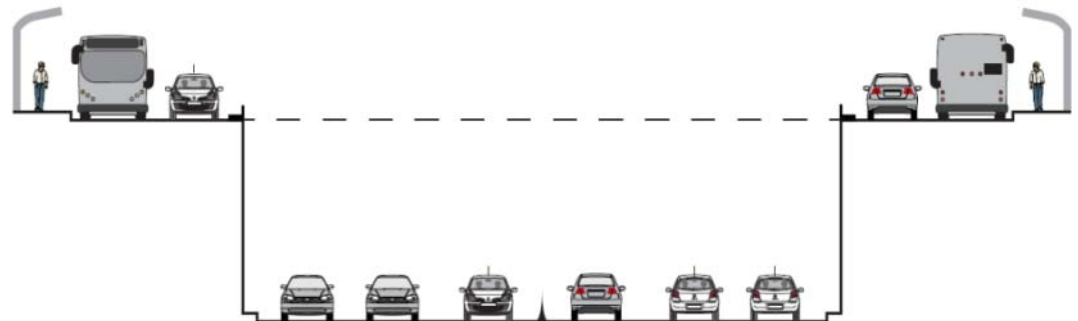
Inner Geary Recommendation: Enhance Existing Lanes

- **Colorize existing lanes**
- **Fill in gap in existing lane on O'Farrell, from Powell to Market**
- **Bus bulbs at high-ridership stops**
- **'Spot' improvements at key pinchpoints**
- **Curbside loading access preserved**



Fillmore-Area Recommendation: Side Bus Lanes

- Enables bus improvements while planning continues for future Fill project
- Does not preclude future center bus lanes



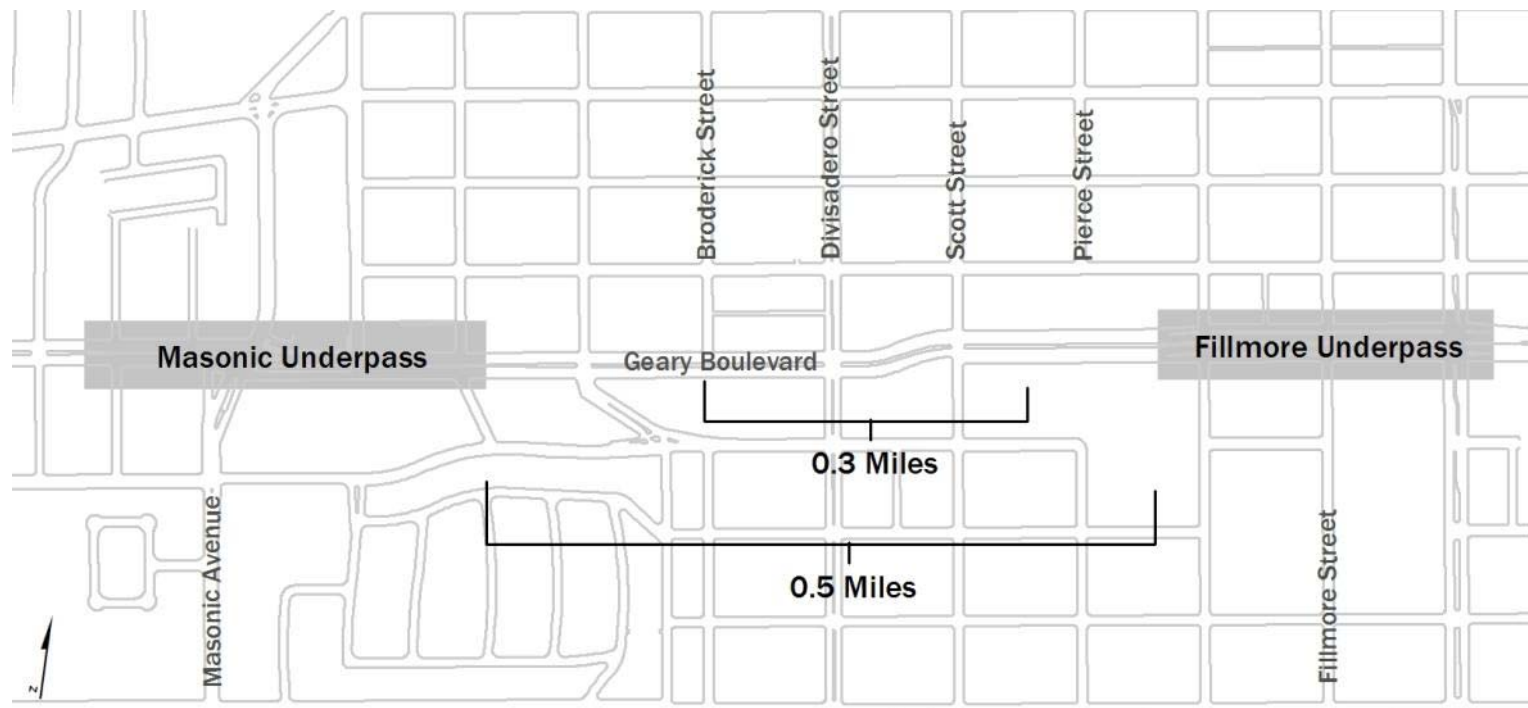
Masonic-Area Recommendation: Side Bus Lanes

- **Enables bus improvements while balancing need for:**
 - Ped access, security and safety, short transfer (surface stop)
 - Smooth multimodal interactions, esp. new bike lane
 - Accommodating high vehicle volumes
- **Responds to community feedback**

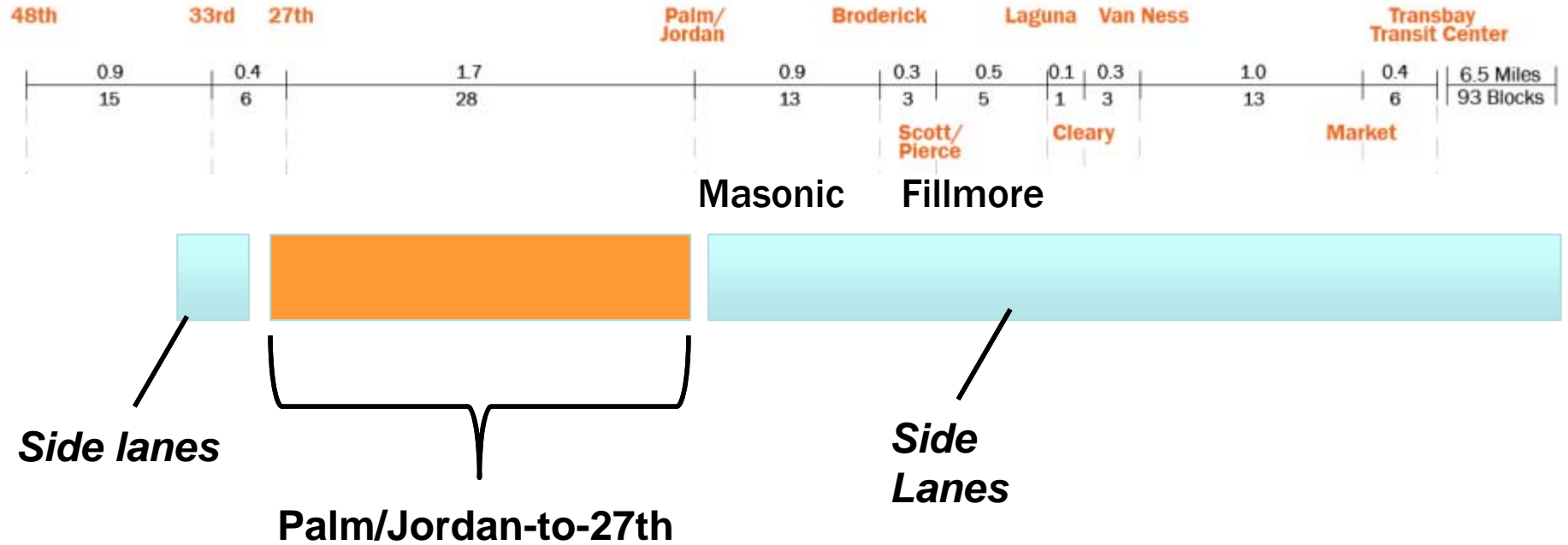


Fillmore-to-Masonic Recommendation: Side Bus Lanes

- **Short segment – transition delay erodes center benefit**
- **Side lanes provide optimal bus performance given constraints**



Remaining Segment: Richmond



Richmond-Area Recommendation: Center Bus Lanes, Consolidated Stops

- **Strong travel time savings (30% compared with No Project)**
- **Higher reliability**
- **Provides transit benefits to the most riders (local+BRT)**

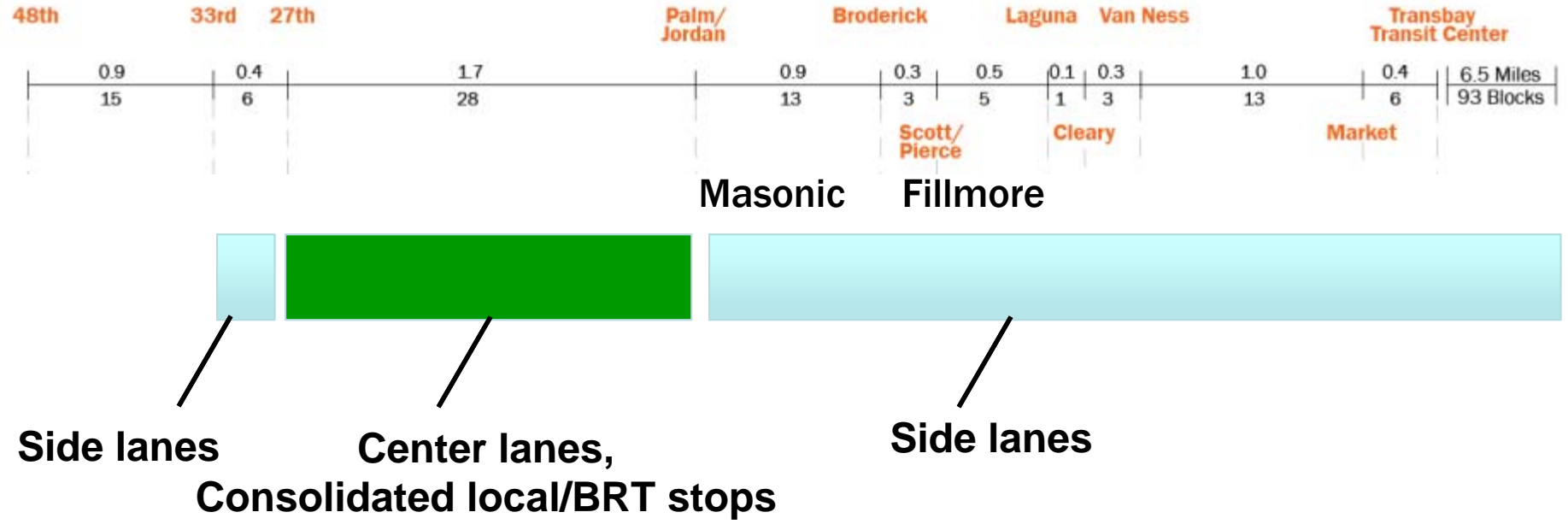


Richmond-Area Recommendation: Center Bus Lanes, Consolidated Stops (Cont'd)

- **Preserves parking – nearly no loss**
- **New medians – Complete Streets**
- **Pedestrian safety improvements**
 - **Nearly ½ of left turns eliminated**
 - **Remaining left turns have own signal phase**
 - **Bulb-outs, lighting**



Staff-Recommended Alternative: 3.2 Consolidated



Staff-Recommended Alternative: Highlights

- **Strong bus benefits where BRT treatments applied:**
 - **Travel time: 25% savings**
 - **Reliability: 20% reduction in travel time variability**
 - **Ridership: 10-20% gains forecasted – strong cost effectiveness**
 - **FTA rating ‘high’ (\$0.10/trip)**
 - **More riders at lower operating cost**
- **Pedestrian benefits**



Recommended Alternative: Cost and Funding

**Total Cost:
\$225-\$260M**

Funding \$M

Source	Funds
Prop K Sales Tax	\$38
Federal discretionary	\$75M
Land development contribution (CPMC)	\$2.5M
Other funding to be determined	\$110-\$145M



Staff-Recommended Alternative: Responding to Community Issues

- **On-street parking**
 - Corridor-wide: -20%
 - Nearly no loss in Richmond
 - At Masonic, Fillmore, some replacements
- **Trees and landscaping**
 - Minimal trees removed: -10%
 - Project will replace trees removed
 - New medians increase landscaped area by 13%
- **Transit access**
 - Small increase in walking distance, for faster trip
 - <10% of riders have longer walk
 - Sensitive populations analysis underway



Next Steps: Focus on Community Outreach for Recommended Alternative

- **Helping the public understand the recommendation**
- **Summarizing previous input and how project has incorporated**
- **Emphasize linkage between project goals and recommended design**
- **Stating benefits in terms more easily understood**
- **Listening to feedback on alternative's details**
- **More digestible name (not 3.2 Consolidated!)**



Public Outreach – Fall/Winter 2013

- Geary BRT CAC Meeting
- Stakeholder briefings – various dates
 - Japantown groups
 - Disability/senior groups
 - Community-based organizations
 - Citywide transportation/modal advocacy groups
 - Neighborhood groups



Public Outreach – Fall/Winter 2013

- **Geary corridor community meetings**
 - **Richmond: Richmond Recreation Center – December 9th, 6-8p**
 - **Japantown/Western Addition: postponed to early 2014**
 - **Tenderloin/Downtown: SF Main Library – December 17th, 5:30-7:30p**

Let's Get Geary Moving!

JOIN THE SFCTA AND SFMTA FOR A
Geary Corridor Bus Rapid Transit Project Update!

The Geary Corridor Bus Rapid Transit (BRT) Project is a cost-effective way to improve bus service and enhance street conditions for Geary from Downtown to the Outer Richmond. Based on community input and ongoing technical evaluation, staff is recommending specific design options for BRT on the Geary corridor.

Come to a community meeting for a project update!

- * Learn about the project evaluation process
- * View design options for different segments of the corridor
- * Provide your feedback

Richmond Recreation Center
251 18th Avenue
Monday, December 9, 6:00-8:00 PM

Japanese Cultural and Community Center of Northern California
1848 Sutter Street
Thursday, December 12, 6:00-8:00 PM

SF Main Public Library
100 Larkin Street
Tuesday, December 17, 5:30-7:30 PM

For more information, visit www.GearyBRT.org or email gearybrt@sfcta.org



Schedule

Schedule	Activity
December 2013 – January 2014	Initial outreach: Geary CAC SFCTA, SFMTA Boards Community meetings
Summer 2014	Draft Environmental Document w/ Preferred Alternative Public comment
Winter 2014	Final Environmental Document



For More Information:
www.gearybrt.org



GEARY CORRIDOR BUS RAPID TRANSIT | PROJECT UPDATE

Project Schedule

Project Timeline



— = We are here

*Schedule subject to change depending on funding and alternative selected.

