

Geary Bus Rapid Transit Project

Urban Forestry Council
Planning and Funding Committee Meeting

September 13, 2016



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SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
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1. Project Background
2. Opportunity for Beautification
3. Phasing Update and Next Steps
4. Urban Forestry Council Comments
 - a. Summary
 - b. Responses to Comments
5. Next Steps

Geary BRT Background



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Transit Needs

- ▶ 50,000 daily passengers
 - ▶ Nearly as many as Caltrain!
 - ▶ Over-crowded busses
 - ▶ Service bunching and gaps
- ▶ High-injury corridor
 - ▶ 200 injury collisions between 2010-2015
 - ▶ Collision rate over eight times city average

Project Goals

- ▶ More efficient, reliable and comfortable transit service
- ▶ Safer pedestrian environment
- ▶ A more attractive and complete street



Community Input



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- ▶ Public Workshops
 - ▶ Summer 2012: update on alternatives
 - ▶ Winter 2013/14: selection of staff-recommended alternative (SRA)
 - ▶ Fall 2015: draft environmental document release
- ▶ Over 250 community meetings
- ▶ Citizen Advisory Committee Meetings
- ▶ Geary corridor visitor and merchant survey in 2013
- ▶ Regular web, email, and social media updates
- ▶ Working group meetings
 - ▶ Japantown/ Sequoias
 - ▶ Spruce/ Cook Merchants
 - ▶ Geary Merchants



Overview of Proposed Improvements



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Sutro Heights

Palm/Jordan-to-27th

Masonic

Fillmore/Japantown

Market to Gough

*Reflects Staff-Recommended Alternative

Geary BRT Visual Simulations



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Side-running:
Geary & Fillmore



Center-running:
Geary & 17th Ave

Geary BRT Project Features



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▶ Transit

- ▶ Bus-only lanes from Market to 34th Avenues
- ▶ Stop optimization
- ▶ Accessible stops and boarding platforms
- ▶ Signal Upgrades
- ▶ Service increases

▶ Pedestrian Safety

- ▶ Pedestrian and bus bulbs
- ▶ Median refuges
- ▶ New crossings and traffic signals
- ▶ Lane reduction Gough to Scott streets

▶ Community

- ▶ New landscaping and street lighting
- ▶ Stop amenities
- ▶ Utility upgrades
- ▶ Repaving and pavement repairs



Opportunity for Beautification



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Current Environment

- ▶ Not irrigated
- ▶ Many unhealthy trees
- ▶ Unattractive pedestrian environment

The Opportunity

- ▶ Change to re-envision Geary
- ▶ At least 13% increase in green space
- ▶ At least 1:1 tree replacement
 - More details will be made available during the detailed design phase, and additional tree plantings may be added to the project scope



Project Phasing



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Phase 1 : Market to Stanyan Streets (Beginning 2017)

- ▶ Phase 1.1: Painting of transit-only lanes, new lane markings, stop changes
- ▶ Phase 1.2: Signal infrastructure upgrades and safety improvements
- ▶ Phase 1.3: Utility upgrades and curb extensions

Phase 2: Stanyan – 34th Ave (Beginning Late 2019)

- ▶ Center-running transit-only lanes Arguello Boulevard to 25th Avenue, side-running to 34th Avenue
- ▶ New landscaped medians and station platforms
- ▶ Pedestrian safety improvements (e.g. sidewalk and signal work)
- ▶ Utility and pavement upgrades

*Subject to change, pending approvals

Approval Actions & Next Steps



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*Subject to change, pending approvals

Through end of 2016

- Public release of final Environmental Impact Study/Report
- Geary Citizen Advisory Committee makes recommendation on action
- Transportation Authority and SFMTA Board take actions
- FTA Approval

Beginning in 2017

- Phase 1 red lane legislation and implementation
- Convene Community and Advisory Committee

Summary of UFC Comments



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1. Current tree canopy coverage percentage (TCC) along the Geary BRT corridor and TCC expected for the proposed project, and time required to attain current
2. 2:1 tree replacement
3. Coordination on potential use/costs of soil cells and (4.) irrigation
5. Limiting factors for tree planting at median stations
6. UFC requests opportunity for input on species selection

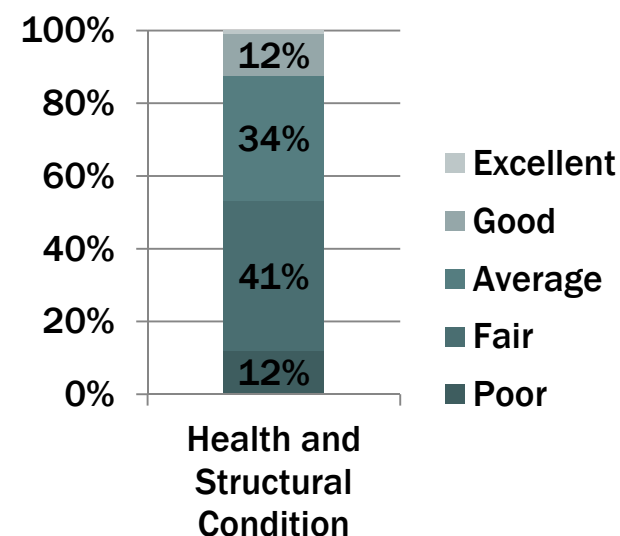
Tree Canopy Coverage



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- ▶ Draft EIS/EIR discloses impacts for visual and biological resources, as per SF thresholds, State guidelines
- ▶ Project completed a tree-by-tree survey, analysis
 - ▶ TCC calculation not within scope
- ▶ Draft EIS/EIR notes
 - ▶ New trees could eventually provide more TCC than existing
 - ▶ Maturity takes 10 years or more, and temporary reduction in TCC will occur while new trees are growing
 - ▶ **Overall the project would add 13% more green space**



Tree Removal and 2:1 Replacement



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- ▶ City policy currently requires 1:1 tree replacement
- ▶ The request for 2:1 tree replacement is noted
- ▶ Project team will explore opportunities for additional tree plantings, where feasible



Tree Removal and 2:1 Replacement (cont'd)



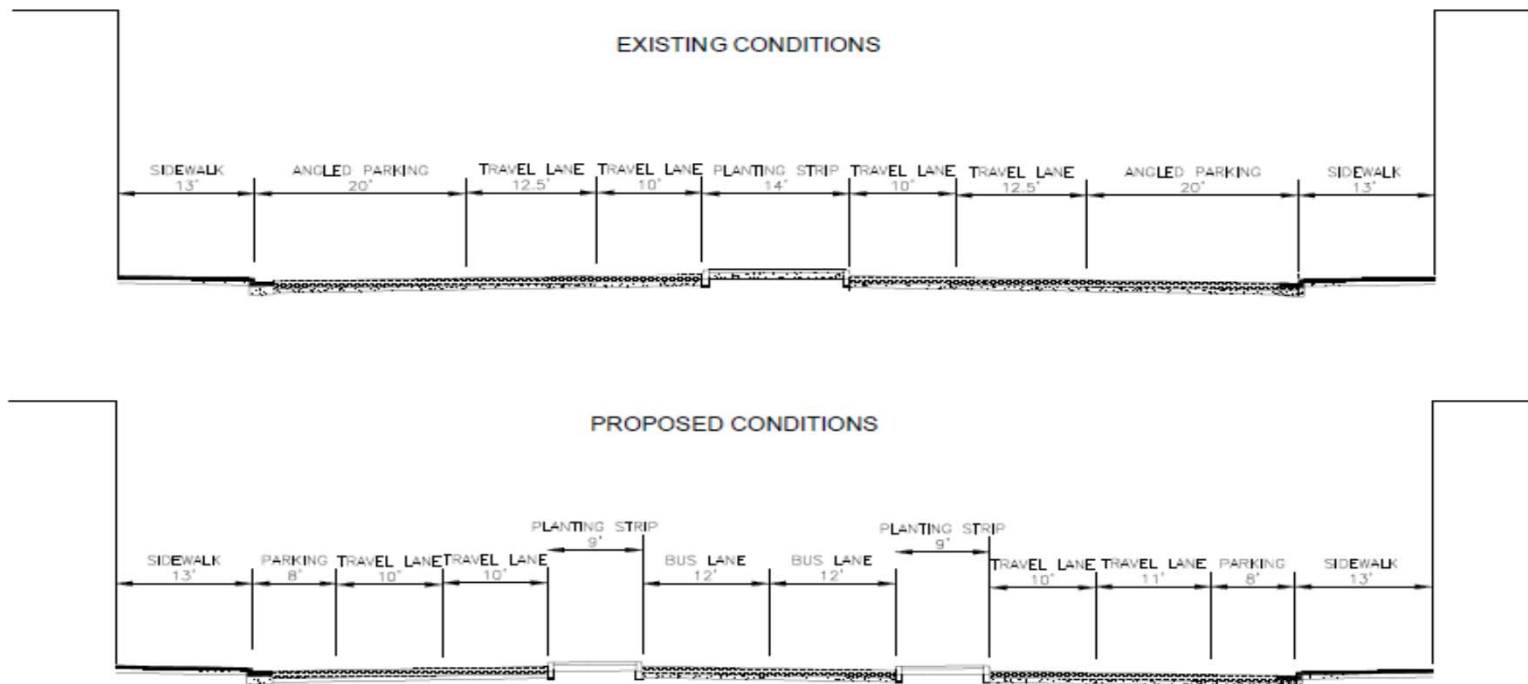
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- ▶ Phase 1: removing one tree at Buchanan, adding one tree at Steiner*
- ▶ Phase 2 conceptual design to begin winter 2016/2017 pending project approvals

Anticipated tree replacement: 113 of 1,437 existing trees*

** Design subject to change, pending approvals*



Soils and Irrigation



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- ▶ Project team has budgeted for tree removals and additions
- ▶ Plans currently expected to include:
 - ▶ New trees and groundcover
 - ▶ New irrigation system
 - ▶ Infill sidewalk trees where needed, desired
 - ▶ New backfill soil and soil amendments
 - ▶ Mulch

Limiting Factors



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- ▶ UFC's suggestion for tree grates is noted
- ▶ Project team will provide more detail on locations of new plantings for Phase 2 once detailed design begins

Tree Selection



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- ▶ Landscape plan will be site- and climate-appropriate
- ▶ Phase 1 tree selection expected to involve only 1 tree
- ▶ Phase 2 tree selection: project team will include UFC
 - ▶ Process:
 1. Form Public Works arborist/forester project team
 2. Develop tree selection criteria
 3. Develop short list of potential trees
 4. UFC feedback
 5. CAC Review
 6. Public Forum
 7. Final decision

Time frame: 4-6 months

Phase 2 Design pending approvals scheduled to begin Spring 2018

Tree Removal Process



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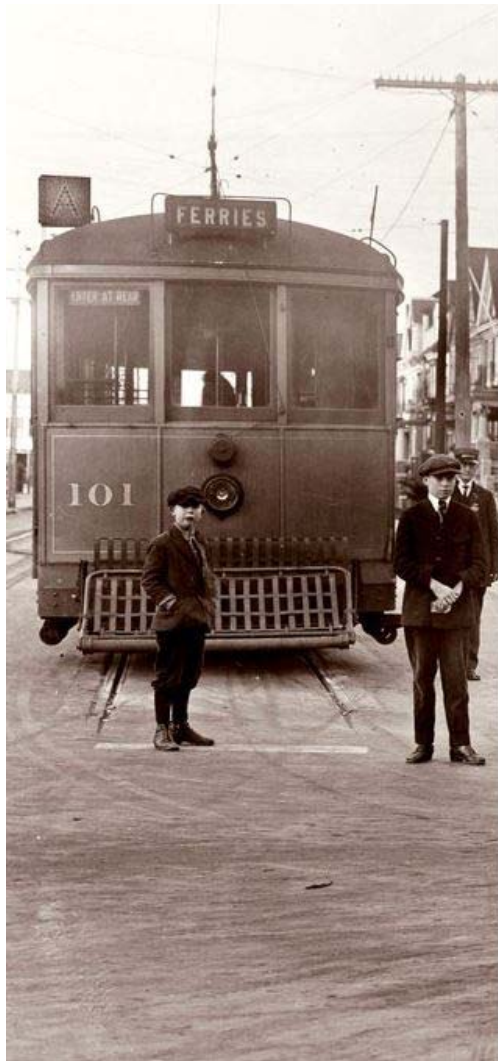


1. Post tree removal notice
2. Hold tree removal hearing
3. Hearing decision (SF Public Works)
4. Appeal window (30 days)
5. If appealed, first BOA hearing
6. If appealed, second BOA hearing – 15 days for final decision

Questions?



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