

THIS PRINT COVERS CALENDAR ITEM NO.: 12

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transit

BRIEF DESCRIPTION:

Approving various parking and traffic modifications along Geary Boulevard between Stanyan Street and 33rd Avenue; and amending Transportation Code, Division II, Sections 601, to designate full-time transit-only areas on segments of Geary Boulevard between Stanyan Street and 33rd Avenue.



SUMMARY:

- This item proposes to make temporary emergency transit-only lanes along segments of Geary Boulevard in the Richmond District permanent.
- Proposed improvements were implemented in late 2020 as part of the Temporary Emergency Transit Lanes (TETL) program with the goal of retaining the improvement in pandemic transit travel speeds.
- Following the TETL implementation, evaluation and outreach was conducted, finding that the transit lanes have met the goal of the program. Specifically, the 38 Geary travel time has improved by up to 13% of pre-pandemic levels, with minimal traffic impacts to Geary Boulevard or parallel streets; and, a majority of stakeholders who took our evaluation survey support maintaining the transit-only lanes.
- Certain items listed below with a “#” are final SFMTA decisions, as defined by Ordinance 127-18, that can be reviewed by the Board of Supervisors. Information about the review process can be found at https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf

ENCLOSURES:

1. SFMTAB Resolution
2. Transportation Code, Division II Amendment
3. SFMTAB Resolution No. 14-041 (TEP)
<https://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%206%20TEP%20CEQA%20approval%20resolution.pdf>
4. TEP FEIR <https://sfplanning.org/project/muni-forward-transit-effectiveness-project-tep-environmental-review-process#info>
5. TEP Mitigation Monitoring and Reporting Program
<https://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%207%20TEP%20Service%20Changes%20-%20MMRP.pdf>

APPROVALS:

	DATE
DIRECTOR 	July 13, 2021
SECRETARY 	July 13, 2021

ASSIGNED SFMTAB CALENDAR DATE: July 20, 2021

PAGE 2.

PURPOSE

Approving various parking and traffic modifications along Geary Boulevard between Stanyan Street and 33rd Avenue; and amending Transportation Code, Division II, Sections 601, to designate full-time transit-only areas on segments of Geary Boulevard between Stanyan Street and 33rd Avenue.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The proposed project will support the following goals and objectives of the SFMTA Strategic Plan:

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 transportation 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 3.1: Use agency programs and policies to advance San Francisco's commitment to equity.

Objective 3.2: Advance policies and decisions in support of sustainable transportation and land use principles.

Objective 3.4: Provide environmental stewardship to improve air quality, enhance resource efficiency, and address climate change.

Objective 3.5: Achieve financial stability for the agency.

This item will support the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
5. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.

DESCRIPTION

Background

The 38 Geary and 38R Geary Rapid lines are among the busiest Muni lines in San Francisco and the country. Pre-COVID-19 pandemic, ridership was around 56,000 daily boardings (including the express services) and have recently been seeing over 20,000 daily boardings. The pandemic drastically reduced auto trips, causing a decrease in congestion and an increase in transit travel speeds that resulted in a quicker, more reliable, transit trip. As a part of the SFMTA’s response to the COVID-19 pandemic, the Temporary Emergency Transit Lanes (TETL) Program was created to retain travel time improvements by protecting transit vehicles from congestion. The SFMTA Board authorized the program in June 2020, including approving the installation of temporary emergency transit lanes on select corridors and authorizing the City Traffic Engineer to approve additional temporary emergency transit lanes, subject to certain criteria, following a public hearing. The Geary Temporary Emergency Transit Lanes were approved by the City Traffic Engineer on October 9, 2020 as authorized in the San Francisco Transportation Code 602(b) following a Virtual Public Hearing on September 24, 2020. Temporary Emergency Transit Lanes were installed on several important transit corridors including along segments of Geary Boulevard in the Richmond District as shown in Figures 1 and 2. After implementation of the Geary Temporary Emergency Transit lanes, over 75% of the Geary corridor now has transit lanes.

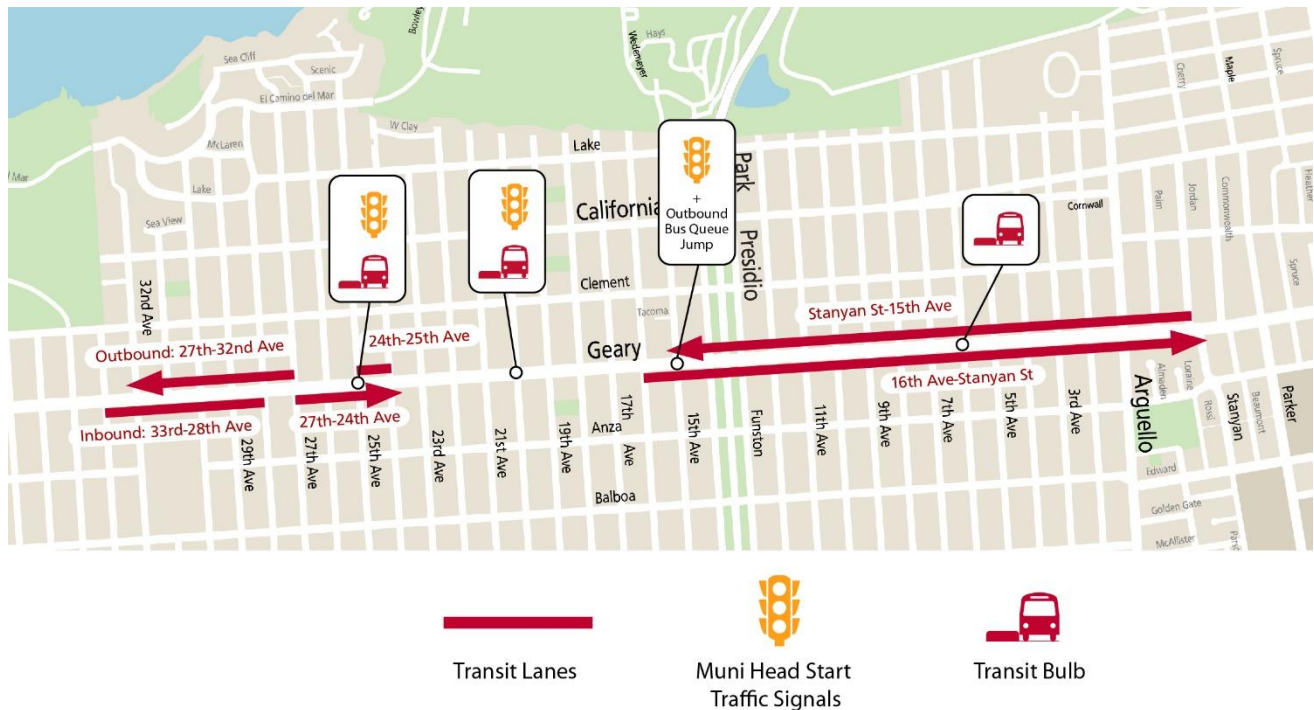


Figure 1. Transit priority treatments installed along Geary Boulevard as a part of the 38 Geary Temporary Emergency Transit Lane project

Transit lanes were installed on segments of Geary Boulevard that had three through travel lanes per direction, generally replacing the curbside travel lane with a transit lane. A few minor parking and

PAGE 4.

loading changes were made to support the transit lane installation on Geary Boulevard between 14th and 16th avenues that involved removing four general metered parking spaces and converting two general metered parking spaces to part-time commercial loading/part-time passenger loading zones.

As shown in Figure 1, some segments of Geary Boulevard through the Central Richmond did not have a transit lane installed as a part of the emergency transit lane project. These segments have angled parking and two travel lanes per direction – the scale of parking change to convert from angled to parallel parking was beyond the scope of the TETL program. The Geary Bus Rapid Transit Project envisions continuous transit lanes throughout more of the Richmond District and is discussed further below.



Figure 2. Transit lane installed as a part of the Geary Temporary Emergency Transit Lane project on Geary outbound at 10th Avenue.

Additional transit priority treatments were also installed including wooden bus bulbs (Figure 3) and Muni Head Start signals (Figure 4; also known as Leading Transit Intervals that give the bus a few seconds head start before general purpose travel). Transit lanes and Muni Head Start signals completed installation in late 2020 and wooden bus bulbs completed installation in February 2021.

The SFMTA conducted an evaluation of the effectiveness of the project, described further below, finding that the goals of the TETL project were met. The transit lanes maintained most of the travel time savings for the 38 Geary/38R Geary Rapid buses even after traffic returned to the corridor and has resulted in up to 13% travel time savings versus pre-COVID numbers. Additionally, there were minimal traffic impacts due to the transit lanes on Geary Boulevard or parallel streets. Staff surveyed over 700 stakeholders as a part of the evaluation and a majority supported maintaining the transit lanes. This item would make the transit lanes permanent; no additional legislation is needed to retain the wooden bus bulbs or Muni Head Start signals.



Figure 3. Temporary wooden bus bulb on Geary Boulevard at 20th Avenue inbound. Five wooden bus bulbs were installed at busy 38R Geary Rapid stops in the Richmond District.



Figure 4. Muni Head Start signal (Leading Transit Interval), at 15th Avenue outbound. These signals give Muni a few seconds head start over general-purpose traffic and were installed at six locations within the project limits.

Evaluation

The SFMTA completed an evaluation of the Geary Temporary Emergency Transit Lanes to understand key benefits and impacts. The *38 Geary Temporary Emergency Transit Lanes Project Evaluation Report* was published in May 2021 and is available on the project website [SFMTA.com/TempLanes38](https://www.sfmta.com/TempLanes38). The evaluation focused on comparing data from Fall 2020 for the “Before” condition and from Spring 2021 for the “After” condition. In addition, key findings were synthesized in a one page “Score Card” also available on the project website. Some of the key findings are:

- **Transit travel time generally improved where transit lanes were implemented, despite citywide increases in traffic.** Travel time savings varied by time of day and direction, but in general, when compared to pre-pandemic, transit travel times are up to 13% faster in Spring 2021.
- **Project improvements advance equity by benefiting 38/38R customers, 30% of whom have household incomes <\$35,000 and over half of whom are people of color.**
- **Changes in automobile speeds are primarily attributable to citywide increases in traffic and there does not appear to be a significant rate of diversions from Geary to parallel streets.** Peak hour travel speeds along Geary Boulevard decreased between 8 and 10%, similar to “control streets” analyzed that saw a 6-9% reduction in speeds. Parallel streets saw a 2-4% reduction in speeds indicating there is likely not a significant rate of diversion from Geary.
- **No concerns were received from businesses adjacent to minor parking and loading changes made between 14th and 16th avenues.** The project team did outreach to all affected businesses in advance and made some loading changes to accommodate needs.
- **83% percent of transit operators reported that these changes have made their jobs easier (Figure 5).** A paper survey was distributed to operators who operate the 38 Geary and 38R Geary Rapid lines with >60 responses. Transit operators also reported that the changes made their trips faster (67%) and reduced conflicts with other vehicles (72%).

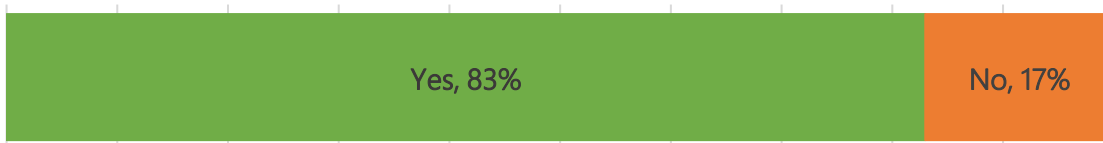


Figure 5. 38/38R Operator Responses to “Have the transit improvements made your job easier?” among the 87% of reporters who were aware of the recent changes that had been implemented.

- **A majority of respondents (52%) to a stakeholder survey supported making the transit lanes permanent (Figure 6).** A multi-lingual survey was distributed online and in paper format and received over 700 responses, with a majority in support of making the transit lanes permanent.

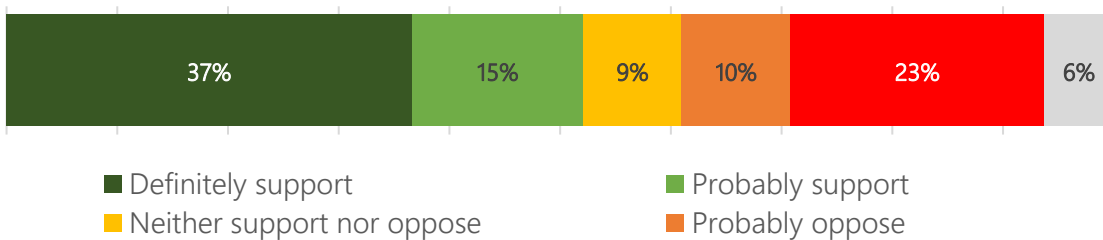


Figure 6. Stakeholder responses to “Emergency transit lanes are a temporary measure to benefit those who rely on Muni. Would you support making them permanent?” N>700.

Relationship to Geary Bus Rapid Transit Project

The Geary Bus Rapid Transit Project is a major transit capital project to improve transit performance and safety along the Geary corridor between Market Street and 34th Avenue. The project is being delivered in two phases as shown in Figure 7. The first phase is called the [Geary Rapid Project](#) and is nearing project completion on-time and on-budget later this Summer 2021. The second phase is called the [Geary Boulevard Improvement Project](#) which covers Geary Boulevard between Stanyan Street and 34th Avenue and envisions center-running transit lanes between Arguello and 28th Avenue.



Figure 7: Geary Bus Rapid Transit Project Limits and Phasing. Phase 1 = Geary Rapid Project. Phase 2 = Geary Boulevard Improvement Project.

At the start of the COVID-19 pandemic, the SFMTA paused work on the Geary Boulevard Improvement Project to pursue Temporary Emergency Transit Lanes. Based on the positive evaluation results and in response to evolving conditions, the SFMTA is now considering pursuing side-running transit lanes instead of center-running transit lanes in the Geary Boulevard Improvement Project limits, pending outreach and approvals. [Additional information about this planned direction](#) is available on the project website; and the SFMTA plans to seek input on this change as a part of outreach activities anticipated later this year.

Implementation

The Geary TETL project has already implemented all of the proposed traffic and parking regulations in the project area, and the approval simply would make the existing regulations and improvements permanent. No construction would be necessary to implement the changes described in this item.

Proposed Parking and Traffic Modifications

The proposed modifications to existing transit-only lanes are included in the Transportation Code attached to this calendar item. Certain items listed below with a “#” are final SFMTA decisions, as defined by Ordinance 127-18, that can be reviewed by the Board of Supervisors. Information about the review process can be found at

https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf

PAGE 8.

- A. ESTABLISH – BUS AND TAXI ONLY LANE – Geary Boulevard, eastbound, from 33rd Avenue to 28th Avenue; Geary Boulevard, westbound, from 28th Avenue to 32nd Avenue; Geary Boulevard, eastbound, from 26th Avenue to 24th Avenue; Geary Boulevard, eastbound, from 15th Avenue to Stanyan Street; Geary Boulevard, westbound, from Stanyan Street to 14th Avenue
- B. ESTABLISH – MUNI ONLY LANE – Geary Boulevard, westbound, from 14th Avenue to 15th Avenue
- C. ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT BUSES AND TAXIS – Geary Boulevard, westbound, at 28th Avenue; Geary Boulevard, eastbound, at 26th Avenue; Geary Boulevard, eastbound, at 15th Avenue
- D. ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT BUSES – Geary Boulevard, westbound, at 25th Avenue
- E. ESTABLISH – RED ZONE – Geary Boulevard, south side, from 182 feet to 187 feet west of 15th Avenue; Geary Boulevard, south side, from 89 feet to 94 feet west of 15th Avenue
- F. ESTABLISH – GREEN METERED PARKING, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, south side, from 138 feet to 182 feet west of 15th Avenue (converts green metered spaces #5119-G and #5117-G from angled to parallel parking) #
- G. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, south side, from 94 feet to 138 feet west of 15th Avenue (converts general metered spaces #5113 and #5111 from angled to parallel parking and rescinds parking space #5115) #
- H. ESTABLISH – RIGHT TURN LANE – TOW-AWAY NO STOPPING ANYTIME – Geary Boulevard, north side, from 15th Avenue to 89 feet east (rescinds parking spaces #5026, #2024, #5022 and #5020)
- I. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO NOON, MONDAY THROUGH SATURDAY – PASSENGER LOADING, AT ALL OTHER TIMES – Geary Boulevard, north side, from 89 feet to 133 feet east of 15th Avenue (converts general metered spaces #5018 and #5016 to a commercial and passenger loading zone) #

STAKEHOLDER ENGAGEMENT

The community outreach process for this project occurred in two phases: prior to the TETL implementation and after.

PAGE 9.

Both phases of outreach took place during the COVID-19 pandemic, when restrictions on in-person interactions limited the ability of SFMTA staff to conduct some forms of traditional in-person outreach. Major components of the project's outreach strategy included:

- A **Virtual Community Meeting/Public Hearing** was held prior to implementation on September 24, 2020. Over 50 stakeholders joined the meeting with an additional 38 people submitting comments in advance. The majority (over 70%) supported the proposal. A [Public Hearing Meeting Summary document](#) that summarized key feedback heard and staff responses was posted to the Geary TETL website ([SFMTA.com/TempLanes38](https://www.sfmta.com/TempLanes38)).
- **Presentations and meetings with stakeholder groups** were held with the Planning Association for the Richmond, the Richmond Seniors Roundtable, the Greater Geary Merchants Association, and the San Francisco Transit Riders.
- Regular updates were provided to the **Geary Community Advisory Committee**, which meets bi-monthly and advises the SFMTA on both phases of the Geary Bus Rapid Transit Project.
- **Direct outreach to merchants affected by proposed parking and loading changes between 14th and 16th avenues.** The curb plan along these blocks was modified to incorporate feedback prior to implementation.
- **Multilingual Posters** were posted throughout the corridor, including at bus stops, prior to the Virtual Meeting/Public Hearing, as well as to announce the availability of the evaluation results and to advertise the proposed action at the SFMTA Board to make these lanes permanent.
- **Multilingual Mailers** were sent at key milestones in the project, including one in early fall 2020 to advertise the proposed TETL project and Virtual Meeting/Public Hearing, as well as one in June 2021 to publicize the evaluation results and recommendation to make the lanes permanent.
- **Email/text updates** were sent to subscribers of relevant subscription topics at key milestones throughout the project.
- A **Pre-Evaluation Survey** was administered online and during stakeholder meetings to solicit feedback from stakeholders on metrics the SFMTA should include when evaluating the project.
- An **Evaluation Survey** was a key outreach tool to collect feedback following implementation. The survey was available in online, text and paper formats during February and March 2021. The survey was promoted via posters at bus stops, advertisements on Facebook, Instagram and Spotify, the SFMTA website, emails/texts to the Geary TETL and Geary Rapid Project lists (~4,000 subscribers), and was distributed at local food pantries to low-income and senior populations. Surveys in all formats were available in English, Russian, and Chinese. A total of 718 responses were received, including 665 in English, 6 in Russian, and 47 in Chinese.
- An **Operator Survey** was conducted to seek feedback from Muni operators who regularly drive the 38 Geary or 38R Geary Rapid lines, with over 60 operators providing responses.
- Key project information was shared via **digital platforms** including a project website with information including diagrams illustrating proposed changes, and blog posts on the SFMTA website.
- **Virtual Office Hours** were held on June 30, 2021 to offer stakeholders a chance to ask

PAGE 10.

questions about the evaluation results to project staff.

- Multiple **briefings and ongoing communication with the District 1 Supervisor's office.**

Some key themes from comments provided in the stakeholder evaluation survey included:

- **Improvements in transit performance and safety:** comments noting that wooden bus bulbs improved the boarding experience, that trips felt faster and more reliable, and that the street felt calmer and safer.
- **Increases in difficulty of driving:** comments regarding changes in the experience of driving private vehicles along Geary Boulevard, noting that congestion increased, that the changes to the roadway were confusing, that making right turns was difficult because of stopped buses, and that it was more difficult to use the right lane when looking for parking.
- **Several comments preferring Geary TETL side-running transit lanes over a Geary Bus Rapid Transit vision with center-running transit lanes,** noting preferences for boarding from the side of the street, lower cost, and less construction disruption/business impacts.
- **Need for enforcement and requests to color transit lanes red:** Several comments noted issues with driver compliance with the transit lanes, with suggestions including additional enforcement and coloring lanes red to improve legibility/visibility.

ALTERNATIVES CONSIDERED

The alternative we considered involved reverting to the pre-COVID conditions along Geary Boulevard. However, if the proposed changes are not maintained, transit travel time would likely erode and would not meet the goal of protecting transit from congestion. Consequently, staff did not select that option.

FUNDING IMPACT

All implementation work has been completed and there is no additional funding impact. The total cost for implementation by SFMTA and Public Works Shops was less than \$450,000 and was funded by Transit Reliability Spot Improvement funds, which is a local funding source.

ENVIRONMENTAL REVIEW

The Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR) was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014. Subsequently, on March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including Service-Related Capital Improvements and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes. As part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP).

On July 1, 2021, the San Francisco Planning Department determined that the project was within the scope of the TEP FEIR. No new significant effects were identified, there was no substantial increase

PAGE 11.

in significant effects already identified, and no new mitigation were required for the project.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney's Office has reviewed this calendar item.

Certain items listed below with a “#” are final SFMTA decisions, as defined by Ordinance 127-18, that can be reviewed by the Board of Supervisors. Information about the review process can be found at https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf

RECOMMENDATION

Staff recommends approving various parking and traffic modifications along Geary Boulevard between Stanyan Street and 33rd Avenue; and amending Transportation Code, Division II, Sections 601, to designate full-time transit-only areas on segments of Geary Boulevard between Stanyan Street and 33rd Avenue.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, Geary Boulevard is an important high ridership bus corridor for 38 Geary and 38R Geary Rapid buses; and

WHEREAS, In June 2020, the SFMTA Board of Directors authorized the Temporary Emergency Transit Lanes Program to keep buses out of congestion and protect essential trips during the pandemic; and this program approved designating certain temporary emergency transit lanes and authorized the City Traffic Engineer to designate other corridors as temporary emergency transit lanes, subject to certain criteria, following a public hearing; and

WHEREAS, following a Virtual Public Hearing on September 24, 2020, the City Traffic Engineer approved the Geary Temporary Emergency Transit Lanes on October 9, 2020; and

WHEREAS, Temporary Emergency Transit Lanes were installed on segments of Geary Boulevard in the Richmond District in late 2020; and

WHEREAS, Evaluation of the temporary changes has found that they were successful in achieving their goals, including protecting transit from traffic, with minimal impacts to traffic on Geary or parallel streets; and

WHEREAS, Community engagement found support for making the changes permanent; and

WHEREAS, Adoption of this legislation would make the changes permanent; and

WHEREAS, The San Francisco Municipal Transportation Agency has proposed parking and traffic modifications as follows:

- A. ESTABLISH – BUS AND TAXI ONLY LANE – Geary Boulevard, eastbound, from 33rd Avenue to 28th Avenue; Geary Boulevard, westbound, from 28th Avenue to 32nd Avenue; Geary Boulevard, eastbound, from 26th Avenue to 24th Avenue; Geary Boulevard, eastbound, from 15th Avenue to Stanyan Street; Geary Boulevard, westbound, from Stanyan Street to 14th Avenue
- B. ESTABLISH – MUNI ONLY LANE– Geary Boulevard, westbound, from 14th Avenue to 15th Avenue
- C. ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT BUSES AND TAXIS – Geary Boulevard, westbound, at 28th Avenue; Geary Boulevard, eastbound, at 26th Avenue; Geary Boulevard, eastbound, at 15th Avenue
- D. ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT BUSES – Geary Boulevard, westbound, at 25th Avenue
- E. ESTABLISH – RED ZONE – Geary Boulevard, south side, from 182 feet to 187 feet

west of 15th Avenue; Geary Boulevard, south side, from 89 feet to 94 feet west of 15th Avenue

- F. ESTABLISH – GREEN METERED PARKING, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, south side, from 138 feet to 182 feet west of 15th Avenue (converts green metered spaces #5119-G and #5117-G from angled to parallel parking) #
- G. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, south side, from 94 feet to 138 feet west of 15th Avenue (converts general metered spaces #5113 and #5111 from angled to parallel parking and rescinds parking space #5115) #
- H. ESTABLISH – RIGHT TURN LANE – TOW-AWAY NO STOPPING ANYTIME – Geary Boulevard, north side, from 15th Avenue to 89 feet east (rescinds parking spaces #5026, #2024, #5022 and #5020)
- I. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO NOON, MONDAY THROUGH SATURDAY – PASSENGER LOADING, AT ALL OTHER TIMES – Geary Boulevard, north side, from 89 feet to 133 feet east of 15th Avenue (converts general metered spaces #5018 and #5016 to a commercial and passenger loading zone) #

WHEREAS, The Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR) was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014; subsequently, on March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including Service-Related Capital Improvements and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes; as part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP); the projects listed above were cleared at a program or project level; any modifications to the programs or projects as described in the FEIR would require further CEQA review; and

WHEREAS, On July 1, 2021, the San Francisco Planning Department Environmental Planning Division determined that the project was within the scope of the TEP FEIR; no new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigations were required for the project; 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 San Francisco Municipal Transportation Agency Board of Directors adopts the Transit Effectiveness Project Final Environmental Impact Report CEQA findings as its own, and to the extent the above actions are associated with any mitigation measures, the SFMTA Board of Directors adopts those measures as conditions of this approval; a copy of the Planning Commission Resolution, the CEQA findings, and the CEQA determination are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning

Department at <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the parking and traffic modifications as set forth in Items A through I above; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends Transportation Code Division II, Section 601, to designate full-time transit-only areas on the following segments: Geary Boulevard, eastbound, from 33rd Avenue to 28th Avenue; Geary Boulevard, westbound, from 28th Avenue to 32nd Avenue; Geary Boulevard, eastbound, from 26th Avenue to 24th Avenue; Geary Boulevard, eastbound, from 15th Avenue to Stanyan Street; Geary Boulevard, westbound, from 14th Avenue to 15th Avenue; and, Geary Boulevard, westbound, from Stanyan Street to 14th Avenue.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of July 20, 2021.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

RESOLUTION NO.

[Transportation Code – Transit Only Lanes – Geary]

Resolution amending Division II of the Transportation Code to designate Transit-only Areas on the following segments of Geary Boulevard: eastbound, from 33rd Avenue to 28th Avenue; westbound, from 28th Avenue to 32nd Avenue; eastbound, from 26th Avenue to 24th Avenue; eastbound, from 15th Avenue to Stanyan Street; westbound, from 14th Avenue to 15th Avenue; and, westbound, from Stanyan Street to 14th Avenue.

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 hereby amended by amending 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).

* * * *

(34) **Geary Boulevard, westbound, from 14th Avenue to 15th Avenue.** Except as to Municipal Railway vehicles and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Geary Boulevard westbound from 14th Avenue to 15th

RESOLUTION NO.

Avenue.

~~(35)~~(34) **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 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.	Folsom 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.
	Geary Blvd. (Westbound)	Gough St.	Baker St.
	Geary Blvd. (Eastbound)	Fillmore St.	Gough St.
	Geary Blvd. (Eastbound)	Baker St.	Steiner St.
	Geary Blvd. (Eastbound)	Masonic Ave.	Presidio Ave.
	<u>Geary Blvd. (Eastbound)</u>	<u>15th Ave.</u>	<u>14th Ave.</u>
	<u>Geary Blvd. (Eastbound)</u>	<u>26th Ave.</u>	<u>24th Ave.</u>
	<u>Geary Blvd. (Eastbound)</u>	<u>33rd Ave.</u>	<u>32nd Ave.</u>
	Geary Blvd.	Stanyan St. <u>14th Ave.</u>	Collins St.
<u>Geary Blvd.</u>	<u>32nd Ave.</u>	<u>28th Ave.</u>	
Geneva Ave. (Outbound)	Delano Ave.	280 Freeway Overpass	

RESOLUTION NO.

Hours of Operation	Street	From	To
	Judah St.	20th Ave.	La Playa St.
	Mission St. (Northbound)	Randall St.	Cesar Chavez St.
	Mission St. (Eastbound)	1st St.	Beale St.
	Mission St. (Westbound)	Main St.	1st St.
	Mission St.	1st St.	11th St.
	Mission St. (Westbound)	11th St.	South Van Ness Ave.
	Mission St. (Southbound)	Duboce Ave.	Randall St.
	O'Farrell St.	Stockton St.	Grant St.
	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.
	Stockton St.	Bush St.	Market St.
	Sutter St.	Gough St.	Kearny St.
	Taraval St. (Eastbound)	46th Ave.	17th Ave.
	Taraval St. (Westbound)	15th Ave.	46th Ave.
	Townsend St. (Eastbound)	Lusk St.	3rd St.
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	Clay St. (Eastbound)	Powell St.	Sansome St.
	Sacramento St. (Westbound)	Kearny St.	Grant Ave.
	Sacramento St.	Front St.	Kearny St.
7:00 AM – 7:00 PM, Monday – Friday	Bush St. (Eastbound)	Montgomery St.	Sansome St.
3:00 PM – 8:00 PM, Monday – Friday	Sacramento St. (Westbound)	Kearny St.	Larkin St.
	Sutter St.	Sansome St.	Kearny St.

RESOLUTION NO.

Hours of Operation	Street	From	To
3:00 PM-6:00 PM, Monday-Friday	Clay St. (Eastbound)	Grant Ave.	Sansome St.
3:00 PM-7:00 PM, Monday-Friday	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.

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

By: _____
JULIE VEIT
Deputy City Attorney

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of July 20, 2021.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency