

GEARY BUS RAPID TRANSIT ENVIRONMENTAL ANALYSIS

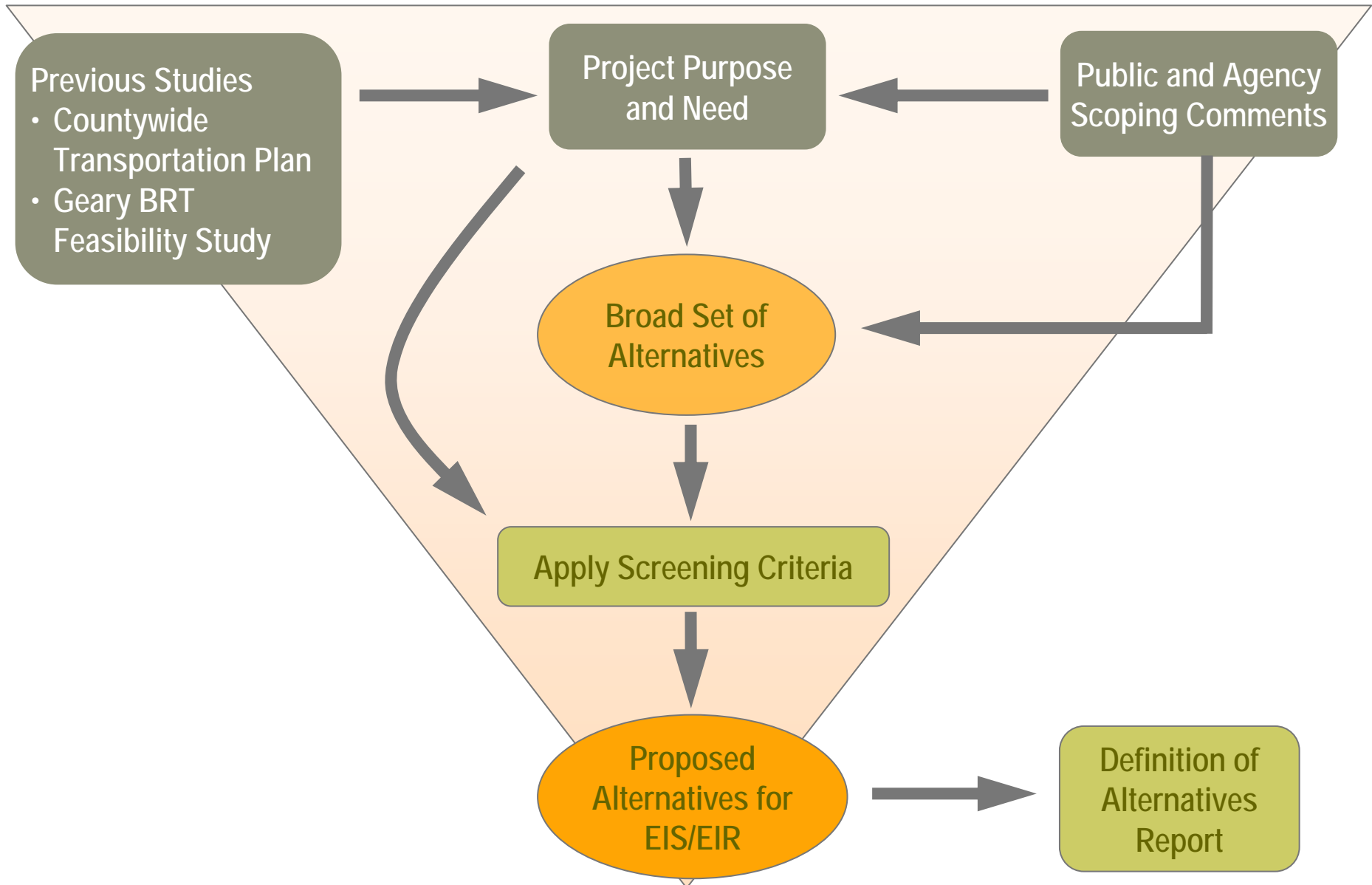


SFMTA



ALTERNATIVES SCREENING
Geary BRT Citizens Advisory Committee
April 30, 2009

ALTERNATIVES SCREENING PROCESS



RANGE OF ALTERNATIVES

1. No Project/TSM

Incremental and/or TPS:

2. More frequent service
3. Peak-only diamond lane
4. All-day diamond lane

Full-featured BRT:

5. Consolidated busway on one side
6. Side-running
7. Center-running, dual/side medians
8. Center-running, center median

Rail:

9. Surface LRT
10. Subway LRT
11. Surface to subway LRT

Based on TEP &
GBRT feasibility
study findings

No Project/TSM Elements:

- Low-floor buses
- Rebalance limited/local
- Limited stop consolidation
- Limited signal priority
- More real-time information

BRT/Rail-Ready Elements:

- All-door boarding
- Advanced signal priority
- High quality stations
- Bus bulbs/corner bulbs
- Additional stop & route consolidation



RANGE OF ALTERNATIVES--Downtown

1. No Project

Existing one-way configuration:

2. BRT/pedestrian safety amenities
3. BRT/pedestrian safety amenities plus improved Geary/O'Farrell operations

Based on TEP, Inner Geary TPS evaluation & GBRT feasibility study findings

New two-way Geary configuration:

4. Bus-only transit mall
5. Mixed traffic
6. Partial transit-only/partial mixed traffic

Would require redirecting Post, Sutter, and likely SOMA streets

No Project Elements:

- Low-floor buses
- Rebalance limited/local
- More real-time information

BRT Elements:

- All-door boarding
- Advanced signal priority
- High quality stations
- Bus bulbs/corner bulbs

PROPOSED SCREENING PROCESS

- ❖ Criteria based on Feasibility Study, Countywide Transportation Plan, and other studies
- ❖ Criteria divided into benefits (green) and impacts (orange)

Low Benefit OR
High Impact



High Benefit
OR Low Impact



- ❖ Identify alternatives to be advanced for further study

▪ **Goal is to advance high performers:** multiple  and no 

▪ **Fatally flawed:** one or more 

▪ **Low performer:** multiple 

- ❖ Alternatives not recommended for analysis in this EIR/EIS are *not necessarily precluded*
 - May not require EIR/EIS clearance
 - May be planned for implementation
 - May be cleared through separate review



SCREENING CRITERIA – TYPICAL SECTIONS

BENEFITS	Transit Performance	Improve transit speed & reliability
		Attract & retain riders
		Distribute benefits equitably
	Transit Rider Experience	Improve ride quality
		Improve waiting & boarding experience
		Improve pedestrian safety & access
	Urban Design	Enhance street identity, landscaping & integration with adjacent land uses
	Multimodal System Performance	Strengthen the city's Rapid Transit Network
		Minimize time to benefits
IMPACTS	Traffic & Parking	Accommodate traffic & circulation access
		Change in available on-street parking & loading areas
	Costs	Capital cost
		Operating & maintenance costs
	Construction	Construction duration & intensity
RAIL-READINESS		Complies with rail ready mandate

SCREENING CRITERIA – EAST of GOUGH



BENEFITS	Transit Performance	Maintain transit speed & reliability
	Transit Rider Experience	Improve waiting & boarding experience
		Improve pedestrian safety & access
	Urban Design	Enhance street identity, landscaping & integration with adjacent land uses
	Multimodal System Performance	Minimize time to benefits
IMPACTS	Traffic & Parking	Accommodate traffic & circulation access
		Change in available on-street parking & loading areas
	Costs	Capital cost
		Operating & maintenance costs
	Construction	Construction duration & intensity
RAIL-READINESS		Complies with rail ready mandate



ALTERNATIVES THAT SHOULD NOT ADVANCE

	ALTERNATIVE	SCREENING RESULT
Typical Sections	TS-2. Peak Period/Direction Bus Lane	Fatally-Flawed / Low-Performing (poor reliability and legibility, poor equity, fewer pedestrian enhancements)
	TS-3. All-Day Bus Lanes	Fatally-Flawed / Low-Performing (poor reliability and legibility, fewer pedestrian enhancements)
	TS-4. One-Sided Busway BRT	Fatally-Flawed / Low-Performing (pedestrian safety & access, traffic and parking impacts)
	TS-8. Surface Rail	Fatally-Flawed (cost, time to benefits, construction impacts)
	TS-9. Underground Rail	Fatally-Flawed (cost, time to benefits, street-level enhancements)
	TS-10. Combination Surface to Underground Rail	Fatally-Flawed (cost, time to benefits, construction impacts / street-level enhancements)
East of Gough	EG-4. Two-Way Geary: Bus-Only Transit Mall	Fatally-Flawed (cost, time to benefits)
	EG-5. Two-Way Geary: Bus Lanes and Traffic Lanes	Fatally-Flawed (cost, time to benefits)
	EG-6. Two-Way Geary: Partial Transit-Only	Fatally-Flawed (cost, time to benefits)

ALTERNATIVES THAT *SHOULD* ADVANCE



	ALTERNATIVE	SCREENING RESULT
Typical Sections	TS-1. No Project/TSM	Required
	TS-5. Side-Running BRT	Medium-Performing
	TS-6. Center-Running BRT with Side Platforms	High-Performing
	TS-7. Center-Running BRT with Center Platforms	High-Performing
East of Gough	EG-1. No Project	Required
	EG-2. TSM Basic	Medium-Performing
	EG-3. TSM Plus	Medium-Performing

SUMMARY



	ALTERNATIVE	SCREENING RESULT
Typical Sections	TS-1. No Project/TSM	Required – Advance
	TS-2. Peak Period/Direction Bus Lane	Fatally-Flawed / Low-Performing
	TS-3. All-Day Bus Lanes	Fatally-Flawed / Low-Performing
	TS-4. One-Sided Busway BRT	Fatally-Flawed / Low-Performing
	TS-5. Side-Running BRT	Medium-Performing – Advance
	TS-6. Center-Running BRT with Side Platforms	High-Performing – Advance
	TS-7. Center-Running BRT with Center Platforms	High-Performing – Advance
	TS-8. Surface Rail	Fatally-Flawed
	TS-9. Underground Rail	Fatally-Flawed
	TS-10. Combination Surface to Underground Rail	Fatally-Flawed
East of Gough	EG-1. No Project	Required – Advance
	EG-2. TSM Basic	Medium-Performing – Advance
	EG-3. TSM Plus	Medium-Performing – Advance
	EG-4. Two-Way Geary: Bus-Only Transit Mall	Fatally-Flawed
	EG-5. Two-Way Geary: Bus Lanes and Traffic Lanes	Fatally-Flawed
	EG-6. Two-Way Geary: Partial Transit-Only	Fatally-Flawed

QUESTIONS or COMMENTS?



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