

# PAR Planning Association for the Richmond

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TO: San Francisco County Transportation Authority (SFCTA)  
Subject: PAR Position Statement on a Geary Corridor Bus Rapid Transit System - BRT

PAR, established in 1970, is the largest neighborhood association in San Francisco. We have a dues-paying membership of approximately 1,500 households in the Richmond District. Our Bylaws state that PAR has been formed to: "Develop and implement policies and recommendations for the maintenance and enhancement of the physical and social dimensions of life in the Richmond District." The attached Position Statement is in full recognition of our obligation and commitment.

In April of this year, the SFCTA published its *Geary Corridor Bus Rapid Transit (BRT) Study*. After reviewing materials as it evolved; questioning representatives of the SFCTA at the numerous public presentations they graciously conducted, both in the Richmond and at many other venues; and discussing both with Richmond District neighbors and merchants at numerous Board and General Membership Meetings; the PAR Board of Directors has formulated the attached Position Statement on those plans for public transit on the Geary Corridor.

In summary – the PAR Board of Directors is recommending that the project be divided into two phases. In Phase One, it is recommended that, before incurring the significant and unknown costs and disruptions in constructing a new bus rapid transit (BRT) system (for which there are still many unresolved major basic design issues), concentrated efforts be undertaken to improve and implement all three modes (i.e., "local", "limited", and "express") of services in the current bus system on the Geary Corridor.

In Phase Two, PAR is recommending that performance in Phase One (after it has been fully implemented) be used as baseline data for comparison with projected performance under the proposed bus rapid transit (BRT) system before a decision is made to proceed (assuming all of the current design issues in the BRT system have been fully resolved).

The PAR Board believes that such a two-phased approach will lead to immediate implementation of service improvements that have long been under consideration, to lower costs, to fewer disruptions, and will provide an opportunity to obtain missing information for the BRT alternatives in Phase 2, without affecting the overall timeline.

Sincerely,

Ron Miguel, President

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S F Small Business Advocates

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