Geary Corridor Bus Rapid Transit: Staff-Recommended Alternative

Geary Citizens Advisory Committee
November 21, 2013
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
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

- Side lanes
- Palm/Jordan-to-27th
- Masonic
- Fillmore
- Side Lanes
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

Side lanes | Consolidated local/BRT stops | Side lanes
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

<table>
<thead>
<tr>
<th>Source</th>
<th>Funds</th>
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<tbody>
<tr>
<td>Prop K Sales Tax</td>
<td>$38</td>
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<tr>
<td>Federal discretionary</td>
<td>$75M</td>
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<tr>
<td>Land development contribution (CPMC)</td>
<td>$2.5M</td>
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<tr>
<td>Other funding to be determined</td>
<td>$110-$145M</td>
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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!)
• Geary BRT CAC Meeting
• Stakeholder briefings – various dates
  • Japantown groups
  • Disability/senior groups
  • Community-based organizations
  • Citywide transportation/modal advocacy groups
  • Neighborhood groups
• 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
<table>
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<tr>
<th>Schedule</th>
<th>Activity</th>
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<tr>
<td>December 2013 – January 2014</td>
<td>Initial outreach: Geary CAC, SFCTA, SFMTA Boards, Community meetings</td>
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<tr>
<td>Summer 2014</td>
<td>Draft Environmental Document w/ Preferred Alternative, Public comment</td>
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<td>Winter 2014</td>
<td>Final Environmental Document</td>
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Project Timeline

- Environmental Analysis
- Preliminary Engineering & Final Design
- Potential Start of Service
- Construction & Mitigation


= We are here

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