

Amend the Geary Bus Rapid Transit Phase 2 Conceptual Engineering Report Project



San Francisco
County Transportation
Authority

Agenda Item 10
November 16, 2021

Prop K Grant for Geary BRT Phase 2



San Francisco
County Transportation
Authority

Transportation Authority allocated \$6,319,470 in Prop K funds in July 2015 for Geary BRT Phase 2 Conceptual Engineering Report

Stanyan Street to 34th Avenue, originally designed with a center-running transit way between Arguello Blvd and 28th Avenue

- \$2,659,371 spent to date
- \$1,767,946 to complete the amended scope
- \$1,892,152 no longer needed, to be deobligated

Requested Amendment



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- SFMTA now recommends side-running bus lanes from Arguello to 28th Avenue
- Lower level of effort scope of work due to less complex design
- Amended scope includes outreach and additional work needed for SFMTA to complete updated environmental project approvals

Outreach (now - Summer 2022)

- Conduct two additional rounds of public outreach in early and mid-2022

CER Design Package (draft January 2022, final Summer 2022)

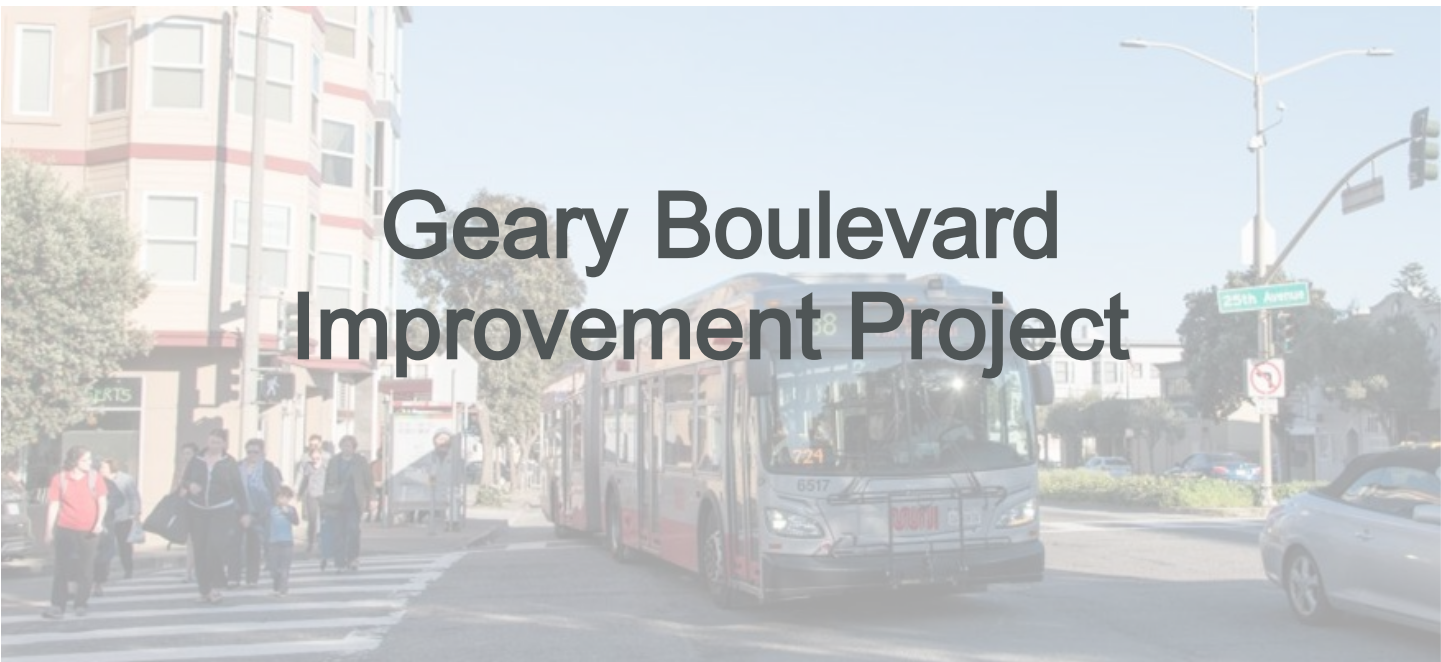
- Cost estimate, schedule, and planned delivery approach

Approvals (Summer 2022)

- Prepare updated CEQA and NEPA documentation
- Seek policy action by Transportation Authority and SFMTA boards
- Pursue amended Federal Transit Administration Record of Decision



Geary Boulevard Improvement Project



October 27, 2021

Geary Bus Rapid Transit Project

Design/delivery in two phases



Geary Rapid Project success

Quick-Build Implementation

- Side-running lanes, bus stop optimization, and signal re-timing implemented in late 2018
- 20% decrease in 38R travel time from Quick Build alone
- Full project transit improvements also include bus bulbs, upgraded Transit Signal Priority, repaving, and red lanes – evaluation forthcoming



Geary Rapid Project success

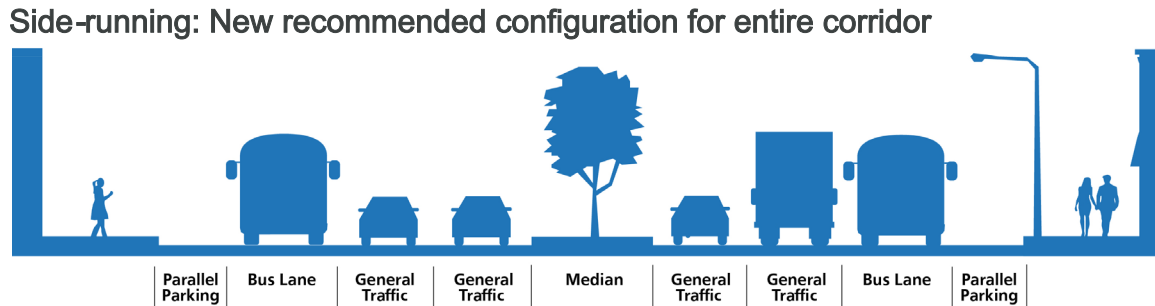
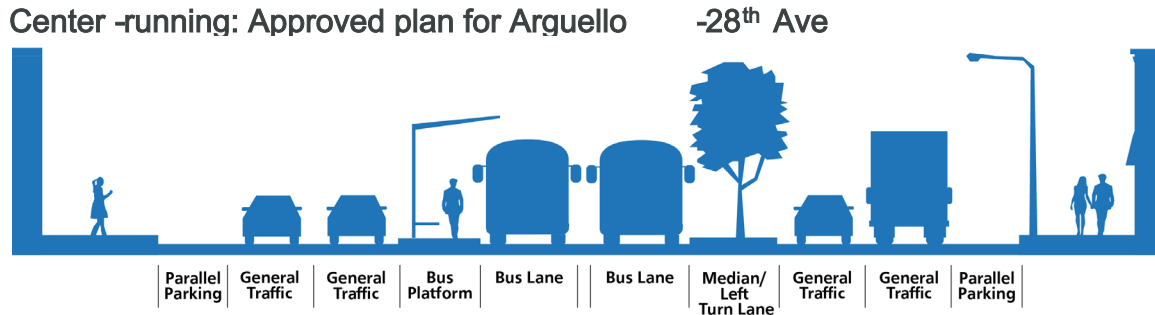
On time, on budget, cost effective project delivery

- \$36 million cost for transportation scope (+ ~\$30 million in work sponsored by other city agencies, e.g. SFPUC water/sewer upgrades)
- 3 year on-time project delivery

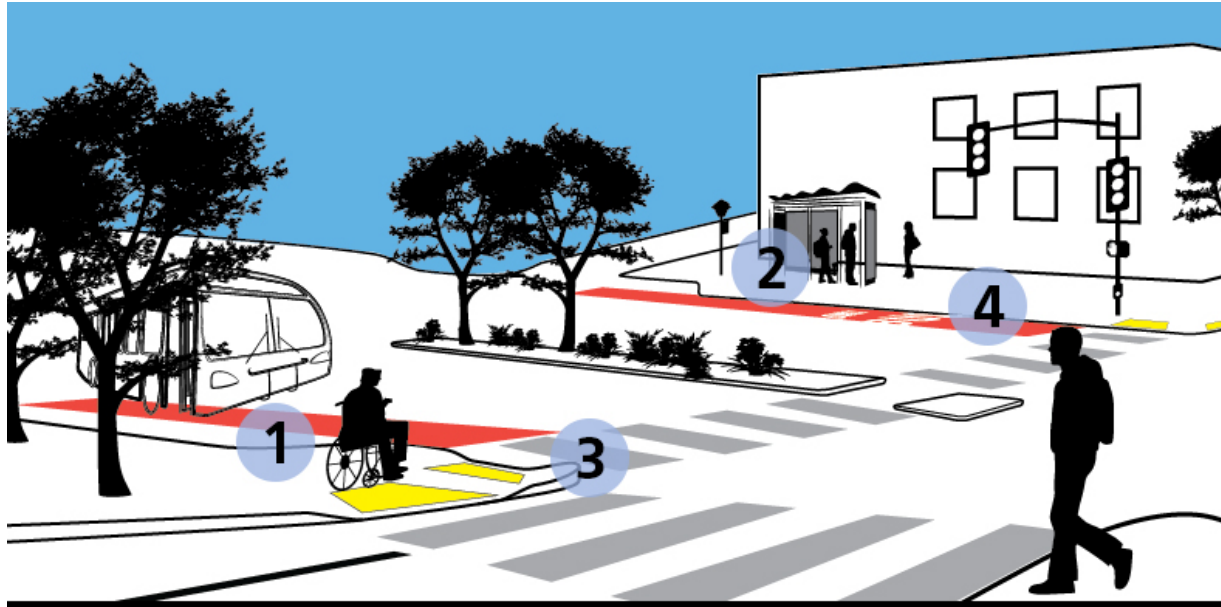


A new side-running design for the Geary Boulevard Improvement Project

Based on success of Geary Rapid and Geary TETL, SFMTA is pursuing a revised project design, pending outreach and approvals



Anticipated scope items for side-running configuration (similar to Geary Rapid)



- 1** Dedicated bus lanes
- 2** Bus stop changes
Removals/
relocations
- 3** Pedestrian bulb-outs
and other safety
improvements
- 4** Bus bulb-outs
sidewalk
extensions at
bus stops

Next Steps

Design Phase Outreach Round 1:

- The worst 38 Geary bottlenecks?
- The hardest blocks to find parking?
- Where a loading zone would make the biggest differences
- Traffic safety challenges
- Input on bus stop changes

← We are here

Design Phase Outreach Round 2: Late 2021/early 2022

- Input on draft block-by-block design

Project Approvals and Quick -Build Implementation: Mid -2022

Including transit lanes, bus stop re-locations/removals, safety upgrades and signal re-timing

Design and Construction: After 1-2 years of design, implementation would occur over 1-2 years depending on scope added by partner agencies (water, sewer, paving)

Thank you. Questions?



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

