

**THIS PRINT COVERS CALENDAR ITEM NO. : 11**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Transit

**BRIEF DESCRIPTION:**

Approving parking and traffic modifications along the 38 Geary/38R Geary Rapid corridor between Market and Stanyan streets as a part of the Geary Rapid project, a Muni Forward and Vision Zero supporting project; and amending Transportation Code Division II, Section 601 to designate Transit-only Areas on Geary Boulevard, eastbound (inbound), from Stanyan Street to Collins Street; Geary Boulevard, westbound (outbound), from Collins Street to Stanyan Street; Geary Boulevard, eastbound (inbound), from Masonic Avenue to Presidio Avenue; Geary Boulevard, eastbound (inbound), from Baker Street to Steiner Street; Geary Boulevard, eastbound (inbound), from Fillmore Street to Gough Street; Geary Boulevard, westbound (outbound), from Gough Street to Baker Street; and on O'Farrell Street, eastbound (inbound), from Stockton Street to Grant Street; and to designate Muni and Golden Gate Transit-only Areas on Geary Boulevard, westbound, from Presidio Avenue to Masonic Avenue.

**SUMMARY:**

- The proposed modifications are part of the Geary Rapid project, the first phase of the Geary Corridor Bus Rapid Transit Project, approved by the SFMTA Board on July 18, 2017.
- The Geary Rapid project will implement transit performance and safety improvements along the eastern span of the Geary corridor between Market and Stanyan streets.
- The SFMTA conducted a variety of public outreach activities in 2017 and 2018 to consult with the public on the proposed parking and traffic modifications, including open houses, mailings, surveys, door-to-door outreach, and over 50 stakeholder meetings.


**ENCLOSURES:**

1. SFMTAB Resolution
2. Transportation Code, Division II Amendment
3. SFMTA Resolution No. 170718-095  
<https://www.sfmta.com/sites/default/files/agendaitems/2017/7-18-17%20Item%2011%20Geary%20BRT%20approval%20RESOLUTION.pdf>
4. Geary Corridor BRT Final Environmental Impact Report, Mitigation Monitoring and Reporting Program, and Addenda [www.sfcta.org/geary-corridor-bus-rapid-transit-final-eir](http://www.sfcta.org/geary-corridor-bus-rapid-transit-final-eir)

**APPROVALS:**

**DATE**

DIRECTOR

  
\_\_\_\_\_

8/13/2018  
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SECRETARY

  
\_\_\_\_\_

8/13/2018  
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**ASSIGNED SFMTAB CALENDAR DATE:** August 21, 2018

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### **PURPOSE**

Approving parking and traffic modifications along the 38 Geary/38R Geary Rapid corridor between Market and Stanyan streets as a part of the Geary Rapid project, a Muni Forward and Vision Zero supporting project; and amending Transportation Code Division II, Section 601 to designate Transit-only Areas on Geary Boulevard, eastbound (inbound), from Stanyan Street to Collins Street; Geary Boulevard, westbound (outbound), from Collins Street to Stanyan Street; Geary Boulevard, eastbound (inbound), from Masonic Avenue to Presidio Avenue; Geary Boulevard, eastbound (inbound), from Baker Street to Steiner Street; Geary Boulevard, eastbound (inbound), from Fillmore Street to Gough Street; Geary Boulevard, westbound (outbound), from Gough Street to Baker Street; and on O'Farrell Street, eastbound (inbound), from Stockton Street to Grant Street; and to designate Muni and Golden Gate Transit-only Areas on Geary Boulevard, westbound, from Presidio Avenue to Masonic Avenue.

### **STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

This action supports the following SFMTA Strategic Plan goals and objectives:

- Goal 1: Create a safer transportation experience for everyone
  - Objective 1.1:* Achieve Vision Zero by eliminating all traffic deaths
  - Objective 1.2:* Improve the safety of the transit system
- Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel
  - Objective 2.1:* Improve transit service
  - Objective 2.2:* Enhance and expand use of the city's sustainable modes of transportation
- Goal 3: Improve the quality of life and environment in San Francisco and the region
  - Objective 3.4:* Provide environmental stewardship to improve air quality, enhance resource efficiency, and address climate change
- Goal 4: Create a workplace that delivers outstanding service
  - Objective 4.3:* Enhance customer service, public outreach, and engagement

This action supports the following Transit First Policy Principles:

- Policy 1- To ensure quality of life and economic health in San Francisco, the transportation system provides safe and efficient movement of people and goods.
- Policy 4 - Use designated transit lanes and streets to expedite the movement of public transit vehicles and to improve pedestrian safety.
- Policy 10 – Encourage innovative solutions to meet public transportation needs.

## DESCRIPTION

The Geary Rapid project proposes infrastructure investments to improve transit reliability and address traffic safety along the Geary corridor (including O'Farrell Street) between Market and Stanyan streets. The Geary corridor is one of the busiest bus corridors in the country. The SFMTA has been working to improve bus service in the corridor with initiatives like new low-floor buses and more frequent Rapid service that reduces passenger wait times at bus stops. Even with these improvements, which have provided tangible benefits to riders, the almost 54,000 people who rely on the 38 Geary local, Rapid and express routes still, at times, experience crowded buses and uneven wait times. Improvements will also address the serious need to improve pedestrian safety along the Geary corridor, where collisions occur at a rate eight times the city average for other streets. In the last five years, there have been 132 known pedestrian injury collisions and three pedestrian fatalities within the Geary Rapid project limits.

The Geary Rapid project is the first phase of improvements that are a part of the Geary Corridor Bus Rapid Transit Project (Geary BRT). Beginning in 2004, the San Francisco County Transportation Authority (SFCTA) led the planning and environmental review stages of the Geary BRT project. After completing a Feasibility Study in 2007, the project underwent environmental review, which concluded in 2018.

The SFMTA is responsible for designing and implementing the Geary BRT project and plans to deliver it in two construction phases. In Phase 1, the Geary Rapid project would deliver improvements between Market and Stanyan streets. In Phase 2, the Geary Boulevard Improvement Project would deliver improvements from Stanyan Street to 34<sup>th</sup> Avenue.

The rest of this section first describes the overall scope of the Geary Rapid project, and then specifies the items for SFMTA Board action. Many items described do not require Board approval but are shared here as information only to contextualize the full project that would be implemented. See Table 1 on page 10 for more information on the approvals required to implement the items discussed below.

### **Transit Performance Improvements**

- ***Extending dedicated transit-only lanes<sup>1</sup>*** throughout most of the Geary Rapid project limits. Currently, transit-only lanes exist on most of Geary and O'Farrell streets east of Gough Street. The Geary Rapid project would extend the lanes west to Stanyan Street where feasible. The lanes would generally be adjacent to the on-street parking lane, although on a few blocks, they would replace on-street parking. Transit-only lanes improve service by reducing unpredictable delays like traffic congestion and double parking.
- ***Relocating and removing bus stops*** to improve transit reliability and decrease traffic signal delay. Changes would include elimination of the Hyde Street inbound and outbound local stops, which have lower ridership than most other stops on the 38-Geary and are only one block away from the next closest stops in each direction. Changes would also include

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<sup>1</sup> Transit-only lanes are encompassed within the definition of "Transit-only Areas" in Section 101 of the Transportation Code.

relocation of the Larkin inbound local bus stop from the near side to the far side of the intersection, consolidation of the inbound Fillmore Rapid and Webster local bus stops to mid-block between Fillmore and Webster streets, consolidation of the inbound Masonic local and Presidio Rapid bus stops to the far side of Masonic Avenue, and removing Rapid service (but maintaining local and express service) at the Spruce Street inbound and outbound stops. This means that there would be no physical change to the Spruce Streets bus zone, but that Rapid buses would no longer stop at this location. More information about proposed bus stop changes is available online: <https://www.sfmta.com/project-updates/proposed-bus-stop-changes-geary-and-ofarrell>

- **An upgraded transit signal priority (TSP) system** that makes green lights more likely for buses. The upgrade would convert the existing wireless TSP technology to fiber-optic communications, which is a more reliable system.
- **New and extended transit bulb-outs** that extend the sidewalk in front of bus stops to decrease bus delays by allowing buses to remain in the travel lane when passengers load and unload. These bulb-outs would also provide more sidewalk space, making waiting for the bus more comfortable and providing room for additional amenities. New transit bulb-outs would be installed at the following bus stops: Gough outbound, Laguna inbound and outbound, Fillmore inbound and outbound, Scott inbound and outbound, and Divisadero inbound and outbound. Extensions of existing transit bulb-outs would occur at the following stops: Kearny outbound, Grant inbound, and Jones/Taylor inbound.
- **New bus stop amenities**, including easier-to-read bus stop signs, and where possible, real-time information displays and shelters at stops that do not already have them. Decorative brick edging would also be installed at new transit bulb-outs. These amenities are customary improvements to bus stops that are a part of the Muni Rapid network throughout the City. A photo simulation of a transit bulb and the typical amenities provided at a Rapid stop is shown below.



**Pedestrian Safety and Accessibility Improvements**

- ***New pedestrian bulb-outs*** at 18 intersections. Pedestrian bulb-outs are sidewalk extensions at intersection corners that improve pedestrian safety by shortening crossing distances, making pedestrians more visible to approaching motorists, and reducing motor vehicle turning speeds. The project team prioritized feasible locations for pedestrian bulb-outs after reviewing collision data to determine the locations with the greatest safety needs, as well as identifying locations that would create an opportunity for greater flexibility in traffic signal timing that could reduce Muni delays.
- ***New and newly signalized pedestrian crosswalks***. The project would introduce a new signalized pedestrian crosswalk on Geary Boulevard at Buchanan Street, where there are many pedestrian trip generators due to the location’s proximity to the Japantown Peace Pagoda, Japan Center malls, the Buchanan YMCA, and the St. Francis Square Cooperative. A photosimulation of this new pedestrian crossing is shown below.



In addition, the currently unsignalized intersection of Geary Boulevard at Cook Street would be upgraded with a new traffic signal, providing a safer crossing than today, as shown below.





- **Webster and Steiner pedestrian bridge changes.** There are two pedestrian bridges in the Geary corridor—at Webster and Steiner streets. These bridges pre-date adoption of the Americans with Disabilities Act (ADA), do not meet ADA standards, and create longer and more challenging crossings than surface crossings. At Webster Street, the bridge would be retained based on community input that emphasized the bridge’s importance to Japantown’s cultural identity and for use to cross large school groups of children. In addition, new surface crosswalks with large pedestrian refuges would be installed on both sides of the street, as shown below.



At Steiner Street, the bridge would be demolished, a new surface crosswalk would be added on the east leg of the intersection, and the crosswalk that already provides a surface crossing on the west leg of the intersection would be upgraded as shown below.



- ***Pedestrian countdown signals*** to let people walking know how much time they have to safely cross the street. Many locations along the Geary corridor already have pedestrian countdown signals, but the project would add them at eight locations. After the project, every intersection within the project limits would have pedestrian countdown signals at all crossings.
- ***Daylighting*** at every intersection. Daylighting makes pedestrians more visible to drivers by painting a red curb at the approach to an intersection, which sometimes involves removing an on-street parking space.
- ***Enhanced medians*** provide a concrete “thumbnail” to physically separate people waiting in the median from traffic. Enhanced medians would be provided at the following intersections with Geary: Gough, Laguna, Buchanan, Webster, Steiner, Scott, Divisadero and Cook streets.
- ***Re-timed signals*** to provide more time for people to safely cross the street. All traffic signals within the project limits would be re-timed to follow SFMTA’s new pedestrian crossing standard.
- ***Accessible pedestrian signals*** that let people with visual impairments know when it is safe to cross the street would be installed at all upgraded traffic signals.
- ***Upgraded curb ramps*** throughout the corridor where needed to improve accessibility, especially for people with mobility impairments.

### **Bicycle Improvements**

Geary is a wide street and serves high traffic and transit volumes, and therefore parallel corridors (e.g., Post Street) are more optimal to provide the east-west bike routes. Biking improvements focus on improving the experience for people biking across Geary along north-south biking routes including Masonic Avenue, and Webster and Steiner streets. These improvements include:

- Bicycle traffic signals that give bicyclists a head start at Geary/Webster.
- Green-backed sharrows in the intersections of Geary/Webster and Geary/Steiner that indicate to bicyclists the best path to cross the street.
- Painting the existing sharrows on Geary between Masonic and Presidio Avenues green to improve visibility.

### **On-Street Parking and Loading Modifications**

Some on-street parking loss is a trade-off for enhanced bus service and safer crossings associated mainly with the project design elements described above: pedestrian bulb-outs, transit bulb-outs, and dedicated bus lanes along portions of the Fillmore and Masonic frontage roads. In total, more than 98 percent of parking within one to two blocks of the corridor would be retained. Parking removal varies by block, but more than 60 percent of the blocks between Market and Stanyan would have no parking removal. On block faces where removal is proposed, it is typically one to two on-street spaces in order to improve pedestrian safety by daylighting intersections or constructing pedestrian bulb-outs. Block faces near the Fillmore and the Masonic underpasses have a higher level of parking removal, but they are located closer to off-street parking garages that typically have excess capacity.

Access to curb space for loading is essential to many businesses. The project team worked closely with merchants to understand and incorporate loading needs into the project design. In locations

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where project proposals would require a change in on-street commercial or passenger loading, the project team identified a new loading location in close proximity. Creation of these new loading zones is included in this calendar item.

**Private Vehicle Traffic Modifications**

In most locations where new transit-only lanes are proposed, one lane of traffic in each direction would need to be removed. To improve traffic safety, an additional travel lane would be removed in each direction between Gough and Scott streets to match the amount of lane capacity east and west of this segment.

During the environmental review process, future travel demand was forecast to study the impacts of the removal of these travel lanes. The results found that the effect would vary by intersection, but there would be fewer total intersections with high levels of delay with the project than without the project. The results also found that many people driving would continue to drive along the Geary corridor, while some would switch to transit, and others may choose to divert to other parallel streets.

The project would also include traffic signal upgrades to modernize infrastructure at the end of its useful life and to enable newer technologies, like pedestrian countdown signals, accessible pedestrian signals, and Transit Signal Priority. Signals would also be re-timed for optimal progression.



Table 1

**Requirements for Implementing Project Features Listed Above**

	SFMTA Board (MTAB) approval <sup>1</sup>	Public Hearing <sup>2</sup>	Other SFMTA <sup>3</sup>	Non-parking- or traffic-related <sup>4</sup>	Notes
Extending dedicated transit-only lanes	X				
Relocating and removing bus stops	X				
Upgraded Transit Signal Priority			X		
New and extended transit bulb-outs	X			X	MTAB legislates on-street parking removal, where needed, for transit bulb-outs. SF Public Works (SFPW) permits sidewalk expansion.
New bus stop amenities			X	X	Some amenities may require permits from SFPW.
New pedestrian bulb-outs	X			X	MTAB legislates on-street parking removal, where needed, for pedestrian bulb-outs. SFPW permits sidewalk expansion.
New and newly signalized pedestrian crosswalks	X				MTAB legislates new crosswalks and new locations where traffic is required to stop.
Webster and Steiner pedestrian crossing changes	X			X	MTAB legislates new crosswalks. Enhanced medians and other safety features require permits from SFPW for construction.
Pedestrian Countdown Signals			X		
Daylighting		X	X		Red zones over 20 (continuous) feet in length require a Public Hearing, while shorter red zones may be implemented by the City Traffic Engineer
Enhanced medians				X	SFPW permits construction of enhanced medians.
Re-timed signals			X		
Accessible pedestrian signals			X		

Upgraded curb ramps				X	SFPW permits construction of new curb ramps.
Bike improvements (signals, markings)			X		
On-street parking and loading modifications	X	X	X		MTAB legislates blue zones and new parking meters. A public hearing is required for passenger and commercial loading spaces, while general parking may be added or removed by the City Traffic Engineer.
Private vehicle traffic modifications (lane reduction, turn restrictions)	X				
Traffic signal upgrades			X		
Removal of overcrossings				X	SFPW has jurisdiction of overcrossings

<sup>1</sup> The Public Hearing will be held at the board meeting immediately prior to the board taking action.

<sup>2</sup> These items are typically approved by the City Traffic Engineer after a Public Hearing. Since other items that are a part of the Geary Rapid project require MTAB approval, MTAB will act on the entire package of improvements listed in this column for the Geary Rapid project.

<sup>3</sup> Features within the City Traffic Engineer or other MTA staff authority to implement. Listed for information only.

<sup>4</sup> Feature may require permitting from another City agency. Listed for information only.

**Parking and Traffic Legislation Proposals**

The SFMTA proposes that the SFMTA Board approve the following parking and traffic modifications on the 38 Geary/38R Geary Rapid corridor between Market and Stanyan streets to implement the Geary Rapid project:<sup>2</sup>

- A. ESTABLISH – TRAFFIC SIGNAL – Geary Boulevard and Cook Street (replaces two-way STOP control); Geary Boulevard and Buchanan Street (new mid-block pedestrian crossing)
- B. ESTABLISH – TRANSIT-ONLY LANE AT ALL TIMES – Geary Boulevard, eastbound, from Stanyan Street to Collins Street; Geary Boulevard, westbound, from Collins Street to Stanyan Street; Geary Boulevard, eastbound, from Masonic Avenue to Presidio Avenue; Geary Boulevard, eastbound, from Baker Street to Steiner Street; Geary Boulevard, eastbound, from Fillmore Street to Gough Street; Geary Boulevard, westbound, from Gough Street to Baker Street; O’Farrell Street, eastbound, from Stockton Street to Grant Street

<sup>2</sup> Under Section 10.1 of the Transportation Code, final decisions directly relating to BRT projects are not subject to review by the Board of Supervisors.

- C. ESTABLISH – MUNI AND GOLDEN GATE TRANSIT-ONLY LANE AT ALL TIMES – Geary Boulevard, westbound, from Presidio Avenue to Masonic Avenue
- D. ESTABLISH – CROSSWALK – Steiner Street, east leg, at Geary Boulevard; Webster Street, east leg, at Geary Boulevard; Webster Street, west leg, at Geary Boulevard; Buchanan Street, mid-block, at Geary Boulevard
- E. ESTABLISH – SIDEWALK WIDENING, ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Geary Boulevard, north side, from Divisadero Street to 140 feet easterly (10-foot wide transit bulb, rescinds metered parking space #2134); Geary Boulevard, north side, from Scott Street to 174 feet easterly (7-foot wide transit bulb, rescinds metered parking spaces #2036, #2034, #2032, #2030 and #2028); Geary Boulevard, south side, from Scott Street to 82 feet easterly (converts bus zone to 8-foot wide transit bulb); Geary Boulevard, north side, from Fillmore Street to 158 feet westerly (4-foot wide transit bulb, rescinds metered parking space #1816); Geary Boulevard, south side, from 135 feet to 306 feet east of Fillmore Street (4-foot wide transit bulb, rescinds metered parking spaces #1729, #1727, #1723, #1721, #1719, #1717, #1715, #1713); Geary Boulevard, south side, from Laguna Street to 153 feet westerly (20-foot wide transit bulb, removes 2 parking spaces); Geary Boulevard, north side, from Laguna Street to 173 feet easterly (21-foot wide transit bulb, removes 3 parking spaces); Geary Boulevard, north side, from 56 feet to 152 feet west of Gough Street (8-foot wide transit bulb, removes 1 parking space); Geary Boulevard, north side, from Kearny Street to 152 feet westerly (extends existing 4-foot wide transit bulb, rescinds metered commercial loading space #18); O'Farrell Street, south side, from 112 feet to 262 feet east of Jones Street (extends existing 6-foot wide transit bulb, rescinds metered commercial loading space #415); O'Farrell Street, south side, from 137 feet to 277 feet east of Stockton Street (extends existing 6-foot wide transit bulb, rescinds metered commercial loading spaces #15, #13, #11)
- F. ESTABLISH – SIDEWALK WIDENING, ESTABLISH – NO STOPPING ANYTIME – Geary Boulevard, north side, from Commonwealth Avenue to 21 feet easterly (6-foot wide bulbout); Geary Boulevard, south side, from Beaumont Avenue to 25 feet westerly (6-foot wide bulbout); Geary Boulevard, south side, from Cook Street to 17 feet westerly (6-foot wide bulbout); Geary Boulevard, north side, from Cook Street to 34 feet easterly (6-foot wide bulbout, rescinds metered parking space #3022); Geary Boulevard, north side, from 77 feet to 100 feet east of Masonic Avenue (6-foot wide bulbout, removes 1 parking space in parking lot); Geary Boulevard, south side, from Divisadero Street to 28 feet easterly (6-foot wide bulbout, removes 1 parking space); Scott Street, east side, from Geary Boulevard to 28 feet northerly (4-foot wide bulb wrap, 20 foot blue zone to be relocated north); Scott Street, east side, from Geary Boulevard to 23 feet southerly (6-foot wide bulb wrap); Geary Boulevard, north side, from Scott Street to 27 feet westerly (14-foot wide bulbout, rescinds metered parking space #2104); Steiner Street, west side, from Geary Boulevard to 26 feet northerly (4-foot wide bulbout, rescinds metered parking space #1603); Steiner Street, west side, from Geary Boulevard to 25 feet southerly (4-foot wide bulbout); Geary Boulevard, north side, from Steiner Street to 20 feet easterly (4-foot wide bulbout); Geary Boulevard, south side, from Steiner Street to 23 feet easterly (4-foot wide bulbout, 20 foot blue zone to be relocated east); Geary Boulevard, north side, from Webster Street to 20 feet westerly (4-foot wide bulb wrap); Webster Street, west side, from Geary Boulevard to 23 feet northerly

(6-foot wide bulb wrap); Geary Boulevard, south side, from Webster Street to 20 feet westerly (4-foot wide bulb wrap); Webster Street, west side, from Geary Boulevard to 26 feet southerly (6-foot wide bulb wrap, removes 1 parking space); Webster Street, east side, from Geary Boulevard to 24 feet northerly (6-foot wide bulbout, 22 foot blue zone to be relocated north); Geary Boulevard, south side, from Webster Street to 45 feet easterly (4-foot wide bulb wrap, removes 2 parking spaces); Webster Street, east side, from Geary Boulevard to 45 feet southerly (6-foot wide bulb wrap, removes 1 parking space); Geary Boulevard, south side, from 315 feet to 430 feet east of Webster Street (8-foot wide bulb for new Buchanan Street crosswalk, removes 3 parking spaces); Geary Boulevard, north side, from 401 feet to 471 feet west of Laguna Street (8-foot wide bulb for new Buchanan Street crosswalk, rescinds metered parking spaces #1614, #1616, #1618); Geary Boulevard, north side, from Laguna Street to 25 feet westerly (14-foot wide bulb wrap, 22 foot blue zone to be relocated east); Laguna Street, west side, from Geary Boulevard to 14 feet northerly (6-foot wide bulb wrap); Geary Boulevard, south side, from Laguna Street to 23 feet easterly (14-foot wide bulb); Gough Street, east side, from Geary Boulevard to 25 feet southerly (6-foot wide bulbout, rescinds metered parking space #28); Larkin Street, west side, from Geary Street to 24 feet southerly (6-foot wide bulbout); Geary Street, north side, from Hyde Street to 18 feet westerly (6-foot wide bulb wrap); Hyde Street, west side, from Geary Street to 18 feet northerly (6-foot wide bulb wrap); Hyde Street, east side, from Geary Street to 21 feet southerly (6-foot wide bulbout); Leavenworth Street, west side, from Geary Street to 18 feet southerly (4-foot wide bulbout); Leavenworth Street, east side, from Geary Street to 27 feet northerly (6-foot wide bulbout, removes 1 parking space); Jones Street, west side, from Geary Street to 19 feet southerly (6-foot wide bulbout); Jones Street, east side, from Geary Street to 21 feet southerly (6-foot wide bulbout, shifts metered commercial loading space #530); Geary Street, north side, from Mason Street to 23 feet westerly (6-foot wide bulbout, 20 foot blue zone to be relocated west); Mason Street, east side, from Geary Street to 16 feet southerly (4-foot wide bulbout, rescinds metered commercial loading space #346); Larkin Street, west side, from O'Farrell Street to 21 feet northerly (6-foot wide bulbout, rescinds metered parking space #801); Larkin Street, west side, from O'Farrell Street to 22 feet southerly (6-foot wide bulb wrap); O'Farrell Street, south side, from Larkin Street to 23 feet westerly (6-foot wide bulb wrap); Hyde Street, west side, from O'Farrell Street to 28 feet southerly (6-foot wide bulbout, rescinds metered commercial loading space #425); Hyde Street, east side, from O'Farrell Street to 26 feet northerly (6-foot wide bulbout); Leavenworth Street, west side, from O'Farrell Street to 15 feet northerly (4-foot wide bulbout, rescinds metered parking space #501); Jones Street, west side, from O'Farrell Street to 24 feet southerly (6-foot wide bulbout, rescinds passenger loading zone); Jones Street, east side, from O'Farrell Street to 24 feet northerly (6-foot wide bulbout)

- G. RESCIND – SIDEWALK WIDENING – Geary Boulevard, north side, from Steiner Street to 22 feet westerly (removes 8-foot wide bulbout); Geary Boulevard, south side, from Steiner Street to 30 feet westerly (rescinds 9-foot wide bulbout)
- H. ESTABLISH – SIDEWALK NARROWING, ESTABLISH – PASSENGER LOADING ZONE AT ALL TIMES – Geary Boulevard, north side, from 75 feet to 115 feet east of Fillmore Street (4-foot cut into sidewalk)

- I. ESTABLISH – SIDEWALK NARROWING, ESTABLISH – YELLOW LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, north side, from 115 feet to 151 feet east of Fillmore Street (4-foot cut into sidewalk)
- J. RESCIND – BUS ZONE – Geary Boulevard, south side, from Masonic Avenue to 30 feet westerly; Geary Boulevard, south side, from Presidio Avenue to 100 feet westerly; Geary Boulevard, north side, from Scott Street to 100 feet easterly (moves existing bus zone 100 feet east); Geary Boulevard, south side, from 100 feet to 239 feet west of Fillmore Street (establishes 5 metered parking spaces); Geary Boulevard, south side, from Webster Street to 85 feet westerly; Geary Street, north side, from Hyde Street to 100 feet westerly (establishes 4 metered parking spaces); O'Farrell Street, south side, from Larkin Street to 105 feet westerly (establishes 5 metered parking spaces); O'Farrell Street, south side, from Hyde Street to 101 feet easterly (establishes 5 metered parking spaces)
- K. ESTABLISH – BUS ZONE – Geary Boulevard, south side, from Masonic Avenue to 135 feet easterly (removes 7 parking spaces); Geary Boulevard, north side, from 75 feet to 100 feet west of Baker Street (extends existing bus zone by 25 feet, removes 1 parking space); Geary Boulevard, north side, from 100 feet to 160 feet east of Scott Street (moves existing bus zone 100 feet east); Geary Boulevard, south side, from 135 feet to 306 feet east of Fillmore Street (moves existing bus zone farside); Geary Boulevard, north side, from 40 feet to 180 feet east of Webster Street (moves existing bus zone 60 feet east, rescinds metered parking spaces #1650, #1648 and #1646); O'Farrell Street, south side, from Larkin Street to 100 feet easterly (rescinds metered parking spaces #743, #741, #739, #737, #735)
- L. RESCIND – RED ZONE – Geary Boulevard, south side, from 105 feet to 117 feet east of St. Joseph's Avenue
- M. ESTABLISH – RED ZONE – Commonwealth Avenue, west side, from Geary Boulevard to 8 feet northerly; Geary Boulevard, south side, from Parker Avenue to 7 feet westerly; Geary Boulevard, north side, from Parker Avenue to 26 feet easterly (rescinds metered parking space #3222); Spruce Street, east side, from Geary Boulevard to 8 feet southerly; Cook Street, east side, from Geary Boulevard to 8 feet southerly; Cook Street, west side, from Geary Boulevard to 8 feet northerly; Geary Boulevard, south side, from Blake Street to 25 feet westerly (rescinds metered parking space #3003); Blake Street, west side, from Geary Boulevard to 8 feet northerly; Blake Street, east side, from Geary Boulevard to 10 feet southerly; Geary Boulevard, south side, from Collins Street to 25 feet westerly (rescinds metered parking space #2901); Collins Street, west side, from Geary Boulevard to 8 feet northerly; Wood Street, west side, from Geary Boulevard to 10 feet northerly; Wood Street, east side, from Geary Boulevard to 8 feet southerly; Emerson Street, west side, from Geary Boulevard to 10 feet northerly; Geary Boulevard, north side, from Presidio Avenue to 10 feet easterly; Lyon Street, west side, from Geary Boulevard to 6 feet northerly; Geary Boulevard, north side, from 161 feet to 169 feet east of Baker Street (for new curb ramp); Broderick Street, west side, from Geary Boulevard to 5 feet northerly; Geary Boulevard, south side, from Scott Street to 20 feet westerly (removes 1 parking space); Geary Boulevard, north side, from Boswell Street to 32 feet easterly (rescinds metered parking space #1818); Geary Boulevard, south side, from 230 feet to 239 feet west of Fillmore Street; Geary Boulevard, south side, from Fillmore Street to 20 feet westerly (rescinds



- yellow metered loading space #1801); Geary Boulevard, south side, from Gough Street to 20 feet westerly (removes one parking space)
- N. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Geary Boulevard, south side, from Masonic Avenue to 50 feet westerly; Geary Boulevard, south side, from Presidio Avenue to 253 feet westerly (removes 7 parking spaces); Geary Boulevard, south side, from Presidio Avenue to 50 feet easterly (removes three parking spaces); Geary Boulevard, north side, from Steiner Street to 245 feet westerly (lateral bus lane transition, rescinds blue zone, passenger loading zone, and metered parking spaces #1904, #1906, #1912, #1914, #1916, #1918, #1920, #1922, #1924); Geary Boulevard, north side, from Boswell Street to Steiner Street (rescinds metered parking spaces #1830, #1832, #1834, #1836, #1838, #1842, #1844); Geary Boulevard, south side, from Fillmore Street to 135 feet easterly (rescinds metered parking spaces #1747, #1745, #1743, #1739); Geary Boulevard, south side, from Webster Street to 106 feet westerly (rescinds metered parking spaces #1711); Geary Boulevard, north side, from Fillmore Street to 75 feet easterly (relocates passenger loading zone and rescinds metered parking spaces #1742, #1746); Geary Boulevard, north side, from Webster Street to 262 feet westerly (rescinds metered parking spaces #1704-G, #1706, #1708, #1712, #1714, #1716, #1718, #1720, #1722, #1734); Geary Boulevard, south side, from 45 feet to 133 feet east of Webster Street (lateral bus lane transition, removes 4 parking spaces); Geary Street, south side, from Van Ness Avenue to 129 feet easterly (rescinds metered parking spaces #1045, #1043, #1039, #1037, #1035, #1031, rescinds passenger loading zone)
- O. RESCIND – TOW-AWAY NO STOPPING, 4 PM TO 6 PM – Geary Boulevard, south side, from Van Ness Avenue to Gough Street
- P. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, south side, from 82 feet to 100 feet east of Scott Street (1 general metered parking space); Geary Boulevard, south side, from 15 feet to 135 feet east of Gough Street (5 general metered parking spaces); O'Farrell Street, south side, from 92 feet to 180 feet west of Larkin Street (4 general metered parking spaces, rescinds metered yellow loading spaces #811, #813 and #815 to be relocated east); O'Farrell Street, south side, from 41 feet to 141 feet east of Hyde Street (5 general metered parking spaces, rescinds yellow metered loading zones #633 and #631, to be relocated west); Geary Street, north side, from 40 feet to 100 feet west of Hyde Street (3 general metered parking spaces); Leavenworth, west side, from 18 feet to 37 feet south of Geary Street (1 general metered parking space)
- Q. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Jones Street, east side, from 42 feet to 62 feet north of O'Farrell Street (shifts existing metered parking space #508 5 feet north)
- R. ESTABLISH – GREEN METERED PARKING, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, north side, from 144 feet to 162 feet east of Commonwealth Avenue (converts general metered space #3318 to a green metered parking space); Geary Boulevard, south side, from 114 feet to 129 feet west of Parker Avenue (1 green metered compact parking space); Geary Street, north side, from 18 feet to 40 feet west of Hyde Street (1 green metered parking space)

- S. ESTABLISH – GREEN METERED PARKING, 30-MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Jones Street, east side, from 24 feet to 42 feet north of O’Farrell Street (shifts existing metered parking space #504-G 4 feet north)
- T. RESCIND – YELLOW METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, south side, from 135 feet to 195 feet east of St. Joseph’s Avenue (converts 3 commercial metered parking spaces #2329, #2327, #2325 to general metered parking spaces)
- U. ESTABLISH – YELLOW METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Larkin Street, west side, from 24 feet to 36 feet south of Geary Street (extends current yellow zone); O’Farrell Street, south side, from 70 feet to 92 feet west of Larkin Street (1 yellow metered loading spaces); Jones Street, east side, from 21 feet to 49 feet south of Geary Street (shifts existing metered commercial loading space #530 12 feet south, rescinds passenger loading zone)
- V. ESTABLISH – YELLOW METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY – O’Farrell Street, south side, from 371 to 393 east of Jones Street (shifts existing yellow commercial metered loading space #403 10 feet east)
- W. ESTABLISH – YELLOW METERED LOADING ZONE, 60-MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Street, north side, from 83 feet to 106 feet west of Mason Street (converts metered parking space #410)
- X. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, south side, from 75 feet to 115 feet west of Stanyan Street (changes yellow metered loading to yellow 6-wheel commercial metered loading); Geary Boulevard, south side, from 100 feet to 230 feet west of Fillmore Street (5 yellow 6-wheel commercial metered loading spaces); O’Farrell Street, south side, from 23 feet to 70 feet west of Larkin Street (2 yellow 6-wheel commercial metered loading spaces)
- Y. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY – O’Farrell Street, south side, from 100 feet to 136 feet east of Larkin Street (2 yellow 6-wheel commercial metered loading spaces, rescinds general metered parking spaces #733 and #731); O’Farrell Street, south side, from Hyde Street to 41 feet easterly (2 yellow 6-wheel commercial metered loading spaces); O’Farrell Street, south side, from 262 to 286 east of Jones Street (shifts existing yellow 6-wheel commercial metered loading space #413 6 feet east)
- Z. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 60-MINUTE TIME LIMIT, 7 AM TO 4 PM, MONDAY THROUGH SATURDAY, ESTABLISH – PASSENGER LOADING ZONE, 4 PM TO 2 AM, EVERYDAY – Geary Street, north side, from 43 feet to 83 feet west of Mason Street (converts yellow metered loading space #408)
- AA. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 4 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, south side, from 7 to 77 west of Van Ness Avenue (converts existing general

- metered spaces #1103 and #1107 to metered commercial loading spaces, converts existing yellow commercial metered loading space #1109 and shifts 6 feet west)
- BB. ESTABLISH – YELLOW LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – Broderick Street, west side, from 5 feet to 25 feet north of Geary Boulevard
  - CC. RESCIND – BLUE ZONE – Geary Boulevard, north side, from 178 feet to 197 feet east of Baker Street (establishes 1 parking space); Geary Boulevard, south side, from 117 feet to 135 feet east of St. Joseph’s Avenue (establishes 1 metered parking space)
  - DD. ESTABLISH – BLUE ZONE – Scott Street, east side, from 28 feet to 48 feet north of Geary Boulevard (rescinds metered parking space #1504); Steiner Street, east side, from Geary Boulevard to 19 feet northerly (rescinds metered parking space #1602); Geary Boulevard, south side, from 23 feet to 47 feet east of Steiner Street (rescinds green metered parking space #1843-G); Webster Street, east side, from 24 feet to 46 feet north of Geary Boulevard (rescinds metered parking space #1504); Laguna Street, east side, from Geary Boulevard to 18 feet northerly (rescinds metered parking space #1502); Peter Yorke Way, east side, from 8 feet to 26 feet north of Geary Boulevard (rescinds metered parking space #43); Geary Street, north side, from 23 feet to 43 feet west of Mason Street (rescinds metered commercial loading space #404)
  - EE. ESTABLISH – PASSENGER LOADING ZONE AT ALL TIMES – Geary Boulevard, north side, from 117 feet to 161 feet east of Baker Street (extends existing passenger loading zone, removes one parking space); Geary Boulevard, north side, from 174 feet to 202 feet east of Scott Street (rescinds metered parking space #2026); Steiner Street, west side, from 26 feet to 52 feet north of Geary Boulevard (rescinds metered parking space #1605); Geary Boulevard, north side, from 245 feet to 285 feet west of Steiner Street (rescinds metered parking space #1926, #1928); Jones Street, east side, from 49 feet to 79 feet south of Geary Street (rescinds metered parking space #522); O’Farrell Street, south side, from 50 to 112 east of Jones Street (shifts existing passenger loading zone 4 feet west); O’Farrell Street, south side, from 306 to 371 east of Jones Street (shifts existing passenger loading zone 10 feet east)
  - FF. ESTABLISH – PASSENGER LOADING ZONE, 7 AM TO 10 PM, DAILY – Jones Street, east side, from 62 feet to 112 feet north of O’Farrell Street (shifts existing passenger loading zone 5 feet north)
  - GG. ESTABLISH – PASSENGER LOADING ZONE, 5 PM TO 2 AM, SATURDAY THROUGH SUNDAY, ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY – O’Farrell Street, south side, from 286 to 306 east of Jones Street (shifts existing passenger loading zone/ general metered parking space #411 10 feet east)
  - HH. ESTABLISH – TOW-AWAY NO PARKING AT ALL TIMES, SHUTTLE BUS ZONE, DAILY – Geary Boulevard, north side, from 180 feet to 236 feet east of Webster Street (rescinds metered parking spaces #1644, #1642, #1640)
  - II. ESTABLISH – RIGHT TURN LANE – Geary Boulevard, south side, from Scott Street to 60 feet westerly; Geary Boulevard, south side, from Cleary Court to 100 feet westerly
  - JJ. ESTABLISH – RIGHT TURN LANE, ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Geary Boulevard, north side, from 88 feet to 165 feet west of Divisadero

Street (rescinds metered parking spaces #2214, #2216, #2218, #2224); Geary Boulevard, north side, from Scott Street to 100 feet easterly; Geary Boulevard, south side, from Steiner Street to 80 feet westerly (rescinds metered parking spaces #1903, #1905, #1907); Geary Boulevard, north side, from 295 feet to 391 feet east of Webster Street (rescinds metered parking spaces #1626, #1624, #1622, #1620); O'Farrell Street, south side, from Mason Street to Cyril Magnin Street

KK. ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT BUSES AND TAXIS – Geary Boulevard, eastbound, at Stanyan Street; Geary Boulevard, westbound, at Collins Street; Geary Boulevard, eastbound, at St. Joseph's Avenue

LL. ESTABLISH – TWO RIGHT TURN LANES MUST TURN RIGHT EXCEPT BUSES AND TAXIS – O'Farrell Street, eastbound, at Stockton Street

MM. ESTABLISH – NO U-TURN – Geary Boulevard, westbound, at Webster Street

### **Project Delivery**

The project would begin implementation in Fall 2018 and continue into 2021. The SFMTA's scope has been integrated with additional work sponsored by San Francisco Public Works (SFPW), the San Francisco Public Utilities Commission (SFPUC), and the San Francisco Department of Technology, including water and sewer main upgrades, roadway repaving, and fiber optic conduit installation along some portions of the corridor. SFMTA crews would implement and complete near-term changes, including bus stop changes, pedestrian safety treatments, transit-only lanes, and other parking and traffic changes in Fall 2018.

The remaining work would be delivered through four separate construction contracts. The first contract is managed by SFPUC and includes water and sewer main upgrades and fiber optic conduit installation west of Van Ness Avenue. SFPUC is currently anticipating issuing a Notice to Proceed to a contractor by the middle of October 2018. The remaining three contracts are managed by SFPW and are in various stages of detailed design.

### **STAKEHOLDER ENGAGEMENT**

Building on extensive outreach conducted during the planning and environmental review stage of the project led by the SFCTA, SFMTA staff conducted robust outreach during the design phase of the project in 2017 and 2018. The project team used a variety of outreach strategies to share project information and solicit feedback from stakeholders during this phase of work, including the following:

- **Geary Community Advisory Committee (CAC).** The project team formed the Geary CAC in July 2017, a successor to the SFCTA-led Geary CAC that guided the Geary BRT project during prior phases. The 15-member CAC brings together stakeholders representing diverse interests and geographies and advises the SFMTA on both phases of the Geary BRT project. The Geary CAC has met five times since its inception and has provided valuable input to the project team. Meetings are held bi-monthly and are open to the public.
- **Project drawings.** The project team prepared a 21-page set of illustrative project drawings to convey the project's block-by-block designs in a manner that is understandable to the general public. The drawings were used at a variety of outreach meetings and are available online at

<https://www.sfmta.com/project-updates/updated-geary-rapid-project-drawings>.

- **Open Houses and Project Showcases.** Two major rounds of public events were held in Summer 2018. To maximize participation, both sets of events included a weeknight and weekend event and included locations in the eastern and western parts of the corridor. First, two Open Houses were held on June 21 and June 23. The goal of these events was to consult with the community by sharing the draft final design to obtain feedback. Then, two Project Showcases were held on August 2 and August 4. The goal of these events was to inform the public how the design was modified to respond to public input received at the Open Houses and to share more information about what to expect during construction. Both series of events also included additional background on the project goals and history, and included several stations where attendees could ask questions to project staff. A photo from the Open House on June 23 at the Hamilton Recreation Center, which had about 100 attendees, is shown below.





- **Coffee hours.** Two coffee-hour events were held the week after the Open Houses. These events allowed members of the public who had additional questions about the project drawings to meet with project team members to have their questions answered and provide feedback.
- **Stakeholder meetings and presentations.** The project team conducted more than 60 stakeholder meetings during the design phase. Stakeholder meetings were one of the most effective ways to reach a broad cross-section of corridor stakeholders. Meetings ranged from small group meetings with properties immediately adjacent to a project proposal to larger public presentations at meetings organized by neighborhood organizations. A photo from a meeting convened by the Cathedral Hill Neighborhood Association and the Japantown Task Force on May 17 at The Sequoias is shown below.



- **Presentations to senior centers.** Recognizing that the Geary corridor includes many important destinations for seniors, the team took extra efforts to ensure seniors had a chance to weigh in on proposed bus stop changes. The team visited three different senior centers in close proximity to the corridor and presented during lunches, including at the San Francisco Senior Center, Russian American Community Services, and the Richmond Senior Center.
- **Bus stop changes survey.** As described above, project proposals include some bus stop removals and relocations. To supplement feedback received at the Open Houses and at stakeholder meetings, a multi-channel survey was conducted to obtain feedback from stakeholders on proposed bus stop changes. The survey was active for approximately two weeks in June 2018 and was publicized via email, online, and with posters at all the bus stops within the Geary Rapid project limits. An example of the bus stop poster is shown below. Over 400 responses to the survey were received, analyzed and used to inform the bus stop change proposals presented here. Survey results are described further in the following section.



- **Door-to-door merchant loading survey.** In late 2017 and early 2018, the project team went door-to-door to ask merchants about their commercial and passenger loading needs. This input was used to inform the proposed curb space changes in the project.
- **Door-to-door outreach.** To help get the word out about the Open Houses and Project Showcases, ambassadors went door-to-door to 262 business, residential, and community center addresses, distributing flyers about the upcoming opportunities for public input.
- **Pedestrian intercept survey.** In March 2017, the project team conducted a pedestrian intercept survey to understand general perceptions about the Geary corridor from people traveling in the area, receiving more than 1,400 valid responses. Additional information about the survey is available online: [https://www.sfmta.com/sites/default/files/reports-and-documents/2018/01/geary\\_corridor\\_intercept\\_survey\\_summary.pdf](https://www.sfmta.com/sites/default/files/reports-and-documents/2018/01/geary_corridor_intercept_survey_summary.pdf). Survey findings are discussed in the following section.
- **Transit in-reach.** The project team worked to share information and receive input from key internal stakeholders within SFMTA's Transit Division. The project team conducted a ride-along with a veteran 38-Geary operator to learn more about key factors creating transit delay and to vet project proposals. The team also visited operators at the Flynn, Islais Creek, and Kirkland divisions to seek input on the project overall and the bus stop changes in particular. The project team also sought input from Transit Field Managers and Street Inspectors.
- **Sharing project information at events.** The project team staffed tables to share project information at a variety of public events, including the Japantown Cherry Blossom Festival, the Japantown 50<sup>th</sup> Anniversary Buchanan Street Mall Celebration, Sunday Streets, and the 30<sup>th</sup> Anniversary Russian Festival.
- **Posters in the corridor.** About 250 posters were placed in prominent locations along the corridor at key stages in the design phase. Posters were used to assist in recruitment of the Geary CAC and to publicize the Open Houses and Project Showcases.
- **Website.** The project team maintained a project website at [www.sfmta.com/geary](http://www.sfmta.com/geary) that

provided comprehensive information about the project proposals and status.

- **Project emails.** The project team maintained an email list that interested stakeholders could opt into to be provided notification of major project milestones and upcoming meetings. The list includes more than 1,600 email addresses.
- **Mailings.** The project team conducted four rounds of direct mailings to more than 17,000 residents and merchants to 1) recruit for the Geary CAC, 2) to publicize the Open Houses; 3) to publicize the Project Showcases; and 4) to publicize the parking and traffic legislation decision-making milestone at this SFMTA Board meeting.
- **Multilingual communication.** Given the diverse languages spoken along the Geary corridor, the project team had an expansive multilingual communication approach with communication materials, including posters, mailers and project flyers, available in Chinese, Russian, Spanish, Vietnamese, and Arabic. Non-English speaking stakeholders were also invited to request interpretation services for all public meetings. Some stakeholder meetings were also conducted in another language, including one in Spanish, one in Russian, and one in Cantonese.
- **Distributing flyers at bus stops.** Ambassadors distributed approximately 1,500 handouts at bus stops as a part of notification efforts for both the Open Houses and Project Showcases.

#### **Stakeholder Feedback: Red Transit-Only Lanes**

The project team received substantial feedback on the proposal to extend red transit-only lanes throughout most of the project limits. A majority of those with feedback on this topic were strongly supportive of red transit-only lanes, noting that the rider experience has improved on transit corridors that already have this treatment, including the eastern segment of the Geary corridor. The pedestrian intercept survey described above found that 68% of respondents were supportive of this treatment. And, during the Open Houses, one of the interactive events asked respondents to place stickers next to their favorite improvement. Red transit-only lanes received more stickers than any other improvement. However, particularly in the part of the project corridor west of Masonic Avenue, several merchants have expressed opposition to this treatment. In general, concerns raised by merchants are as follows:

- Concern that transit-only lanes will have a negative impact on business.
- Concern that people driving will not understand they are allowed to enter transit-only lanes to access driveways or parking.

The project team has worked to address this feedback in the following ways:

- The intercept survey described above found that people who walk, bike, or take transit visit Geary corridor businesses more frequently than people who drive. For instance, of survey respondents who arrived to the corridor by walking, 79% reported visiting Geary corridor businesses on a daily or weekly basis, whereas 58% of people driving reported visiting Geary corridor businesses on a daily or weekly basis. This suggests that improving transit and pedestrian conditions will make the corridor more attractive for a majority of potential shoppers in the area.
- The project team will conduct a before-and-after evaluation of the project, including metrics to gauge the economic health of the corridor. While there is limited research on the impact of transit-only lanes on retail activity, some studies have found that transit-only lanes increase

retail sales. See, e.g., Fordham Road Select Bus Service Case Study. *The Economic Benefits of Sustainable Streets*, NYCDOT, pp. 34-36.

<http://www.nyc.gov/html/dot/downloads/pdf/dot-economic-benefits-of-sustainable-streets.pdf>

- The project team expects to conduct an education campaign targeting drivers to inform them about how to use transit-only lanes during project implementation.

### **Stakeholder Feedback: Pedestrian Safety and Accessibility Features**

There has been broad support for the pedestrian safety and accessibility features associated with the project. The project team has heard particularly strong support among the following stakeholders:

- Stakeholders in the Tenderloin, for whom pedestrian safety is a key issue, strongly support the addition of pedestrian bulb-outs at almost every intersection in the corridor within the Tenderloin.
- Stakeholders in Japantown and the Fillmore support the suite of changes described above that are designed to make the stretch of Geary from Scott to Gough streets safer and easier to cross. In particular, there has been significant support expressed for the new Buchanan Street pedestrian crossing and the introduction of new surface crossings at both Webster and Steiner streets. The project team has also received extensive feedback from these stakeholders expressing a desire for more information about how SFMTA will ensure these new crossings will be safe. In response, the project team developed a project flyer focused specifically on this topic.
- Stakeholders who are seniors and people with disabilities who support the comprehensive pedestrian safety and accessibility treatments described above.

### **Stakeholder Feedback: Bus Stop Changes**

The project team received more feedback about proposed bus stop changes than any other aspect of the project. In general, the project team received feedback from some stakeholders who were strongly supportive of bus stop changes in general because they improve transit speed and reliability, and feedback from other stakeholders who were opposed to any bus stop removal because of the change in access, especially for seniors. The section summarizes feedback received from the bus stop survey, open houses, email comments, and stakeholder meetings.

- **Elimination of inbound and outbound Hyde local stops.** The project team did not receive extensive feedback about this bus stop change. Twelve people responded to the survey, with six in support of the change and six opposed, with the most common reasons for opposition being that there are senior housing developments located nearby. Stakeholder groups in the Tenderloin did not raise concerns with this stop removal.
- **Re-location of the inbound Larkin local stop from near side to far side.** The project team received minimal feedback about this bus stop change. Four people responded to the survey, with one in support, one neutral, and two opposed. Those who were opposed to the change noted that it would make the transfer to the 19-Polk southbound slightly less convenient.
- **Recently eliminated outbound Franklin local stop.** Unrelated to the Geary Rapid project,

the 38-Geary outbound Franklin local stop was recently eliminated. As a part of the California Pacific Medical Center (CPMC)-Van Ness Campus project, CPMC built a new outbound bus bulb-out on Geary Street on the far side of Van Ness Avenue. The Franklin and Van Ness/Polk mid-block stops were consolidated to this new location.

The project team heard feedback about how the removal of the outbound Franklin stop negatively affects the ability of seniors and people with mobility challenges to access the Unitarian Universalist Church, St. Mark's Lutheran Church, and Martin Luther Tower, given the relatively steep grade between the outbound Van Ness and Franklin stops. The project team explored the potential of restoring the outbound Franklin stop far side, but it would require removal of about five parking and loading spaces in front of the Hamilton Square Baptist Church. Hamilton Square Baptist Church was opposed to restoring the stop, especially because it would require relocation of its passenger loading zone further from the main entrance. It is also worth noting that the experience of accessing Franklin Street destinations from the outbound Van Ness stop will improve in the near future. Currently, the sidewalk to Franklin Street on the north side of Geary is closed due to CPMC construction, so people alighting at the outbound Van Ness stop need to first walk east to Van Ness to cross to the south sidewalk, and then travel back west to reach Franklin Street. The sidewalk is expected to reopen by the end of 2018.

Even without a bus stop at Franklin Street, the current stop spacing is consistent with SFMTA's stop spacing guidelines, which call for stop spacing between 800 and 1,360 feet on grades less than or equal to 10% (the grade from Van Ness to Franklin is less than 10%). The distance between Van Ness Avenue and the next closest stop at Gough street is about 900 feet.

**Location of inbound Starr King/Gough local stop.** Originally, the inbound Starr King Way/Gough local stop was proposed to be relocated to the near side of the intersection, in front of St. Mary's Cathedral. This location is on a flatter grade in a more visible location. The current location also requires local buses to stop within the transit-only lane, meaning Rapid buses need to merge out of the lane to pass local buses, whereas in the originally proposed location, local buses would pull out of the transit-only lane to access the stop. During the design phase, the project team identified a challenge with this location: the high volume of eastbound right-turning vehicles creates a queue that could negatively affect bus performance. The project team worked with stakeholders at St. Mary's to identify an acceptable location west of the intersection that might avoid the queue and work with their operations.

The project team sought feedback on this proposed location among key stakeholders and via the bus stop changes survey. A total of 53 respondents provided input about this proposed change, with 22 supportive of the change, 24 opposed, and 7 neutral. In particular, those who supported the new location included stakeholders representing St. Mary's, residents of the Cathedral Hill Tower immediately adjacent to the existing bus stop, and stakeholders representing seniors and people with disabilities. Those who opposed the new location



included stakeholders representing the Unitarian Universalist and St. Mark's churches and 38 Geary transit operators.

The project team also conducted observations on a Sunday morning to understand travel to and from the stop. Of those traveling east or west, about 64% travelled to or from the east (meaning the current location would be more convenient), and 36% travelled to or from the west (meaning the proposed new location would be more convenient). Ultimately, the project team decided to recommend leaving the bus stop in its current location. Of all the factors raised, the significance of the eastbound right-turn queue issue was weighed as a very strong negative due to the likelihood that this option would add additional bus delay, especially considering that stakeholders' preferences were relatively evenly split. A representative photo of the queue during the morning peak hour, spilling back past the proposed bus stop location, is shown below.



- **Consolidation of inbound Fillmore and Webster bus stops mid-block.** Fifty-five survey respondents provided input about this bus stop change, with 45% in support, 42% in opposition, and 13% neutral. Those who supported the change thought the two stops were too close together, and noted that it is a benefit that the stop closest to Safeway would have Rapid service instead of just local service. Those who opposed the change noted that it could make transfers to the 22-Fillmore more difficult.
- **Consolidation of inbound Masonic and Presidio stops.** This proposed change was relatively popular, with 23 of 29 respondents (79%) supporting the change. This change would make transfers to the 43-Masonic northbound slightly more direct, but would make transfers to the 43-Masonic southbound slightly longer. Those who opposed the change also brought up that it makes access to Trader Joe's more challenging.
- **Removal of Rapid service and retention of local and express service at inbound and outbound Spruce stops.** This proposed change received the most input, 107 responses total,

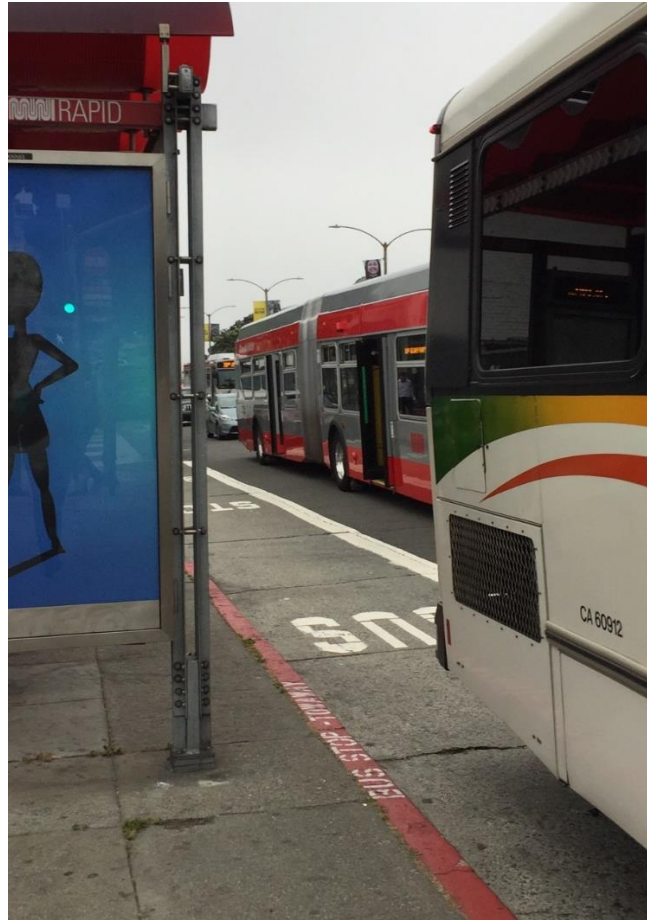
of which 93 (87%) were opposed to this change. Those opposed to the change felt that the removal of Rapid service would leave too large of a gap between the next closest Rapid stops at Arguello Boulevard and Masonic Avenue (leaving approximately 3,400 feet between these stops). Generally, transit planners use a ¼-mile as the distance people are willing to walk to access high-quality transit, and therefore stop spacing of up to ½ mile or about 2,600 feet between stops is typical stop spacing for premium bus transit services. However, ideal spacing varies considerably by route and from stop to stop. A variety of location-specific factors affect ideal locations and spacing for stops, such as adjacent land uses, transfer opportunities, and ridership. In areas with lower ridership and lacking major trip generators in San Francisco, it is not uncommon to have longer stop-spacing distances. Table 2 below provides several examples with stop spacing comparable to the proposed stop spacing that would be created with the elimination of the Spruce Rapid stops.

**Table 2**  
**Stop Spacing on other Rapid routes Similar to Proposed New Spacing**  
**for 38R inbound and outbound between Masonic and Arguello**

Route	Stops	Direction	Distance (ft., rounded to nearest 100)	Distance (miles)
<b>38R</b>	<b>Masonic to Arguello</b>	<b>(IB + OB avg.)</b>	<b>3,400</b>	<b>0.64</b>
5R	Fillmore to Van Ness	IB	3,400	0.65
9R	SF General to 16 <sup>th</sup> St	IB	3,900	0.74
9R	Potrero/16 <sup>th</sup> to 11 <sup>th</sup> /Harrison	IB	3,400	0.65
14R	30 <sup>th</sup> to 24 <sup>th</sup> streets	IB	3,900	0.73
14R	Silver to Richland	IB	3,300	0.63
14R	11 <sup>th</sup> to 16 <sup>th</sup> streets	OB	3,700	0.70

Those opposed have also noted that at times, the local service does not come as frequently as scheduled. While the local buses are scheduled to come about every 8 minutes east of 33<sup>rd</sup> Avenue (and every 10 minutes on weekends after 7pm), gaps in service due to a variety of factors can, at times, cause longer wait times.

The project team considered this input, but continues to propose removal of Rapid service at this stop for the following reasons. Originally, during the environmental review phase of the project, the outbound Spruce stops were proposed to remain as Rapid stops but to be re-located from the near side to the far side of the intersection, with new bus bulb-outs. The stop currently has a high amount of transit vehicle activity with local, Rapid, express, and Golden Gate Transit buses all serving the stop. Bus bulb-outs were proposed to reduce delays. Without adding bulb-outs and moving the stops far side, it is challenging for operators to serve the stop, especially when two or more buses are at the stop at the same time. Passengers must often step off the curb into the roadway to board, increasing dwell times, delaying service, and reducing accessibility. Examples of this condition are shown in the photos below.



Even without bus bulb-outs, moving the bus stops from the near side to the far side of Spruce Street would improve transit performance by allowing the bus to benefit from TSP.

However, merchants adjacent to the proposed bus bulb-outs opposed the bulb-outs and relocation of the bus stops due to the removal of on-street parking in front of their businesses. During the environmental review phase, a petition opposing the bulb-out was submitted to SFCTA. As a result, a compromise was made that the proposal to move the bus stops and build bus bulb-outs would be dropped, but that the Spruce Street stop would no longer have Rapid service, alleviating many of the issues the original proposal was trying to solve. While one of the major nearby destinations to the Spruce stop is the University of San Francisco (USF), the USF Student Senate was not opposed to the removal of Rapid service. Also, during the design phase, the project team met with USF staff, who did not object to this change, noting that 38/38R-Geary service was less commonly used for campus access than the 43-Masonic, 5/5R-Fulton, and 31-Balboa routes.

Another consideration with removal of the Spruce Rapid service is that it serves the lowest number of riders of all 38-Rapid stops, with approximately 327 boardings and 190 alightings inbound and 179 boarding and 318 alightings outbound on an average weekday, or 1,014 total boardings and alightings per day.<sup>3</sup> The next lowest ridership Rapid stop is Laguna Street, with 1,621 total boardings and alightings per day, while the average ridership among all 38R stops within the project limits is 2,507 total boardings and alightings per day. This stop removal saves about 40 seconds in travel time and improves reliability, which improves conditions for all other riders.

- **Commonwealth (outbound) and Stanyan (inbound) local stops.** Originally, these stops were proposed for elimination, but in response to public input during the design phase, these stops are no longer proposed for elimination. The project team received 30 comments, of which 26 (87%) were opposed to the change. While the removal of these stops would have improved transit speed and reliability for the local service, and they have relatively low ridership, the project team rescinds this proposal in response to public feedback. Unlike the inbound and outbound Spruce stops, there is no technical barrier to retaining these stops.

#### **Stakeholder Feedback: Bus Stop Design at Laguna Inbound**

The project team received feedback from several stakeholders regarding the design of the inbound Laguna bus stop. The stop was originally designed as a transit island, so eastbound right-turning vehicles would not obstruct buses. Some stakeholders raised concerns about the safety of transit riders needing to cross one lane of traffic to access the island, although this is a common condition in other parts of the Muni transit system. Others raised concerns with the amount of on-street parking that would need to be removed to make room for the island. The stop is located immediately adjacent to the St. Francis Square Cooperative, whose Board expressed preference to design the stop as a bus bulb-out instead. Based on this feedback, the stop design was modified and is now proposed as a bulb-out.

#### **Stakeholder Feedback: Passenger and Commercial Loading**

The project team addressed feedback received regarding passenger and commercial loading needs, where feasible. This included rescinding a proposal where a bus stop relocation would have

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<sup>3</sup> All ridership numbers are based on Fall 2016 ridership data.

conflicted with commercial loading needs at O’Farrell and Taylor streets, and creating a new passenger and commercial loading zone at the Kabuki Spring Spa and the Japan Center Kinokuniya Building.

**Design Changes in Response to Feedback**

As described throughout this section, staff consulted with the public and made design changes to address feedback where possible. Changes made between the June Open Houses and the August Project Showcases included rescinding the proposed relocation of the inbound Starr King Way/Gough bus stop, modifying the design of the inbound Laguna bus stop from an island to a bulb-out, and rescinding the proposed elimination of the inbound Stanyan and outbound Commonwealth local stops. These changes build on a longer history of past changes to respond to feedback during the environmental review phase, including maintaining the Collins local and Laguna Rapid stops, retaining the Webster Street pedestrian overcrossing, and introducing additional pedestrian bulb-outs for safety.

**ALTERNATIVES CONSIDERED**

No other project alternatives were considered since the SFMTA has already adopted the Geary BRT Project and alternatives had been considered in depth during the environmental review. Alternative approaches at specific locations in response to feedback from the public are detailed above. The actions proposed furthers the implementation of the adopted project.

**FUNDING IMPACT**

The cost for the Geary Rapid improvements is estimated at \$33.919 million, with funding from the grants and bonds shown below. The project will be coordinated with paving and utility improvements sponsored by SFPW and SFPUC for a total project cost estimated at \$65 million.

**Geary Rapid: Current Funding Plan\***

<b>Source</b>	<b>TOTAL</b>
One Bay Area Grant (STP/CMAQ)	<b>\$6,939,000</b>
Transit Performance Initiative Grant (STP/CMAQ)	<b>\$9,609,000</b>
Proposition A General Obligation Bond	<b>\$13,300,000</b>
Proposition K Sales Tax	<b>\$3,371,000</b>
SFMTA Revenue Bond Series 2014	<b>\$700,000</b>
<b>TOTAL</b>	<b>\$33,919,000</b>

\*Figures rounded to nearest thousand.

**ENVIRONMENTAL REVIEW**

The Geary Corridor Bus Rapid Transit Final Environmental Impact Report (FEIR) was certified by the SFCTA Board in Resolution 17-21 on January 5, 2017. At the same meeting, the SFCTA Board



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also approved the Geary BRT Project; adopted CEQA findings, including a Statement of Overriding Considerations; and adopted the Mitigation Monitoring and Reporting Program (MMRP). The SFMTA is a “responsible agency” under CEQA. On July 18, 2017 in Resolution 170718-095, the SFMTA Board approved the Geary BRT project, adopted CEQA findings, including a Statement of Overriding Considerations and the Mitigation Monitoring and Reporting Program (MMRP).

In August 2018, the SFCTA prepared an Addendum to the Geary Corridor Bus Rapid Transit FEIR and determined that the proposed bus stop, intersection, parking, and pedestrian changes to the Geary BRT project that are included in this calendar item would not cause new significant impacts not identified in the FEIR or result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts. Therefore, even with the changes to the project, no subsequent or supplemental environmental impact report would be required. The Addendum noted that with the project changes, the intersection of Van Ness and Geary would degrade from LOS E to LOS F, not remain at LOS E as concluded in the Final EIR. However, in March 2016 the San Francisco Planning Department adopted a new significance threshold in the manner specified in CEQA, and no longer measures significant traffic impacts using Level of Service (LOS), and instead measures impacts based on the impacts to vehicle miles travelled (VMT). As a transit improvement project, the Geary BRT is within the types of projects considered not to have an adverse impact on VMT. Therefore, even with the changes at the intersection of Van Ness and Geary, a supplemental or subsequent environmental impact report would not be required. The San Francisco Planning Department’s Environmental Review Officer has reviewed and considered the August 2018 addendum and concurs with the analysis and conclusions.

A copy of the Addendum is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the San Francisco County Transportation Authority at 1455 Market Street, 22<sup>nd</sup> Floor, in San Francisco, is incorporated herein by reference, and is also available online at [www.sfcta.org/geary-corridor-bus-rapid-transit-final-eir](http://www.sfcta.org/geary-corridor-bus-rapid-transit-final-eir).

The Geary BRT Final Environmental Impact Statement and Record of Decision, prepared under the National Environmental Policy Act (NEPA) was signed by the Federal Transportation Administration on June 1, 2018, and published in the Federal Register on June 15, 2018.

**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The City Attorney has reviewed this report.

**RECOMMENDATION**

Staff recommends that the SFMTA Board of Directors approve parking and traffic modifications along the 38 Geary/38R Geary Rapid corridor between Market and Stanyan streets as a part of the Geary Rapid Project, a Muni Forward and Vision Zero supporting project; and amending Transportation Code Division II, Section 601 to designate Transit-only Areas on Geary Boulevard, eastbound (inbound), from Stanyan Street to Collins Street; Geary Boulevard, westbound (outbound),

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from Collins Street to Stanyan Street; Geary Boulevard, eastbound (inbound), from Masonic Avenue to Presidio Avenue; Geary Boulevard, eastbound (inbound), from Baker Street to Steiner Street; Geary Boulevard, eastbound (inbound), from Fillmore Street to Gough Street; Geary Boulevard, westbound (outbound), from Gough Street to Baker Street; and on O'Farrell Street, eastbound (inbound), from Stockton Street to Grant Street; and to designate Muni and Golden Gate Transit only lanes on Geary Boulevard, westbound, from Presidio Avenue to Masonic Avenue.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) has proposed the installation of parking and traffic modifications along the 38 Geary/38R Geary Rapid corridor between Market and Stanyan streets associated with the Geary Corridor Bus Rapid Transit Project (Geary BRT) as follows:

- A. ESTABLISH – TRAFFIC SIGNAL – Geary Boulevard and Cook Street (replaces two-way STOP control); Geary Boulevard and Buchanan Street (new mid-block pedestrian crossing)
- B. ESTABLISH – TRANSIT ONLY LANE AT ALL TIMES – Geary Boulevard, eastbound, from Stanyan Street to Collins Street; Geary Boulevard, westbound, from Collins Street to Stanyan Street; Geary Boulevard, eastbound, from Masonic Avenue to Presidio Avenue; Geary Boulevard, eastbound, from Baker Street to Steiner Street; Geary Boulevard, eastbound, from Fillmore Street to Gough Street; Geary Boulevard, westbound, from Gough Street to Baker Street; O'Farrell Street, eastbound, from Stockton Street to Grant Street
- C. ESTABLISH – MUNI AND GOLDEN GATE TRANSIT ONLY LANE AT ALL TIMES – Geary Boulevard, westbound, from Presidio Avenue to Masonic Avenue
- D. ESTABLISH – CROSSWALK – Steiner Street, east leg, at Geary Boulevard; Webster Street, east leg, at Geary Boulevard; Webster Street, west leg, at Geary Boulevard; Buchanan Street, mid-block, at Geary Boulevard
- E. ESTABLISH – SIDEWALK WIDENING, ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Geary Boulevard, north side, from Divisadero Street to 140 feet easterly (10-foot wide transit bulb, rescinds metered parking space #2134); Geary Boulevard, north side, from Scott Street to 174 feet easterly (7-foot wide transit bulb, rescinds metered parking spaces #2036, #2034, #2032, #2030 and #2028); Geary Boulevard, south side, from Scott Street to 82 feet easterly (converts bus zone to 8-foot wide transit bulb); Geary Boulevard, north side, from Fillmore Street to 158 feet westerly (4-foot wide transit bulb, rescinds metered parking space #1816); Geary Boulevard, south side, from 135 feet to 306 feet east of Fillmore Street (4-foot wide transit bulb, rescinds metered parking spaces #1729, #1727, #1723, #1721, #1719, #1717, #1715, #1713); Geary Boulevard, south side, from Laguna Street to 153 feet westerly (20-foot wide transit bulb, removes 2 parking spaces); Geary Boulevard, north side, from Laguna Street to 173 feet easterly (21-foot wide transit bulb, removes 3 parking spaces); Geary Boulevard, north side, from 56 feet to 152 feet west of Gough Street (8-foot wide transit bulb, removes 1 parking space); Geary Boulevard, north side, from Kearny Street to 152 feet westerly (extends existing 4-foot wide transit bulb, rescinds metered commercial loading space #18); O'Farrell Street, south side, from 112 feet to 262 feet east of Jones Street (extends existing 6-foot wide transit bulb, rescinds metered commercial loading space #415); O'Farrell Street, south side, from 137 feet to 277 feet east of Stockton Street (extends existing 6-foot wide transit bulb, rescinds metered commercial loading spaces #15, #13, #11)
- F. ESTABLISH – SIDEWALK WIDENING, ESTABLISH – NO STOPPING ANYTIME – Geary Boulevard, north side, from Commonwealth Avenue to 21 feet

easterly (6-foot wide bulbout); Geary Boulevard, south side, from Beaumont Avenue to 25 feet westerly (6-foot wide bulbout); Geary Boulevard, south side, from Cook Street to 17 feet westerly (6-foot wide bulbout); Geary Boulevard, north side, from Cook Street to 34 feet easterly (6-foot wide bulbout, rescinds metered parking space #3022); Geary Boulevard, north side, from 77 feet to 100 feet east of Masonic Avenue (6-foot wide bulbout, removes 1 parking space in parking lot); Geary Boulevard, south side, from Divisadero Street to 28 feet easterly (6-foot wide bulbout, removes 1 parking space); Scott Street, east side, from Geary Boulevard to 28 feet northerly (4-foot wide bulb wrap, 20 foot blue zone to be relocated north); Scott Street, east side, from Geary Boulevard to 23 feet southerly (6-foot wide bulb wrap); Geary Boulevard, north side, from Scott Street to 27 feet westerly (14-foot wide bulbout, rescinds metered parking space #2104); Steiner Street, west side, from Geary Boulevard to 26 feet northerly (4-foot wide bulbout, rescinds metered parking space #1603); Steiner Street, west side, from Geary Boulevard to 25 feet southerly (4-foot wide bulbout); Geary Boulevard, north side, from Steiner Street to 20 feet easterly (4-foot wide bulbout); Geary Boulevard, south side, from Steiner Street to 23 feet easterly (4-foot wide bulbout, 20 foot blue zone to be relocated east); Geary Boulevard, north side, from Webster Street to 20 feet westerly (4-foot wide bulb wrap); Webster Street, west side, from Geary Boulevard to 23 feet northerly (6-foot wide bulb wrap); Geary Boulevard, south side, from Webster Street to 20 feet westerly (4-foot wide bulb wrap); Webster Street, west side, from Geary Boulevard to 26 feet southerly (6-foot wide bulb wrap, removes 1 parking space); Webster Street, east side, from Geary Boulevard to 24 feet northerly (6-foot wide bulbout, 22 foot blue zone to be relocated north); Geary Boulevard, south side, from Webster Street to 45 feet easterly (4-foot wide bulb wrap, removes 2 parking spaces); Webster Street, east side, from Geary Boulevard to 45 feet southerly (6-foot wide bulb wrap, removes 1 parking space); Geary Boulevard, south side, from 315 feet to 430 feet east of Webster Street (8-foot wide bulb for new Buchanan Street crosswalk, removes 3 parking spaces); Geary Boulevard, north side, from 401 feet to 471 feet west of Laguna Street (8-foot wide bulb for new Buchanan Street crosswalk, rescinds metered parking spaces #1614, #1616, #1618); Geary Boulevard, north side, from Laguna Street to 25 feet westerly (14-foot wide bulb wrap, 22 foot blue zone to be relocated east); Laguna Street, west side, from Geary Boulevard to 14 feet northerly (6-foot wide bulb wrap); Geary Boulevard, south side, from Laguna Street to 23 feet easterly (14-foot wide bulb); Gough Street, east side, from Geary Boulevard to 25 feet southerly (6-foot wide bulbout, rescinds metered parking space #28); Larkin Street, west side, from Geary Street to 24 feet southerly (6-foot wide bulbout); Geary Street, north side, from Hyde Street to 18 feet westerly (6-foot wide bulb wrap); Hyde Street, west side, from Geary Street to 18 feet northerly (6-foot wide bulb wrap); Hyde Street, east side, from Geary Street to 21 feet southerly (6-foot wide bulbout); Leavenworth Street, west side, from Geary Street to 18 feet southerly (4-foot wide bulbout); Leavenworth Street, east side, from Geary Street to 27 feet northerly (6-foot wide bulbout, removes 1 parking space); Jones Street, west side, from Geary Street to 19 feet southerly (6-foot wide bulbout); Jones Street, east side, from Geary Street to 21 feet southerly (6-foot wide bulbout, shifts metered commercial loading space #530); Geary Street, north side, from Mason Street to 23 feet westerly (6-foot wide bulbout, 20 foot blue zone to be relocated west); Mason Street, east side, from Geary Street to 16 feet southerly (4-foot wide bulbout, rescinds metered commercial loading space #346); Larkin Street, west side, from O'Farrell Street to 21 feet northerly (6-foot wide bulbout, rescinds metered parking space #801); Larkin Street, west side, from O'Farrell Street to

22 feet southerly (6-foot wide bulb wrap); O'Farrell Street, south side, from Larkin Street to 23 feet westerly (6-foot wide bulb wrap); Hyde Street, west side, from O'Farrell Street to 28 feet southerly (6-foot wide bulbout, rescinds metered commercial loading space #425); Hyde Street, east side, from O'Farrell Street to 26 feet northerly (6-foot wide bulbout); Leavenworth Street, west side, from O'Farrell Street to 15 feet northerly (4-foot wide bulbout, rescinds metered parking space #501); Jones Street, west side, from O'Farrell Street to 24 feet southerly (6-foot wide bulbout, rescinds passenger loading zone); Jones Street, east side, from O'Farrell Street to 24 feet northerly (6-foot wide bulbout)

- G. RESCIND – SIDEWALK WIDENING – Geary Boulevard, north side, from Steiner Street to 22 feet westerly (rescinds 8-foot wide bulbout); Geary Boulevard, south side, from Steiner Street to 30 feet westerly (rescinds 9-foot wide bulbout)
- H. ESTABLISH – SIDEWALK NARROWING, ESTABLISH – PASSENGER LOADING ZONE AT ALL TIMES – Geary Boulevard, north side, from 75 feet to 115 feet east of Fillmore Street (4-foot cut into sidewalk)
- I. ESTABLISH – SIDEWALK NARROWING, ESTABLISH – YELLOW LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, north side, from 115 feet to 151 feet east of Fillmore Street (4-foot cut into sidewalk)
- J. RESCIND – BUS ZONE – Geary Boulevard, south side, from Masonic Avenue to 30 feet westerly; Geary Boulevard, south side, from Presidio Avenue to 100 feet westerly; Geary Boulevard, north side, from Scott Street to 100 feet easterly (moves existing bus zone 100 feet east); Geary Boulevard, south side, from 100 feet to 239 feet west of Fillmore Street (establishes 5 metered parking spaces); Geary Boulevard, south side, from Webster Street to 85 feet westerly; Geary Street, north side, from Hyde Street to 100 feet westerly (establishes 4 metered parking spaces); O'Farrell Street, south side, from Larkin Street to 105 feet westerly (establishes 5 metered parking spaces); O'Farrell Street, south side, from Hyde Street to 101 feet easterly (establishes 5 metered parking spaces)
- K. ESTABLISH – BUS ZONE – Geary Boulevard, south side, from Masonic Avenue to 135 feet easterly (removes 7 parking spaces); Geary Boulevard, north side, from 75 feet to 100 feet west of Baker Street (extends existing bus zone by 25 feet, removes 1 parking space); Geary Boulevard, north side, from 100 feet to 160 feet east of Scott Street (moves existing bus zone 100 feet east); Geary Boulevard, south side, from 135 feet to 306 feet east of Fillmore Street (moves existing bus zone farside); Geary Boulevard, north side, from 40 feet to 180 feet east of Webster Street (moves existing bus zone 60 feet east, rescinds metered parking spaces #1650, #1648 and #1646); O'Farrell Street, south side, from Larkin Street to 100 feet easterly (rescinds metered parking spaces #743, #741, #739, #737, #735)
- L. RESCIND – RED ZONE – Geary Boulevard, south side, from 105 feet to 117 feet east of St. Joseph's Avenue
- M. ESTABLISH – RED ZONE – Commonwealth Avenue, west side, from Geary Boulevard to 8 feet northerly; Geary Boulevard, south side, from Parker Avenue to 7 feet westerly; Geary Boulevard, north side, from Parker Avenue to 26 feet easterly (rescinds metered parking space #3222); Spruce Street, east side, from Geary Boulevard to 8 feet southerly; Cook Street, east side, from Geary Boulevard to 8 feet southerly; Cook Street, west side, from Geary Boulevard to 8 feet northerly; Geary Boulevard, south side, from Blake Street to 25 feet westerly (rescinds metered parking space #3003); Blake Street, west side, from Geary Boulevard to 8 feet northerly; Blake

Street, east side, from Geary Boulevard to 10 feet southerly; Geary Boulevard, south side, from Collins Street to 25 feet westerly (rescinds metered parking space #2901); Collins Street, west side, from Geary Boulevard to 8 feet northerly; Wood Street, west side, from Geary Boulevard to 10 feet northerly; Wood Street, east side, from Geary Boulevard to 8 feet southerly; Emerson Street, west side, from Geary Boulevard to 10 feet northerly; Geary Boulevard, north side, from Presidio Avenue to 10 feet easterly; Lyon Street, west side, from Geary Boulevard to 6 feet northerly; Geary Boulevard, north side, from 161 feet to 169 feet east of Baker Street (for new curb ramp); Broderick Street, west side, from Geary Boulevard to 5 feet northerly; Geary Boulevard, south side, from Scott Street to 20 feet westerly (removes 1 parking space); Geary Boulevard, north side, from Boswell Street to 32 feet easterly (rescinds metered parking space #1818); Geary Boulevard, south side, from 230 feet to 239 feet west of Fillmore Street; Geary Boulevard, south side, from Fillmore Street to 20 feet westerly (rescinds yellow metered loading space #1801); Geary Boulevard, south side, from Gough Street to 20 feet westerly (removes one parking space)

- N. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Geary Boulevard, south side, from Masonic Avenue to 50 feet westerly; Geary Boulevard, south side, from Presidio Avenue to 253 feet westerly (removes 7 parking spaces); Geary Boulevard, south side, from Presidio Avenue to 50 feet easterly (removes three parking spaces); Geary Boulevard, north side, from Steiner Street to 245 feet westerly (lateral bus lane transition, rescinds blue zone, passenger loading zone, and metered parking spaces #1904, #1906, #1912, #1914, #1916, #1918, #1920, #1922, #1924); Geary Boulevard, north side, from Boswell Street to Steiner Street (rescinds metered parking spaces #1830, #1832, #1834, #1836, #1838, #1842, #1844); Geary Boulevard, south side, from Fillmore Street to 135 feet easterly (rescinds metered parking spaces #1747, #1745, #1743, #1739); Geary Boulevard, south side, from Webster Street to 106 feet westerly (rescinds metered parking spaces #1711); Geary Boulevard, north side, from Fillmore Street to 75 feet easterly (relocates passenger loading zone and rescinds metered parking spaces #1742, #1746); Geary Boulevard, north side, from Webster Street to 262 feet westerly (rescinds metered parking spaces #1704-G, #1706, #1708, #1712, #1714, #1716, #1718, #1720, #1722, #1734); Geary Boulevard, south side, from 45 feet to 133 feet east of Webster Street (lateral bus lane transition, removes 4 parking spaces); Geary Street, south side, from Van Ness Avenue to 129 feet easterly (rescinds metered parking spaces #1045, #1043, #1039, #1037, #1035, #1031, rescinds passenger loading zone)
- O. RESCIND – TOW-AWAY NO STOPPING, 4 PM TO 6 PM – Geary Boulevard, south side, from Van Ness Avenue to Gough Street
- P. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, south side, from 82 feet to 100 feet east of Scott Street (1 general metered parking space); Geary Boulevard, south side, from 15 feet to 135 feet east of Gough Street (5 general metered parking spaces); O'Farrell Street, south side, from 92 feet to 180 feet west of Larkin Street (4 general metered parking spaces, rescinds metered yellow loading spaces #811, #813 and #815 to be relocated east); O'Farrell Street, south side, from 41 feet to 141 feet east of Hyde Street (5 general metered parking spaces, rescinds yellow metered loading zones #633 and #631, to be relocated west); Geary Street, north side, from 40 feet to 100 feet west of Hyde Street (3 general metered parking spaces); Leavenworth, west side, from 18 feet to 37 feet south of Geary Street (1 general metered parking space)

- Q. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Jones Street, east side, from 42 feet to 62 feet north of O’Farrell Street (shifts existing metered parking space #508 5 feet north)
- R. ESTABLISH – GREEN METERED PARKING, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, north side, from 144 feet to 162 feet east of Commonwealth Avenue (converts general metered space #3318 to a green metered parking space); Geary Boulevard, south side, from 114 feet to 129 feet west of Parker Avenue (1 green metered compact parking space); Geary Street, north side, from 18 feet to 40 feet west of Hyde Street (1 green metered parking space)
- S. ESTABLISH – GREEN METERED PARKING, 30-MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Jones Street, east side, from 24 feet to 42 feet north of O’Farrell Street (shifts existing metered parking space #504-G 4 feet north)
- T. RESCIND – YELLOW METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, south side, from 135 feet to 195 feet east of St. Joseph’s Avenue (converts 3 commercial metered parking spaces #2329, #2327, #2325 to general metered parking spaces)
- U. ESTABLISH – YELLOW METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Larkin Street, west side, from 24 feet to 36 feet south of Geary Street (extends current yellow zone); O’Farrell Street, south side, from 70 feet to 92 feet west of Larkin Street (1 yellow metered loading spaces); Jones Street, east side, from 21 feet to 49 feet south of Geary Street (shifts existing metered commercial loading space #530 12 feet south, rescinds passenger loading zone)
- V. ESTABLISH – YELLOW METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY – O’Farrell Street, south side, from 371 to 393 east of Jones Street (shifts existing yellow commercial metered loading space #403 10 feet east)
- W. ESTABLISH – YELLOW METERED LOADING ZONE, 60-MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Street, north side, from 83 feet to 106 feet west of Mason Street (converts metered parking space #410)
- X. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, south side, from 75 feet to 115 feet west of Stanyan Street (changes yellow metered loading to yellow 6-wheel commercial metered loading); Geary Boulevard, south side, from 100 feet to 230 feet west of Fillmore Street (5 yellow 6-wheel commercial metered loading spaces); O’Farrell Street, south side, from 23 feet to 70 feet west of Larkin Street (2 yellow 6-wheel commercial metered loading spaces)
- Y. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY – O’Farrell Street, south side, from 100 feet to 136 feet east of Larkin Street (2 yellow 6-wheel commercial metered loading spaces, rescinds general metered parking spaces #733 and #731); O’Farrell Street, south side, from Hyde Street to 41 feet easterly (2 yellow 6-wheel commercial metered loading spaces); O’Farrell Street, south side, from 262 to 286 east of Jones Street (shifts existing yellow 6-wheel commercial metered loading space #413 6 feet east)



- Z. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 60-MINUTE TIME LIMIT, 7 AM TO 4 PM, MONDAY THROUGH SATURDAY, ESTABLISH – PASSENGER LOADING ZONE, 4 PM TO 2 AM, EVERYDAY – Geary Street, north side, from 43 feet to 83 feet west of Mason Street (converts yellow metered loading space #408)
- AA. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 4 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, south side, from 7 to 77 west of Van Ness Avenue (converts existing general metered spaces #1103 and #1107 to metered commercial loading spaces, converts existing yellow commercial metered loading space #1109 and shifts 6 feet west)
- BB. ESTABLISH – YELLOW LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – Broderick Street, west side, from 5 feet to 25 feet north of Geary Boulevard
- CC. RESCIND – BLUE ZONE – Geary Boulevard, north side, from 178 feet to 197 feet east of Baker Street (establishes 1 parking space); Geary Boulevard, south side, from 117 feet to 135 feet east of St. Joseph’s Avenue (establishes 1 metered parking space)
- DD. ESTABLISH – BLUE ZONE – Scott Street, east side, from 28 feet to 48 feet north of Geary Boulevard (rescinds metered parking space #1504); Steiner Street, east side, from Geary Boulevard to 19 feet northerly (rescinds metered parking space #1602); Geary Boulevard, south side, from 23 feet to 47 feet east of Steiner Street (rescinds green metered parking space #1843-G); Webster Street, east side, from 24 feet to 46 feet north of Geary Boulevard (rescinds metered parking space #1504); Laguna Street, east side, from Geary Boulevard to 18 feet northerly (rescinds metered parking space #1502); Peter Yorke Way, east side, from 8 feet to 26 feet north of Geary Boulevard (rescinds metered parking space #43); Geary Street, north side, from 23 feet to 43 feet west of Mason Street (rescinds metered commercial loading space #404)
- EE. ESTABLISH – PASSENGER LOADING ZONE AT ALL TIMES – Geary Boulevard, north side, from 117 feet to 161 feet east of Baker Street (extends existing passenger loading zone, removes one parking space); Geary Boulevard, north side, from 174 feet to 202 feet east of Scott Street (rescinds metered parking space #2026); Steiner Street, west side, from 26 feet to 52 feet north of Geary Boulevard (rescinds metered parking space #1605); Geary Boulevard, north side, from 245 feet to 285 feet west of Steiner Street (rescinds metered parking space #1926, #1928); Jones Street, east side, from 49 feet to 79 feet south of Geary Street (rescinds metered parking space #522); O’Farrell Street, south side, from 50 to 112 east of Jones Street (shifts existing passenger loading zone 4 feet west); O’Farrell Street, south side, from 306 to 371 east of Jones Street (shifts existing passenger loading zone 10 feet east)
- FF. ESTABLISH – PASSENGER LOADING ZONE, 7 AM TO 10 PM, DAILY – Jones Street, east side, from 62 feet to 112 feet north of O’Farrell Street (shifts existing passenger loading zone 5 feet north)
- GG. ESTABLISH – PASSENGER LOADING ZONE, 5 PM TO 2 AM, SATURDAY THROUGH SUNDAY, ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY – O’Farrell Street, south side, from 286 to 306 east of Jones Street (shifts existing passenger loading zone/ general metered parking space #411 10 feet east)
- HH. ESTABLISH – TOW-AWAY NO PARKING AT ALL TIMES, SHUTTLE BUS ZONE, DAILY – Geary Boulevard, north side, from 180 feet to 236 feet east of Webster Street (rescinds metered parking spaces #1644, #1642, #1640)

- II. ESTABLISH – RIGHT TURN LANE – Geary Boulevard, south side, from Scott Street to 60 feet westerly; Geary Boulevard, south side, from Cleary Court to 100 feet westerly
- JJ. ESTABLISH – RIGHT TURN LANE, ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Geary Boulevard, north side, from 88 feet to 165 feet west of Divisadero Street (rescinds metered parking spaces #2214, #2216, #2218, #2224); Geary Boulevard, north side, from Scott Street to 100 feet easterly; Geary Boulevard, south side, from Steiner Street to 80 feet westerly (rescinds metered parking spaces #1903, #1905, #1907); Geary Boulevard, north side, from 295 feet to 391 feet east of Webster Street (rescinds metered parking spaces #1626, #1624, #1622, #1620); O'Farrell Street, south side, from Mason Street to Cyril Magnin Street
- KK. ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT BUSES AND TAXIS – Geary Boulevard, eastbound, at Stanyan Street; Geary Boulevard, westbound, at Collins Street; Geary Boulevard, eastbound, at St. Joseph's Avenue
- LL. ESTABLISH – TWO RIGHT TURN LANES MUST TURN RIGHT EXCEPT BUSES AND TAXIS – O'Farrell Street, eastbound, at Stockton Street
- MM. ESTABLISH – NO U-TURN – Geary Boulevard, westbound, at Webster Street; and,

WHEREAS, On January 5, 2017, the San Francisco County Transportation Authority (SFCTA) Board, as lead agency under the California Environmental Quality Act (CEQA), adopted Resolution 17-21, in which it certified the Final Environmental Impact Report (Final EIR), adopting findings under CEQA, including a statement of overriding considerations and a Mitigation Monitoring and Reporting Program (MMRP), and approved the Locally Preferred Alternative for the Geary BRT Project; and,

WHEREAS, On July 18, 2017, the SFMTA Board, acting as a responsible agency under CEQA, adopted Resolution 170718-095, in which it considered the Geary BRT Final EIR, adopted findings under CEQA, the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings), including a statement of overriding considerations and an MMRP, and approved the Locally Preferred Alternative, all of which are on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference; and,

WHEREAS, As part of the Resolution 170718-095, the SFMTA Board authorized the Director of Transportation to direct staff to continue with obtaining necessary approvals and to carry out actions to implement the Geary BRT Project; and,

WHEREAS, On June 15, 2018, the Federal Transit Administration (FTA) issued a combined Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) for the Geary BRT Project, determining that the requirements of the National Environmental Policy Act have been met through the FEIS document and process; and,

WHEREAS, A copy of the FTA's ROD is on file with the Secretary to the SFMTA Board of Directors; and,

WHEREAS, In August 2018, the SFCTA reviewed the minor project changes to the Geary BRT included herein, and issued an Addendum to the Geary BRT Final EIR for the proposed bus stop, intersection, parking, and pedestrian changes to the Geary BRT project; and,

WHEREAS, The San Francisco Planning Department's Environmental Review Officer has reviewed and considered the August 2018 Addendum and concurs with the analysis and conclusions therein; and,

WHEREAS, The August 2018 Addendum concluded that with the project changes, the intersection of Van Ness and Geary would degrade from level of service (LOS) E to F, not remain at LOS E, as concluded in the Geary BRT Final EIR; however, the San Francisco Planning Department has duly adopted a new significance threshold and no longer measures significant traffic impacts using Level of Service, and instead measures impacts based on the impacts to vehicle miles travelled (VMT); as a transit improvement project, the Geary BRT is within the types of projects considered not to have an adverse impact on VMT; and,

WHEREAS, The August 2018 Addendum concluded that the proposed changes, including the change impacting the level of service at the intersection of Van Ness and Geary, would not cause new significant impacts not identified in the Geary BRT Final EIR or result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts and therefore no new or subsequent EIR is required; a copy of the Addendum is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the San Francisco County Transportation Authority at 1455 Market Street, 22<sup>nd</sup> Floor, in San Francisco, and is incorporated herein by reference; and

WHEREAS, The proposed parking and traffic legislation items under A through MM is within the scope of the project analyzed in the Geary BRT Final EIR; and,

WHEREAS, The SFCTA staff has made documents related to the Geary BRT Project Final EIR, including the Addenda, available to the SFMTA and the public, and these files are part of the record before the SFMTA; and,

WHEREAS, The proposed improvements will improve transit reliability and address traffic safety in the Geary corridor between Market and Stanyan streets; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; now, therefore, be it

RESOLVED, That the SFMTA Board has reviewed and considered the Geary BRT Project Final EIR, the Geary BRT CEQA Findings, including, without limitation, the statement of overriding consideration and MMRP; and the Geary BRT Addenda; and, be it further

RESOLVED, That the SFMTA Board finds and determines that the proposed parking and traffic legislation requires no further environmental review beyond the Geary BRT Final EIR and Addenda, pursuant to the State CEQA Guidelines Section 15180, 15162 and 15163 for the following reasons:

(1) approval of the proposed parking and traffic legislation does not require major revisions to either the Geary BRT Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant impacts;

(2) no substantial changes have occurred with respect to the circumstances under which the project analyzed in the Geary BRT Final EIR will be undertaken that would require major revisions to the Geary BRT Final EIR due to the involvement of new significant environmental effects, or a substantial increase in the severity of effects identified in the Geary BRT Final EIR; and;

(3) no new information of substantial importance to the project analyzed in the Geary BRT project Final EIR has become available, which would indicate that (i) the project will have significant effects not discussed in the Geary BRT Final EIR; (ii) significant environmental effects will be substantially more severe; (iii) mitigation measures or alternatives found not feasible, which would reduce one or more significant effects, have become feasible; or (iv) mitigation measures or alternatives, which are considerably different from those in the Geary BRT Final EIR, will substantially reduce one or more significant effects on the environment that would change the conclusions set forth in the Geary BRT Final EIR; and be it further

RESOLVED, That the SFMTA Board amends Transportation Code Division II, Section 601 to designate transit-only lanes on Geary Boulevard, eastbound (inbound), from Stanyan Street to Collins Street; Geary Boulevard, westbound (outbound), from Collins Street to Stanyan Street; Geary Boulevard, eastbound (inbound), from Masonic Avenue to Presidio Avenue; Geary Boulevard, eastbound (inbound), from Baker Street to Steiner Street; Geary Boulevard, eastbound (inbound), from Fillmore Street to Gough Street; Geary Boulevard, westbound (outbound), from Gough Street to Baker Street; and on O'Farrell Street, eastbound (inbound), from Stockton Street to Grant Street; and to designate Muni and Golden Gate Transit only lanes on Geary Boulevard, westbound, from Presidio Avenue to Masonic Avenue; and, be it further

RESOLVED, That the SFMTA Board of Directors approves the parking and traffic modifications, as set forth in items A through MM above.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of August 21, 2018.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

RESOLUTION NO.

**Resolution amending the Transportation Code to designate additional Transit-only Areas on various segments of Geary Boulevard and on O'Farrell Street between Grant and Stockton Streets.**

NOTE: Additions are single-underline Times New Roman;  
deletions are ~~strike-through Times New Roman~~.

The Municipal Transportation Agency Board of Directors of the City and County of San Francisco enacts the following regulations:

Section 1. Article 600 of Division II of the Transportation Code is amended by revising Section 601, to read as follows:

**SEC. 601. DESIGNATED TRANSIT-ONLY AREAS.**

(a) The locations listed in this Section 601 are designated as Transit-only Areas. Any vehicle operating within a Transit-only Area during times that the Transit-only Area is enforced is in violation of Transportation Code, Division I, Section 7.2.72 (Driving in Transit-only Area).

(1) **Cable Car Lanes on Powell Street Between California Street and Sutter Street.** Except as to cable cars, Municipal Railway vehicles, and authorized emergency vehicles, no vehicle may operate within, over, upon or across the cable car lanes, or make any left or U-turn on the exclusive cable car lanes on Powell Street between California and Sutter Streets except to pass a disabled vehicle.

(2) **Cable Car Lanes On California Street (Eastbound) Between Powell Street and Grant Avenue and (Westbound) Between Stockton and Powell Streets.** Except as to cable cars, Municipal Railway vehicles, and authorized emergency vehicles, no vehicle may operate within, over, upon, or across the cable car lanes, or make any left or U-turn on the exclusive cable car lanes on California Street, eastbound, between Powell Street and Grant Avenue and westbound between Stockton and Powell Streets, except to pass a disabled vehicle.

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(3) **West Portal Avenue Between 15th Avenue and Sloat**

**Boulevard.** Except as to streetcars and Municipal Railway vehicles, no vehicle may operate within Transit-only Areas on West Portal Avenue between 15th Avenue and Sloat Boulevard.

(4) **Exclusive Commercial Vehicle/Transit Area on Sansome**

**Street.** Except as to buses, taxis, authorized emergency vehicles, bicycles, and commercial vehicles, no vehicle may operate within the Transit-only Area running southbound on Sansome Street between Washington Street and Bush Street between the hours of 7AM – 8PM seven days a week.

(5) **Exclusive Commercial Vehicle/Transit Area on Sansome**

**Street.** Except as to buses, authorized emergency vehicles, and commercial vehicles, no vehicle may operate within the Transit-only Area running southbound on Sansome Street between Broadway and Washington Street between the hours of 6AM – 8PM seven days a week.

(6) **Judah Street, from 9th Avenue to 20th Avenue.**

Except as to streetcars and Municipal Railway vehicles, no vehicle may operate within Transit-only Areas on Judah Street from 9th Avenue to 20th Avenue.

(7) **Van Ness Avenue, from Filbert Street to Market Street.**

Except as to Municipal Railway and Golden Gate Transit vehicles and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Van Ness Avenue from Filbert Street to Market Street.

(8) **Van Ness Avenue, from Filbert Street to Lombard Street.**

Except as to Municipal Railway and Golden Gate Transit vehicles and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Van Ness Avenue from Filbert Street to Lombard Street southbound.

(9) **Van Ness Avenue, from Chestnut Street to 150 Feet North of**

**Bay Street.** Except as to Municipal Railway and Golden Gate Transit vehicles and

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authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Van Ness Avenue from Chestnut Street to 150 feet north of Bay Street northbound.

(10) **Van Ness Avenue, from North Point Street to Chestnut Street.**

Except as to Municipal Railway and Golden Gate Transit vehicles and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Van Ness Avenue from North Point Street to Chestnut Street southbound.

(11) **South Van Ness Avenue, from Market Street to Mission Street.**

Except as to Municipal Railway and Golden Gate Transit vehicles and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on South Van Ness Avenue from Market Street to Mission Street.

(12) **Pine Street, from Market Street to Montgomery Street.** Except as to buses, vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the curb, and vehicles entering into or exiting from a driveway, and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Pine Street from Market Street to Montgomery Street westbound between the hours of 3PM – 7PM Monday to Friday.

(13) **Jefferson Street, from Powell Street to Taylor Street and Jefferson Street from Jones Street to a point 150 feet west of Taylor Street.** Except as to streetcars and Municipal Railway vehicles, vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the curb, and vehicles entering into or exiting from a driveway, no vehicle may operate within the Transit-only Areas on Jefferson Street from Powell Street to Taylor Street, and from Jones Street to a point 150 feet west of Taylor Street in the westbound direction.

(14) **Jones Street, from Jefferson Street to Beach Street.** Except as to streetcars and Municipal Railway vehicles, no vehicle may operate within the Transit-only Areas on Jones Street from Jefferson Street to Beach Street in the southbound direction.



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(15) **Beach Street, from Jones Street to Grant Avenue.** Except as to streetcars and Municipal Railway vehicles, vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the curb, and vehicles entering into or exiting from a driveway, no vehicle may operate within the Transit-only Areas on Beach Street from Jones Street to Grant Avenue in the eastbound direction.

(16) **Duboce Avenue, from Church Street to Fillmore Street.** Except as to streetcars and Municipal Railway vehicles and bicycles, no vehicle may operate within the Transit-only Areas on Duboce Avenue from Church Street to Fillmore Street in both directions.

(17) **McAllister Street, from Hyde Street to Charles J Brenham Place.** Except as to buses, taxis, authorized emergency vehicles, bicycles, and commercial vehicles, no vehicle may operate within the Transit-only Areas on McAllister Street from Hyde Street to Charles J Brenham Place in the eastbound direction.

(18) **Haight Street, from Buchanan Street to Market Street.** Except as to Municipal Railway vehicles, no vehicle may operate within the Transit-only Areas on Haight Street from Buchanan Street to Market Street in the eastbound direction.

(19) **Phelan Loop, near the intersection of Phelan Avenue and Ocean Avenue.** Except as to Municipal Railway vehicles, no vehicle may operate within the Transit-only Areas on Phelan Loop.

(20) **Lincoln Way, from 20th Avenue to 19th Avenue.** Except as to Municipal Railway vehicles, no vehicle may operate within the Transit-only Areas on Lincoln Way from 20th Avenue to 19th Avenue in the eastbound direction.

(21) **Geary Boulevard, westbound, from Presidio Avenue to Masonic Avenue.** Except as to Municipal Railway and Golden Gate Transit vehicles and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Geary Boulevard westbound from Presidio Avenue to Masonic Avenue.

(21~~2~~) **Other Transit-Only Areas.** Except for buses, taxicabs, vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the

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curb, and vehicles entering into or exiting from a driveway, no vehicle may operate in the following Transit-only Areas during the times indicated:

Hours of Operation	Street	From	To
All Times	1st St.	Market St.	Howard St.
	3rd St.	Townsend St.	Market St.
	4th St.	Market St.	Howard St.
	16th St. (Westbound)	Third St.	Church St.
	16th St. (Eastbound)	Bryant St.	Potrero Ave.
	16th St. (Eastbound)	Vermont St.	Third St.
	Bush St. (Eastbound)	151 feet east of Sansome St.	Battery St.
	Church St.	16th St.	Duboce Ave.
	Clay St.	Sansome St.	Davis St.
	Fremont St.	Mission St.	Market St.
	Fremont St. (Northbound)	Harrison St.	Folsom St.
	Geary St.	Market St.	Gough St.
	<u>Geary Blvd. (Westbound)</u>	<u>Gough St.</u>	<u>Baker St.</u>
	<u>Geary Blvd. (Eastbound)</u>	<u>Fillmore St.</u>	<u>Gough St.</u>
	<u>Geary Blvd. (Eastbound)</u>	<u>Baker St.</u>	<u>Steiner St.</u>
	<u>Geary Blvd. (Eastbound)</u>	<u>Masonic Ave.</u>	<u>Presidio Ave.</u>
	<u>Geary Blvd.</u>	<u>Stanyan St.</u>	<u>Collins St.</u>
	Geneva Ave. (Outbound)	Delano Ave.	280 Freeway Overpass
	Judah St.	20th Ave.	La Playa St.
	Market St. (Eastbound)	12th St.	3rd St.
	Market St. (Westbound)	So. Van Ness Ave.	3rd St.
	Mission St. (Northbound)	Randall St.	Cesar Chavez St.
	Mission Street (Eastbound)	1st Street	Beale Street
	Mission St. (Westbound)	Main St.	1st Street
	Mission St. (Westbound)	11th St.	South Van Ness Ave.
	Mission St. (Southbound)	Duboce Ave.	Randall St.
	<u>O'Farrell St.</u>	<u>Stockton St.</u>	<u>Grant St.</u>
	O'Farrell St.	Franklin St.	Powell St.
	Otis St. (Outbound)	South Van Ness Ave.	Duboce Ave.
	Post St.	Gough St.	Grant St.
Potrero Ave. (Southbound)	25th St.	18th St.	
Sacramento St., (Westbound)	Drumm St.	Front St.	
Starr King Way	Gough St.	Franklin St.	

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	Stockton St.	Bush St.	Geary St.
	Sutter St.	Gough St.	Kearny St.
	Taraval St. (Eastbound)	46th Ave.	17th Ave.
	Taraval St. (Westbound)	15th Ave.	46th Ave.
6:00 AM – 10:00 AM Monday – Friday	Bush St. (Eastbound)	Montgomery St.	Sansome St.
	Bush St. (Eastbound)	Sansome St.	151 Feet Easterly
7:00 AM – 9:00 AM Monday – Friday	Mission St. (Eastbound)	11th St.	5th St.
	Clay St. (Eastbound)	Powell St.	Sansome St.
	Sacramento St. (Westbound)	Kearny St.	Grant Ave.
7:00 AM-7:00 PM, Monday-Friday	Sacramento St.	Front St.	Kearny St.
7:00 AM-7:00 PM, Everyday	Stockton St.	Geary St.	O’Farrell St.
7:00 AM-6:00 PM, Monday-Friday	Mission St. (Eastbound)	5th St.	Beale St.
	Mission St. (Westbound)	Main St.	4th St.
3:00 PM – 8:00 PM Monday – Friday	Bush St. (Eastbound)	Montgomery St.	Sansome St.
3:30 PM – 7:00 PM Monday – Friday	Sacramento St. (Westbound)	Kearny St.	Larkin St.
4:00 PM-6:00 PM, Monday-Friday	Mission St. (Eastbound)	11th St.	5th St.
	Mission St. (Westbound)	4th St.	11th St.
3:00 PM-6:00 PM, Monday-Friday	Sutter St.	Sansome St.	Kearny St.
	Clay St. (Eastbound)	Grant Ave.	Sansome St.
3:00 PM-7:00 PM, Monday-Friday	4th St.	Howard St.	Clementina
	Bush St. (Eastbound)	Sansome St.	151 feet Easterly

Section 2. Effective Date. This ordinance shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this ordinance.

Section 3. Scope of Ordinance. In enacting this ordinance, the San Francisco Municipal Transportation Agency Board of Directors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, letters, punctuation marks, charts, diagrams, or any other constituent parts of the Transportation Code that are explicitly shown in this ordinance as additions or deletions in accordance with the "Note" that appears under the official title of the ordinance.

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APPROVED AS TO FORM:  
DENNIS J. HERRERA, City Attorney

By:

\_\_\_\_\_  
Robin M. Reitzes  
Deputy City Attorney

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I certify that the foregoing resolution was adopted by the San Francisco  
Municipal Transportation Agency Board of Directors at its meeting of August 21, 2018.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency