

Release \$1,200,000 of Prop K Funds Held on Reserve for the Geary Bus Rapid Transit Phase 2 Conceptual Engineering Report



San Francisco
County Transportation
Authority

Agenda Item #9

March 22, 2022

Prop K Grant Background



San Francisco
County Transportation
Authority

July 2015

- Transportation Authority (SFCTA) allocated \$6,319,470 in Prop K funds for Geary BRT Phase 2 Conceptual Engineering Report (CER) for a center-running alternative

November 2021

- SFCTA approved amendment of project scope and reduced grant amount to \$4,427,317 for a side running project
- Of this amount, \$1,200,000 held on reserve, to be released by the Board pending agreement between Commissioner Chan's office, SFCTA staff, and SFMTA staff on
 - Proposed draft project designs on a block-by-block basis
 - Review of cost estimate and funding plan
 - Preliminary assessment of benefits and impacts
 - Draft materials for public outreach round 2

Current Action



- SFMTA staff requests and SFCTA staff recommends the release of \$1.2 million in Prop K funds held on reserve
- SFMTA staff have met the conditions for the release of funds and outreach round 2 is now underway



SFMTA

A photograph of a city street scene. In the foreground, a silver and blue bus is driving towards the camera. To the left, a group of pedestrians is crossing the street. In the background, there are multi-story buildings and a street sign for '25th Avenue'. The image is slightly faded to allow text to be overlaid.

Geary Bus Rapid Transit Project Phase 2

(Geary Boulevard Improvement Project)

SFCTA Board

March 22, 2022

Geary Bus Rapid Transit Project

Design/delivery in two phases

- **Geary Rapid Project:** substantially complete; on-time, on-budget delivery
- **Geary Boulevard Improvement Project:** design phase outreach underway



Schedule Overview

Design Phase Outreach Round 1: Fall 2021

- Input on bus stop changes, transit lanes, parking, loading and safety issues
- Feedback used to develop detailed proposal

Design Phase Outreach Round 2: March 2022 ← We are here

- Input on draft block-by-block design and parking policy proposal

Project Approvals: Summer 2022

Quick-Build Implementation: Late 2022

- Including transit lanes, bus stop re-locations/removals, curb management, safety upgrades and signal retiming

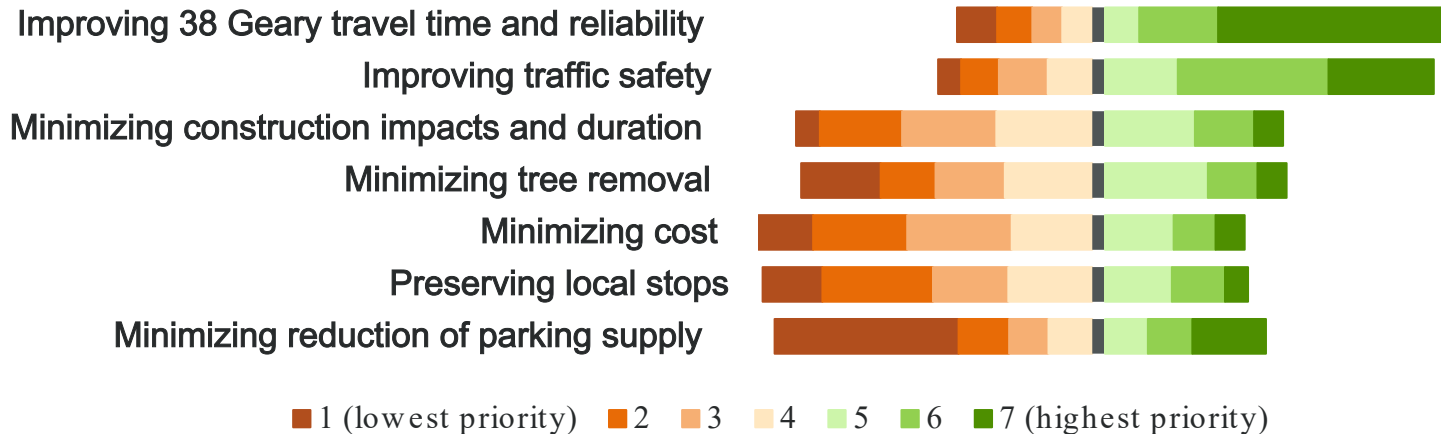
Design and Construction:

- After 1-2 years of design, implementation would occur over ~2 years depending on scope added by partner agencies (water, sewer, paving, etc.)

Improving transit and safety were highest priority among survey responses

Priorities: Improving transit and safety were the highest priorities among respondents (n=564)

The following are some key project benefits and impacts.
Please rank each one's relative importance to you.



Considerations in developing proposed block -by- block design

Outreach

- Outreach Round 1 survey results (~600 responses, online and paper)
- Outreach Round 1 direct stakeholder feedback (e.g. emails, phone calls)
- Direct outreach to properties adjacent to proposed bus stop re-locations
- Merchant loading survey results
- Input on draft scope from modal stakeholders (San Francisco Transit Riders, WalkSF, San Francisco Bicycle Coalition)

Technical

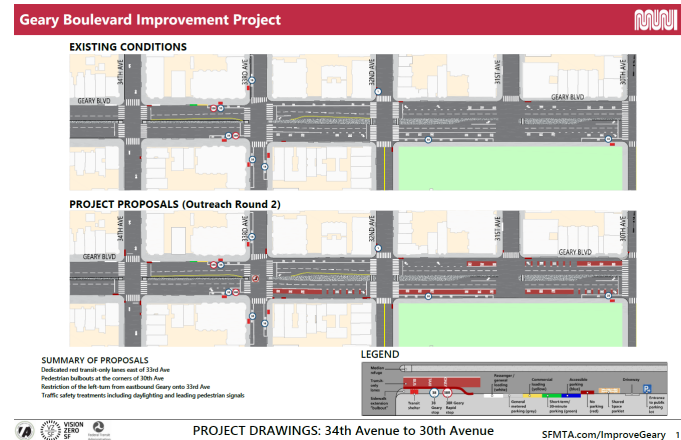
- Alternative 2 as defined in Geary BRT EIR/EIS
- Updated collisions analysis
- SFMTA subject matter experts (curb management, safety, transit, etc)
- San Francisco Fire Department input (esp. relevant for potential locations to add parking by converting side street parking to angled/perpendicular)

Outreach Materials

Underway Outreach Round 2: Feedback on detailed design

- Block-by-block detailed project drawings at [SFMTA.com/ImproveGeary](https://www.sfmta.com/ImproveGeary) and at open houses
- Short survey – online and print versions
- Posters along corridor
- Mailer sent to residents and businesses within two blocks
- Emails, including to business and community organizations
- Social media and newspaper ads
- Pop-up and open house events, virtual office hours

**all materials available in English, Chinese and Russian*



Project Benefits (Preliminary Assessment)

Travel time savings : 20-28% improvement in transit travel time

- This proposal performs better than the side-running alternative evaluated in the EIR/EIS, but still slightly slower than center-running

Transit reliability: 20-40% decrease in variability of travel time¹

- The EIR/EIS showed the side- and center-running alternatives evaluated had similar transit travel time variability

Travel Time Percent Reduction Compared with No Build Conditions 34th Avenue to Stanyan Street						
SCENARIO	ROUTE	DIRECTION	TRAVEL TIME	TRAVEL TIME REDUCTION FROM NO BUILD		
			NO BUILD	SIDE RUNNING (Alt. 2 in FEIS)	CENTER RUNNING (Hybrid in FEIS)	SIDE UPDATE (Current Proposal)
2020	38 Geary	EB	21:20	-15%	-27%	-21%
		WB	20:49	-22%	-28%	-28%
	Geary	EB	19:32	-18%	-21%	-20%
		WB	18:38	-26%	-24%	-26%
Average	38/38R	Both	20:05	-20%	-25%	-24%

Source: Fehr & Peers and SFCTA, 2014. FEIS Table 3.3-6 updated by SFMTA, 2022.

¹ Geary BRT EIR/EIS analysis of Alternative 2 Side-Running Alternative

Project Benefits (Preliminary Assessment)

Pedestrian safety: Comprehensive pedestrian traffic safety features including 23 pedestrian bulb-outs, 38 enhanced median refuges, elimination of 10 unprotected left turns, leading pedestrian intervals, daylighting, and re-timing signals for slower walk speeds

Muni customer experience: Expanded waiting areas and amenities such as shelters, real-time information, trash cans, bicycle racks, and decorative brick treatments at nine upgraded Rapid stops

State of Good Repair Improvements could include replacement of 11 traffic signals including new mast arms and larger signal heads, adding mast arms at 4 existing signals, and upgrading the corridor communications from wireless to fiber-optic for more reliable TSP

Project Impacts (Preliminary Assessment)

Comparative Effects of Alternatives (FEIS)

- The center-running alternative performs better in a few topics:
 - Due to slightly better Transit Conditions (travel time), this alternative is comparatively better at reducing operational emissions (Air Quality & Greenhouse Gases) and fuel consumption (Energy) and improving physical connectivity (Land Use)
- The side-running alternative would have fewer impacts in a few topics:
 - Automobile Traffic
 - Biological Resources (tree removal)
 - Construction extent and duration: Relocating Utilities, affecting water quality (Hydrology), Noise and Vibration
- Both alternatives would have no adverse effects to:
 - Cultural Resources, or Section 4(f) and 6(f) Properties (Parks)
- Both alternatives perform similarly in many topics:
 - Parking and Loading Conditions, Community Impacts, Growth, Visual Resources, Geology, Hazardous Materials, and Environmental Justice

Project Cost and Funding Plan

(design and construction, preliminary, subject to change)

Engineer 's Cost Estimate

- **Transit Improvements:** \$18.1M
- **Pedestrian Safety:** \$11.6M
- **State of Good Repair** : \$19.3M
- **Total:** \$48.9M

Project cost will be re-estimated after completion of outreach Round 2 and the Conceptual Engineering Report is completed. Preliminary engineer's estimate indicates costs can likely be reduced about 5%

Current Funding Plan (DRAFT)

- **Prop K:** \$14.2M
- **GO Bond (Prop A):** \$3.7M
- **Planned Funds TBD** : \$31M
- **Total:** \$48.9M

Custom Business Marketing Support

Examples from the Geary Rapid Project



JapantownSF
Taste & Experience the Culture of Japan

SFJapantown.org | #sfjapantown



Kinokuniya Mall

Kissako Tea

Marufuku Ramen

On The Bridge



On Post Street

Pa'ina Lounge
& Restaurant



On-bus advertising

Wayfinding Signage



Business Directories



SFMTA

Parking changes

- While the majority of outreach survey respondents indicated prioritization of transit performance and safety improvements over preserving parking, some stakeholders expressed concerns regarding parking impacts. The project has three tools to respond:
 1. Addition of parking on some side-streets by converting some spaces to angled
 2. Curb management: a new color curb plan to ensure most efficient use of remaining curb space (eg loading zones, short-term parking)
 3. Parking policy changes: extended metering on Geary between 14th and 28th avenues would help to improve parking availability for people visiting businesses or other short-term trips, but would mean free parking at meters wouldn't start until later in the evening. No time limits would apply to meters during evenings and Sundays.
 - New evening metering hours from 6 – 10 p.m. (Monday-Saturday)
 - New Sunday metering hours (noon – 6 p.m.)

Next steps

- Complete Outreach Round 2 and tabulate feedback
- Evaluate feedback and make tweaks to the project proposal
 - Coordinate with D1 Office and SFCTA staff
- Internal City review (eg SFFD, SFPD, SFPW, etc)
- Take proposal to SFCTA and SFMTA Boards for consideration and approvals

Thank you. Questions?



Learn more and sign up for updates at [SFMTA.com/ImproveGeary](https://www.sfmta.com/ImproveGeary)