

Geary Corridor Bus Rapid Transit

Certification of Final Environmental Impact Report and Approval of Hybrid Alternative



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SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

January 5, 2017

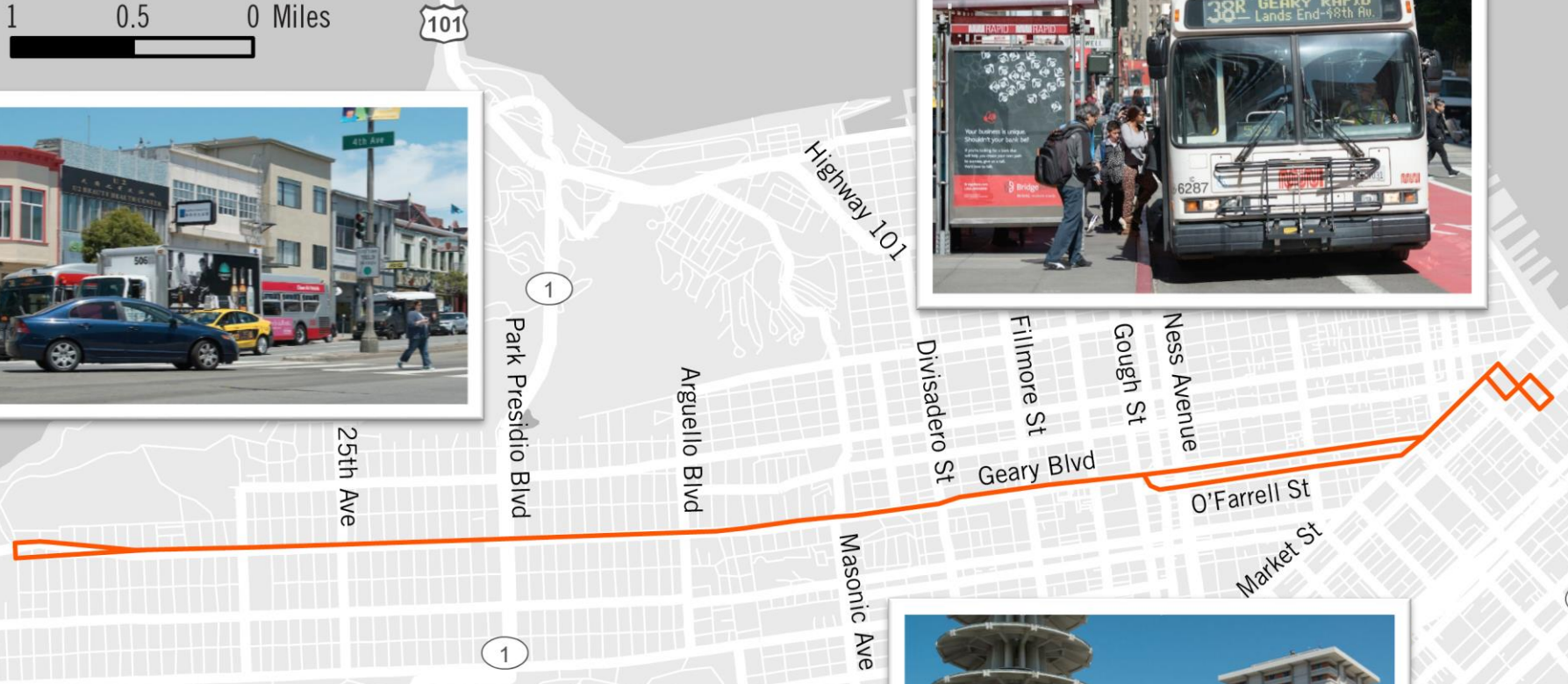
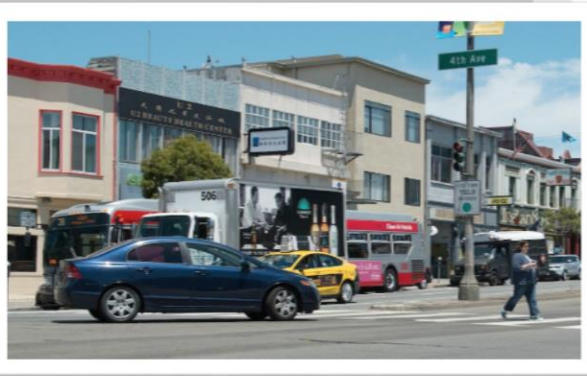
The Geary Corridor



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1 0.5 0 Miles



Corridor History



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- ▶ 1912: First publicly-operated transit line in the United States
- ▶ BART plans include Richmond to Marin corridor
- ▶ 1956: Mayor Christopher removed Geary rail before a BART plan was finalized



Planned BRT Network



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- ▶ Key part of Muni Rapid network
- ▶ Planned to fill in rail gaps
- ▶ Quick, reliable service on more routes within funding constraints



Why Geary Needs BRT



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Transit Challenges

- ▶ Inconsistent travel times
- ▶ Uneven wait times
- ▶ Overcrowded buses

Safety Challenges

- ▶ SF's longest high-injury corridor
- ▶ Collision rate over eight times city average



Building on Recent Improvements



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Infrastructure Investments

- ▶ **Transit:** Red lanes downtown, transit signal priority
- ▶ **Pedestrian safety:** Upgraded 30 intersections including Leading Pedestrian Intervals, daylighting, continental crosswalks

More Service

- ▶ 38 Rapid buses now every 4 minutes during peak hours
- ▶ New Sunday 38 Rapid Service

Better Bus Fleet

- ▶ Summer 2015: 111 new low-floor hybrids began service on Geary
- ▶ Full replacement by Summer 2017

MUNI
FORWARD



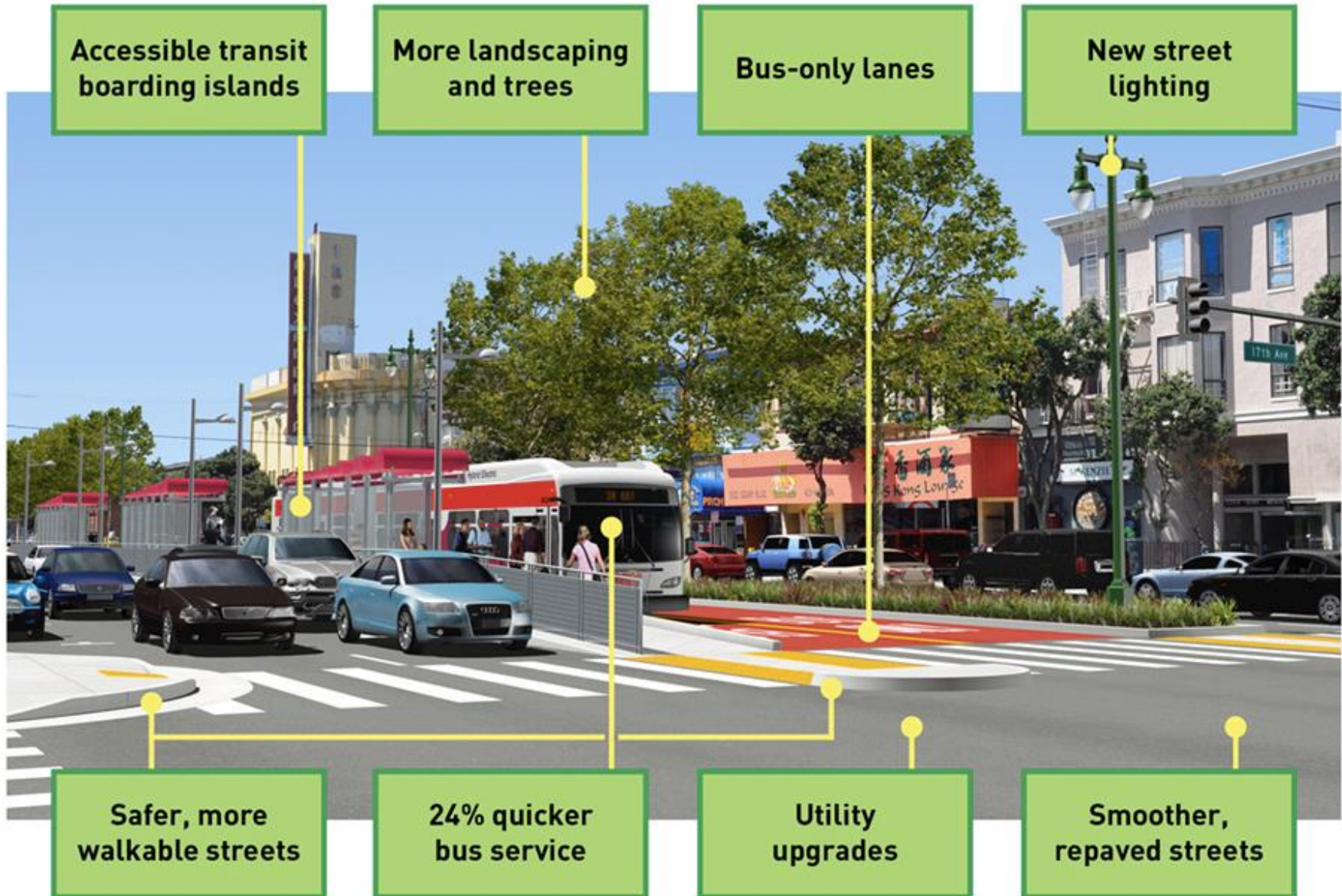
VISION
ZERO
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Project Features



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**Accessible transit
boarding islands**

**More landscaping
and trees**

Bus-only lanes

**New street
lighting**

**Safer, more
walkable streets**

**24% quicker
bus service**

**Utility
upgrades**

**Smoother,
repaved streets**

Project Benefits



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- ▶ Travel time savings over future conditions of up to 20 minutes round trip
- ▶ More on time, reliable and consistent bus service
- ▶ Decrease in delay per person at corridor intersections by 12%
- ▶ Decrease in citywide Vehicle Miles Traveled
- ▶ Safer intersections for all people traveling the corridor to reach Vision Zero goals
- ▶ Streetscape and landscaping upgrades include 13% increase in median green space

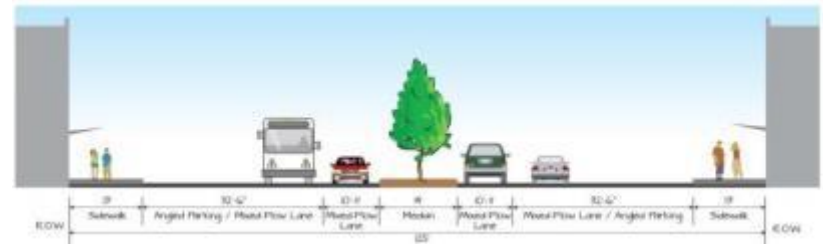
Alternatives Evaluated



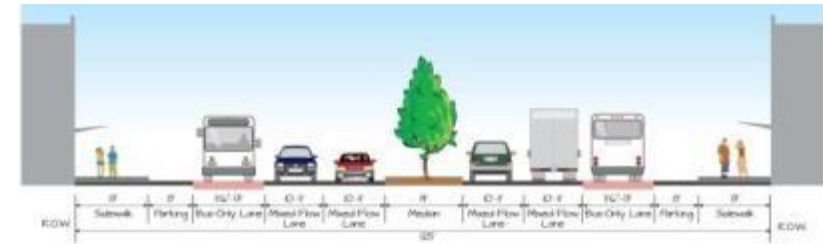
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Alternative 1: No-Build

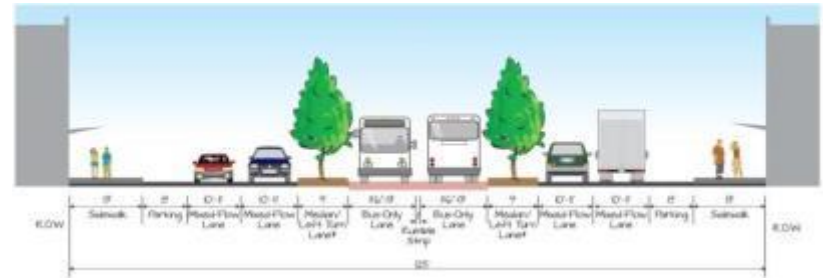


Alternative 2: Side-Running



Alternative 3: Center-Running BRT + Dual Medians, Passing Lanes

Alternative 3 Consolidated: Center-Lane BRT + Dual Medians, Consolidated Bus Service



Hybrid Alternative: Staff-Recommended

[combination of above]

Proposed Improvements

Staff-Recommended Alternative



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Sutro Heights

Palm/Jordan-to-27th

Masonic/Fillmore/Japantown

Market to Gough

*Reflects Staff-Recommended Alternative

Visual Simulations

Staff-Recommended Alternative



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Center-Running:
Geary & 17th Ave



Side-Running:
Geary & Fillmore

Draft EIS/EIR



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- ▶ Draft EIS/EIR published October 2, 2015
- ▶ Public comment period: Oct 2 to Nov 30, 2015
 - ▶ Comment submissions received via email, mail, and either written or verbally at Public Comment Meeting
- ▶ Multilingual notification included: corridor mailer, posters, newspapers, website, email, social media
- ▶ Nearly 300 public comments submitted during comment period

Let's Get Geary BRT Moving!

The proposed Geary Corridor Bus Rapid Transit (BRT) Project has achieved an important milestone! The SFCTA and SFMTA have completed the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) and we want to hear from you!

The Geary BRT Project proposes to improve bus service and enhance street conditions along the Geary corridor between Downtown and the Outer Richmond. Come to the public comment meeting to learn more!

- ▶ Learn about the project
- ▶ Discuss its effects with agency staff
- ▶ Provide comments on the Draft EIS/EIR

PUBLIC COMMENT MEETING

Thursday, November 5, 8:30 PM-8:30 PM
St. Francis Hall at St. Mary's Cathedral
1111 Gough Street, San Francisco, CA 94109

For special accommodations or language assistance, please call 415-593-1655 at least 72 hours in advance.

Comments on the Draft EIS/EIR must be submitted by November 16, 2015.
EMAIL: gearybrt@sfta.org

MAIL: San Francisco County Transportation Authority
Attn: Geary BRT
1455 Market Street, 22nd Floor
San Francisco, CA 94103

IN PERSON at the public comment meeting in writing or via the court reporter

For more information or to learn how to view the Draft EIS/EIR, visit www.gearybrt.org, email gearybrt@sfta.org or dial 311.

Community Input



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- ▶ **Four major rounds: Scoping, Alternatives Development, Staff-Recommended Alternative, Draft EIS/EIR release**
- ▶ **Multilingual mailers, newspaper ads, corridor postings, ambassadors**
- ▶ **Regular web, email, and social media updates**
- ▶ **Public meetings**
- ▶ **Over 250 meetings with 65+ stakeholder groups**
- ▶ **33 Citizens Advisory Committee Meetings**
- ▶ **Geary corridor visitor and merchant surveys**
- ▶ **OWL viewers**



Public Input Key Issues: Corridor-Wide



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- ▶ Safety for people walking and bicycling
 - ▶ Incorporated additional safety features
- ▶ Traffic circulation
 - ▶ Maintain two traffic lanes in each direction + bus lane, completed traffic study
- ▶ Business impacts, especially during construction
 - ▶ Strategy to enhance communication and minimize construction effects on businesses
- ▶ Parking and loading
 - ▶ Preserve 95% of parking within 1-2 blocks of Geary
- ▶ Trees and landscaped medians
 - ▶ Tree replacement at least 1:1, landscaping area to increase 13%

Public Input Key Issues: Japantown

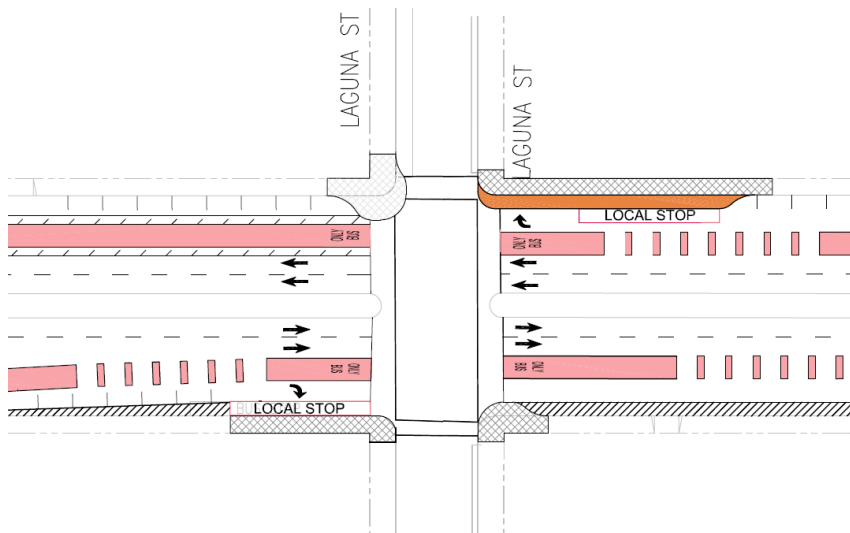


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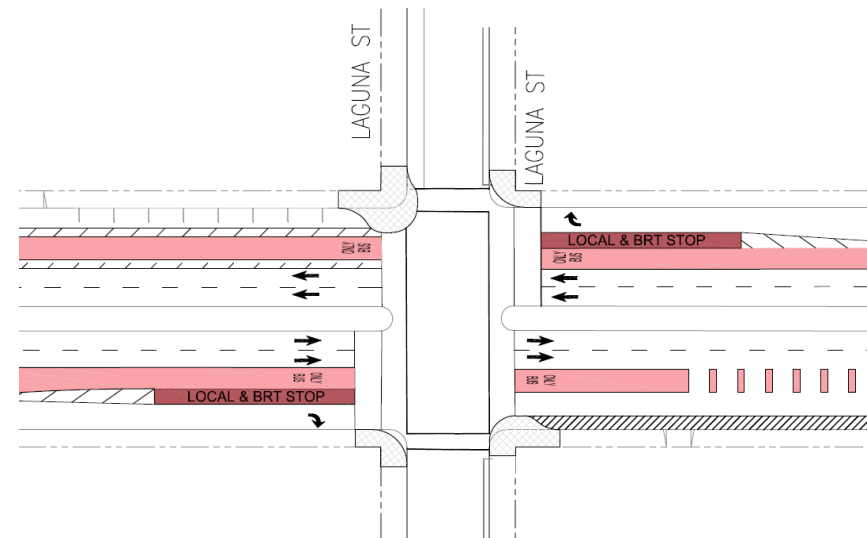


- ▶ Webster Street pedestrian bridge: To be preserved
- ▶ Streetscaping and wayfinding: Community process underway
- ▶ Laguna Street stop: Options analysis completed

Laguna Local-Only Stop Design (Staff-Recommended Alternative)



Laguna Rapid/Local Stop Design



Public Input Key Issues: Richmond

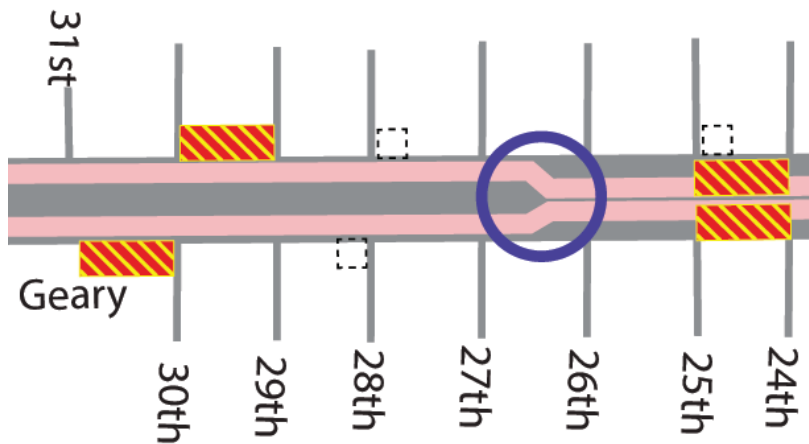


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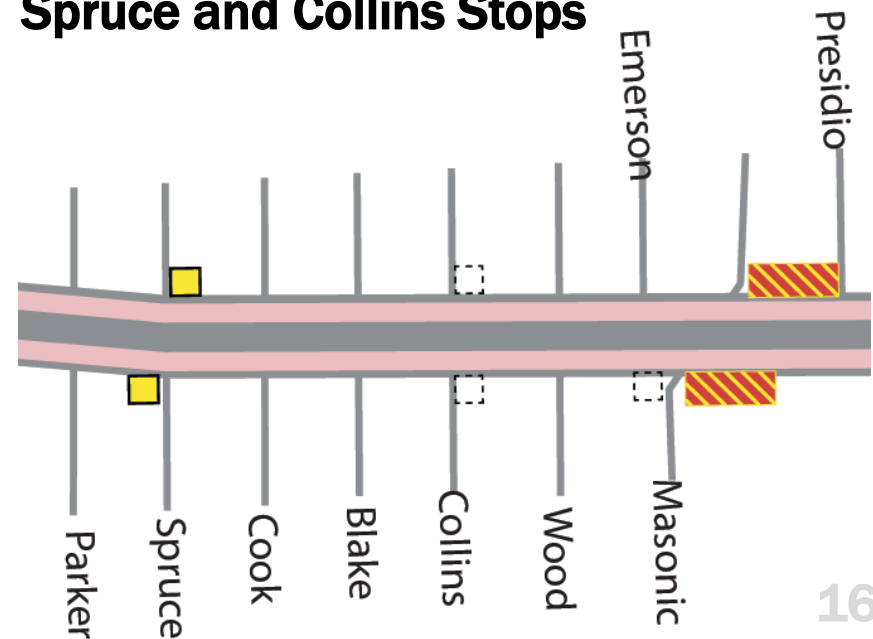


- ▶ Transition location at 27th Avenue: Options analysis underway
- ▶ Business access at Spruce/Cook Streets: Design revised
- ▶ Collins Street stop: Options analysis completed

Bus lane transition at 27th Avenue



Spruce and Collins Stops



Final EIR Overview



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- ▶ Final EIR published December 9, 2016
- ▶ Includes responses to all comments on Draft EIS/EIR
- ▶ Includes staff-initiated revisions, including three changes to Staff-Recommended Alternative based on community input:
 - ▶ Retain pedestrian overcrossing at Webster Street
 - ▶ Local-only stop at Spruce Street, retaining parking & loading
 - ▶ Additional pedestrian safety improvements
- ▶ Includes Mitigation, Monitoring, and Reporting Program
- ▶ EIR split from EIS allows local approvals to proceed, Federal EIS approval pending in early 2017

Final EIR Notification



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- ▶ Notification of Availability provided via email and/or mail to all commenters who provided contact information
- ▶ Hard copies available at TA, SFMTA, Planning Dept offices and libraries near Geary corridor
- ▶ Mailer sent to over 35,000 addresses
- ▶ Multilingual notification: mailer, posters, newspapers, website, email, social media



One Step Closer to Bus Rapid Transit on Geary!

BRT Rendering at 17th Ave

Access the Final Environmental Impact Report & Attend the project approval hearing

The Geary Bus Rapid Transit project will address issues with bus crowding and uneven wait times saving the over 52,000 people who rely on Geary bus routes an average of 20 minutes round trip. Treatments like bus-only lanes and sidewalk extensions will make traveling on the corridor more efficient, safe and vibrant for everyone.

Want project updates via text? Text **YES** to **628-600-1675** or visit **GearyBRT.org**



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EIR Findings: Significant & Unavoidable Impacts



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- ▶ One area with significant and unavoidable impacts: traffic circulation (measured using Level of Service)
 - ▶ **2020: Four intersections**
 - ▶ **2035: Eight intersections**
- ▶ No Project would have adverse effects on more intersections:
 - ▶ **2020: Ten intersections**
 - ▶ **2035: 21 intersections**
- ▶ Project would reduce overall Vehicle Miles Traveled
 - ▶ **Would have no significant and unavoidable impacts under newly adopted VMT metric**
- ▶ Hybrid Alternative is Environmentally Superior Alternative

Cost and Funding



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- ▶ Total project cost: \$300M
- ▶ \$205M in planned/programmed funding:
 - ▶ Up to \$100M FTA Small Starts
 - ▶ \$51M Prop K
 - ▶ \$54M other local/Federal sources
- ▶ Near-term improvements (Market-Stanyan) cost: \$65M, fully funded
- ▶ SFMTA plans to enter Small Starts pipeline in 2017, project is highly competitive

Board Actions



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- ▶ **Proposed actions:**
 - ▶ **Certify the project EIR**
 - ▶ **Approve Findings of Fact and a Statement of Overriding Considerations**
 - ▶ **Adopt a Mitigation Monitoring and Reporting Program**
 - ▶ **Approve the Project**
 - ▶ **Select a Locally Preferred Alternative**
 - Staff recommends the Hybrid Alternative
 - Geary CAC recommends Hybrid with Laguna Rapid

Planned Schedule



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Action	Expected Date
Final EIR Release	December 9, 2016
Geary CAC Meeting & Recommendation	January 4, 2017
SFCTA Board Hearing & Action	January 5, 2017
SFMTA Board Hearing & Action	By July 2017
Final EIS and FTA Approval	Early 2017
SFMTA Phase 1 Legislation	Mid-2017
SFMTA Phase 1 Implementation	Begins Late 2017

Thank you! Questions?

GearyBRT.org
gearybrt@sfcta.org



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