

THIS PRINT COVERS CALENDAR ITEM NO.: 4

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transit

BRIEF DESCRIPTION:

Amending Transportation Code Division II, Section 601 to designate Muni and Taxi transit-only lanes on Geary Boulevard, eastbound (inbound) from 33rd Avenue to 15th Avenue; and Geary Boulevard, westbound (outbound) from 15th Avenue to 32nd Avenue; approving related parking and traffic modifications, as set forth in items A through JJJ; and providing two options for the Board to decide on the timing of project implementation: (a) approve the project and direct the Director of Transportation to implement all Quick-Build phase improvements, including transit lanes, anticipated around fall 2023 and implement other capital improvements, anticipated 2025 to late 2027, as recommended by staff; or (b) approve the project, including all Quick Build and capital improvements, but direct the Director of Transportation to delay implementation of transit lanes on the following blocks until the start of San Francisco Public Utilities Commission water and sewer construction in the Geary project area anticipated to begin in early 2025: Geary Boulevard between 15th and 16th avenues, 17th and 20th avenues, and 25th and 27th avenues in the outbound direction; and Geary Boulevard between 22nd and 20th avenues and 19th and 17th avenues in the inbound direction.

SUMMARY:

- The Geary Boulevard Improvement Project proposes a program of transit and safety improvements along the 38 Geary corridor, between Stanyan Street and 34th Avenue.
- The project would be implemented in phases: initial improvements, called the Quick-Build phase, would include installation of transit lanes, bus stop changes, turn restrictions, cross street angled parking, bus zone lengthening, right turn pockets, daylighting, and color curb changes. Subsequent phases would include capital improvements including underground fiberoptic conduits, bus and pedestrian bulbs, and traffic signal upgrades.
- Staff is requesting SFMTA Board direction whether to: 1) approve the project and implement all Quick-Build phase improvements, including transit lanes, anticipated around fall 2023 and implement other capital improvements, anticipated 2025 to late 2027, as recommended by staff; or 2) to approve the project but defer implementation of some transit lane segments until 2025, while implementing transit lanes in some locations during the Quick Build phase.
- The Planning Department has determined that the Geary Boulevard Improvement Project is statutorily exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31 regardless of whether SFMTA Board approves Option 1 or 2.
- Certain items listed below with a “#” are Final SFMTA Decisions as defined by Ordinance 127-18. Final SFMTA Decisions 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


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ENCLOSURES:

1. SFMTAB Resolutions (Option 1: Staff-Recommendation and Option 2: Delayed Implementation of Some Transit Lane Locations)
2. Transportation Code, Division II Amendment
3. <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2023-002038ENV>

APPROVALS:

DATE

DIRECTOR	 _____	<u>August 9, 2023</u>
SECRETARY	 _____	<u>August 9, 2023</u>

ASSIGNED SFMTAB CALENDAR DATE: August 15, 2023

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PURPOSE

Amending Transportation Code Division II, Section 601 to designate Muni and Taxi transit-only lanes on Geary Boulevard, eastbound (inbound) from 33rd Avenue to 15th Avenue; and Geary Boulevard, westbound (outbound) from 15th Avenue to 32nd Avenue; approving related parking and traffic modifications, as set forth in items A through JJJ; and providing two options for the Board to decide on the timing of project implementation: (a) approve the project and direct the Director of Transportation to implement all Quick-Build phase improvements, including transit lanes, anticipated around fall 2023 and implement other capital improvements, anticipated 2025 to late 2027, as recommended by staff; or (b) approve the project, including all Quick Build and capital improvements, but direct the Director of Transportation to delay implementation of transit lanes on the following blocks until the start of San Francisco Public Utilities Commission water and sewer construction in the Geary project area anticipated to begin in early 2025: Geary Boulevard between 15th and 16th avenues, 17th and 20th avenues, and 25th and 27th avenues in the outbound direction; and Geary Boulevard between 22nd and 20th avenues and 19th and 17th avenues in the inbound direction.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following Strategic Plan goals and objectives:

Goal 4 - Make streets safer for everyone: eliminate traffic deaths, reduce severe injuries and ensure marginalized and vulnerable populations can move freely without fear of harassment, violence or injury on all modes of travel.

Goal 5 - Deliver reliable and equitable transportation services: connect communities of all backgrounds to opportunities and manage the streets by focusing on the experience.

Goal 6 - Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking and bicycling: promote mode shift and use public spaces efficiently to support the city's climate action efforts and align land use, housing and transportation policies.

Goal 8 - Deliver quality projects on-time and on-budget. Deliver projects more efficiently and effectively to establish public trust in the agency.

This action supports the following Transit First Policy Principles:

Policy 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.

Policy 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.

Policy 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.

Policy 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.

Policy 5 - Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.

Policy 7 - Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.

DESCRIPTION

The Geary corridor is one of the busiest bus corridors in the country. Corridor ridership was as high as 56,000 per day pre-pandemic and is currently at about 36,000 (about 64% of pre-pandemic ridership) and trending upwards. The SFMTA is working to implement transit and safety improvements along the Geary corridor. The first phase of work, called the Geary Rapid Project, was completed on schedule in fall 2021 and resulted in significant transit and safety improvements, including up to 18% faster bus travel times, a 37% improvement in transit reliability, and an 81% reduction in excessive speeding by private vehicles. The Geary Boulevard Improvement Project is the second phase of work, aiming to extend these improvements westwards, further into the Richmond District. The rest of this report describes the transportation needs the project is designed to address, then provides context on the project's planning and conceptual design history, summarizes the overall scope of the project, specifies the items for SFMTA Board action, describes the project's benefits and impacts, and summarizes the planned project delivery approach.

Note the SFMTA Board is also being asked to provide direction to staff on the Quick-Build phase of the project which would include installation of transit lanes, conversion of angled parking to parallel on Geary between 15th and 28th avenues, conversion of parallel parking to angled parking on some cross streets, bus stop changes, transit signal re-timing, retimed pedestrian signals to give people walking more time to cross the street, left-turn restrictions, daylighting, and other safety improvements, installed by SFMTA's shops. Specifically, the SFMTA Board is asked to provide direction to staff whether to: 1) approve the project and implement all Quick-Build phase improvements, including transit lanes, anticipated around fall 2023 as recommended by staff; or 2) to approve the project, but defer implementation of some transit lane segments until the start of SF Public Utilities Commission (SFPUC)-sponsored water and sewer main construction in 2025. Considerations regarding this decision are described in the Alternatives Considered section of the memo below.

Project Needs

The project responds to two key transportation needs in the corridor:

1. **Improve transit performance and Muni customer experience.** The Geary corridor has near-continuous transit lanes east of 15th Avenue. However, there are currently no transit lanes through the central Geary Boulevard commercial district between approximately 15th and 25th avenues, and there are additional transit lane gaps through 33rd Avenue. Transit lanes help protect buses from getting delayed by traffic and help get them to the front of an intersection, where they can take advantage of transit signal priority and spend less time stuck at red lights. It can take just one or two cars to prevent a bus from catching a green light. Therefore, the lack of transit lanes through this high-activity portion of the corridor contributes to slower and less reliable travel time and degrades the Muni rider experience. In addition, many bus stops are on the near side of intersections and many bus zone lengths are below recommended standards. This means transit operators are often not able to pull to the curb to provide a comfortable boarding experience for Muni riders, especially for seniors and customers with disabilities.



Figure 1: Bus stuck in traffic on Geary Boulevard

2. **Improve multi-modal safety.** Improving safety along Geary Boulevard is a critical component of the City’s efforts to achieve its Vision Zero goal to eliminate traffic deaths. The project limits are a part of the High-Injury Network – the 13% of city streets that account for 75% of severe and fatal collisions. From 2010 to 2021, there were 437 injury collisions with 578 people injured and five people killed on this segment of Geary Boulevard from 34th Avenue to Stanyan Street, 145 of which were pedestrians. This means, on average, one person walking is injured in a traffic collision within the project area each month. This represents a disproportionately higher collision rate relative to the rest of San Francisco.

Project History

The San Francisco County Transportation Authority led the planning and environmental review phases of the Geary Bus Rapid Transit Project (Geary BRT) that encompassed transit and safety improvements between 34th Avenue and Market Street. The SFMTA has been responsible for design and delivery of those improvements, with the first phase of improvements, the Geary Rapid Project, east of Stanyan Street, completed on time and on budget in 2021. The second phase of improvements, the Geary Boulevard Improvement Project, between Stanyan Street and 34th Avenue has been re-envisioned from what was originally planned.



Figure 2: Two phases of Geary corridor improvements. 1) Geary Rapid, east of Stanyan, completed in 2021. 2) Geary Boulevard Improvement Project, west of Stanyan, seeking project approvals.

The Geary BRT Project had envisioned transit lanes in the center of the street (or “center-running”) between Arguello and 28th Avenue (see Figure 3 below). During the COVID-19 pandemic, the SFMTA paused work on the center-running project’s design to pursue emergency transit lanes throughout much of the project limits. Emergency transit lanes were installed on the side of street (or “side-running”) in some segments of the corridor (primarily Stanyan to 15th Avenue, see Figure 5 below) in late 2020 and early 2021. Subsequent evaluation and outreach indicated strong performance, preserving travel times up to 13% faster than pre-COVID levels. On July 20, 2021, the SFMTA Board approved making these transit lanes permanent. In addition, evaluation of the Geary Rapid Project side-running transit lanes also indicated strong performance including 18% faster bus travel times and a 37% improvement in transit reliability. In light of all of the above, in Summer of 2021, the project team announced plans to pursue side-running transit lanes throughout the entirety of the corridor, instead of center-running lanes between Arguello and 28th Avenue.

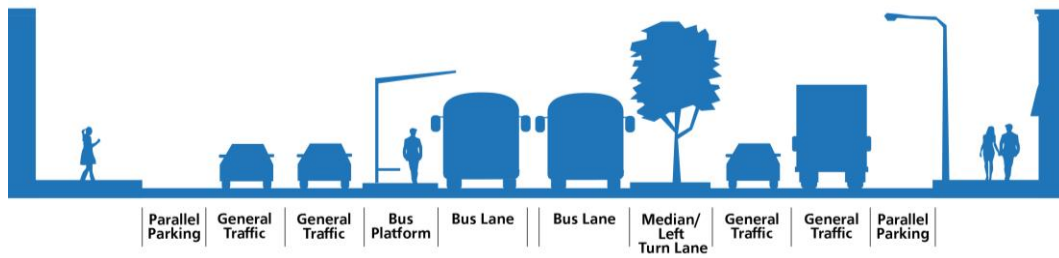


Figure 3: Center-running lanes previously envisioned between Arguello and 28th Avenue

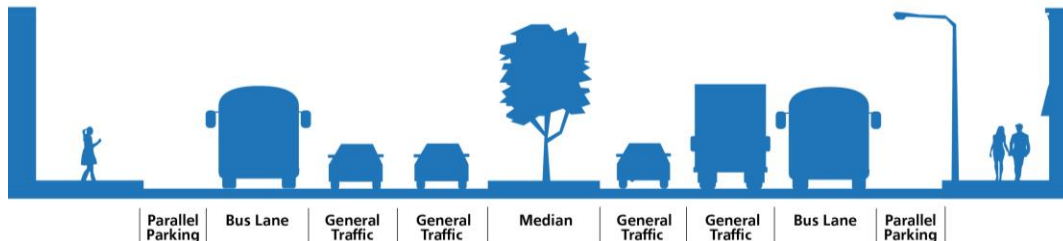


Figure 4: Side-running lanes implemented as a part of Geary Rapid Project and Geary Emergency Transit Lane Project and recommended configuration for entire Geary Boulevard Improvement Project limits.

There are several additional reasons that support the change from a center- to side-running design, which include:

- Accelerates realization of transit and safety benefits.
- Limits construction disruption.
- Preserves the most transit operational flexibility and preserves local bus stops.
- Improves cost effectiveness of transit travel time and reliability benefits.
- Avoids removal of about 60 center median trees.

More information on these considerations is available online: sfmta.com/project-updates/new-side-running-design-geary-boulevard-improvement-project.

Project Scope Overview

This section summarizes the major elements of proposed improvements along Geary Boulevard. [More detailed block-by-block drawings of existing and proposed conditions throughout the project area are available online.](#)

Transit performance improvements proposed through the project include:

- ***Extending dedicated transit-only lanes for Muni and taxis*** throughout the project limits as shown in Figure 5, closing an over half-mile gap in transit lanes in each direction through the Geary commercial core. With these gaps closed, Geary riders will benefit from near continuous red transit lanes from 32nd Avenue to the SF Transit Center downtown. To make room for proposed transit lanes, angled parking on Geary would be converted to parallel parking as depicted in Figure 6 below. In addition, existing transit lanes west of 15th Avenue would be converted from “transit-only” to “Muni- and taxi-only” in order to provide a consistent designation in this segment of the corridor. Right-turn pockets would be installed at eight locations to reduce instances of right-turning vehicles blocking the transit lanes.



Figure 5: Proposed new transit lanes

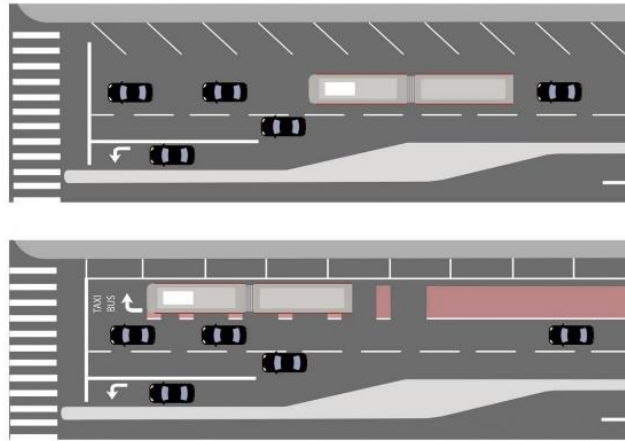


Figure 6: Diagram illustrating how transit lanes would be provided by converting angled parking to parallel parking. Top: Existing Condition; Bottom: Proposed Condition.

- Removing two closely-spaced stops and relocating ten bus stops** to improve transit performance as shown in Figure 7 below. The inbound and outbound 38 Geary local stops at 12th Avenue would be consolidated with upgraded bus stops at Park Presidio Boulevard. These bus stops are less than 600 feet away from the adjacent Park Presidio stops, closer than SFMTA’s bus stop spacing standards of 800-1,360 feet. They are one of the least busy stops in the project area, with 253 daily boardings (winter 2019/20). Riders who currently use the 12th Avenue stops would benefit from improved accessibility at the next closest stops at Park Presidio Boulevard where bus bulbs and rider amenities would be constructed as a part of the project.

In addition, the following bus stops would move from the near-side to the far-side of the intersection as shown in Figure 7: 3rd Avenue outbound, 6th Avenue inbound and outbound, Park Presidio inbound, 17th Avenue inbound, 20th Avenue inbound and outbound, 22nd Avenue outbound, 23rd Avenue inbound, and 25th Avenue inbound.



Figure 7 – Proposed bus stop re-locations and removals

Moving stops from the near-side of the street to the far-side lets buses clear an intersection before stopping. It also allows buses to benefit from transit signal priority technology, where buses communicate with the signal to make them more likely to catch a green light. If a bus has to serve a stop before the intersection, it cannot take advantage of transit signal priority because the amount of time a bus needs to wait at a stop for passengers to load/unload is variable. Moving stops far-side also removes conflicts with vehicles turning right, which can cause vehicle queuing and pedestrian safety issues when vehicles try to pass around the bus and through the crosswalk (e.g. as shown in Figure 8 below).

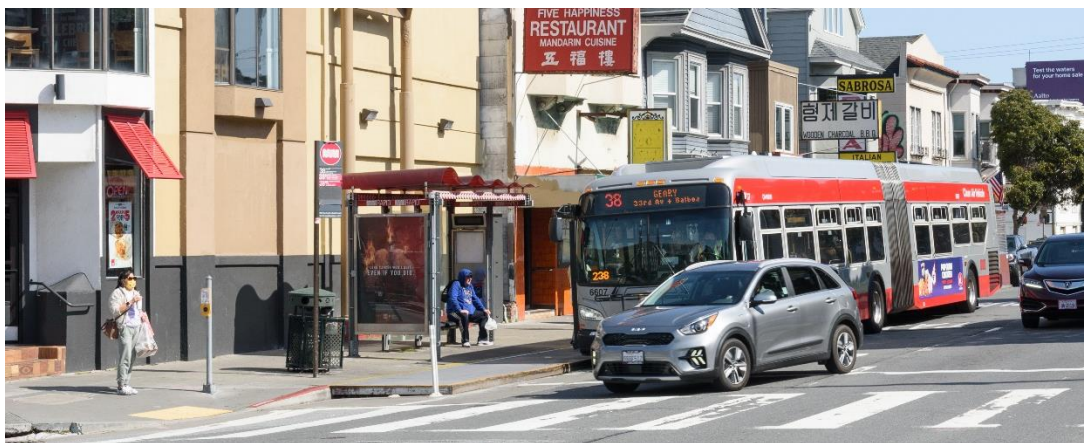


Figure 8: Conflict between vehicle turning right and Muni bus at Geary/6th Avenue outbound bus stop that would be removed with proposed far-side bus stop re-location

- ***Bus bulbs and lengthened bus zones.*** Bus bulbs would be installed at nine Rapid stops. Bus bulbs are sidewalk extensions which allow the bus to pull up directly to the bus stop without leaving the transit lane. Making stops in the transit lane reduces the time it takes to pull into a stop and wait for traffic to clear before re-entering the lane. To improve the customer experience, amenities such as shelters, real-time information, trash cans, bicycle racks, and decorative brick treatments are planned at each of these stops. To provide enough space for bus bulbs that accommodate two buses at the inbound and outbound Park Presidio stops where the block lengths are unusually short, two new right-turn restrictions and raised crosswalks would be included, with westbound right turns from Geary onto 14th Avenue and eastbound right turns from Geary onto Funston Avenue no longer allowed. Vehicles on 14th or Funston avenues would still be able to turn onto Geary, over a new raised crosswalk to improve pedestrian safety.

Within the project limits, 21 out of 28 stops are currently substandard length, meaning there is not enough space for 60-foot-long articulated motorcoaches to pull up flush to the curb. Lengthening these zones will make it easier for passengers, especially seniors and people with disabilities, to board from the curb. Twelve of these bus stops serve both local and Rapid buses and are proposed to be long enough to accommodate two buses

loading at the same time.

- **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 higher capacity and more reliable system. The upgraded fiber-optic system would extend from Stanyan Street to 26th Avenue and complement the existing fiber-optics already active in the Geary corridor east of Stanyan.

Safety and Accessibility Improvements

- **Twenty-three new pedestrian bulb-outs** at 11 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.
- **Elimination of 11 unprotected left turns**, which reduces conflicts between vehicles and people walking, and improves driver visibility. These restrictions are similar to ones implemented on Geary Boulevard at 3rd and 7th avenues in 2013, where one left-turn is prohibited at each intersection to make the remaining left-turns safer for cars and pedestrians. After these restrictions were introduced, the number of reported vehicle collisions related to left-turn movements was reduced and there were no subsequent reported pedestrian collisions. Based on these positive results, the project proposes to remove one left-turn opportunity among each “couplet” (where existing conditions allow both eastbound and westbound left-turns at two adjacent intersections) within the project limits as shown in Figure 9. Collision history, stakeholder feedback, and access implications were considered in selecting which direction among each couplet is recommended to be restricted.



Figure 9: Proposed turn restrictions

- **Thirty-seven median pedestrian refuges** to provide a safe and accessible space for people walking to wait in the Geary Boulevard median, if needed, by constructing a concrete “thumbnail.” Space to construct some of these refuges is enabled by elimination of the left-turns described above. By extending the center median further into the intersection,

the refuges also provide a left turn calming effect, reducing speeds for cars making left-turns from cross streets onto Geary.

- **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.
- **Re-timed traffic signals** to provide more time for people to safely cross the street. All traffic signals within the project limits would be re-timed to allow more time for people walking to cross the street.
- **Accessible pedestrian signals** that let people with visual impairments know when it is safe to cross the street would be installed at busy intersections.
- **Upgraded curb ramps** throughout the corridor, where needed, to improve accessibility, especially for people with mobility impairments.
- **Accessible parking and loading** options. The corridor's color curb plan adds two new blue zones for accessible parking. Two passenger loading zones will be relocated and made accessible. Additionally, the proposed parallel parking configuration on Geary provides greater access for accessible loading at the curb than angled parking does.
- **Improvements to north-south bike routes crossing Geary** including daylighting and advanced limit lines at 8th, 15th, 23rd, and 34th avenues' intersections with Geary (all of which are Class III bike routes that already have sharrows).

On-Street Parking and Loading Modifications

As mentioned above, to accommodate the new transit lanes, parking on Geary Boulevard would be converted from angled to parallel parking, reducing the number of parking spaces. In addition, extending bus stop lengths, installing bulbs and daylighting would all require some reduction in parking supply. To improve loading access at the curb and help meet the needs of local businesses, new and consolidated commercial and passenger loading zones would be installed. To partially offset the loss of some on-street parking on Geary Boulevard, the project proposes to install replacement parking on some cross streets intersecting Geary Boulevard (see Figure 10)¹. This includes locations where existing parallel spaces on one side of the street would be converted to new angled spaces, as well as three locations where Bay Wheels bike-share stations are proposed to be re-located (28th/Geary would be re-located to 26th/Clement, 21st/Geary would be re-located to 19th/Anza, and 14th/Geary would be relocated from the parking lane to the sidewalk by expanding the sidewalk on the Park Presidio greenway)². Replacement parking would include new metered spaces for the spaces closest to Geary and unrestricted spaces for the remainder of the spaces, generally matching existing parking regulations on each block³.

¹ Note that the planned locations for cross-street angled parking have gone through several revisions in response to design review from the San Francisco Fire Department. The current plans exclude angled parking on 18th Avenue that was included as a part of the planned locations during Outreach Round 2.

² Note that the new bike-share station locations will be implemented separately from the Geary Boulevard Improvement Project, with Public Hearing for these locations planned for later in August 2023.

³ Note some cross streets already have meters at the spaces closest to Geary (17th, 19th, 21st, and 28th avenues). New meters for the two spaces closest to Geary would be added on Funston, 14th, 23rd, 24th, and 26th avenues, consistent with best practices for parking management adjacent to commercial districts.

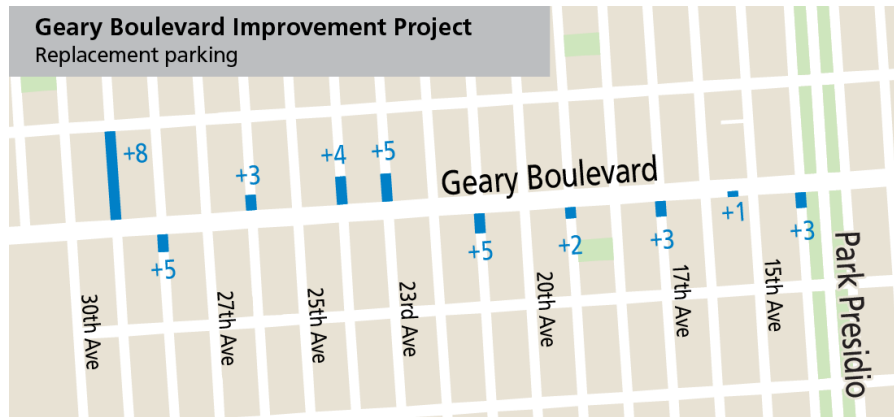


Figure 10: Replacement parking. (Note: one space shown on the south side of Geary between 15th and 16th Avenue indicates the shortening of the project proposal’s right-turn pocket in this location).

Other Improvements

- **Traffic signal upgrades** to modernize infrastructure at the end of its useful life, including new mast arms and larger signal heads that are easier to see. Signals would also be re-timed for optimal progression.

Parking and Traffic Legislation Proposals

The SFMTA proposes that the SFMTA Board approve the following parking and traffic modifications along Geary Boulevard between Stanyan Street and 34th Avenue to implement the Geary Boulevard Improvement Project.

- A. ESTABLISH – MUNI AND TAXI ONLY LANE AT ALL TIMES – Geary Boulevard, eastbound, from 33rd Avenue to 15th Avenue; Geary Boulevard, westbound, from 15th Avenue to 32nd Avenue
- B. ESTABLISH – SIDEWALK WIDENING – TOW-AWAY NO STOPPING ANY TIME, BUS ZONE – Geary Boulevard, south side, from 25th Avenue to 146 feet easterly (relocates bus stop; 7-foot-wide transit bulb); Geary Boulevard, north side, from 25th Avenue to 105 feet easterly (6-foot-wide transit bulb); Geary Boulevard, south side, from 20th Avenue to 146 feet easterly (relocates bus stop; 6-foot-wide transit bulb); Geary Boulevard, north side, from 20th Avenue to 146 feet westerly (relocates bus stop; 6-foot-wide transit bulb); Geary Boulevard, south side, from Park Presidio Boulevard to 183 feet easterly (across Funston Avenue; relocates bus stop; 8-foot-wide transit bulb with raised crosswalk); Geary Boulevard, north side, from Park Presidio Boulevard to 181 feet westerly (through 14th Avenue; extends bus stop; 8-foot-wide transit bulb with raised crosswalk); Geary Boulevard, south side, from 6th Avenue to 148 feet easterly (relocates bus stop; relocates passenger loading zone; 6-foot-wide transit bulb); Geary Boulevard, north side, from 6th Avenue to 132 feet westerly (relocates bus stop; 6-foot-wide transit bulb); Geary Boulevard, south side, from Arguello Boulevard to 132 feet easterly (extends bus stop; 5-foot-wide transit bulb)
- C. RESCIND – BUS ZONE – Geary Boulevard, south side, from 25th Avenue to 85 feet westerly; Geary Boulevard, south side, from 23rd Avenue to 68 feet westerly; Geary

- Boulevard, north side, from 22nd Avenue to 96 feet easterly; Geary Boulevard, south side, from 20th Avenue to 80 feet westerly; Geary Boulevard, north side, from 20th Avenue to 66 feet easterly; Geary Boulevard, south side, from 17th Avenue to 65 feet westerly; Geary Boulevard, south side, from 14th Avenue to Park Presidio Boulevard; Geary Boulevard, south side, from 12th Avenue to 81 feet westerly; Geary Boulevard, north side, from 12th Avenue to 78 feet easterly; Geary Boulevard, south side, from 6th Avenue to 106 feet westerly; Geary Boulevard, north side, from 6th Avenue to 80 feet easterly; Geary Boulevard, north side, from 3rd Avenue to 69 feet easterly
- D. ESTABLISH – BUS ZONE – Geary Boulevard, south side, from 32nd Avenue to 254 feet easterly (extends existing bus layover); Geary Boulevard, south side, from 28th Avenue to 100 feet westerly (extends existing bus zone); Geary Boulevard, north side, from 28th Avenue to 80 feet easterly (extends existing bus zone); Geary Boulevard, south side, from 23rd Avenue to 90 feet easterly (relocates bus zone); Geary Boulevard, north side, from 22nd Avenue to 88 feet westerly (relocates bus zone); Geary Boulevard, south side, from 17th Avenue to 102 feet easterly (relocates bus zone); Geary Boulevard, north side, from 17th Avenue to 100 feet easterly (extends bus zone); Geary Boulevard, south side, from 3rd Avenue to 117 feet westerly (extends bus zone); Geary Boulevard, north side, from 3rd Avenue to 107 feet westerly (relocates bus zone); Geary Boulevard, south side, from Stanyan Street to 107 feet westerly (extends bus zone)
- E. ESTABLISH – SIDEWALK WIDENING – NO STOPPING ANY TIME – Geary Boulevard, north side, from 30th Avenue to 18 feet westerly (6-foot-wide pedestrian bulb); 30th Avenue, east side, from Geary Boulevard to 18 feet northerly (4-foot-wide pedestrian bulb); Geary Boulevard, south side, from 30th Avenue to 19 feet easterly (6-foot-wide pedestrian bulb, shifts blue zone); Geary Boulevard, south side, from 29th Avenue to 20 feet westerly (6-foot-wide pedestrian bulb); Geary Boulevard, north side, from 29th Avenue to 17 feet easterly (6-foot-wide pedestrian bulb); 28th Avenue, west side, from Geary Boulevard to 17 feet southerly (4-foot-wide pedestrian bulb); Geary Boulevard, north side, from 27th Avenue to 16 feet easterly (6-foot-wide pedestrian bulb); Geary Boulevard, south side, from 27th Avenue to 18 feet westerly (6-foot-wide pedestrian bulb); 27th Avenue, west side, from Geary Boulevard to 14 feet northerly (4-foot-wide pedestrian bulb); 27th Avenue, east side, from Geary Boulevard to 20 feet southerly (4-foot-wide pedestrian bulb); Geary Boulevard, south side, from 25th Avenue to 26 feet westerly (6-foot-wide pedestrian bulb); Geary Boulevard, south side, from 22nd Avenue to 16 feet westerly (6-foot-wide pedestrian bulb); Geary Boulevard, north side, from 22nd Avenue to 16 feet easterly (6-foot-wide pedestrian bulb); Geary Boulevard, south side, from 12th Avenue to 16 feet westerly (6-foot-wide pedestrian bulb); Geary Boulevard, north side, from 12th Avenue to 15 feet easterly (6-foot-wide pedestrian bulb); Geary Boulevard, north side, from 11th Avenue to 15 feet easterly (6-foot-wide pedestrian bulb); Geary Boulevard, south side, from 6th Avenue to 15 feet westerly (6-foot-wide pedestrian bulb); Geary Boulevard, north side, from 6th Avenue to 13 feet easterly (6-foot-wide pedestrian bulb); Geary Boulevard, north side, from 4th Avenue to 18 feet westerly (6-foot-wide pedestrian bulb); Geary Boulevard, south side, from 4th Avenue

to 21 feet westerly (6-foot-wide pedestrian bulb); Geary Boulevard, north side, from 4th Avenue to 16 feet easterly (6-foot-wide pedestrian bulb); Geary Boulevard, south side, from 4th Avenue to 19 feet easterly (6-foot-wide pedestrian bulb); 4th Avenue, east side, from Geary Boulevard to 11 feet southerly (4-foot-wide pedestrian bulb); Geary Boulevard, north side, from 3rd Avenue to 18 feet easterly (6-foot-wide pedestrian bulb)

- F. ESTABLISH – RED ZONE – Geary Boulevard, south side, from 34th Avenue to 10 feet westerly; 34th Avenue, east side, from Geary Boulevard to 10 feet southerly; Geary Boulevard, south side, from 32nd Avenue to 18 feet westerly; 31st Avenue, west side, from Geary Boulevard to 5 feet northerly; 29th Avenue, west side, from Geary Boulevard to 30 feet northerly; 29th Avenue, west side, from Clement Street to 30 feet southerly; 28th Avenue, west side, from Geary Boulevard to 8 feet northerly; 28th Avenue, east side, from Geary Boulevard to 6 feet southerly; 28th Avenue, east side, from 88 feet to 101 feet southerly; 26th Avenue, west side, from 100 feet to 113 feet northerly; 26th Avenue, east side, from 45 feet to 48 feet north of Geary Boulevard; Geary Boulevard, south side, from 26th Avenue to 13 feet westerly; Geary Boulevard, north side, from 26th Avenue to 16 feet easterly; Geary Boulevard, south side, from 84 feet to 85 feet west of 25th Avenue; Geary Boulevard, south side, from 24th Avenue to 23 feet westerly; 24th Avenue, west side, from Geary Boulevard to 6 feet southerly; 24th Avenue, west side, from Geary Boulevard to 14 feet northerly; 24th Avenue, east side, from Geary Boulevard to 27 feet northerly; 24th Avenue, east side, from 193 feet to 197 feet north of Geary Boulevard; Geary Boulevard, north side, from 24th Avenue to 19 feet easterly; Geary Boulevard, south side, from 23rd Avenue to 14 feet westerly; 23rd Avenue, west side, from Geary Boulevard to 27 feet northerly; 23rd Avenue, west side, from 217 feet to 237 feet north of Geary Boulevard; 22nd Avenue, west side, from Geary Boulevard to 14 feet northerly; Geary Boulevard, north side, from 94 feet to 96 feet east of 22nd Avenue; Geary Boulevard, south side, from 21st Avenue to 16 feet westerly; 21st Avenue, west side, from Geary Boulevard to 9 feet northerly; 21st Avenue, east side, from Geary Boulevard to 5 feet southerly; 21st Avenue, east side, from 87 feet to 100 feet southerly; 20th Avenue, west side, from Geary Boulevard to 11 feet northerly; Geary Boulevard, south side, from 20th Avenue to 19 feet westerly; Geary Boulevard, north side, from 20th Avenue to 15 feet easterly; Geary Boulevard, south side, from 19th Avenue to 15 feet westerly; 19th Avenue, east side, from 93 feet to 113 feet south of Geary Boulevard; 19th Avenue, east side, from 137 feet to 142 feet south of Geary Boulevard; Geary Boulevard, south side, from 19th Avenue to 2 feet easterly; Geary Boulevard, north side, from 19th Avenue to 15 feet easterly; Geary Boulevard, south side, from 18th Avenue to 16 feet westerly; Geary Boulevard, north side, from 18th Avenue to 2 feet westerly; 18th Avenue, east side, from Geary Boulevard to 10 feet southerly; Geary Boulevard, south side, from 18th Avenue to 2 feet easterly; Geary Boulevard, north side, from 18th Avenue to 15 feet easterly; Geary Boulevard, south side, from 17th Avenue to 16 feet westerly; Geary Boulevard, north side, from 17th Avenue to 2 feet westerly; 17th Avenue, west side, from Geary Boulevard to 11 feet northerly; 17th Avenue, east side, from 95 feet to 107 feet south of Geary Boulevard; Geary Boulevard, south side, from

- 16th Avenue to 20 feet westerly; Geary Boulevard, north side, from 16th Avenue to 2 feet westerly; Geary Boulevard, north side, from 16th Avenue to 15 feet easterly; 16th Avenue, east side, from Geary Boulevard to 9 feet southerly; 16th Avenue, east side, from 85 feet to 89 feet north of Geary Boulevard; Geary Boulevard, north side, from 15th Avenue to 2 feet westerly; 15th Avenue, west side, from Geary Boulevard to 18 feet northerly; Geary Boulevard, south side, from 14th Avenue to 17 feet westerly; 14th Avenue, east side, from Geary Boulevard to 20 feet southerly; 14th Avenue, east side, from 81 feet to 86 feet southerly; 14th Avenue, west side, from 35 feet to 39 feet south of Geary Boulevard; 14th Avenue, east side, from 37 feet to 44 feet north of Geary Boulevard; Funston Avenue, west side, from Geary Boulevard to 6 feet southerly; Funston Avenue, west side, from 51 feet to 58 feet south of Geary Boulevard; Funston Avenue, west side, from Geary Boulevard to 10 feet northerly; Funston Avenue, east side, from Geary Boulevard to 5 feet northerly; Geary Boulevard, north side, from Funston Avenue to 23 feet easterly; 12th Avenue, west side, from Geary Boulevard to 7 feet northerly; Geary Boulevard, south side, from 11th Avenue to 15 feet westerly; Geary Boulevard, south side, from 10th Avenue to 10 feet westerly; Geary Boulevard, north side, from 10th Avenue to 3 feet westerly; 10th Avenue, west side, from Geary Boulevard to 8 feet northerly; Geary Boulevard, south side, from 8th Avenue to 18 feet westerly; 8th Avenue, west side, from Geary Boulevard to 13 feet northerly; Geary Boulevard, north side, from 8th Avenue to 16 feet easterly; Geary Boulevard, south side, from 7th Avenue to 18 feet westerly; 7th Avenue, west side, from Geary Boulevard to 9 feet northerly; 6th Avenue, west side, from Geary Boulevard to 9 feet northerly; 6th Avenue, west side, from 109 feet to 116 feet north of Geary Boulevard; 6th Avenue, west side, from 154 feet to 156 feet north of Geary Boulevard; Geary Boulevard, south side, from 5th Avenue to 21 feet westerly; Geary Boulevard, south side, from 5th Avenue to 2 feet easterly; 4th Avenue, west side, from Geary Boulevard to 4 feet northerly; 3rd Avenue, west side, from Geary Boulevard to 20 feet northerly; 3rd Avenue, west side, from 139 feet to 141 feet north of Geary Boulevard; Geary Boulevard, north side, from 125 feet to 128 feet east of 3rd Avenue; Geary Boulevard, south side, from 2nd Avenue to 22 feet westerly; Geary Boulevard, north side, from 2nd Avenue to 20 feet easterly; 2nd Avenue, west side, from Geary Boulevard to 8 feet northerly; Palm Avenue, west side, from Geary Boulevard to 7 feet northerly; Jordan Avenue, west side, from Geary Boulevard to 13 feet northerly; Stanyan Street, west side, from Geary Boulevard to 6 feet southerly; Stanyan Street, east side, from Geary Boulevard to 10 feet southerly
- G. ESTABLISH – BLUE ZONE – Geary Boulevard, north side, from 26th Avenue to 18 feet westerly; Geary Boulevard, north side, from 2 feet to 20 feet west of 25th Avenue; 24th Avenue, west side, from 6 feet to 24 feet south of Geary Boulevard; 19th Avenue, west side, from 5 feet to 25 feet south of Geary Boulevard; 19th Avenue, east side, from 5 feet to 23 feet north of Geary Boulevard; Geary Boulevard, north side, from 2 feet to 20 feet west of 18th Avenue; 17th Avenue, west side, from 7 feet to 29 feet south of Geary Boulevard; Geary Boulevard, north side, from 2 feet to 20 feet west of 16th Avenue; Geary Boulevard, north side, from 4 feet to 24 feet west of 7th Avenue

- H. ESTABLISH – ACCESSIBLE PASSENGER LOADING, AT ALL TIMES – 6th Avenue, west side, from 69 feet to 109 feet north of Geary Boulevard (4200 Geary Boulevard); Geary Boulevard, south side, from 21 feet to 92 feet west of 5th Avenue; Geary Boulevard, south side, from 152 feet to 221 feet east of Arguello Boulevard
- I. ESTABLISH – ACCESSIBLE PASSENGER LOADING, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – 7th Avenue, east side, from Geary Boulevard to 56 feet northerly; 5th Avenue, west side, from Geary Boulevard to 22 feet southerly #
- J. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 7:30 AM TO 9 AM AND 4 PM TO 6 PM, MONDAY THROUGH FRIDAY – Geary Boulevard, south side, from 84 feet to 126 feet east of 22nd Avenue (42-foot zone) (5727 Geary Boulevard) #
- K. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 7:30 AM TO 8:30 AM AND 2:30 PM TO 3:30 PM, SCHOOL DAYS – 26th Avenue, west side, from 77 feet to 100 feet north of Geary Boulevard (23-foot zone) (481 26th Avenue) #
- L. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 8:30 AM TO 9:30 AM AND 2 PM TO 4 PM, SCHOOL DAYS – 29th Avenue, west side, from 316 feet to 352 feet north of Geary Boulevard (36-foot zone) (450 30th Avenue) #
- M. ESTABLISH – WHITE ZONE, PASSENGER LOADING, DURING POSTED SERVICES – Geary Boulevard, north side, from 18 feet to 78 feet west of 26th Avenue (60-foot zone) (6210 Geary Boulevard) #
- N. ESTABLISH – GENERAL LOADING, 5-MINUTE TIME LIMIT, AT ALL TIMES – 3rd Avenue, west side, from 20 feet to 40 feet north of Geary Boulevard
- O. ESTABLISH – GENERAL LOADING, 5-MINUTE TIME LIMIT, 5 AM TO 7 PM, DAILY – 19th Avenue, east side, from 11 feet to 34 feet south of Geary Boulevard; 16th Avenue, west side, from 5 feet to 24 feet south of Geary Boulevard #
- P. ESTABLISH – GENERAL LOADING, 5-MINUTE TIME LIMIT, 11 AM TO 9 PM, DAILY – Geary Boulevard, south side, from 66 feet to 84 feet west of 25th Avenue; Geary Boulevard, south side, from 2 feet to 22 feet east of 18th Avenue; Geary Boulevard, north side, from 60 feet to 82 feet west of 17th Avenue; Geary Boulevard, south side, from 99 feet to 121 feet west of 12th Avenue; Geary Boulevard, north side, from 105 feet to 125 feet east of 3rd Avenue #
- Q. ESTABLISH – GENERAL LOADING, 5-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, north side, from 20 feet to 44 feet west of 25th Avenue; Geary Boulevard, north side, from 14 feet to 36 feet east of 22nd Avenue #
- R. ESTABLISH – GENERAL LOADING, 5-MINUTE TIME LIMIT, 6 PM TO 9 PM, MONDAY THROUGH FRIDAY, AND 10 AM TO 3 PM, SATURDAY THROUGH SUNDAY – Geary Boulevard, north side, from 49 feet to 89 feet east of 15th Avenue #
- S. ESTABLISH – GREEN METERED PARKING, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, south side, from 17 feet to 98 feet west of 27th Avenue; 26th Avenue, east side, from 8 feet to 26 feet south of Geary Boulevard; Geary Boulevard, north side, from 64 feet to 106 feet west of 25th Avenue; Geary Boulevard, south side, from 23 feet to 41 feet west of 24th Avenue; Geary Boulevard, north side, from 59 feet to 77 feet east of 24th Avenue;

- 22nd Avenue, east side, from 31 feet to 51 feet north of Geary Boulevard; Geary Boulevard, north side, from 36 feet to 56 feet east of 22nd Avenue; Geary Boulevard, south side, from 22 feet to 44 feet east of 22nd Avenue; 21st Avenue, east side, from 5 feet to 40 feet south of Geary Boulevard; 20th Avenue, west side, from 11 feet to 69 feet north of Geary Boulevard; Geary Boulevard, north side, from 53 feet to 75 feet east of 20th Avenue; Geary Boulevard, south side, from 33 feet to 55 feet west of 19th Avenue; Geary Boulevard, north side, from 3 feet to 21 feet west of 19th Avenue; 19th Avenue, east side, from 23 feet to 45 feet north of Geary Boulevard; 19th Avenue, east side, from 34 feet to 46 feet south of Geary Boulevard; Geary Boulevard, south side, from 40 feet to 62 feet east of 19th Avenue; Geary Boulevard, north side, from 15 feet to 33 feet east of 18th Avenue; Geary Boulevard, south side, from 16 feet to 34 feet west of 17th Avenue; 17th Avenue, east side, from 13 feet to 48 feet south of Geary Boulevard; Geary Boulevard, north side, from 102 feet to 140 feet west of 16th Avenue; 16th Avenue, east side, from 9 feet to 47 feet north of Geary Boulevard; 16th Avenue, east side, from 27 feet to 47 feet south of Geary Boulevard; Geary Boulevard, north side, from 2 feet to 20 feet west of 15th Avenue; Geary Boulevard, south side, from 99 feet to 78 feet west of 12th Avenue; 7th Avenue, west side, from 9 feet to 27 feet north of Geary Boulevard; Geary Boulevard, south side, from 42 feet to 86 feet west of 6th Avenue; 5th Avenue, west side, from 22 feet to 62 feet south of Geary Boulevard; 3rd Avenue, west side, from 40 feet to 60 feet north of Geary Boulevard; Geary Boulevard, north side, from 85 feet to 105 feet east of 3rd Avenue; Stanyan Street, west side, from 6 feet to 24 feet south of Geary Boulevard; Stanyan Street, east side, from 10 feet to 28 feet south of Geary Boulevard #
- T. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – 28th Avenue, east side, from 41 feet to 88 feet south of Geary Boulevard; Geary Boulevard, south side, from 98 feet to 160 feet west of 27th Avenue; Geary Boulevard, north side, from 78 feet to 158 feet west of 26th Avenue; Geary Boulevard, south side, from 13 feet to 69 feet west of 26th Avenue; 26th Avenue, west side, from 6 feet to 29 feet north of Geary Boulevard; 26th Avenue, west side, from 6 feet to 44 feet south of Geary Boulevard; 26th Avenue, east side, from 9 feet to 45 feet north of Geary Boulevard; 26th Avenue, east side, from 26 feet to 46 feet south of Geary Boulevard; Geary Boulevard, north side, from 16 feet to 74 feet east of 26th Avenue; Geary Boulevard, south side, from 26 feet to 66 feet west of 25th Avenue; 24th Avenue, westside, from 14 feet to 34 feet north of Geary Boulevard; 24th Avenue, westside, from 24 feet to 64 feet south of Geary Boulevard; 24th Avenue, eastside, from 16 feet to 34 feet south of Geary Boulevard; 24th Avenue, eastside, from 27 feet to 50 feet north of Geary Boulevard; Geary Boulevard, north side, from 2 feet to 142 feet west of 23rd Avenue; Geary Boulevard, south side, from 14 feet to 198 feet west of 23rd Avenue; 23rd Avenue, westside, from 27 feet to 50 feet north of Geary Boulevard; Geary Boulevard, north side, from 16 feet to 94 feet east of 23rd Avenue; Geary Boulevard, south side, from 128 feet to 226 feet east of 23rd Avenue; 22nd Avenue, east side, from 51 feet to 69 feet north of Geary Boulevard; Geary Boulevard, north side, from 56 feet to 94 feet east of 22nd Avenue; Geary Boulevard, north side, from 36 feet to 96 feet west of 21st Avenue; 21st Avenue, east

side, from 40 feet to 87 feet south of Geary Boulevard; Geary Boulevard, south side, from 53 feet to 181 feet east of 21st Avenue; 19th Avenue, west side, from 15 feet to 57 feet north of Geary Boulevard; Geary Boulevard, south side, from 16 feet to 176 feet west of 18th Avenue; 18th Avenue, east side, from 10 feet to 28 feet south of Geary Boulevard; 17th Avenue, east side, from 63 feet to 81 feet north of Geary Boulevard; 17th Avenue, east side, from 48 feet to 95 feet south of Geary Boulevard; 16th Avenue, east side, from 47 feet to 85 feet south of Geary Boulevard; Geary Boulevard, north side, from 20 feet to 42 feet west of 15th Avenue; Geary Boulevard, north side, from 82 feet to 240 feet west of 15th Avenue; 15th Avenue, west side, from 78 feet to 98 feet north of Geary Boulevard; 14th Avenue, west side, from 15 feet to 35 feet south of Geary Boulevard; 14th Avenue, east side, from Geary Boulevard to 26 feet northerly; Funston Avenue, west side, from 6 feet to 29 feet south of Geary Boulevard; Geary Boulevard, south side, from 16 feet to 78 feet west of 12th Avenue; Geary Boulevard, north side, from 15 feet to 51 feet east of 12th Avenue; 7th Avenue, west side, from 27 feet to 67 feet north of Geary Boulevard; Geary Boulevard, south side, from 86 feet to 106 feet west of 6th Avenue; 6th Avenue, west side, from 116 feet to 154 feet north of Geary Boulevard; Geary Boulevard, north side, from 36 feet to 80 feet east of 6th Avenue; 5th Avenue, west side, from 62 feet to 102 feet south of Geary Boulevard; 3rd Avenue, west side, from 60 feet to 139 feet north of Geary Boulevard; Geary Boulevard, north side, from 44 feet to 85 feet east of 3rd Avenue; Stanyan Street, west side, from 24 feet to 44 feet south of Geary Boulevard; Stanyan Street, east side, from 28 feet to 48 feet south of Geary Boulevard #

- U. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 10 AM TO 6 PM, MONDAY THROUGH FRIDAY, AND 9 AM TO 6 PM, SATURDAY – 6th Avenue, west side, from 9 feet to 69 feet north of Geary Boulevard; 6th Avenue, east side, from 10 feet to 50 feet north of Geary Boulevard #
- V. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 10 AM TO 3 PM, MONDAY THROUGH FRIDAY – Geary Boulevard, north side, from 49 feet to 89 feet east of 15th Avenue #
- W. ESTABLISH – COMPACT GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – 28th Avenue, west side, from 8 feet to 40 feet north of Geary Boulevard; Geary Boulevard, north side, from 10 feet to 82 feet east of 27th Avenue; Geary Boulevard, north side, from 96 feet to 112 feet west of 21st Avenue; Geary Boulevard, south side, from 63 feet to 79 feet west of 15th Avenue; 15th Avenue, east side, from 14 feet to 30 feet north of Geary Boulevard; Geary Boulevard, north side, from 14 feet to 30 feet east of 11th Avenue #
- X. ESTABLISH – 2-HOUR PARKING, 9:00 AM TO 6:00 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA N PERMITS – 14th Avenue, east side, from 20 feet to 81 feet south of Geary Boulevard #
- Y. ESTABLISH – MOTORCYCLE PARKING – 14th Avenue, west side, from 48 feet to 59 feet south of Geary Boulevard (two spaces with 2-foot red tip on each side) #
- Z. ESTABLISH – METERED MOTORCYCLE PARKING, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – 11th Avenue, west side, from 4 feet to 12 feet north of Geary Boulevard (2 spaces with 1 foot red zone on north end); Geary

- Boulevard, north side, from 160 feet to 178 feet east of 3rd Avenue (4 spaces with 2 foot red zone on each end) #
- AA. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, AT ALL TIMES – Geary Boulevard, south side, from 132 feet to 152 feet east of Arguello Boulevard
- BB. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 7 AM TO 6 PM, DAILY – Geary Boulevard, north side, from 104 feet to 144 feet west of 9th Avenue #
- CC. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, DAILY – Geary Boulevard, south side, from 19 feet to 59 feet west of 20th Avenue; Geary Boulevard, north side, from 15 feet to 53 feet east of 20th Avenue; Geary Boulevard, south side, from 55 feet to 95 feet west of 19th Avenue; Geary Boulevard, south side, from 15 feet to 42 feet west of 6th Avenue; Geary Boulevard, north side, from 18 feet to 44 feet east of 3rd Avenue #
- DD. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, north side, from 106 feet to 166 feet west of 25th Avenue; 22nd Avenue, east side, from 5 feet to 31 feet north of Geary Boulevard; 21st Avenue, east side, from 60 feet to 80 feet north of Geary Boulevard; Geary Boulevard, south side, from 17 feet to 39 feet west of 14th Avenue; Geary Boulevard, south side, from 107 feet to 137 feet west of Stanyan Street #
- EE. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY – Geary Boulevard, south side, from 10 feet to 48 feet east of 26th Avenue; Geary Boulevard, south side, from 16 feet to 54 feet west of 21st Avenue; Geary Boulevard, south side, from 13 feet to 53 feet east of 21st Avenue; Geary Boulevard, south side, from 2 feet to 40 feet east of 19th Avenue; Geary Boulevard, south side, from 96 feet to 156 feet west of 17th Avenue; Geary Boulevard, south side, from 20 feet to 58 feet west of 16th Avenue; Geary Boulevard, south side, from 10 feet to 32 feet west of 10th Avenue #
- FF. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 3 PM, MONDAY THROUGH FRIDAY – 15th Avenue, west side, from 18 feet to 56 feet north of Geary Boulevard; 21st Avenue, east side, from 80 feet to 100 feet north of Geary Boulevard #
- GG. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO NOON, MONDAY THROUGH FRIDAY – Geary Boulevard, south side, from 2 feet to 42 feet east of 24th Avenue; Geary Boulevard, north side, from 40 feet to 82 feet west of 15th Avenue #
- HH. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 7 AM TO 4 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, north side, from 2 feet to 40 feet west of 17th Avenue; 18th Avenue, east side, from 10 feet to 34 feet north of Geary Boulevard; 17th Avenue, east side, from 2 feet to 63 feet north of Geary Boulevard #

- II. ESTABLISH – YELLOW COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 7 AM TO 1 PM, MONDAY THROUGH SATURDAY – 3rd Avenue, east side, from 3 feet to 45 feet north of Geary Boulevard #
- JJ. ESTABLISH – YELLOW COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 3 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, south side, from 2 feet to 22 feet east of 22nd Avenue #
- KK. ESTABLISH – YELLOW COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 3 PM, MONDAY THROUGH FRIDAY – 2nd Avenue, east side, from 7 feet to 25 feet north of Geary Boulevard #
- LL. ESTABLISH – YELLOW COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY – Geary Boulevard, south side, from 15 feet to 35 feet west of 11th Avenue; Geary Boulevard, south side, from 18 feet to 37 feet west of 8th Avenue #
- MM. ESTABLISH – YELLOW COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – 11th Avenue, east side, from 14 feet to 33 feet south of Geary Boulevard #
- NN. ESTABLISH – YELLOW COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 4 PM, MONDAY THROUGH FRIDAY – 16th Avenue, east side, from 9 feet to 27 feet south of Geary Boulevard #
- OO. ESTABLISH – YELLOW COMMERCIAL LOADING ZONE, 9 AM TO NOON, SCHOOL DAYS – 23rd Avenue, west side, from 206 feet to 217 feet north of Geary Boulevard #
- PP. ESTABLISH – GENERAL LOADING, 5-MINUTE TIME LIMIT, 5 PM TO 11 PM, DAILY, AND 10 AM TO 3 PM, SATURDAY AND SUNDAY – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 5 PM, MONDAY THROUGH FRIDAY – Geary Boulevard, north side, from 21st Avenue to 36 feet westerly (meter #5702 is compact) #
- QQ. ESTABLISH – GENERAL LOADING, 5-MINUTE TIME LIMIT, 5 PM TO 10 PM, DAILY – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 5 PM, MONDAY THROUGH FRIDAY – Geary Boulevard, south side, from 90 feet to 128 feet east of 23rd Avenue #
- RR. ESTABLISH – GENERAL LOADING, 5-MINUTE TIME LIMIT, 12 PM TO 9 PM, DAILY – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO NOON, MONDAY THROUGH SATURDAY – Geary Boulevard, north side, from 15 feet to 53 feet east of 19th Avenue; Geary Boulevard, north side, from 13 feet to 36 feet east of 6th Avenue; Geary Boulevard, south side, from 2 feet to 20 feet east of Stanyan Street #
- SS. ESTABLISH – GENERAL LOADING, 5-MINUTE TIME LIMIT, 3 PM TO 9 PM, MONDAY THROUGH FRIDAY – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 3 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, north side, from 89 feet to 133 feet east of 15th Avenue #
- TT. ESTABLISH – GENERAL LOADING, 5-MINUTE TIME LIMIT, 9 AM TO 3 PM, SATURDAY AND SUNDAY – YELLOW 6-WHEEL COMMERCIAL METERED

- LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY – Geary Boulevard, north side, from 73 feet to 100 feet east of 21st Avenue #
- UU. RESCIND – ANGLED PARKING; ESTABLISH – PARALLEL PARKING – Geary Boulevard, north and south sides, from 28th Avenue to 15th Avenue
- VV. ESTABLISH – PERPENDICULAR PARKING – 29th Avenue, west side, from Geary Boulevard to Clement Street
- WW. ESTABLISH – NO STOPPING ANY TIME – 29th Avenue, east side, from Geary Boulevard to Clement Street; 14th Avenue, west side, from Geary Boulevard to 48 feet northerly; Funston Avenue, east side, from Geary Boulevard to 71 feet southerly
- XX. ESTABLISH – NO PARKING, 7:30 AM TO 8:00 AM AND 12:00 PM TO 3:05 PM, SCHOOL DAYS – 24th Avenue, westside, from Geary Boulevard to 34 feet northerly #
- YY. ESTABLISH – 45-DEGREE ANGLED FRONT-IN PARKING – 28th Avenue, east side, from 6 feet to 88 feet south of Geary Boulevard; 26th Avenue, west side, from 6 feet to 100 feet north of Geary Boulevard; 24th Avenue, eastside, from 27 feet to 193 feet north of Geary Boulevard; 23rd Avenue, westside, from 27 feet to 217 feet north of Geary Boulevard; 21st Avenue, east side, from 5 feet to 87 feet south of Geary Boulevard; 19th Avenue, eastside, from 11 feet to 93 feet south of Geary Boulevard; 17th Avenue, eastside, from 13 feet to 95 feet south of Geary Boulevard; 14th Avenue, east side, from Geary Boulevard to 37 feet northerly; Funston Avenue, westside, from 6 feet to 51 feet south of Geary Boulevard
- ZZ. ESTABLISH – ONE-WAY STREET – 14th Avenue, southbound, from Geary Boulevard to 48 feet northerly; Funston Avenue, northbound, from Geary Boulevard to 64 feet southerly
- AAA. ESTABLISH – TOW-AWAY NO STOPPING 6:30 AM TO 10 AM, MONDAY THROUGH FRIDAY – 6th Avenue, west side, from Geary Boulevard to 69 feet northerly #
- BBB. ESTABLISH – RIGHT TURN LANE, TOW-AWAY NO STOPPING 7 AM TO 10 AM AND 3 PM TO 6 PM, DAILY – Geary Boulevard, north side, from 49 feet to 89 feet east of 15th Avenue #
- CCC. ESTABLISH – RIGHT TURN LANE, TOW-AWAY NO STOPPING ANY TIME – Geary Boulevard, south side, from 33rd Avenue to 85 feet westerly; Geary Boulevard, south side, from 28th Avenue to 100 feet westerly; Geary Boulevard, north side, from 28th Avenue to 80 feet easterly; Geary Boulevard, south side, from 15th Avenue to 63 feet westerly; Geary Boulevard, south side, from Park Presidio Boulevard to 14th Avenue; Geary Boulevard, south side, from 9th Avenue to 111 feet westerly; Geary Boulevard, south side, from Stanyan Street to 107 feet westerly
- DDD. ESTABLISH – RIGHT TURN LANE, RIGHT LANE MUST TURN RIGHT, EXCEPT MUNI AND TAXIS – Geary Boulevard, eastbound, at 33rd Avenue
- EEE. ESTABLISH – NO LEFT TURN – Geary Boulevard, eastbound, at 27th Avenue; Geary Boulevard, westbound, at 26th Avenue; Geary Boulevard, westbound, at 23rd Avenue; Geary Boulevard, eastbound, at 22nd Avenue; Geary Boulevard, westbound, at 19th Avenue; Geary Boulevard, eastbound, at 18th Avenue; Geary Boulevard,

- westbound, at 12th Avenue; Geary Boulevard, eastbound, at 11th Avenue; Geary Boulevard, eastbound, at 8th Avenue; Geary Boulevard, westbound, at 4th Avenue
- FFF. ESTABLISH – NO LEFT TURN EXCEPT MUNI – Geary Boulevard, eastbound, at 33rd Avenue
- GGG. ESTABLISH – NO RIGHT TURN – Geary Boulevard, westbound, at 14th Avenue; Geary Boulevard, eastbound, at Funston Avenue
- HHH. ESTABLISH – NO TURN ON RED – Geary Boulevard, eastbound, at Park Presidio Boulevard; Geary Boulevard, westbound, at Park Presidio Boulevard
- III. RESCIND – CROSSWALK – 31st Avenue, west leg, at Geary Boulevard
- JJJ. ESTABLISH – RAISED CROSSWALK – Geary Boulevard, north leg, at 14th Avenue; Geary Boulevard, south leg, at Funston Avenue

Project Benefits and Impacts

A faster, more reliable bus trip

Figure 11 below summarizes travel time savings anticipated due to implementation of the project proposals. A 38 Geary rider traveling along the full project area roundtrip during commute hours would save about 5.5 minutes per day, or 22.7 hours saved per year.



Figure 11: Estimated travel time savings due to the project. All time savings are calculated for riders traveling roundtrip between 33rd Avenue and Stanyan Street during rush hour. For a 38R Rapid rider traveling during rush hour, the savings would be: 4.3 minutes per day and 17.8 hours per year. Annual savings is calculated with pre-COVID ridership, savings is estimated at 36,000 hours per year with current ridership.

Aligning street space with how the corridor is used

Over one third of people travel on Geary by bus, yet only 3% of the street is currently dedicated to transit between 15th and 25th avenues. If implemented, the project would better align the street space with how it’s used as shown in Figure 12. The number of 38 Geary riders is only expected to increase with housing and population growth in the Richmond and across the city.

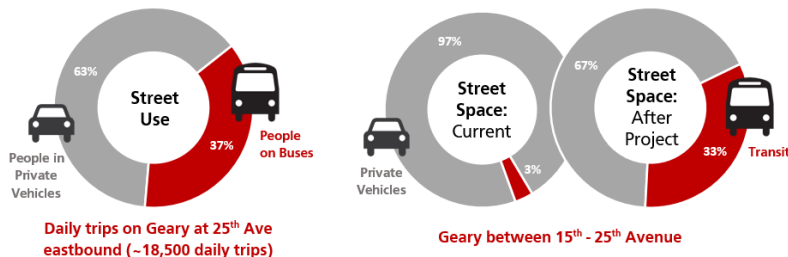


Figure 12: comparison of Geary Boulevard street use and street space: existing and proposed. Sources: People in private vehicles = Pre-COVID traffic daily inbound volumes at Geary and 25th Avenue from Geary BRT EIR/EIS.

People on Buses = SFMTA weekday load on 38 and 38R at Geary/25th Avenue in January/February 2020. Street space is estimated proportion of curb-to-curb space dedicated to transit (transit stops and transit lanes) vs. dedicated to general traffic (travel lanes, parking, loading). Note 24-hour Geary/25th Avenue vehicle trips weren't available for post-COVID period, although analysis of Geary/25th Avenue peak period traffic counts and bus loads found similar proportionality.

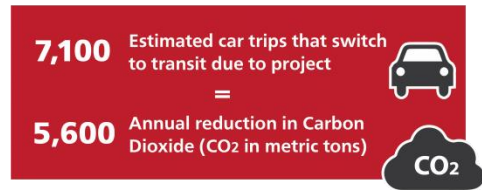
Reducing greenhouse gas emissions

Private vehicles are among the largest contributors to greenhouse gases. When more people choose to take transit instead of drive because buses are quick and reliable, there are significant environmental benefits. This project is forecast to reduce annual carbon dioxide emissions by about 5,600 metric tons (see Figure 13).

Parking impacts

Parking loss is a trade-off for better bus service and safer streets for people walking. The project team has studied every available option to minimize parking loss incurred by the project. The original project estimated 60 parking spaces removed for a center-running design and 140 spaces removed for a side-running design, while the current project proposals reduce net loss in parking to 31 spaces within the two-mile project limits. Table 1 shows parking loss due to the proposed project as well as net loss with additional replacement parking included, which averages to less than one space lost per block within the entire project area or 1.5 spaces lost per block within the Geary commercial core. Note that this table breaks down parking additions into “Previously Proposed Cross-street Parking Additions” from the Spring 2023 project proposals, and “Additional Parking” that was introduced in June 2023 in response to merchant feedback discussed further in the Stakeholder Engagement section below. The project’s net parking change represents a less than one percent reduction in area-wide parking supply within one block of the project area. Parking loss is about 30% due to transit lanes, 40% due to safety improvements, and 30% due to lengthening substandard bus stops/other transit improvements.

Reduced greenhouse gases:



Equivalent to CO₂ reduction from:



Figure 13: Forecast carbon dioxide reduction due to project. Source: SFCTA SF-CHAMP estimate for 2030

Table 1: Parking Impacts Due to Project Proposals

Corridor Segment	Estimated Public Parking Spaces in Area ¹	Parking Spaces on Geary Blvd	Parking Loss Due to Project Proposals		Previously Proposed Cross-Street Parking Additions	Additional parking	Net Parking Change	Net Parking Loss Per Block
			Total	Per Block				
34th Avenue – 25th Avenue	1,000	127	-13	-1.4	8	8	+3	+0.3

25th Avenue – Park Presidio	1,430	226	-39	-3.5	14	9	-16	-1.5
Park Presidio – Palm/Jordan	1,750	230	-18	-1.3	0	0	-18	-1.3
Total	4,180	583	-70	-2.1	22	17	-31	-0.9

¹ Public parking spaces within 1 block of Geary (Clement to Anza). SFCTA, 2018.

Project Delivery

The project would be delivered in three main phases as shown in Figure 14. Note that project construction would be coordinated with a separate project, SFPUC-sponsored critical water and sewer upgrades, to minimize overall construction disruption.

- Quick-Build (Fall 2023).** This phase would include installation of transit lanes, conversion of angled parking to parallel on Geary between 15th and 28th avenues, conversion of parallel parking to angled parking on some cross streets, bus stop changes, transit signal re-timing, retimed pedestrian signals to give people walking more time to cross the street, left-turn restrictions and other safety improvements, installed by SFMTA’s shops. The Quick-Build phase does not involve any excavation and would take about 1-2 days per block to implement lane striping and signage changes over the course of about 3 months.
- Underground conduits for fiber-optic cables (early 2025 to mid-2027).** Between 2025 and 2027, critical water and sewer upgrades will be undertaken by the SFPUC. These water and sewer upgrades will be subject to their own environmental review and approval by the SFPUC. SFMTA’s underground conduits for fiber-optic cables would be installed as a part of an SFPUC-managed contract and take place during SFPUC’s planned upgrades-
- SFMTA transit and safety improvements (mid-2026 to late 2027).** This phase would include pedestrian and bus bulb-outs, traffic signal upgrades, enhanced median refuges, roadway re-paving, and coloring transit lanes red. SFMTA is working with SF Public Works to manage the design and delivery of this phase of improvements.

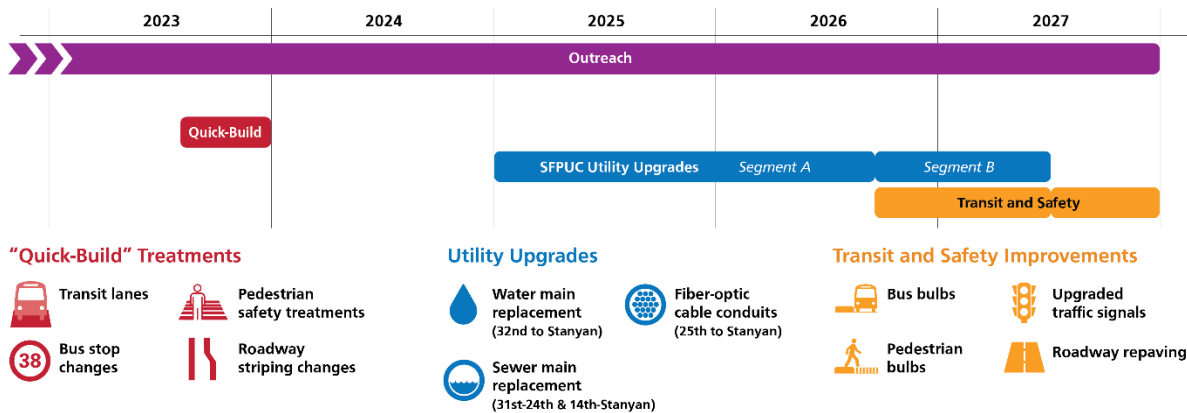


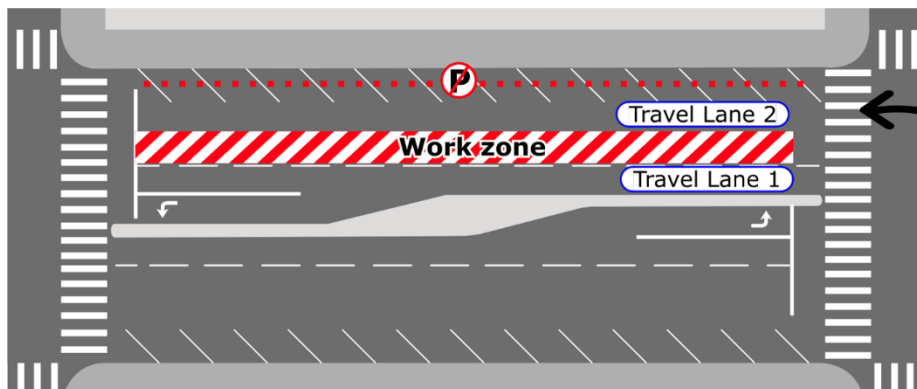
Figure 14: Tentative project schedule, including coordinated SFPUC-sponsored utility upgrades

Construction of SFPUC and SFMTA work would typically be limited to a few blocks at a time for a few months as work moves through the corridor. SFPUC and SFMTA construction is

projected to last for a combined duration of about 3 years, with about 15 months of that timeframe related to SFMTA work.

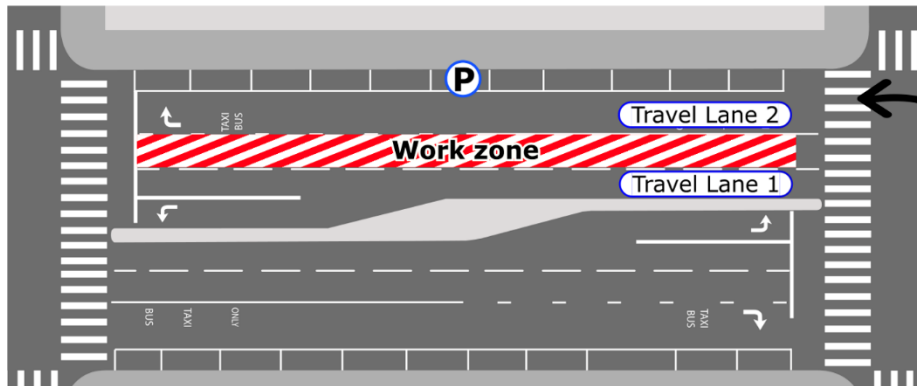
Installing transit lanes before SFPUC work would allow more parking to be retained during construction and help protect buses from delays during construction as illustrated in Figure 15. Currently, there are only two travel lanes per direction on most blocks between 28th and 15th avenues. By converting angled parking to parallel, an additional lane can be added. This would allow greater flexibility to maintain more on-street parking during construction.

Example street configuration during construction with angled parking



Angled parking lane would be used as a traffic lane during SFPUC construction.

Example street configuration during construction with parallel parking



With parallel parking, there would be enough room to keep both parking lane and traffic lane during most activities.

Figure 15: Example street configuration during construction with angled parking and with parallel parking. There would be multiple other configurations during construction not pictured in this diagram. Converting angled parking to parallel parking would help preserve more parking during SFPUC water and sewer construction. There would be times when the parking lane with parallel parking would need to be used during construction, but the amount of time it would be used would be less than with angled parking.

Construction Mitigation and Business Support

Project delivery would include a focused effort to mitigate construction impacts and support businesses during both the Quick-Build and full project construction phases. While the Quick-Build phase will create minimal construction impacts in short durations related to striping and painting activities, the project has planned for a Business Support element to mitigate the

impacts of parking loss that will be a result of the Quick-Build phase of the project. The SFMTA will help organize a Merchant Working Group open to all Geary merchants to co-create and implement a customized marketing campaign to support the Geary commercial district. The project has budgeted \$25,000 in direct marketing funds as well as staff time to prepare marketing materials and organize meetings with Geary merchants to decide on the direction of the campaign. Some examples of how this money could be spent include designing or printing business directories or placing ads on buses or in media outlets. We will share more information to merchants about this group’s formation later this year.

During the project’s full construction phase the SFMTA will partner with the SFPUC on a Business Support program that would include another marketing campaign using a similar approach to the one planned for the Quick-Build phase, including an additional \$25,000 in direct marketing funds. Additional support elements would include:

- SF Office of Economic and Workforce Development (OEWD) support by sending OEWD staff door to door to businesses to provide information about small business services owners may be eligible for, as well as conducting a merchant survey.
- Wayfinding signage to direct customers to businesses when active construction is underway on a given block.
- Banners for individual businesses whose frontage is obstructed due to construction.
- A community enhancement project feature to be defined during the design phase of the project to further increase the attractiveness of the Geary commercial corridor (potential examples could include gateway signage, string lighting, or other ideas developed by community stakeholders).

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 between 2021 and 2023. As shown in Table 2 below, there was a merchant loading survey and [two comprehensive rounds of outreach](#): the first focused on publicizing the proposed new side-running transit lane recommendation for the project area and soliciting higher-level feedback on project priorities and tradeoffs; and the second to publicize and seek feedback on detailed block-by-block project proposals. Finally, in summer 2023, there was additional outreach to Geary merchants to address concerns about parking and construction impacts.

Table 2: Project Outreach Design Phase Goals and Components

	Design Phase Outreach Goals	Main Outreach Components
Merchant Loading Survey (Spring 2021)	<ul style="list-style-type: none"> • Input on where curb space changes could improve access for businesses. 	Survey distributed via email, phone and door-to-door.
Outreach Round 1 (Fall 2021)	<ul style="list-style-type: none"> • Input on project priorities • Feedback on bus stop changes, transit lanes, parking, loading and safety issues 	Online open house, two pop-up events, virtual community meeting, stakeholder meetings, online and paper survey, surveys distributed in food packages for

	Design Phase Outreach Goals	Main Outreach Components
	<ul style="list-style-type: none"> Level of support for change from center-running to side-running transit lanes 	seniors/people from low-income households, direct radius mailing, posters along corridor and digital ads.
Outreach Round 2 (Spring 2022)	<ul style="list-style-type: none"> Specific input on draft detailed block-by-block design Level of support for evening/Sunday metering and parallel-to-angled parking conversion on some cross streets Feedback used to update and finalize draft detailed project design 	Online and paper survey, pop-up events, self-guided open houses, virtual office hours, door-to-door merchant outreach, direct radius mailing, posters along corridor, digital and print ads.
Geary Merchant Outreach (Summer 2023)	<ul style="list-style-type: none"> Inform merchants of increase in proposed replacement parking, planned marketing support for Geary businesses during Quick-Build, and provide more information about implementation and construction impacts and mitigations. 	Door-to-door outreach to Geary businesses between 15 th and 28 th avenues, direct email to Geary businesses, meeting with Geary merchant leadership.

The following is a comprehensive summary of outreach activities conducted. Note that the outreach activities included a mix of in-person and virtual activities. A significant virtual outreach component was included due to COVID considerations.

- 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 a total of 31 times, including ten times since the project team launched the process to conduct the detailed design of the side-running transit lane version of the project. At its most recent meeting on July 12, the Geary CAC passed a motion of support for the Geary Boulevard Improvement Project as proposed by staff, including Quick-Build implementation.
- [Project drawings.](#)** The project team prepared an eight-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, also available in Chinese and Russian, were used extensively during outreach activities.
- [Online Open House.](#)** An interactive, multi-lingual website was developed to share information and solicit feedback during Outreach Round 1.
- Virtual Community Presentation.** A virtual community presentation was held on September 15, 2021, as a part of Outreach Round 1. The meeting was open to all stakeholders, was advertised via mailers, posters, and email, and included a staff presentation as well as the opportunity to have project staff answer questions.
- Pop-up events.** The project team conducted five pop-up outreach events during different

phases of the outreach. While these events were advertised in advance, they were also held in locations that could attract passers-by in the corridor to stop to learn more and provide feedback. Pop-up events were held at the following times and locations:

- September 12, 2021 at the inbound Geary/20th Avenue bus stop
 - September 22, 2021 at the northeast corner of Geary and 17th Avenue
 - December 15, 2021 at the outbound bus shelter at Geary/Park Presidio Boulevard
 - March 15, 2022 at the inbound Geary/20th Avenue bus stop
 - August 8, 2023 at the Hummus Bodega Shared Space (southeast corner of Geary at 20th Avenue)
- **Virtual Office Hours.** Virtual office hours were held on March 17, 2022 to provide an opportunity for stakeholders to meet project staff online to answer any questions about the block-by-block project drawings and provide feedback during Outreach Round 2.
 - **Stakeholder meetings and presentations.** The project team conducted more than 40 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 group meetings with organized and informal groups.
 - **Two online and paper surveys.** Surveys were conducted during both of the major rounds of design phase outreach and translated into Chinese and Russian. The first survey asked neighbors about their general priorities for the Geary corridor, such as preference for transit improvements versus parking availability, and for feedback on proposed bus stop changes. The second survey asked for feedback on the detailed project design. Surveys were promoted via mailers, posters, and social media ads. In addition to an online option, print versions were made available at food distribution centers to seniors and people from low-income households; at pop-up events and self-guided open houses in the project area; and via door-to-door outreach to merchants along the Geary corridor.
 - **Door-to-door merchant outreach.** In Spring 2021, the project team conducted a merchant loading survey via email, phone and door-to-door to help identify where curb space changes, such as new commercial loading zones, additional short-term parking or passenger loading zones, could improve access to businesses. This input was used to inform the project's proposed curb space changes. In June 2023, the project team went door to door to businesses between 15th and 28th avenues to provide information on the proposed increase in replacement parking, the planned marketing support for Geary businesses during the Quick-Build phase, and provide more information about implementation and construction impacts and mitigations. During this effort, the project team had 98 conversations with merchant owners and staff and left materials at 94% of businesses⁴. Both rounds of merchant outreach included interpreters.

⁴Note that this excludes businesses that were vacant or under construction. In addition, it excludes businesses registered at a Geary address which team members could not access during door to door outreach due to reasons such as a resident operating a business from their residential unit, a real estate firm owning a residential or commercial property, businesses that have recently gone out of business or changed addresses, PO Boxes, etc.

- **Park Presidio/Geary-focused outreach.** As mentioned above, proposed bus bulbs at the Park Presidio outbound and re-located inbound bus stops would require right-turn restrictions to provide enough room on these unusually short block faces. The project team conducted a focused outreach effort to reach stakeholders within a couple blocks of this area to solicit feedback on two different options to improve bus operations and safety in this area. Strategies included a multilingual mailer, posters, door-to-door outreach, a pop-up meeting, and a survey.
- **Transit operator in-reach.** The project team worked to share information and receive input from 38 and 38R Geary transit operators. The team conducted a focus group with several veteran 38 Geary operators at the Islais Creek Division to seek feedback on proposed bus stop re-locations. The team also visited operators at the Flynn and Islais Creek Division Safety meetings to seek input on the project overall and the bus stop changes in particular.
- **Posters in the corridor.** Over 100 posters were placed in prominent locations along the corridor at key stages during the design phase. Multilingual posters were used to advertise Outreach Round 1 and Round 2 as well as to publicize the parking and traffic legislation decision-making milestone at this SFMTA Board meeting.
- **Website.** The project team maintained a project website at [SFMTA.com/ImproveGeary](https://www.sfmta.com/ImproveGeary) that provided comprehensive information about the project proposals and status. Blogs were posted to help spread awareness about the project and surveys.
- **Project emails.** The project team maintained an email and text list of over 10,000 subscribers that interested stakeholders could opt into to be provided notification of major project milestones and upcoming meetings. The public could also reach project staff through a publicized project email address: ImproveGeary@SFMTA.com.
- **Mailings.** The project team conducted three rounds of direct, multilingual mailings to more than 20,000 residents and merchants within two blocks of the project area to advertise Outreach Round 1 and Round 2 as well as to notify about the parking and traffic legislation decision-making milestone at this SFMTA Board meeting.
- **Advertisements.** Print and digital ads were placed in local newspapers (including a Chinese publication), social media and Spotify radio to promote the surveys and share information about the project.
- **Multilingual communication.** The project team translated communication materials into Chinese and Russian, including project drawings, surveys, posters, mailers, ads and website content. Non-English speaking stakeholders were also invited to request interpretation services for all public meetings.

As shown in Figure 16, about two-thirds of those who completed the Round 1 survey reported prioritizing better transit over more parking, including a majority of people who own cars.

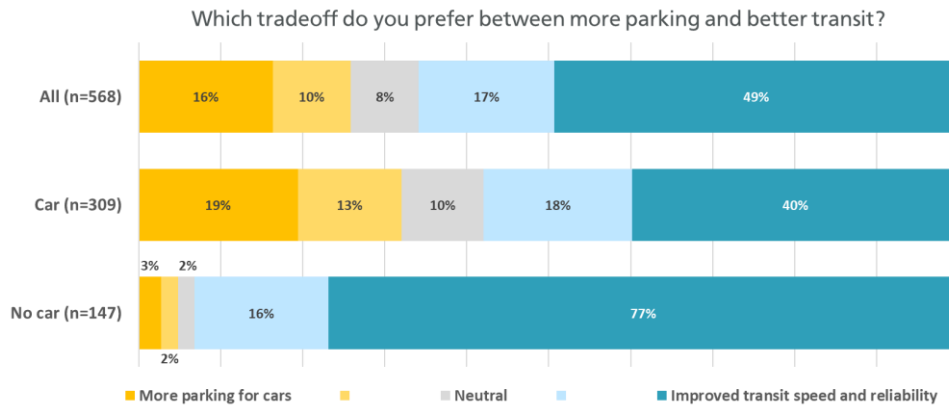


Figure 16: Results of Outreach Round 1 Survey Question on Parking vs. Transit Tradeoff (n=592)

In addition, as shown in Figure 17, about 64% of Outreach Round 1 survey respondents reported definitely or probably supporting the recommended side-running transit lane configuration in the corridor.

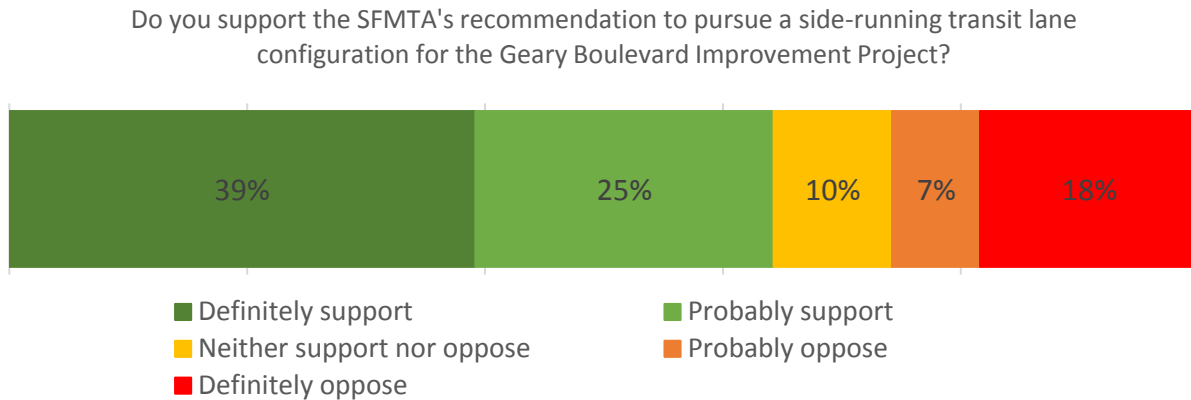


Figure 17: Results of Outreach Round 1 Survey Question on Support for Side-Running Transit Lane Configuration

More information on the feedback we heard during both rounds of outreach is available online:

- [Outreach Round 1 Summary](#)
- [Outreach Round 2 Summary](#)

Changes in Response to Feedback

- **Substantially decreased net parking loss by increasing parking on some cross streets.** During Outreach Round 1, while a majority of survey respondents indicated wanting to prioritize transit and safety over preserving parking, we also heard from many stakeholders and especially Geary merchants about the importance of preserving parking for customers who drive. In response, the project proposal to provide replacement parking on cross streets was introduced during Outreach Round 2 in Spring of 2022. In

addition, in Summer 2023, in response to continued merchant concern about parking loss, the number of replacement parking spaces was further increased to a total of 39 spaces, reducing net loss to 31 spaces across the two-mile project corridor.

- **Added new business support resources during Quick-Build implementation to the overall Project Business Support Plan.** While the project had originally planned to implement a business support program during the project’s capital construction phase, in response to concerns from merchants about business impacts due to reduced parking supply, the project has also committed to additional business support resources during Quick-Build implementation as described above.
- **Dropped two proposed bus stop re-locations (17th Avenue and 25th Avenue outbound stops).** While the majority of survey respondents indicated support for all of the proposed bus stop changes, some merchants expressed concerns that relocating these two outbound bus stops to the west side of the intersection could make access to adjacent businesses more difficult and would further reduce parking and loading on these high-activity blocks. Typical far-side bus stop travel time savings may not have been realized because of a higher likelihood of bus zone blocking due to the types of adjacent access needs. Additionally, at 25th Ave outbound, there would have been a lower likelihood of buses arriving on a green signal required for a far-side stop due to the break in traffic signal systems between 24th and 25th avenues. We dropped these proposals in favor of retaining the stops in their current locations, but included proposals to extend the bus zone lengths to meet Muni standards, thereby making it more likely the buses can pull over curbside to pick up and drop off passengers.
- **Removed evening and Sunday meter hours expansion from project proposals (although separate implementation citywide is being pursued).** During Outreach Round 2, we proposed introducing extended metering hours on Geary Boulevard on evenings and Sundays to help mitigate the impact of parking loss due to project proposals by encouraging turnover. We heard concerns from stakeholders about the impact such a policy could have on the relative competitiveness of the Geary merchant corridor compared to other corridors as well as concern about the timing of implementation. More recently, the [SFMTA has announced plans](#) to pursue this strategy citywide although this effort is currently on hold until the San Francisco Controller’s Office completes an economic study. According to the strategy’s phasing plan, the Geary commercial corridor would be among the last to have the policy take effect, with Geary (and cross streets) from Masonic Avenue to 7th Avenue in Phase Four and Geary (and cross streets) from 7th Avenue to 28th Avenue in Phase Five out of six phases of implementation, with implementation in these areas not likely to begin until 2024.
- **Introduced additional safety treatments, including left-turn restrictions.** During Outreach Round 1, several respondents cited the traffic collision rates on Geary and their experiences walking along the corridor and requested additional safety treatments, particularly regarding left-turns, which are responsible for 40% of traffic deaths in San Francisco. As a result, we introduced treatments for left-turns as part of the project proposals. After Outreach Round 2, we further revised these treatments to adjust the left-turn restrictions at 22nd and 23rd avenues based on feedback received.
- **Committed to reimburse costs for Geary Boulevard Shared Spaces impacted by the**

project. While there are a variety of concerns with the proposed conversion of angled parking to parallel to make room for transit lanes, one line of concern was specifically about the impact it would have to Shared Space structures that would need to re-build to fit a parallel parking configuration instead of an angled one. Therefore, at the end of Outreach Round 2, the project team announced that it would offer for the project to reimburse documented costs for rebuilds required as a direct result of implementation of the project. Shared Space owners have received information about the opportunity. As of July 2023, there are two Shared Spaces active in the angled parking portion that have applied to be a part of the Shared Spaces permanent program and would be eligible for the reimbursement (Joe's Ice Cream and Trad'r Sam). Other Shared Spaces in the angled portion of Geary have chosen to remove their Shared Space and not participate in the permanent program.

Additional Stakeholder Feedback

Some common areas of additional feedback included the following themes:

- **Support for transit and safety improvements and appreciation for other recent improvements via Geary Rapid and Geary Emergency Transit Lanes.** Many stakeholders have provided positive feedback throughout the planning process, noting that their experience riding along Geary has improved because of transit lanes and other improvements that have been implemented in the last few years and that they support moving forward with the project proposals. Similarly, the project's safety proposals resonated with many stakeholders who indicated that improving traffic safety was among their top priorities for the corridor.
- **Concern about proposed conversion of angled to parallel parking and parking loss.** The project team has fielded more concerns about this aspect of the project proposals than any other. Those expressing this concern indicate that it is a sensitive time for Geary merchant recovery, post-pandemic, and there is concern of a potential economic recession. Some customers and visitors cannot easily make their trips by other modes and are concerned that less parking along Geary Boulevard will make it more likely for customers to choose to patronize other commercial corridors or choose not to make the trip. In addition, some people find it easier to park in angled parking spaces than in parallel spaces.
- **Location-specific concerns with specific proposed bus stop re-locations or turn restrictions.** Typical of any comprehensive set of transit and safety proposals, the project team has received some focused concerns regarding specific locations where a bus stop re-location or turn restriction is proposed. It is typical that representatives of buildings fronting a proposed new bus stop location have concerns about the location of the transit shelter and the change in use of the curb space. Similarly, some proposed left-turn restrictions make it more difficult to access specific buildings. In each case, the project team conducted additional observations and/or analysis of the proposal, offered to meet with the stakeholders offering feedback, and made adjustments where feasible. Some of these location-specific concerns include:
 - **Re-location of 22nd Avenue Outbound Stop to Far Side:** the project team met with representatives from 5816 Geary, a mixed use building with ground-floor

retail and apartments, who were opposed to the project's proposed re-location of the 22nd Avenue local stop to the far-side of the intersection in front of their building. Stakeholders expressed concerns about the potential for increased noise and vibration as well as a decrease in personal security for their building with the new location. The project team continues to recommend re-locating this stop because it will improve transit speed and reliability. The project would construct a concrete bus pad at the new location to decrease the potential for noise and vibration impacts.

- **Re-location of 25th Avenue Inbound Stop to Far Side:** the project team received emails from three residents who live next to the proposed new location of the 25th Avenue inbound Rapid bus stop who were concerned about the decrease in parking, and potential increase in noise and vandalism associated with re-locating the stop. The two auto shops also shared concerns about pedestrians within their driveways. The project team conducted observations and researched similar configurations, and continues to recommend re-locating this stop because it will allow utilization of TSP technology here and improve transit speed and reliability. The project would construct a concrete bulbout and bus pad at the new location to decrease the potential for noise and vibration impacts and provide more space for people waiting.
- **Proposed Left-Turn Restriction on Geary westbound at 4th Avenue:** the project team met with representatives of SF Toyota about the proposed left-turn restriction on Geary westbound at 4th Avenue who were concerned that this restriction would decrease legibility for customers traveling between SF Toyota's two locations in the area. The project team analyzed an alternative suggested by SF Toyota to restrict the Geary westbound 3rd Avenue turn instead, but ultimately recommended keeping the proposal to restrict westbound left-turns at 4th Avenue because it achieves more safety benefits and minimizes transit delay.
- **Planning and outreach fatigue.** The project team received several comments regarding how long city agencies have been studying and seeking feedback about improvements along Geary Boulevard and request to move on to implementation promptly.
- **Concern about relative effectiveness of side-running versus center-running transit lanes.** Although as noted above, 64% of Outreach Round 1 survey respondents supported the recommended side-running transit lane configuration, some stakeholders are concerned about the greater potential for cars to intrude into the side-running transit lane and slow down the bus as compared to center-running bus lanes. The project proposals include elements to limit these intrusions, including coloring the transit lanes red which has been found to decrease violations by about 50% compared to non-colored lanes, as well as right-turn pockets and an updated curb plan that has been designed to provide adequate vehicle loading zones.
- **Appreciation for approach that minimizes construction disruption, continuing concern about construction impacts.** Many stakeholders expressed appreciation that a side-running transit lane project could be constructed with much fewer construction impacts than what would have been required for center-running transit lanes. Yet, because the project's construction phase will be coordinated with substantial SFPUC

water and sewer main construction, there remains concern about the overall duration of construction and impacts. The project team is working closely with the SFPUC on a joint construction mitigation program as described above. In addition, the project team has worked to inform stakeholders that construction would be limited to a few blocks at a time with work lasting a few months in an area, as work moves throughout the two-mile project limits.

- **Support for the climate benefits of the project proposals.** Given the number of climate-related emergencies that the Bay Area has experienced in recent years, from wildfires to flooding, the project team heard from numerous stakeholders wanting to improve transit to move away from modes like driving that contribute significantly to greenhouse gas emissions.

Ongoing Merchant Engagement

After Outreach Round 2 in Spring of 2022, the project team received a petition organized by the Greater Geary Merchant Association with 1,150 signatures that requested two things:

- 1) Not to convert angled parking to parallel parking
- 2) Not to introduce evening and Sunday metering hours along Geary Boulevard.

In addition, in February 2023, in response to merchant concerns, District 1 Supervisor Connie Chan expressed concerns about the timing of the project’s planned Quick-Build phase later this year and requested postponing the Quick-Build phase until 2026 in order to retain angled parking in the corridor for a longer period of time. She also requested restoring full transit service to the Geary corridor prior to implementing the project.

The Geary project team has worked to mitigate concerns raised by the Greater Geary Merchants and Supervisor Chan’s office regarding merchants’ concerns about parking loss and construction impacts. Table 3 summarizes key merchant concerns and project responses.

Table 3: Key merchant concerns and responses

Merchant concern	Project response
Minimize construction impacts	Design modified from center- to side-running, dramatically decreases construction impacts
Minimize parking loss due to transit lanes	Identified an additional 17 parking spaces to almost entirely mitigate the 18 attributable to new transit lanes
Minimize overall parking loss	Significantly decreased parking loss to an average net loss of <1 spaces per block, saving almost twice as much parking as original center-running design (-31 spaces vs. -60 spaces)
Help Geary merchants’ economic recovery	Project has committed to project-funded business support during both Quick-Build and full project construction
Location-specific feedback	Revised several project proposals in response to merchant feedback including dropping proposals to re-locate 17 th and 25 th Ave outbound stops, and changes to color curb plan

Help parklet owners in angled parking that would need to re-build into parallel parking footprint	Committed to cover costs to re-build directly impacted parklets
Delay implementation of Quick-Build project	Provided more information on Quick Build timing needs and benefits, and included a “Delayed Transit Lane Option” alternative for consideration by the SFMTA Board of Directors
Opposition to evening and Sunday metering as a part of the project	Project proposals were revised to drop evening and Sunday metering although this policy is still being pursued at a citywide scale

In response to these concerns, the project proposals were revised to drop evening and Sunday metering hours from the project proposals, although this policy is still being actively pursued at a citywide scale. There is no good design to retain angled parking and introduce a transit lane to the corridor (see more discussion in the Alternatives Considered section below). Because a continuous transit lane on Geary Boulevard is highly important to San Francisco’s transit goals, staff continue to recommend proceeding with converting angled parking to parallel. Instead, in response to continued concerns about parking loss from this element of the project proposals, in June 2023, the project team announced 17 additional replacement parking spaces in addition to the 22 previously planned. The 17 additional spaces are almost as many as the 18 that could be preserved by not converting angled parking to parallel parking. The project team has minimized net parking loss by only proposing the most important and effective treatments and by introducing and expanding the replacement parking planned for the project.

In addition, the project team has developed a second option that would delay some angled parking conversion and some transit lane implementation until utility work begins in early 2025 (discussed further in the Alternatives Considered section) for the SFMTA Board to consider, alongside the staff-recommended option to proceed with full transit lane implementation later this year as planned.

Regarding Supervisor Chan’s request to restore Geary transit service, the SFMTA currently operates the 38 local every eight minutes, the same frequency as prior to the pandemic. And 38R frequency was recently increased to run every six minutes, the same frequency that SFMTA operated Rapid service outside of peak hours pre-pandemic. While we are operating somewhat less 38R Rapid service during peak hours than pre-pandemic, we are now operating Rapid service for more hours per day than we were prior to the pandemic. That means that late at night and early in the morning, riders benefit from about 20% more service than prior to the pandemic. That’s because we’re responding to changing travel patterns after the pandemic with a focus on equity; we know that these late night and early morning hours of service are important for people traveling to or from shift work jobs that are more likely to be held by people from lower-income households.

With the current financial outlook impeding our ability to add service, we must use resources efficiently. To that end, we have prioritized Geary corridor resources for the 38R Geary Rapid

rather than restoring a 38X Geary Express service because the 38R is currently providing comparable travel times to what the 38 express services were providing prior to the pandemic and it serves more destinations and communities at more times of day. This allows us to provide more service that benefits more riders than using those same resources towards express service to downtown. In addition, the SFMTA launched the 1X California Express pilot in February 2023 which provides express service from the Richmond to the Financial District during the morning and afternoon commute hours. With a stop located at 33rd Avenue/Geary and stops along California Street two blocks from Geary, this provides an express service option that benefits some Geary riders. In addition, if the project generates enough travel time savings, we would re-invest it in more frequent Geary service.

ALTERNATIVES CONSIDERED

This section describes two different alternatives that were considered during the detailed design phase of the project. More extensive alternatives analysis of a variety of design options were considered as a part of the Geary BRT planning and environmental review phases.

Retaining Angled Parking and Installing a Transit Lane

While Geary Boulevard is wide, the public right-of-way is still constrained by the property lines of the stores and homes on each side of the street. There is limited space for sidewalks, parking, vehicle travel lanes and streetscape elements. It would be technically possible to reconstruct the street to free up space for a transit lane to exist alongside angled parking and two vehicle travel lanes by either removing the entire center median and all left-turn opportunities, or reducing the width of both the median and sidewalks. However, these designs are not recommended because they would make the street less safe and comfortable to travel on as a pedestrian or a vehicle driver. They would add additional costs and construction disruption to reconstruct the roadway and relocate existing utilities, streetlights and traffic signal infrastructure. There would also be traffic circulation challenges and the potential need to remove dozens of mature trees, among other impacts.

Delaying Implementation of Some Transit Lanes

As noted above, the project team received requests not to convert angled parking to parallel parking, as well as requests to delay the Quick-Build phase of the project. Staff recommend proceeding with the project's Quick-Build phase as planned later this year to:

- Act with urgency to decrease traffic injuries and deaths in the project area;
- Support the city's economic recovery by improving transit travel time, reliability and maintaining current service levels for 36,000 transit riders;
- Protect buses from delays and keep more on-street parking during SFPUC construction;
- Move forward with State grant-funded signal re-timing that must be spent by the end of 2023. This signal retiming would help keep buses and cars moving with improved signal synchronization, and provide more time for pedestrians to cross the street; and
- Ensure traffic will flow smoother and more predictably by moving the bus out of the traffic lane and giving general traffic their own two travel lanes.

While not recommended by staff, the project team has developed a Delayed Transit Lane Option that would proceed with a Quick-Build phase later this year as planned but defer implementation of some transit lanes until the start of SFPUC water and sewer construction anticipated in early 2025. As shown in Figure 18 below, implementation of transit lanes along ten block faces would be delayed in this option, thereby delaying the loss of 18 parking spaces. Blocks that would be implemented during Quick-Build later this year are primarily locations where the parallel configuration would yield more parking spaces than angled (such as blocks with relocated bus stops). All other scope, such as safety treatments and bus stop changes, would proceed as a part of Quick-Build implementation planned later this year. If the SFMTA Board of Directors chooses this option, the SFMTA would still move forward with evening and Sunday meter hours expansion as identified in the citywide meter hours expansion phasing plan, subject to the findings of the Controller’s Office economic study.

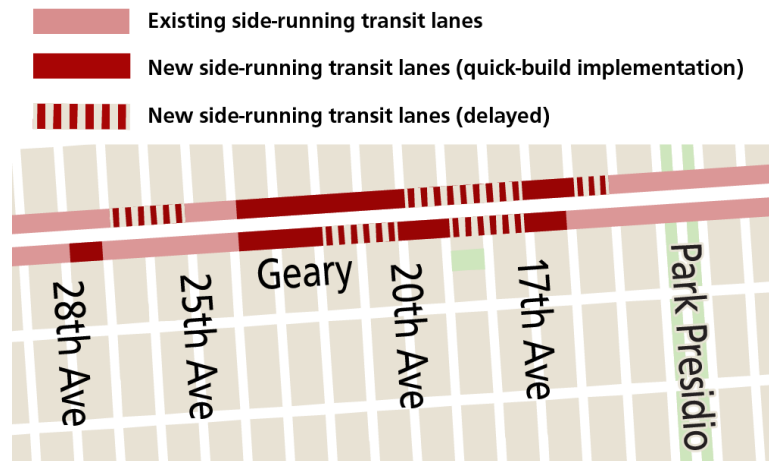


Figure 18: Delayed Transit Lane Option

As shown in Figure 18, under the Delayed Transit Lane Option, transit lane implementation would be delayed on the following blocks: Geary Boulevard between 15th and 16th avenues, 17th and 20th avenues, and 25th and 27th avenues in the outbound direction; and Geary Boulevard between 22nd and 20th avenues and 19th and 17th avenues in the inbound direction.

Table 4: Comparison of staff recommended option vs delayed transit lane option

	Option 1: Staff Recommendation	Option 2: Delayed Implementation of Transit Lanes in Some Locations	
Geary bus rider travel time savings	22.7 hours – yearly travel time savings for a daily 38 rider 57,000 hours – total yearly savings for all 38 + 38R riders	15.7 hours – yearly travel time savings for a daily 38 rider 38,000 hours – total yearly savings for all 38 + 38R riders	- 10.5 hours – lost savings for a daily 38 rider over ~18 month delay -28,500 hours – lost savings for 38 and 38R riders over ~18 month delay

Parking impacts	- 31 spaces total net change - 0.9 /block – entire project area - 1.5 /block – Geary commercial core	- 13 spaces total net change - 0.4 spaces /block – entire project area - 0.5 spaces/block – Geary commercial core	+ 18 spaces saved for ~18 months
SFMTA staff work	Minimizes need for re-work by SFMTA field shops and related staff work	+~ 600 hours of additional staff work by SFMTA field shops and related staff work	
Cost	~ \$1.7M including staff time and materials for Quick-Build implementation	+ \$200k (staff time plus direct costs for additional mailer, signage to inform of transit lane implementation)	
Legibility	Implementation of continuous transit lanes is easier for the public and bus operators to understand/navigate	Implementation of discontinuous transit lanes is more difficult for the public and bus operators to understand/navigate and creates need to adjust a second time after full implementation	
Shared Spaces	Shared Spaces that applied to be in the permanent program (Joe’s Ice Cream, Trad’r Sams) could utilize project funds to cover their required rebuild	Shared Spaces that applied to be in the permanent program (Joe’s Ice Cream, Trad’r Sams) would have to cover their own cost to rebuild in compliance with the permanent program requirements (~\$20,000 each) and would then need to re-build a second time in ~2025 (project funds would cover)	

As shown in Table 4, this option would result in a net loss of transit benefits (up to 10.5 hours for a daily 38 rider over the course of an ~18 month delay) as well as create about 600 additional hours of staff work, about \$200,000 in additional costs, detract from the overall legibility of transit lanes in the corridor, and prompt the potential need for affected Shared Spaces to rebuild their structures twice, in order to delay the loss of 18 parking spaces for about 18 months. The SFMTA Board is asked to provide direction on whether to move forward with this Delayed Transit Lane option or to proceed with the staff recommendation to implement the full Quick-Build scope this year.

FUNDING IMPACT

The cost of the Geary Boulevard Improvement Project is estimated at \$48 million, currently planned to be funded by the grants and bonds shown in Table 5 below. Note that the Delayed Transit Lane Option would increase project costs by about \$200,000 but would be covered within the project’s contingency budget.

Table 5: Current Funding Plan*

	Design	Quick Build	Full Construction	Total
Proposition K Transportation Sales Tax	\$1,768,000	-	-	\$1,768,000
Proposition A General Obligation Bond	\$2,382,000	\$ 1,700,000	\$603,000	\$4,685,000
Proposition B Population Baseline	\$1,890,000	-	\$7,573,000	\$9,463,000
Academy of Art Fair Share Fee	\$110,000	-	\$1,365,000	\$1,475,000
Transportation Sustainability Fee	-	-	\$1,109,000	\$1,109,000
CalSTA Cap & Trade TIRCP Grant	-	-	\$29,500,000	\$29,500,000

TOTAL	\$6,150,000	\$ 1,700,000	\$40,150,000	\$48,000,000
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*Figures rounded to nearest thousand

ENVIRONMENTAL REVIEW

CEQA provides a statutory exemption from environmental review for transit prioritization projects; projects for the designation and conversion of general purpose lanes to high-occupancy vehicle lanes or bus-only lanes, or highway shoulders to part-time transit lanes, for use either during peak congestion hours or all day on highways with existing public transit service or where a public transit agency will be implementing public transit service as identified in a short range transit plan; projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians within the public right-of-way; pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right-of-way; and the maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with project types as described, pursuant to Public Resources Code Section 21080.25.

The Planning Department determined on July 21, 2023, that the proposed Geary Boulevard Improvement Project (Case Number 2023-002038ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25, regardless of whether the SFMTA Board of Directors approves Option 1 or 2

The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31, regardless of whether the SFMTA Board of Directors approves Option 1 or 2.

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://sfplanninggis.org/pim/?tab=Planning+Applications&search=2023-002038ENV> 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 has reviewed this report.

Final SFMTA Decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Information about the review process can be found at:

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

RECOMMENDATION

Amend Transportation Code Division II, Section 601 to designate Muni and Taxi transit-only lanes on Geary Boulevard, eastbound (inbound) from 33rd Avenue to 15th Avenue; and Geary Boulevard, westbound (outbound) from 15th Avenue to 32nd Avenue; approve related parking and traffic modifications, as set forth in items A through JJJ; and decide on the timing of project implementation: (a) approve the project and direct the Director of Transportation to implement all Quick-Build phase improvements, including transit lanes, anticipated around fall 2023 and implement other capital

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improvements, anticipated 2025 to late 2027, as recommended by staff; or (b) approve the project, including all Quick Build and capital improvements, but direct the Director of Transportation to delay implementation of transit lanes on the following blocks until the start of San Francisco Public Utilities Commission water and sewer construction in the Geary project area anticipated to begin in early 2025: Geary Boulevard between 15th and 16th avenues, 17th and 20th avenues, and 25th and 27th avenues in the outbound direction; and Geary Boulevard between 22nd and 20th avenues and 19th and 17th avenues in the inbound direction.

OPTION 1: STAFF RECOMMENDATION

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, the Geary corridor is one of the busiest bus corridors in the country, with corridor ridership recently as high as 56,000 pre-pandemic and currently at about 36,000; and

WHEREAS, the first phase of Geary transit and safety improvements east of Stanyan Street was completed on schedule in fall 2021 and resulted in significant transit and safety improvements, including up to 18% faster bus travel times, a 37% improvement in transit reliability, and an 81% reduction in excessive speeding by private vehicles; and

WHEREAS, gaps in existing Geary corridor transit lanes, substandard bus zones, and near-side bus stops all contribute to slower, less reliable travel time, degrade the Muni rider experience, and make the boarding experience less comfortable, especially for seniors and riders with disabilities; and

WHEREAS, on average one person walking is injured in a traffic collision within the project area each month and the project limits are a part of San Francisco's High-Injury network with a disproportionately higher collision rate; and

WHEREAS, side-running transit lanes have the ability to accelerate transit and safety benefits, limit construction disruption, preserve transit operational flexibility, improve cost effectiveness, and avoid center median tree removal as compared to center-running transit lanes, and these positive results are evidenced in the transit lanes implemented east of Stanyan Street and via the Geary Emergency Transit Lanes project; and

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) has proposed the installation of parking and traffic modifications along Geary Boulevard between Stanyan Street and 34th Avenue to implement the Geary Boulevard Improvement Project as follows:

- A. ESTABLISH – MUNI AND TAXI ONLY LANE AT ALL TIMES – Geary Boulevard, eastbound, from 33rd Avenue to 15th Avenue; Geary Boulevard, westbound, from 15th Avenue to 32nd Avenue
- B. ESTABLISH – SIDEWALK WIDENING – TOW-AWAY NO STOPPING ANY TIME, BUS ZONE – Geary Boulevard, south side, from 25th Avenue to 146 feet easterly (relocates bus stop; 7-foot-wide transit bulb); Geary Boulevard, north side, from 25th Avenue to 105 feet easterly (6-foot-wide transit bulb); Geary Boulevard, south side, from 20th Avenue to 146 feet easterly (relocates bus stop; 6-foot-wide transit bulb); Geary Boulevard, north side, from 20th Avenue to 146 feet westerly (relocates bus stop; 6-foot-wide transit bulb); Geary Boulevard, south side, from Park

- Presidio Boulevard to 183 feet easterly (across Funston Avenue; relocates bus stop; 8-foot-wide transit bulb with raised crosswalk); Geary Boulevard, north side, from Park Presidio Boulevard to 181 feet westerly (through 14th Avenue; extends bus stop; 8-foot-wide transit bulb with raised crosswalk); Geary Boulevard, south side, from 6th Avenue to 148 feet easterly (relocates bus stop; relocates passenger loading zone; 6-foot-wide transit bulb); Geary Boulevard, north side, from 6th Avenue to 132 feet westerly (relocates bus stop; 6-foot-wide transit bulb); Geary Boulevard, south side, from Arguello Boulevard to 132 feet easterly (extends bus stop; 5-foot-wide transit bulb)
- C. RESCIND – BUS ZONE – Geary Boulevard, south side, from 25th Avenue to 85 feet westerly; Geary Boulevard, south side, from 23rd Avenue to 68 feet westerly; Geary Boulevard, north side, from 22nd Avenue to 96 feet easterly; Geary Boulevard, south side, from 20th Avenue to 80 feet westerly; Geary Boulevard, north side, from 20th Avenue to 66 feet easterly; Geary Boulevard, south side, from 17th Avenue to 65 feet westerly; Geary Boulevard, south side, from 14th Avenue to Park Presidio Boulevard; Geary Boulevard, south side, from 12th Avenue to 81 feet westerly; Geary Boulevard, north side, from 12th Avenue to 78 feet easterly; Geary Boulevard, south side, from 6th Avenue to 106 feet westerly; Geary Boulevard, north side, from 6th Avenue to 80 feet easterly; Geary Boulevard, north side, from 3rd Avenue to 69 feet easterly
- D. ESTABLISH – BUS ZONE – Geary Boulevard, south side, from 32nd Avenue to 254 feet easterly (extends existing bus layover); Geary Boulevard, south side, from 28th Avenue to 100 feet westerly (extends existing bus zone); Geary Boulevard, north side, from 28th Avenue to 80 feet easterly (extends existing bus zone); Geary Boulevard, south side, from 23rd Avenue to 90 feet easterly (relocates bus zone); Geary Boulevard, north side, from 22nd Avenue to 88 feet westerly (relocates bus zone); Geary Boulevard, south side, from 17th Avenue to 102 feet easterly (relocates bus zone); Geary Boulevard, north side, from 17th Avenue to 100 feet easterly (extends bus zone); Geary Boulevard, south side, from 3rd Avenue to 117 feet westerly (extends bus zone); Geary Boulevard, north side, from 3rd Avenue to 107 feet westerly (relocates bus zone); Geary Boulevard, south side, from Stanyan Street to 107 feet westerly (extends bus zone)
- E. ESTABLISH – SIDEWALK WIDENING – NO STOPPING ANY TIME – Geary Boulevard, north side, from 30th Avenue to 18 feet westerly (6-foot-wide pedestrian bulb); 30th Avenue, east side, from Geary Boulevard to 18 feet northerly (4-foot-wide pedestrian bulb); Geary Boulevard, south side, from 30th Avenue to 19 feet easterly (6-foot-wide pedestrian bulb, shifts blue zone); Geary Boulevard, south side, from 29th Avenue to 20 feet westerly (6-foot-wide pedestrian bulb); Geary Boulevard, north side, from 29th Avenue to 17 feet easterly (6-foot-wide pedestrian bulb); 28th Avenue, west side, from Geary Boulevard to 17 feet southerly (4-foot-wide pedestrian bulb); Geary Boulevard, north side, from 27th Avenue to 16 feet easterly (6-foot-wide pedestrian bulb); Geary Boulevard, south side, from 27th Avenue to 18 feet westerly (6-foot-wide pedestrian bulb); 27th Avenue, west side, from Geary Boulevard to 14 feet northerly (4-foot-wide pedestrian bulb); 27th Avenue, east side, from Geary Boulevard to 20 feet southerly (4-foot-wide pedestrian bulb); Geary

- Boulevard, south side, from 25th Avenue to 26 feet westerly (6-foot-wide pedestrian bulb); Geary Boulevard, south side, from 22nd Avenue to 16 feet westerly (6-foot-wide pedestrian bulb); Geary Boulevard, north side, from 22nd Avenue to 16 feet easterly (6-foot-wide pedestrian bulb); Geary Boulevard, south side, from 12th Avenue to 16 feet westerly (6-foot-wide pedestrian bulb); Geary Boulevard, north side, from 12th Avenue to 15 feet easterly (6-foot-wide pedestrian bulb); Geary Boulevard, north side, from 11th Avenue to 15 feet easterly (6-foot-wide pedestrian bulb); Geary Boulevard, south side, from 6th Avenue to 15 feet westerly (6-foot-wide pedestrian bulb); Geary Boulevard, north side, from 6th Avenue to 13 feet easterly (6-foot-wide pedestrian bulb); Geary Boulevard, north side, from 4th Avenue to 18 feet westerly (6-foot-wide pedestrian bulb); Geary Boulevard, south side, from 4th Avenue to 21 feet westerly (6-foot-wide pedestrian bulb); Geary Boulevard, north side, from 4th Avenue to 16 feet easterly (6-foot-wide pedestrian bulb); Geary Boulevard, south side, from 4th Avenue to 19 feet easterly (6-foot-wide pedestrian bulb); 4th Avenue, east side, from Geary Boulevard to 11 feet southerly (4-foot-wide pedestrian bulb); Geary Boulevard, north side, from 3rd Avenue to 18 feet easterly (6-foot-wide pedestrian bulb)
- F. ESTABLISH – RED ZONE – Geary Boulevard, south side, from 34th Avenue to 10 feet westerly; 34th Avenue, east side, from Geary Boulevard to 10 feet southerly; Geary Boulevard, south side, from 32nd Avenue to 18 feet westerly; 31st Avenue, west side, from Geary Boulevard to 5 feet northerly; 29th Avenue, west side, from Geary Boulevard to 30 feet northerly; 29th Avenue, west side, from Clement Street to 30 feet southerly; 28th Avenue, west side, from Geary Boulevard to 8 feet northerly; 28th Avenue, east side, from Geary Boulevard to 6 feet southerly; 28th Avenue, east side, from 88 feet to 101 feet southerly; 26th Avenue, west side, from 100 feet to 113 feet northerly; 26th Avenue, east side, from 45 feet to 48 feet north of Geary Boulevard; Geary Boulevard, south side, from 26th Avenue to 13 feet westerly; Geary Boulevard, north side, from 26th Avenue to 16 feet easterly; Geary Boulevard, south side, from 84 feet to 85 feet west of 25th Avenue; Geary Boulevard, south side, from 24th Avenue to 23 feet westerly; 24th Avenue, west side, from Geary Boulevard to 6 feet southerly; 24th Avenue, west side, from Geary Boulevard to 14 feet northerly; 24th Avenue, east side, from Geary Boulevard to 27 feet northerly; 24th Avenue, east side, from 193 feet to 197 feet north of Geary Boulevard; Geary Boulevard, north side, from 24th Avenue to 19 feet easterly; Geary Boulevard, south side, from 23rd Avenue to 14 feet westerly; 23rd Avenue, west side, from Geary Boulevard to 27 feet northerly; 23rd Avenue, west side, from 217 feet to 237 feet north of Geary Boulevard; 22nd Avenue, west side, from Geary Boulevard to 14 feet northerly; Geary Boulevard, north side, from 94 feet to 96 feet east of 22nd Avenue; Geary Boulevard, south side, from 21st Avenue to 16 feet westerly; 21st Avenue, west side, from Geary Boulevard to 9 feet northerly; 21st Avenue, east side, from Geary Boulevard to 5 feet southerly; 21st Avenue, east side, from 87 feet to 100 feet southerly; 20th Avenue, west side, from Geary Boulevard to 11 feet northerly; Geary Boulevard, south side, from 20th Avenue to 19 feet westerly; Geary Boulevard, north side, from 20th Avenue to 15 feet easterly; Geary Boulevard, south side, from 19th Avenue to 15 feet westerly; 19th

Avenue, east side, from 93 feet to 113 feet south of Geary Boulevard; 19th Avenue, east side, from 137 feet to 142 feet south of Geary Boulevard; Geary Boulevard, south side, from 19th Avenue to 2 feet easterly; Geary Boulevard, north side, from 19th Avenue to 15 feet easterly; Geary Boulevard, south side, from 18th Avenue to 16 feet westerly; Geary Boulevard, north side, from 18th Avenue to 2 feet westerly; 18th Avenue, east side, from Geary Boulevard to 10 feet southerly; Geary Boulevard, south side, from 18th Avenue to 2 feet easterly; Geary Boulevard, north side, from 18th Avenue to 15 feet easterly; Geary Boulevard, south side, from 17th Avenue to 16 feet westerly; Geary Boulevard, north side, from 17th Avenue to 2 feet westerly; 17th Avenue, west side, from Geary Boulevard to 11 feet northerly; 17th Avenue, east side, from 95 feet to 107 feet south of Geary Boulevard; Geary Boulevard, south side, from 16th Avenue to 20 feet westerly; Geary Boulevard, north side, from 16th Avenue to 2 feet westerly; Geary Boulevard, north side, from 16th Avenue to 15 feet easterly; 16th Avenue, east side, from Geary Boulevard to 9 feet southerly; 16th Avenue, east side, from 85 feet to 89 feet north of Geary Boulevard; Geary Boulevard, north side, from 15th Avenue to 2 feet westerly; 15th Avenue, west side, from Geary Boulevard to 18 feet northerly; Geary Boulevard, south side, from 14th Avenue to 17 feet westerly; 14th Avenue, east side, from Geary Boulevard to 20 feet southerly; 14th Avenue, east side, from 81 feet to 86 feet southerly; 14th Avenue, west side, from 35 feet to 39 feet south of Geary Boulevard; 14th Avenue, east side, from 37 feet to 44 feet north of Geary Boulevard; Funston Avenue, west side, from Geary Boulevard to 6 feet southerly; Funston Avenue, west side, from 51 feet to 58 feet south of Geary Boulevard; Funston Avenue, west side, from Geary Boulevard to 10 feet northerly; Funston Avenue, east side, from Geary Boulevard to 5 feet northerly; Geary Boulevard, north side, from Funston Avenue to 23 feet easterly; 12th Avenue, west side, from Geary Boulevard to 7 feet northerly; Geary Boulevard, south side, from 11th Avenue to 15 feet westerly; Geary Boulevard, south side, from 10th Avenue to 10 feet westerly; Geary Boulevard, north side, from 10th Avenue to 3 feet westerly; 10th Avenue, west side, from Geary Boulevard to 8 feet northerly; Geary Boulevard, south side, from 8th Avenue to 18 feet westerly; 8th Avenue, west side, from Geary Boulevard to 13 feet northerly; Geary Boulevard, north side, from 8th Avenue to 16 feet easterly; Geary Boulevard, south side, from 7th Avenue to 18 feet westerly; 7th Avenue, west side, from Geary Boulevard to 9 feet northerly; 6th Avenue, west side, from Geary Boulevard to 9 feet northerly; 6th Avenue, west side, from 109 feet to 116 feet north of Geary Boulevard; 6th Avenue, west side, from 154 feet to 156 feet north of Geary Boulevard; Geary Boulevard, south side, from 5th Avenue to 21 feet westerly; Geary Boulevard, south side, from 5th Avenue to 2 feet easterly; 4th Avenue, west side, from Geary Boulevard to 4 feet northerly; 3rd Avenue, west side, from Geary Boulevard to 20 feet northerly; 3rd Avenue, west side, from 139 feet to 141 feet north of Geary Boulevard; Geary Boulevard, north side, from 125 feet to 128 feet east of 3rd Avenue; Geary Boulevard, south side, from 2nd Avenue to 22 feet westerly; Geary Boulevard, north side, from 2nd Avenue to 20 feet easterly; 2nd Avenue, west side, from Geary Boulevard to 8 feet northerly; Palm Avenue, west side, from Geary Boulevard to 7 feet northerly; Jordan Avenue, west side, from Geary Boulevard to 13

- feet northerly; Stanyan Street, west side, from Geary Boulevard to 6 feet southerly; Stanyan Street, east side, from Geary Boulevard to 10 feet southerly
- G. ESTABLISH – BLUE ZONE – Geary Boulevard, north side, from 26th Avenue to 18 feet westerly; Geary Boulevard, north side, from 2 feet to 20 feet west of 25th Avenue; 24th Avenue, west side, from 6 feet to 24 feet south of Geary Boulevard; 19th Avenue, west side, from 5 feet to 25 feet south of Geary Boulevard; 19th Avenue, east side, from 5 feet to 23 feet north of Geary Boulevard; Geary Boulevard, north side, from 2 feet to 20 feet west of 18th Avenue; 17th Avenue, west side, from 7 feet to 29 feet south of Geary Boulevard; Geary Boulevard, north side, from 2 feet to 20 feet west of 16th Avenue; Geary Boulevard, north side, from 4 feet to 24 feet west of 7th Avenue
- H. ESTABLISH – ACCESSIBLE PASSENGER LOADING, AT ALL TIMES – 6th Avenue, west side, from 69 feet to 109 feet north of Geary Boulevard (4200 Geary Boulevard); Geary Boulevard, south side, from 21 feet to 92 feet west of 5th Avenue; Geary Boulevard, south side, from 152 feet to 221 feet east of Arguello Boulevard
- I. ESTABLISH – ACCESSIBLE PASSENGER LOADING, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – 7th Avenue, east side, from Geary Boulevard to 56 feet northerly; 5th Avenue, west side, from Geary Boulevard to 22 feet southerly #
- J. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 7:30 AM TO 9 AM AND 4 PM TO 6 PM, MONDAY THROUGH FRIDAY – Geary Boulevard, south side, from 84 feet to 126 feet east of 22nd Avenue (42-foot zone) (5727 Geary Boulevard) #
- K. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 7:30 AM TO 8:30 AM AND 2:30 PM TO 3:30 PM, SCHOOL DAYS – 26th Avenue, west side, from 77 feet to 100 feet north of Geary Boulevard (23-foot zone) (481 26th Avenue) #
- L. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 8:30 AM TO 9:30 AM AND 2 PM TO 4 PM, SCHOOL DAYS – 29th Avenue, west side, from 316 feet to 352 feet north of Geary Boulevard (36-foot zone) (450 30th Avenue) #
- M. ESTABLISH – WHITE ZONE, PASSENGER LOADING, DURING POSTED SERVICES – Geary Boulevard, north side, from 18 feet to 78 feet west of 26th Avenue (60-foot zone) (6210 Geary Boulevard) #
- N. ESTABLISH – GENERAL LOADING, 5-MINUTE TIME LIMIT, AT ALL TIMES – 3rd Avenue, west side, from 20 feet to 40 feet north of Geary Boulevard
- O. ESTABLISH – GENERAL LOADING, 5-MINUTE TIME LIMIT, 5 AM TO 7 PM, DAILY – 19th Avenue, east side, from 11 feet to 34 feet south of Geary Boulevard; 16th Avenue, west side, from 5 feet to 24 feet south of Geary Boulevard #
- P. ESTABLISH – GENERAL LOADING, 5-MINUTE TIME LIMIT, 11 AM TO 9 PM, DAILY – Geary Boulevard, south side, from 66 feet to 84 feet west of 25th Avenue; Geary Boulevard, south side, from 2 feet to 22 feet east of 18th Avenue; Geary Boulevard, north side, from 60 feet to 82 feet west of 17th Avenue; Geary Boulevard, south side, from 99 feet to 121 feet west of 12th Avenue; Geary Boulevard, north side, from 105 feet to 125 feet east of 3rd Avenue #
- Q. ESTABLISH – GENERAL LOADING, 5-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, north side, from 20 feet to

- 44 feet west of 25th Avenue; Geary Boulevard, north side, from 14 feet to 36 feet east of 22nd Avenue #
- R. ESTABLISH – GENERAL LOADING, 5-MINUTE TIME LIMIT, 6 PM TO 9 PM, MONDAY THROUGH FRIDAY, AND 10 AM TO 3 PM, SATURDAY THROUGH SUNDAY – Geary Boulevard, north side, from 49 feet to 89 feet east of 15th Avenue #
- S. ESTABLISH – GREEN METERED PARKING, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, south side, from 17 feet to 98 feet west of 27th Avenue; 26th Avenue, east side, from 8 feet to 26 feet south of Geary Boulevard; Geary Boulevard, north side, from 64 feet to 106 feet west of 25th Avenue; Geary Boulevard, south side, from 23 feet to 41 feet west of 24th Avenue; Geary Boulevard, north side, from 59 feet to 77 feet east of 24th Avenue; 22nd Avenue, east side, from 31 feet to 51 feet north of Geary Boulevard; Geary Boulevard, north side, from 36 feet to 56 feet east of 22nd Avenue; Geary Boulevard, south side, from 22 feet to 44 feet east of 22nd Avenue; 21st Avenue, east side, from 5 feet to 40 feet south of Geary Boulevard; 20th Avenue, west side, from 11 feet to 69 feet north of Geary Boulevard; Geary Boulevard, north side, from 53 feet to 75 feet east of 20th Avenue; Geary Boulevard, south side, from 33 feet to 55 feet west of 19th Avenue; Geary Boulevard, north side, from 3 feet to 21 feet west of 19th Avenue; 19th Avenue, east side, from 23 feet to 45 feet north of Geary Boulevard; 19th Avenue, east side, from 34 feet to 46 feet south of Geary Boulevard; Geary Boulevard, south side, from 40 feet to 62 feet east of 19th Avenue; Geary Boulevard, north side, from 15 feet to 33 feet east of 18th Avenue; Geary Boulevard, south side, from 16 feet to 34 feet west of 17th Avenue; 17th Avenue, east side, from 13 feet to 48 feet south of Geary Boulevard; Geary Boulevard, north side, from 102 feet to 140 feet west of 16th Avenue; 16th Avenue, east side, from 9 feet to 47 feet north of Geary Boulevard; 16th Avenue, east side, from 27 feet to 47 feet south of Geary Boulevard; Geary Boulevard, north side, from 2 feet to 20 feet west of 15th Avenue; Geary Boulevard, south side, from 99 feet to 78 feet west of 12th Avenue; 7th Avenue, west side, from 9 feet to 27 feet north of Geary Boulevard; Geary Boulevard, south side, from 42 feet to 86 feet west of 6th Avenue; 5th Avenue, west side, from 22 feet to 62 feet south of Geary Boulevard; 3rd Avenue, west side, from 40 feet to 60 feet north of Geary Boulevard; Geary Boulevard, north side, from 85 feet to 105 feet east of 3rd Avenue; Stanyan Street, west side, from 6 feet to 24 feet south of Geary Boulevard; Stanyan Street, east side, from 10 feet to 28 feet south of Geary Boulevard #
- T. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – 28th Avenue, east side, from 41 feet to 88 feet south of Geary Boulevard; Geary Boulevard, south side, from 98 feet to 160 feet west of 27th Avenue; Geary Boulevard, north side, from 78 feet to 158 feet west of 26th Avenue; Geary Boulevard, south side, from 13 feet to 69 feet west of 26th Avenue; 26th Avenue, west side, from 6 feet to 29 feet north of Geary Boulevard; 26th Avenue, west side, from 6 feet to 44 feet south of Geary Boulevard; 26th Avenue, east side, from 9 feet to 45 feet north of Geary Boulevard; 26th Avenue, east side, from 26 feet to 46 feet south of Geary Boulevard; Geary Boulevard, north side, from 16 feet to

74 feet east of 26th Avenue; Geary Boulevard, south side, from 26 feet to 66 feet west of 25th Avenue; 24th Avenue, westside, from 14 feet to 34 feet north of Geary Boulevard; 24th Avenue, westside, from 24 feet to 64 feet south of Geary Boulevard; 24th Avenue, eastside, from 16 feet to 34 feet south of Geary Boulevard; 24th Avenue, eastside, from 27 feet to 50 feet north of Geary Boulevard; Geary Boulevard, north side, from 2 feet to 142 feet west of 23rd Avenue; Geary Boulevard, south side, from 14 feet to 198 feet west of 23rd Avenue; 23rd Avenue, westside, from 27 feet to 50 feet north of Geary Boulevard; Geary Boulevard, north side, from 16 feet to 94 feet east of 23rd Avenue; Geary Boulevard, south side, from 128 feet to 226 feet east of 23rd Avenue; 22nd Avenue, east side, from 51 feet to 69 feet north of Geary Boulevard; Geary Boulevard, north side, from 56 feet to 94 feet east of 22nd Avenue; Geary Boulevard, north side, from 36 feet to 96 feet west of 21st Avenue; 21st Avenue, east side, from 40 feet to 87 feet south of Geary Boulevard; Geary Boulevard, south side, from 53 feet to 181 feet east of 21st Avenue; 19th Avenue, west side, from 15 feet to 57 feet north of Geary Boulevard; Geary Boulevard, south side, from 16 feet to 176 feet west of 18th Avenue; 18th Avenue, east side, from 10 feet to 28 feet south of Geary Boulevard; 17th Avenue, east side, from 63 feet to 81 feet north of Geary Boulevard; 17th Avenue, east side, from 48 feet to 95 feet south of Geary Boulevard; 16th Avenue, east side, from 47 feet to 85 feet south of Geary Boulevard; Geary Boulevard, north side, from 20 feet to 42 feet west of 15th Avenue; Geary Boulevard, north side, from 82 feet to 240 feet west of 15th Avenue; 15th Avenue, west side, from 78 feet to 98 feet north of Geary Boulevard; 14th Avenue, west side, from 15 feet to 35 feet south of Geary Boulevard; 14th Avenue, east side, from Geary Boulevard to 26 feet northerly; Funston Avenue, west side, from 6 feet to 29 feet south of Geary Boulevard; Geary Boulevard, south side, from 16 feet to 78 feet west of 12th Avenue; Geary Boulevard, north side, from 15 feet to 51 feet east of 12th Avenue; 7th Avenue, west side, from 27 feet to 67 feet north of Geary Boulevard; Geary Boulevard, south side, from 86 feet to 106 feet west of 6th Avenue; 6th Avenue, west side, from 116 feet to 154 feet north of Geary Boulevard; Geary Boulevard, north side, from 36 feet to 80 feet east of 6th Avenue; 5th Avenue, west side, from 62 feet to 102 feet south of Geary Boulevard; 3rd Avenue, west side, from 60 feet to 139 feet north of Geary Boulevard; Geary Boulevard, north side, from 44 feet to 85 feet east of 3rd Avenue; Stanyan Street, west side, from 24 feet to 44 feet south of Geary Boulevard; Stanyan Street, east side, from 28 feet to 48 feet south of Geary Boulevard #

- U. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 10 AM TO 6 PM, MONDAY THROUGH FRIDAY, AND 9 AM TO 6 PM, SATURDAY – 6th Avenue, west side, from 9 feet to 69 feet north of Geary Boulevard; 6th Avenue, east side, from 10 feet to 50 feet north of Geary Boulevard #
- V. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 10 AM TO 3 PM, MONDAY THROUGH FRIDAY – Geary Boulevard, north side, from 49 feet to 89 feet east of 15th Avenue #
- W. ESTABLISH – COMPACT GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – 28th Avenue, west side, from 8 feet to 40 feet north of Geary Boulevard; Geary Boulevard, north side,

- from 10 feet to 82 feet east of 27th Avenue; Geary Boulevard, north side, from 96 feet to 112 feet west of 21st Avenue; Geary Boulevard, south side, from 63 feet to 79 feet west of 15th Avenue; 15th Avenue, east side, from 14 feet to 30 feet north of Geary Boulevard; Geary Boulevard, north side, from 14 feet to 30 feet east of 11th Avenue #
- X. ESTABLISH – 2-HOUR PARKING, 9:00 AM TO 6:00 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA N PERMITS – 14th Avenue, east side, from 20 feet to 81 feet south of Geary Boulevard #
- Y. ESTABLISH – MOTORCYCLE PARKING – 14th Avenue, west side, from 48 feet to 59 feet south of Geary Boulevard (two spaces with 2-foot red tip on each side) #
- Z. ESTABLISH – METERED MOTORCYCLE PARKING, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – 11th Avenue, west side, from 4 feet to 12 feet north of Geary Boulevard (2 spaces with 1 foot red zone on north end); Geary Boulevard, north side, from 160 feet to 178 feet east of 3rd Avenue (4 spaces with 2 foot red zone on each end) #
- AA. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, AT ALL TIMES – Geary Boulevard, south side, from 132 feet to 152 feet east of Arguello Boulevard
- BB. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 7 AM TO 6 PM, DAILY – Geary Boulevard, north side, from 104 feet to 144 feet west of 9th Avenue #
- CC. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, DAILY – Geary Boulevard, south side, from 19 feet to 59 feet west of 20th Avenue; Geary Boulevard, north side, from 15 feet to 53 feet east of 20th Avenue; Geary Boulevard, south side, from 55 feet to 95 feet west of 19th Avenue; Geary Boulevard, south side, from 15 feet to 42 feet west of 6th Avenue; Geary Boulevard, north side, from 18 feet to 44 feet east of 3rd Avenue #
- DD. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, north side, from 106 feet to 166 feet west of 25th Avenue; 22nd Avenue, east side, from 5 feet to 31 feet north of Geary Boulevard; 21st Avenue, east side, from 60 feet to 80 feet north of Geary Boulevard; Geary Boulevard, south side, from 17 feet to 39 feet west of 14th Avenue; Geary Boulevard, south side, from 107 feet to 137 feet west of Stanyan Street #
- EE. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY – Geary Boulevard, south side, from 10 feet to 48 feet east of 26th Avenue; Geary Boulevard, south side, from 16 feet to 54 feet west of 21st Avenue; Geary Boulevard, south side, from 13 feet to 53 feet east of 21st Avenue; Geary Boulevard, south side, from 2 feet to 40 feet east of 19th Avenue; Geary Boulevard, south side, from 96 feet to 156 feet west of 17th Avenue; Geary Boulevard, south side, from 20 feet to 58 feet west of 16th Avenue; Geary Boulevard, south side, from 10 feet to 32 feet west of 10th Avenue #

- FF. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 3 PM, MONDAY THROUGH FRIDAY – 15th Avenue, west side, from 18 feet to 56 feet north of Geary Boulevard; 21st Avenue, east side, from 80 feet to 100 feet north of Geary Boulevard #
- GG. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO NOON, MONDAY THROUGH FRIDAY – Geary Boulevard, south side, from 2 feet to 42 feet east of 24th Avenue; Geary Boulevard, north side, from 40 feet to 82 feet west of 15th Avenue #
- HH. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 7 AM TO 4 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, north side, from 2 feet to 40 feet west of 17th Avenue; 18th Avenue, east side, from 10 feet to 34 feet north of Geary Boulevard; 17th Avenue, east side, from 2 feet to 63 feet north of Geary Boulevard #
- II. ESTABLISH – YELLOW COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 7 AM TO 1 PM, MONDAY THROUGH SATURDAY – 3rd Avenue, east side, from 3 feet to 45 feet north of Geary Boulevard #
- JJ. ESTABLISH – YELLOW COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 3 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, south side, from 2 feet to 22 feet east of 22nd Avenue #
- KK. ESTABLISH – YELLOW COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 3 PM, MONDAY THROUGH FRIDAY – 2nd Avenue, east side, from 7 feet to 25 feet north of Geary Boulevard #
- LL. ESTABLISH – YELLOW COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY – Geary Boulevard, south side, from 15 feet to 35 feet west of 11th Avenue; Geary Boulevard, south side, from 18 feet to 37 feet west of 8th Avenue #
- MM. ESTABLISH – YELLOW COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – 11th Avenue, east side, from 14 feet to 33 feet south of Geary Boulevard #
- NN. ESTABLISH – YELLOW COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 4 PM, MONDAY THROUGH FRIDAY – 16th Avenue, east side, from 9 feet to 27 feet south of Geary Boulevard #
- OO. ESTABLISH – YELLOW COMMERCIAL LOADING ZONE, 9 AM TO NOON, SCHOOL DAYS – 23rd Avenue, west side, from 206 feet to 217 feet north of Geary Boulevard #
- PP. ESTABLISH – GENERAL LOADING, 5-MINUTE TIME LIMIT, 5 PM TO 11 PM, DAILY, AND 10 AM TO 3 PM, SATURDAY AND SUNDAY – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 5 PM, MONDAY THROUGH FRIDAY – Geary Boulevard, north side, from 21st Avenue to 36 feet westerly (meter #5702 is compact) #
- QQ. ESTABLISH – GENERAL LOADING, 5-MINUTE TIME LIMIT, 5 PM TO 10 PM, DAILY – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 5 PM, MONDAY THROUGH FRIDAY – Geary Boulevard, south side, from 90 feet to 128 feet east of 23rd Avenue #

- RR. ESTABLISH – GENERAL LOADING, 5-MINUTE TIME LIMIT, 12 PM TO 9 PM, DAILY – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO NOON, MONDAY THROUGH SATURDAY – Geary Boulevard, north side, from 15 feet to 53 feet east of 19th Avenue; Geary Boulevard, north side, from 13 feet to 36 feet east of 6th Avenue; Geary Boulevard, south side, from 2 feet to 20 feet east of Stanyan Street #
- SS. ESTABLISH – GENERAL LOADING, 5-MINUTE TIME LIMIT, 3 PM TO 9 PM, MONDAY THROUGH FRIDAY – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 3 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, north side, from 89 feet to 133 feet east of 15th Avenue #
- TT. ESTABLISH – GENERAL LOADING, 5-MINUTE TIME LIMIT, 9 AM TO 3 PM, SATURDAY AND SUNDAY – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY – Geary Boulevard, north side, from 73 feet to 100 feet east of 21st Avenue #
- UU. RESCIND – ANGLED PARKING; ESTABLISH – PARALLEL PARKING – Geary Boulevard, north and south sides, from 28th Avenue to 15th Avenue
- VV. ESTABLISH – PERPENDICULAR PARKING – 29th Avenue, west side, from Geary Boulevard to Clement Street
- WW. ESTABLISH – NO STOPPING ANY TIME – 29th Avenue, east side, from Geary Boulevard to Clement Street; 14th Avenue, west side, from Geary Boulevard to 48 feet northerly; Funston Avenue, east side, from Geary Boulevard to 71 feet southerly
- XX. ESTABLISH – NO PARKING, 7:30 AM TO 8:00 AM AND 12:00 PM TO 3:05 PM, SCHOOL DAYS – 24th Avenue, westside, from Geary Boulevard to 34 feet northerly #
- YY. ESTABLISH – 45-DEGREE ANGLED FRONT-IN PARKING – 28th Avenue, east side, from 6 feet to 88 feet south of Geary Boulevard; 26th Avenue, west side, from 6 feet to 100 feet north of Geary Boulevard; 24th Avenue, eastside, from 27 feet to 193 feet north of Geary Boulevard; 23rd Avenue, westside, from 27 feet to 217 feet north of Geary Boulevard; 21st Avenue, east side, from 5 feet to 87 feet south of Geary Boulevard; 19th Avenue, eastside, from 11 feet to 93 feet south of Geary Boulevard; 17th Avenue, eastside, from 13 feet to 95 feet south of Geary Boulevard; 14th Avenue, east side, from Geary Boulevard to 37 feet northerly; Funston Avenue, westside, from 6 feet to 51 feet south of Geary Boulevard
- ZZ. ESTABLISH – ONE-WAY STREET – 14th Avenue, southbound, from Geary Boulevard to 48 feet northerly; Funston Avenue, northbound, from Geary Boulevard to 64 feet southerly
- AAA. ESTABLISH – TOW-AWAY NO STOPPING 6:30 AM TO 10 AM, MONDAY THROUGH FRIDAY – 6th Avenue, west side, from Geary Boulevard to 69 feet northerly #
- BBB. ESTABLISH – RIGHT TURN LANE, TOW-AWAY NO STOPPING 7 AM TO 10 AM AND 3 PM TO 6 PM, DAILY – Geary Boulevard, north side, from 49 feet to 89 feet east of 15th Avenue #

- CCC. ESTABLISH – RIGHT TURN LANE, TOW-AWAY NO STOPPING ANY TIME – Geary Boulevard, south side, from 33rd Avenue to 85 feet westerly; Geary Boulevard, south side, from 28th Avenue to 100 feet westerly; Geary Boulevard, north side, from 28th Avenue to 80 feet easterly; Geary Boulevard, south side, from 15th Avenue to 63 feet westerly; Geary Boulevard, south side, from Park Presidio Boulevard to 14th Avenue; Geary Boulevard, south side, from 9th Avenue to 111 feet westerly; Geary Boulevard, south side, from Stanyan Street to 107 feet westerly
- DDD. ESTABLISH – RIGHT TURN LANE, RIGHT LANE MUST TURN RIGHT, EXCEPT MUNI AND TAXIS – Geary Boulevard, eastbound, at 33rd Avenue
- EEE. ESTABLISH – NO LEFT TURN – Geary Boulevard, eastbound, at 27th Avenue; Geary Boulevard, westbound, at 26th Avenue; Geary Boulevard, westbound, at 23rd Avenue; Geary Boulevard, eastbound, at 22nd Avenue; Geary Boulevard, westbound, at 19th Avenue; Geary Boulevard, eastbound, at 18th Avenue; Geary Boulevard, westbound, at 12th Avenue; Geary Boulevard, eastbound, at 11th Avenue; Geary Boulevard, eastbound, at 8th Avenue; Geary Boulevard, westbound, at 4th Avenue
- FFF. ESTABLISH – NO LEFT TURN EXCEPT MUNI – Geary Boulevard, eastbound, at 33rd Avenue
- GGG. ESTABLISH – NO RIGHT TURN – Geary Boulevard, westbound, at 14th Avenue; Geary Boulevard, eastbound, at Funston Avenue
- HHH. ESTABLISH – NO TURN ON RED – Geary Boulevard, eastbound, at Park Presidio Boulevard; Geary Boulevard, westbound, at Park Presidio Boulevard
- III. RESCIND – CROSSWALK – 31st Avenue, west leg, at Geary Boulevard
- JJJ. ESTABLISH – RAISED CROSSWALK – Geary Boulevard, north leg, at 14th Avenue; Geary Boulevard, south leg, at Funston Avenue

WHEREAS, benefits of the above project proposals include: providing daily roundtrip travel time savings for a 38 Geary rider of 5.5 minutes or total yearly savings for all 38 and 38R riders of 57,000 hours; and contributing to an annual reduction of 5,600 metric tons of carbon dioxide emissions; and,

WHEREAS, the Geary Boulevard Improvement Project would be implemented in phases, with Quick Build phase improvements, including transit lanes, recommended by staff to be implemented around fall 2023, and capital improvements, including bus and pedestrian bulbs and traffic signal upgrades, to be coordinated with a San Francisco Public Utilities Commission-sponsored critical water and sewer upgrades, anticipated to begin in early 2025 (Option 1); and

WHEREAS, the project team has developed a Delayed Transit Lane Option to delay implementation of transit lanes on the following blocks until the start of planned San Francisco Public Utilities Commission water and sewer construction in the Geary project area anticipated to begin in early 2025: Geary Boulevard between 15th and 16th avenues, 17th and 20th avenues, and 25th and 27th avenues in the outbound direction; and Geary Boulevard between 22nd and 20th avenues and 19th and 17th avenues in the inbound direction (Option 2); and

WHEREAS, CEQA provides a statutory exemption from environmental review for transit prioritization projects; projects for the designation and conversion of general purpose lanes to high-occupancy vehicle lanes or bus-only lanes, or highway shoulders to part-time transit lanes, for use either during peak congestion hours or all day on highways with existing public transit service or where a public transit agency will be implementing public transit service as identified in a short range transit plan; projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians within the public right-of-way; pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right-of-way; and the maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with project types as described, pursuant to Public Resources Code Section 21080.25; and

WHEREAS, The Planning Department determined on July 21, 2023, that the proposed Geary Boulevard Improvement Project (Case Number 2023-002038ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25, regardless of whether the SFMTA Board of Directors approves Option 1 or 2; and

WHEREAS, The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31, regardless of whether the SFMTA Board of Directors approves Option 1 or 2; and

WHEREAS, 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://sfplanninggis.org/pim/?tab=Planning+Applications&search=2023-002038ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; and

WHEREAS, Final SFMTA decisions, whether made by the City Traffic Engineer or the SFMTA Board of Directors, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Items I-M, O-Z, BB-TT, XX, AAA, and BBB are Final SFMTA Decisions as defined by Ordinance 127-18; and

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through a public hearing held at the SFMTA Board meeting on August 15, 2023, now, therefore, be it

RESOLVED, That the SFMTA Board of Directors amends Transportation Code Division II, Section 601 to designate Muni and Taxi transit-only lanes on Geary Boulevard, eastbound (inbound) from 33rd Avenue to 15th Avenue; and Geary Boulevard, westbound (outbound) from 15th Avenue to 32nd 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 JJJ above; and, be it further

RESOLVED, That the SFMTA Board of Directors directs the Director of Transportation to proceed with Option 1, implementation of all Quick Build phase improvements around fall 2023, including transit lanes, and capital improvements, including bus and pedestrian bulbs and traffic signal upgrades, to be coordinated with San Francisco Public Utilities Commission-sponsored critical water and sewer upgrades, anticipated to begin in early 2025.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of August 15, 2023.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

OPTION 2: DELAYED TRANSIT LANES

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, the Geary corridor is one of the busiest bus corridors in the country, with corridor ridership recently as high as 56,000 pre-pandemic and currently at about 36,000; and

WHEREAS, the first phase of Geary transit and safety improvements east of Stanyan Street was completed on schedule in fall 2021 and resulted in significant transit and safety improvements, including up to 18% faster bus travel times, a 37% improvement in transit reliability, and an 81% reduction in excessive speeding by private vehicles; and

WHEREAS, gaps in existing Geary corridor transit lanes, substandard bus zones, and near-side bus stops all contribute to slower, less reliable travel time, degrades the Muni rider experience, and makes the boarding experience less comfortable, especially for seniors and riders with disabilities; and

WHEREAS, on average one person walking is injured in a traffic collision within the project area each month and the project limits are a part of San Francisco's High-Injury network with a disproportionately higher collision rate; and

WHEREAS, side-running transit lanes have the ability to accelerate transit and safety benefits, limit construction disruption, preserve transit operational flexibility, improve cost effectiveness, and avoid center median tree removal as compared to center-running transit lanes, and these positive results are evidenced in the transit lanes implemented east of Stanyan Street and via the Geary Emergency Transit Lanes project; and

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) has proposed the installation of parking and traffic modifications along Geary Boulevard between Stanyan Street and 34th Avenue to implement the Geary Boulevard Improvement Project as follows:

- A. ESTABLISH – MUNI AND TAXI ONLY LANE AT ALL TIMES – Geary Boulevard, eastbound, from 33rd Avenue to 15th Avenue; Geary Boulevard, westbound, from 15th Avenue to 32nd Avenue
- B. ESTABLISH – SIDEWALK WIDENING – TOW-AWAY NO STOPPING ANY TIME, BUS ZONE – Geary Boulevard, south side, from 25th Avenue to 146 feet easterly (relocates bus stop; 7-foot-wide transit bulb); Geary Boulevard, north side, from 25th Avenue to 105 feet easterly (6-foot-wide transit bulb); Geary Boulevard,

- south side, from 20th Avenue to 146 feet easterly (relocates bus stop; 6-foot-wide transit bulb); Geary Boulevard, north side, from 20th Avenue to 146 feet westerly (relocates bus stop; 6-foot-wide transit bulb); Geary Boulevard, south side, from Park Presidio Boulevard to 183 feet easterly (across Funston Avenue; relocates bus stop; 8-foot-wide transit bulb with raised crosswalk); Geary Boulevard, north side, from Park Presidio Boulevard to 181 feet westerly (through 14th Avenue; extends bus stop; 8-foot-wide transit bulb with raised crosswalk); Geary Boulevard, south side, from 6th Avenue to 148 feet easterly (relocates bus stop; relocates passenger loading zone; 6-foot-wide transit bulb); Geary Boulevard, north side, from 6th Avenue to 132 feet westerly (relocates bus stop; 6-foot-wide transit bulb); Geary Boulevard, south side, from Arguello Boulevard to 132 feet easterly (extends bus stop; 5-foot-wide transit bulb)
- C. RESCIND – BUS ZONE – Geary Boulevard, south side, from 25th Avenue to 85 feet westerly; Geary Boulevard, south side, from 23rd Avenue to 68 feet westerly; Geary Boulevard, north side, from 22nd Avenue to 96 feet easterly; Geary Boulevard, south side, from 20th Avenue to 80 feet westerly; Geary Boulevard, north side, from 20th Avenue to 66 feet easterly; Geary Boulevard, south side, from 17th Avenue to 65 feet westerly; Geary Boulevard, south side, from 14th Avenue to Park Presidio Boulevard; Geary Boulevard, south side, from 12th Avenue to 81 feet westerly; Geary Boulevard, north side, from 12th Avenue to 78 feet easterly; Geary Boulevard, south side, from 6th Avenue to 106 feet westerly; Geary Boulevard, north side, from 6th Avenue to 80 feet easterly; Geary Boulevard, north side, from 3rd Avenue to 69 feet easterly
- D. ESTABLISH – BUS ZONE – Geary Boulevard, south side, from 32nd Avenue to 254 feet easterly (extends existing bus layover); Geary Boulevard, south side, from 28th Avenue to 100 feet westerly (extends existing bus zone); Geary Boulevard, north side, from 28th Avenue to 80 feet easterly (extends existing bus zone); Geary Boulevard, south side, from 23rd Avenue to 90 feet easterly (relocates bus zone); Geary Boulevard, north side, from 22nd Avenue to 88 feet westerly (relocates bus zone); Geary Boulevard, south side, from 17th Avenue to 102 feet easterly (relocates bus zone); Geary Boulevard, north side, from 17th Avenue to 100 feet easterly (extends bus zone); Geary Boulevard, south side, from 3rd Avenue to 117 feet westerly (extends bus zone); Geary Boulevard, north side, from 3rd Avenue to 107 feet westerly (relocates bus zone); Geary Boulevard, south side, from Stanyan Street to 107 feet westerly (extends bus zone)
- E. ESTABLISH – SIDEWALK WIDENING – NO STOPPING ANY TIME – Geary Boulevard, north side, from 30th Avenue to 18 feet westerly (6-foot-wide pedestrian bulb); 30th Avenue, east side, from Geary Boulevard to 18 feet northerly (4-foot-wide pedestrian bulb); Geary Boulevard, south side, from 30th Avenue to 19 feet easterly (6-foot-wide pedestrian bulb, shifts blue zone); Geary Boulevard, south side, from 29th Avenue to 20 feet westerly (6-foot-wide pedestrian bulb); Geary Boulevard, north side, from 29th Avenue to 17 feet easterly (6-foot-wide pedestrian bulb); 28th Avenue, west side, from Geary Boulevard to 17 feet southerly (4-foot-wide pedestrian bulb); Geary Boulevard, north side, from 27th Avenue to 16 feet easterly (6-foot-wide pedestrian bulb); Geary Boulevard, south side, from 27th Avenue to 18

feet westerly (6-foot-wide pedestrian bulb); 27th Avenue, west side, from Geary Boulevard to 14 feet northerly (4-foot-wide pedestrian bulb); 27th Avenue, east side, from Geary Boulevard to 20 feet southerly (4-foot-wide pedestrian bulb); Geary Boulevard, south side, from 25th Avenue to 26 feet westerly (6-foot-wide pedestrian bulb); Geary Boulevard, south side, from 22nd Avenue to 16 feet westerly (6-foot-wide pedestrian bulb); Geary Boulevard, north side, from 22nd Avenue to 16 feet easterly (6-foot-wide pedestrian bulb); Geary Boulevard, south side, from 12th Avenue to 16 feet westerly (6-foot-wide pedestrian bulb); Geary Boulevard, north side, from 12th Avenue to 15 feet easterly (6-foot-wide pedestrian bulb); Geary Boulevard, north side, from 11th Avenue to 15 feet easterly (6-foot-wide pedestrian bulb); Geary Boulevard, south side, from 6th Avenue to 15 feet westerly (6-foot-wide pedestrian bulb); Geary Boulevard, north side, from 6th Avenue to 13 feet easterly (6-foot-wide pedestrian bulb); Geary Boulevard, north side, from 4th Avenue to 18 feet westerly (6-foot-wide pedestrian bulb); Geary Boulevard, south side, from 4th Avenue to 21 feet westerly (6-foot-wide pedestrian bulb); Geary Boulevard, north side, from 4th Avenue to 16 feet easterly (6-foot-wide pedestrian bulb); Geary Boulevard, south side, from 4th Avenue to 19 feet easterly (6-foot-wide pedestrian bulb); 4th Avenue, east side, from Geary Boulevard to 11 feet southerly (4-foot-wide pedestrian bulb); Geary Boulevard, north side, from 3rd Avenue to 18 feet easterly (6-foot-wide pedestrian bulb)

- F. ESTABLISH – RED ZONE – Geary Boulevard, south side, from 34th Avenue to 10 feet westerly; 34th Avenue, east side, from Geary Boulevard to 10 feet southerly; Geary Boulevard, south side, from 32nd Avenue to 18 feet westerly; 31st Avenue, west side, from Geary Boulevard to 5 feet northerly; 29th Avenue, west side, from Geary Boulevard to 30 feet northerly; 29th Avenue, west side, from Clement Street to 30 feet southerly; 28th Avenue, west side, from Geary Boulevard to 8 feet northerly; 28th Avenue, east side, from Geary Boulevard to 6 feet southerly; 28th Avenue, east side, from 88 feet to 101 feet southerly; 26th Avenue, west side, from 100 feet to 113 feet northerly; 26th Avenue, east side, from 45 feet to 48 feet north of Geary Boulevard; Geary Boulevard, south side, from 26th Avenue to 13 feet westerly; Geary Boulevard, north side, from 26th Avenue to 16 feet easterly; Geary Boulevard, south side, from 84 feet to 85 feet west of 25th Avenue; Geary Boulevard, south side, from 24th Avenue to 23 feet westerly; 24th Avenue, west side, from Geary Boulevard to 6 feet southerly; 24th Avenue, west side, from Geary Boulevard to 14 feet northerly; 24th Avenue, east side, from Geary Boulevard to 27 feet northerly; 24th Avenue, east side, from 193 feet to 197 feet north of Geary Boulevard; Geary Boulevard, north side, from 24th Avenue to 19 feet easterly; Geary Boulevard, south side, from 23rd Avenue to 14 feet westerly; 23rd Avenue, west side, from Geary Boulevard to 27 feet northerly; 23rd Avenue, west side, from 217 feet to 237 feet north of Geary Boulevard; 22nd Avenue, west side, from Geary Boulevard to 14 feet northerly; Geary Boulevard, north side, from 94 feet to 96 feet east of 22nd Avenue; Geary Boulevard, south side, from 21st Avenue to 16 feet westerly; 21st Avenue, west side, from Geary Boulevard to 9 feet northerly; 21st Avenue, east side, from Geary Boulevard to 5 feet southerly; 21st Avenue, east side, from 87 feet to 100 feet southerly; 20th Avenue, west side, from

Geary Boulevard to 11 feet northerly; Geary Boulevard, south side, from 20th Avenue to 19 feet westerly; Geary Boulevard, north side, from 20th Avenue to 15 feet easterly; Geary Boulevard, south side, from 19th Avenue to 15 feet westerly; 19th Avenue, east side, from 93 feet to 113 feet south of Geary Boulevard; 19th Avenue, east side, from 137 feet to 142 feet south of Geary Boulevard; Geary Boulevard, south side, from 19th Avenue to 2 feet easterly; Geary Boulevard, north side, from 19th Avenue to 15 feet easterly; Geary Boulevard, south side, from 18th Avenue to 16 feet westerly; Geary Boulevard, north side, from 18th Avenue to 2 feet westerly; 18th Avenue, east side, from Geary Boulevard to 10 feet southerly; Geary Boulevard, south side, from 18th Avenue to 2 feet easterly; Geary Boulevard, north side, from 18th Avenue to 15 feet easterly; Geary Boulevard, south side, from 17th Avenue to 16 feet westerly; Geary Boulevard, north side, from 17th Avenue to 2 feet westerly; 17th Avenue, west side, from Geary Boulevard to 11 feet northerly; 17th Avenue, east side, from 95 feet to 107 feet south of Geary Boulevard; Geary Boulevard, south side, from 16th Avenue to 20 feet westerly; Geary Boulevard, north side, from 16th Avenue to 2 feet westerly; Geary Boulevard, north side, from 16th Avenue to 15 feet easterly; 16th Avenue, east side, from Geary Boulevard to 9 feet southerly; 16th Avenue, east side, from 85 feet to 89 feet north of Geary Boulevard; Geary Boulevard, north side, from 15th Avenue to 2 feet westerly; 15th Avenue, west side, from Geary Boulevard to 18 feet northerly; Geary Boulevard, south side, from 14th Avenue to 17 feet westerly; 14th Avenue, east side, from Geary Boulevard to 20 feet southerly; 14th Avenue, east side, from 81 feet to 86 feet southerly; 14th Avenue, west side, from 35 feet to 39 feet south of Geary Boulevard; 14th Avenue, east side, from 37 feet to 44 feet north of Geary Boulevard; Funston Avenue, west side, from Geary Boulevard to 6 feet southerly; Funston Avenue, west side, from 51 feet to 58 feet south of Geary Boulevard; Funston Avenue, west side, from Geary Boulevard to 10 feet northerly; Funston Avenue, east side, from Geary Boulevard to 5 feet northerly; Geary Boulevard, north side, from Funston Avenue to 23 feet easterly; 12th Avenue, west side, from Geary Boulevard to 7 feet northerly; Geary Boulevard, south side, from 11th Avenue to 15 feet westerly; Geary Boulevard, south side, from 10th Avenue to 10 feet westerly; Geary Boulevard, north side, from 10th Avenue to 3 feet westerly; 10th Avenue, west side, from Geary Boulevard to 8 feet northerly; Geary Boulevard, south side, from 8th Avenue to 18 feet westerly; 8th Avenue, west side, from Geary Boulevard to 13 feet northerly; Geary Boulevard, north side, from 8th Avenue to 16 feet easterly; Geary Boulevard, south side, from 7th Avenue to 18 feet westerly; 7th Avenue, west side, from Geary Boulevard to 9 feet northerly; 6th Avenue, west side, from Geary Boulevard to 9 feet northerly; 6th Avenue, west side, from 109 feet to 116 feet north of Geary Boulevard; 6th Avenue, west side, from 154 feet to 156 feet north of Geary Boulevard; Geary Boulevard, south side, from 5th Avenue to 21 feet westerly; Geary Boulevard, south side, from 5th Avenue to 2 feet easterly; 4th Avenue, west side, from Geary Boulevard to 4 feet northerly; 3rd Avenue, west side, from Geary Boulevard to 20 feet northerly; 3rd Avenue, west side, from 139 feet to 141 feet north of Geary Boulevard; Geary Boulevard, north side, from 125 feet to 128 feet east of 3rd Avenue; Geary Boulevard, south side, from 2nd Avenue to 22 feet westerly;

- Geary Boulevard, north side, from 2nd Avenue to 20 feet easterly; 2nd Avenue, west side, from Geary Boulevard to 8 feet northerly; Palm Avenue, west side, from Geary Boulevard to 7 feet northerly; Jordan Avenue, west side, from Geary Boulevard to 13 feet northerly; Stanyan Street, west side, from Geary Boulevard to 6 feet southerly; Stanyan Street, east side, from Geary Boulevard to 10 feet southerly
- G. ESTABLISH – BLUE ZONE – Geary Boulevard, north side, from 26th Avenue to 18 feet westerly; Geary Boulevard, north side, from 2 feet to 20 feet west of 25th Avenue; 24th Avenue, west side, from 6 feet to 24 feet south of Geary Boulevard; 19th Avenue, west side, from 5 feet to 25 feet south of Geary Boulevard; 19th Avenue, east side, from 5 feet to 23 feet north of Geary Boulevard; Geary Boulevard, north side, from 2 feet to 20 feet west of 18th Avenue; 17th Avenue, west side, from 7 feet to 29 feet south of Geary Boulevard; Geary Boulevard, north side, from 2 feet to 20 feet west of 16th Avenue; Geary Boulevard, north side, from 4 feet to 24 feet west of 7th Avenue
- H. ESTABLISH – ACCESSIBLE PASSENGER LOADING, AT ALL TIMES – 6th Avenue, west side, from 69 feet to 109 feet north of Geary Boulevard (4200 Geary Boulevard); Geary Boulevard, south side, from 21 feet to 92 feet west of 5th Avenue; Geary Boulevard, south side, from 152 feet to 221 feet east of Arguello Boulevard
- I. ESTABLISH – ACCESSIBLE PASSENGER LOADING, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – 7th Avenue, east side, from Geary Boulevard to 56 feet northerly; 5th Avenue, west side, from Geary Boulevard to 22 feet southerly #
- J. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 7:30 AM TO 9 AM AND 4 PM TO 6 PM, MONDAY THROUGH FRIDAY – Geary Boulevard, south side, from 84 feet to 126 feet east of 22nd Avenue (42-foot zone) (5727 Geary Boulevard) #
- K. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 7:30 AM TO 8:30 AM AND 2:30 PM TO 3:30 PM, SCHOOL DAYS – 26th Avenue, west side, from 77 feet to 100 feet north of Geary Boulevard (23-foot zone) (481 26th Avenue) #
- L. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 8:30 AM TO 9:30 AM AND 2 PM TO 4 PM, SCHOOL DAYS – 29th Avenue, west side, from 316 feet to 352 feet north of Geary Boulevard (36-foot zone) (450 30th Avenue) #
- M. ESTABLISH – WHITE ZONE, PASSENGER LOADING, DURING POSTED SERVICES – Geary Boulevard, north side, from 18 feet to 78 feet west of 26th Avenue (60-foot zone) (6210 Geary Boulevard) #
- N. ESTABLISH – GENERAL LOADING, 5-MINUTE TIME LIMIT, AT ALL TIMES – 3rd Avenue, west side, from 20 feet to 40 feet north of Geary Boulevard
- O. ESTABLISH – GENERAL LOADING, 5-MINUTE TIME LIMIT, 5 AM TO 7 PM, DAILY – 19th Avenue, east side, from 11 feet to 34 feet south of Geary Boulevard; 16th Avenue, west side, from 5 feet to 24 feet south of Geary Boulevard #
- P. ESTABLISH – GENERAL LOADING, 5-MINUTE TIME LIMIT, 11 AM TO 9 PM, DAILY – Geary Boulevard, south side, from 66 feet to 84 feet west of 25th Avenue; Geary Boulevard, south side, from 2 feet to 22 feet east of 18th Avenue; Geary Boulevard, north side, from 60 feet to 82 feet west of 17th Avenue; Geary Boulevard,

- south side, from 99 feet to 121 feet west of 12th Avenue; Geary Boulevard, north side, from 105 feet to 125 feet east of 3rd Avenue #
- Q. ESTABLISH – GENERAL LOADING, 5-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, north side, from 20 feet to 44 feet west of 25th Avenue; Geary Boulevard, north side, from 14 feet to 36 feet east of 22nd Avenue #
- R. ESTABLISH – GENERAL LOADING, 5-MINUTE TIME LIMIT, 6 PM TO 9 PM, MONDAY THROUGH FRIDAY, AND 10 AM TO 3 PM, SATURDAY THROUGH SUNDAY – Geary Boulevard, north side, from 49 feet to 89 feet east of 15th Avenue #
- S. ESTABLISH – GREEN METERED PARKING, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, south side, from 17 feet to 98 feet west of 27th Avenue; 26th Avenue, east side, from 8 feet to 26 feet south of Geary Boulevard; Geary Boulevard, north side, from 64 feet to 106 feet west of 25th Avenue; Geary Boulevard, south side, from 23 feet to 41 feet west of 24th Avenue; Geary Boulevard, north side, from 59 feet to 77 feet east of 24th Avenue; 22nd Avenue, east side, from 31 feet to 51 feet north of Geary Boulevard; Geary Boulevard, north side, from 36 feet to 56 feet east of 22nd Avenue; Geary Boulevard, south side, from 22 feet to 44 feet east of 22nd Avenue; 21st Avenue, east side, from 5 feet to 40 feet south of Geary Boulevard; 20th Avenue, west side, from 11 feet to 69 feet north of Geary Boulevard; Geary Boulevard, north side, from 53 feet to 75 feet east of 20th Avenue; Geary Boulevard, south side, from 33 feet to 55 feet west of 19th Avenue; Geary Boulevard, north side, from 3 feet to 21 feet west of 19th Avenue; 19th Avenue, east side, from 23 feet to 45 feet north of Geary Boulevard; 19th Avenue, east side, from 34 feet to 46 feet south of Geary Boulevard; Geary Boulevard, south side, from 40 feet to 62 feet east of 19th Avenue; Geary Boulevard, north side, from 15 feet to 33 feet east of 18th Avenue; Geary Boulevard, south side, from 16 feet to 34 feet west of 17th Avenue; 17th Avenue, east side, from 13 feet to 48 feet south of Geary Boulevard; Geary Boulevard, north side, from 102 feet to 140 feet west of 16th Avenue; 16th Avenue, east side, from 9 feet to 47 feet north of Geary Boulevard; 16th Avenue, east side, from 27 feet to 47 feet south of Geary Boulevard; Geary Boulevard, north side, from 2 feet to 20 feet west of 15th Avenue; Geary Boulevard, south side, from 99 feet to 78 feet west of 12th Avenue; 7th Avenue, west side, from 9 feet to 27 feet north of Geary Boulevard; Geary Boulevard, south side, from 42 feet to 86 feet west of 6th Avenue; 5th Avenue, west side, from 22 feet to 62 feet south of Geary Boulevard; 3rd Avenue, west side, from 40 feet to 60 feet north of Geary Boulevard; Geary Boulevard, north side, from 85 feet to 105 feet east of 3rd Avenue; Stanyan Street, west side, from 6 feet to 24 feet south of Geary Boulevard; Stanyan Street, east side, from 10 feet to 28 feet south of Geary Boulevard #
- T. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – 28th Avenue, east side, from 41 feet to 88 feet south of Geary Boulevard; Geary Boulevard, south side, from 98 feet to 160 feet west of 27th Avenue; Geary Boulevard, north side, from 78 feet to 158 feet west of 26th Avenue; Geary Boulevard, south side, from 13 feet to 69 feet west of 26th

- Avenue; 26th Avenue, west side, from 6 feet to 29 feet north of Geary Boulevard; 26th Avenue, west side, from 6 feet to 44 feet south of Geary Boulevard; 26th Avenue, east side, from 9 feet to 45 feet north of Geary Boulevard; 26th Avenue, east side, from 26 feet to 46 feet south of Geary Boulevard; Geary Boulevard, north side, from 16 feet to 74 feet east of 26th Avenue; Geary Boulevard, south side, from 26 feet to 66 feet west of 25th Avenue; 24th Avenue, westside, from 14 feet to 34 feet north of Geary Boulevard; 24th Avenue, westside, from 24 feet to 64 feet south of Geary Boulevard; 24th Avenue, eastside, from 16 feet to 34 feet south of Geary Boulevard; 24th Avenue, eastside, from 27 feet to 50 feet north of Geary Boulevard; Geary Boulevard, north side, from 2 feet to 142 feet west of 23rd Avenue; Geary Boulevard, south side, from 14 feet to 198 feet west of 23rd Avenue; 23rd Avenue, westside, from 27 feet to 50 feet north of Geary Boulevard; Geary Boulevard, north side, from 16 feet to 94 feet east of 23rd Avenue; Geary Boulevard, south side, from 128 feet to 226 feet east of 23rd Avenue; 22nd Avenue, east side, from 51 feet to 69 feet north of Geary Boulevard; Geary Boulevard, north side, from 56 feet to 94 feet east of 22nd Avenue; Geary Boulevard, north side, from 36 feet to 96 feet west of 21st Avenue; 21st Avenue, east side, from 40 feet to 87 feet south of Geary Boulevard; Geary Boulevard, south side, from 53 feet to 181 feet east of 21st Avenue; 19th Avenue, west side, from 15 feet to 57 feet north of Geary Boulevard; Geary Boulevard, south side, from 16 feet to 176 feet west of 18th Avenue; 18th Avenue, east side, from 10 feet to 28 feet south of Geary Boulevard; 17th Avenue, east side, from 63 feet to 81 feet north of Geary Boulevard; 17th Avenue, east side, from 48 feet to 95 feet south of Geary Boulevard; 16th Avenue, east side, from 47 feet to 85 feet south of Geary Boulevard; Geary Boulevard, north side, from 20 feet to 42 feet west of 15th Avenue; Geary Boulevard, north side, from 82 feet to 240 feet west of 15th Avenue; 15th Avenue, west side, from 78 feet to 98 feet north of Geary Boulevard; 14th Avenue, west side, from 15 feet to 35 feet south of Geary Boulevard; 14th Avenue, east side, from Geary Boulevard to 26 feet northerly; Funston Avenue, west side, from 6 feet to 29 feet south of Geary Boulevard; Geary Boulevard, south side, from 16 feet to 78 feet west of 12th Avenue; Geary Boulevard, north side, from 15 feet to 51 feet east of 12th Avenue; 7th Avenue, west side, from 27 feet to 67 feet north of Geary Boulevard; Geary Boulevard, south side, from 86 feet to 106 feet west of 6th Avenue; 6th Avenue, west side, from 116 feet to 154 feet north of Geary Boulevard; Geary Boulevard, north side, from 36 feet to 80 feet east of 6th Avenue; 5th Avenue, west side, from 62 feet to 102 feet south of Geary Boulevard; 3rd Avenue, west side, from 60 feet to 139 feet north of Geary Boulevard; Geary Boulevard, north side, from 44 feet to 85 feet east of 3rd Avenue; Stanyan Street, west side, from 24 feet to 44 feet south of Geary Boulevard; Stanyan Street, east side, from 28 feet to 48 feet south of Geary Boulevard #
- U. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 10 AM TO 6 PM, MONDAY THROUGH FRIDAY, AND 9 AM TO 6 PM, SATURDAY – 6th Avenue, west side, from 9 feet to 69 feet north of Geary Boulevard; 6th Avenue, east side, from 10 feet to 50 feet north of Geary Boulevard #

- V. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 10 AM TO 3 PM, MONDAY THROUGH FRIDAY – Geary Boulevard, north side, from 49 feet to 89 feet east of 15th Avenue #
- W. ESTABLISH – COMPACT GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – 28th Avenue, west side, from 8 feet to 40 feet north of Geary Boulevard; Geary Boulevard, north side, from 10 feet to 82 feet east of 27th Avenue; Geary Boulevard, north side, from 96 feet to 112 feet west of 21st Avenue; Geary Boulevard, south side, from 63 feet to 79 feet west of 15th Avenue; 15th Avenue, east side, from 14 feet to 30 feet north of Geary Boulevard; Geary Boulevard, north side, from 14 feet to 30 feet east of 11th Avenue #
- X. ESTABLISH – 2-HOUR PARKING, 9:00 AM TO 6:00 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA N PERMITS – 14th Avenue, east side, from 20 feet to 81 feet south of Geary Boulevard #
- Y. ESTABLISH – MOTORCYCLE PARKING – 14th Avenue, west side, from 48 feet to 59 feet south of Geary Boulevard (two spaces with 2-foot red tip on each side) #
- Z. ESTABLISH – METERED MOTORCYCLE PARKING, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – 11th Avenue, west side, from 4 feet to 12 feet north of Geary Boulevard (2 spaces with 1 foot red zone on north end); Geary Boulevard, north side, from 160 feet to 178 feet east of 3rd Avenue (4 spaces with 2 foot red zone on each end) #
- AA. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, AT ALL TIMES – Geary Boulevard, south side, from 132 feet to 152 feet east of Arguello Boulevard
- BB. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 7 AM TO 6 PM, DAILY – Geary Boulevard, north side, from 104 feet to 144 feet west of 9th Avenue #
- CC. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, DAILY – Geary Boulevard, south side, from 19 feet to 59 feet west of 20th Avenue; Geary Boulevard, north side, from 15 feet to 53 feet east of 20th Avenue; Geary Boulevard, south side, from 55 feet to 95 feet west of 19th Avenue; Geary Boulevard, south side, from 15 feet to 42 feet west of 6th Avenue; Geary Boulevard, north side, from 18 feet to 44 feet east of 3rd Avenue #
- DD. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, north side, from 106 feet to 166 feet west of 25th Avenue; 22nd Avenue, east side, from 5 feet to 31 feet north of Geary Boulevard; 21st Avenue, east side, from 60 feet to 80 feet north of Geary Boulevard; Geary Boulevard, south side, from 17 feet to 39 feet west of 14th Avenue; Geary Boulevard, south side, from 107 feet to 137 feet west of Stanyan Street #
- EE. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY – Geary Boulevard, south side, from 10 feet to 48 feet east of 26th Avenue;

- Geary Boulevard, south side, from 16 feet to 54 feet west of 21st Avenue; Geary Boulevard, south side, from 13 feet to 53 feet east of 21st Avenue; Geary Boulevard, south side, from 2 feet to 40 feet east of 19th Avenue; Geary Boulevard, south side, from 96 feet to 156 feet west of 17th Avenue; Geary Boulevard, south side, from 20 feet to 58 feet west of 16th Avenue; Geary Boulevard, south side, from 10 feet to 32 feet west of 10th Avenue #
- FF. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 3 PM, MONDAY THROUGH FRIDAY – 15th Avenue, west side, from 18 feet to 56 feet north of Geary Boulevard; 21st Avenue, east side, from 80 feet to 100 feet north of Geary Boulevard #
- GG. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO NOON, MONDAY THROUGH FRIDAY – Geary Boulevard, south side, from 2 feet to 42 feet east of 24th Avenue; Geary Boulevard, north side, from 40 feet to 82 feet west of 15th Avenue #
- HH. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 7 AM TO 4 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, north side, from 2 feet to 40 feet west of 17th Avenue; 18th Avenue, east side, from 10 feet to 34 feet north of Geary Boulevard; 17th Avenue, east side, from 2 feet to 63 feet north of Geary Boulevard #
- II. ESTABLISH – YELLOW COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 7 AM TO 1 PM, MONDAY THROUGH SATURDAY – 3rd Avenue, east side, from 3 feet to 45 feet north of Geary Boulevard #
- JJ. ESTABLISH – YELLOW COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 3 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, south side, from 2 feet to 22 feet east of 22nd Avenue #
- KK. ESTABLISH – YELLOW COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 3 PM, MONDAY THROUGH FRIDAY – 2nd Avenue, east side, from 7 feet to 25 feet north of Geary Boulevard #
- LL. ESTABLISH – YELLOW COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY – Geary Boulevard, south side, from 15 feet to 35 feet west of 11th Avenue; Geary Boulevard, south side, from 18 feet to 37 feet west of 8th Avenue #
- MM. ESTABLISH – YELLOW COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – 11th Avenue, east side, from 14 feet to 33 feet south of Geary Boulevard #
- NN. ESTABLISH – YELLOW COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 4 PM, MONDAY THROUGH FRIDAY – 16th Avenue, east side, from 9 feet to 27 feet south of Geary Boulevard #
- OO. ESTABLISH – YELLOW COMMERCIAL LOADING ZONE, 9 AM TO NOON, SCHOOL DAYS – 23rd Avenue, west side, from 206 feet to 217 feet north of Geary Boulevard #
- PP. ESTABLISH – GENERAL LOADING, 5-MINUTE TIME LIMIT, 5 PM TO 11 PM, DAILY, AND 10 AM TO 3 PM, SATURDAY AND SUNDAY – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME

- LIMIT, 8 AM TO 5 PM, MONDAY THROUGH FRIDAY – Geary Boulevard, north side, from 21st Avenue to 36 feet westerly (meter #5702 is compact) #
- QQ. ESTABLISH – GENERAL LOADING, 5-MINUTE TIME LIMIT, 5 PM TO 10 PM, DAILY – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 5 PM, MONDAY THROUGH FRIDAY – Geary Boulevard, south side, from 90 feet to 128 feet east of 23rd Avenue #
- RR. ESTABLISH – GENERAL LOADING, 5-MINUTE TIME LIMIT, 12 PM TO 9 PM, DAILY – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO NOON, MONDAY THROUGH SATURDAY – Geary Boulevard, north side, from 15 feet to 53 feet east of 19th Avenue; Geary Boulevard, north side, from 13 feet to 36 feet east of 6th Avenue; Geary Boulevard, south side, from 2 feet to 20 feet east of Stanyan Street #
- SS. ESTABLISH – GENERAL LOADING, 5-MINUTE TIME LIMIT, 3 PM TO 9 PM, MONDAY THROUGH FRIDAY – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 3 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, north side, from 89 feet to 133 feet east of 15th Avenue #
- TT. ESTABLISH – GENERAL LOADING, 5-MINUTE TIME LIMIT, 9 AM TO 3 PM, SATURDAY AND SUNDAY – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY – Geary Boulevard, north side, from 73 feet to 100 feet east of 21st Avenue #
- UU. RESCIND – ANGLED PARKING; ESTABLISH – PARALLEL PARKING – Geary Boulevard, north and south sides, from 28th Avenue to 15th Avenue
- VV. ESTABLISH – PERPENDICULAR PARKING – 29th Avenue, west side, from Geary Boulevard to Clement Street
- WW. ESTABLISH – NO STOPPING ANY TIME – 29th Avenue, east side, from Geary Boulevard to Clement Street; 14th Avenue, west side, from Geary Boulevard to 48 feet northerly; Funston Avenue, east side, from Geary Boulevard to 71 feet southerly
- XX. ESTABLISH – NO PARKING, 7:30 AM TO 8:00 AM AND 12:00 PM TO 3:05 PM, SCHOOL DAYS – 24th Avenue, westside, from Geary Boulevard to 34 feet northerly #
- YY. ESTABLISH – 45-DEGREE ANGLED FRONT-IN PARKING – 28th Avenue, east side, from 6 feet to 88 feet south of Geary Boulevard; 26th Avenue, west side, from 6 feet to 100 feet north of Geary Boulevard; 24th Avenue, eastside, from 27 feet to 193 feet north of Geary Boulevard; 23rd Avenue, westside, from 27 feet to 217 feet north of Geary Boulevard; 21st Avenue, east side, from 5 feet to 87 feet south of Geary Boulevard; 19th Avenue, eastside, from 11 feet to 93 feet south of Geary Boulevard; 17th Avenue, eastside, from 13 feet to 95 feet south of Geary Boulevard; 14th Avenue, east side, from Geary Boulevard to 37 feet northerly; Funston Avenue, westside, from 6 feet to 51 feet south of Geary Boulevard
- ZZ. ESTABLISH – ONE-WAY STREET – 14th Avenue, southbound, from Geary Boulevard to 48 feet northerly; Funston Avenue, northbound, from Geary Boulevard to 64 feet southerly

- AAA. ESTABLISH – TOW-AWAY NO STOPPING 6:30 AM TO 10 AM, MONDAY THROUGH FRIDAY – 6th Avenue, west side, from Geary Boulevard to 69 feet northerly #
- BBB. ESTABLISH – RIGHT TURN LANE, TOW-AWAY NO STOPPING 7 AM TO 10 AM AND 3 PM TO 6 PM, DAILY – Geary Boulevard, north side, from 49 feet to 89 feet east of 15th Avenue #
- CCC. ESTABLISH – RIGHT TURN LANE, TOW-AWAY NO STOPPING ANY TIME – Geary Boulevard, south side, from 33rd Avenue to 85 feet westerly; Geary Boulevard, south side, from 28th Avenue to 100 feet westerly; Geary Boulevard, north side, from 28th Avenue to 80 feet easterly; Geary Boulevard, south side, from 15th Avenue to 63 feet westerly; Geary Boulevard, south side, from Park Presidio Boulevard to 14th Avenue; Geary Boulevard, south side, from 9th Avenue to 111 feet westerly; Geary Boulevard, south side, from Stanyan Street to 107 feet westerly
- DDD. ESTABLISH – RIGHT TURN LANE, RIGHT LANE MUST TURN RIGHT, EXCEPT MUNI AND TAXIS – Geary Boulevard, eastbound, at 33rd Avenue
- EEE. ESTABLISH – NO LEFT TURN – Geary Boulevard, eastbound, at 27th Avenue; Geary Boulevard, westbound, at 26th Avenue; Geary Boulevard, westbound, at 23rd Avenue; Geary Boulevard, eastbound, at 22nd Avenue; Geary Boulevard, westbound, at 19th Avenue; Geary Boulevard, eastbound, at 18th Avenue; Geary Boulevard, westbound, at 12th Avenue; Geary Boulevard, eastbound, at 11th Avenue; Geary Boulevard, eastbound, at 8th Avenue; Geary Boulevard, westbound, at 4th Avenue
- FFF. ESTABLISH – NO LEFT TURN EXCEPT MUNI – Geary Boulevard, eastbound, at 33rd Avenue
- GGG. ESTABLISH – NO RIGHT TURN – Geary Boulevard, westbound, at 14th Avenue; Geary Boulevard, eastbound, at Funston Avenue
- HHH. ESTABLISH – NO TURN ON RED – Geary Boulevard, eastbound, at Park Presidio Boulevard; Geary Boulevard, westbound, at Park Presidio Boulevard
- III. RESCIND – CROSSWALK – 31st Avenue, west leg, at Geary Boulevard
- JJJ. ESTABLISH – RAISED CROSSWALK – Geary Boulevard, north leg, at 14th Avenue; Geary Boulevard, south leg, at Funston Avenue

WHEREAS, benefits of the above project proposals include: providing daily roundtrip travel time savings for a 38 Geary rider of 5.5 minutes or total yearly savings for all 38 and 38R riders of 57,000 hours; and contributing to an annual reduction in 5,600 metric tons of carbon dioxide emissions; and,

WHEREAS, the Geary Boulevard Improvement Project would be implemented in phases, with Quick Build phase improvements, including transit lanes, recommended by staff to be implemented around fall 2023, and capital improvements, including bus and pedestrian bulbs and traffic signal upgrades, to be coordinated with a San Francisco Public Utilities Commission-sponsored critical water and sewer upgrades, anticipated to begin in early 2025 (Option 1); and

WHEREAS, the project team has developed a Delayed Transit Lane Option to delay implementation of transit lanes on the following blocks until the start of planned San

Francisco Public Utilities Commission water and sewer construction in the Geary project area anticipated to begin in early 2025: Geary Boulevard between 15th and 16th avenues, 17th and 20th avenues, and 25th and 27th avenues in the outbound direction; and Geary Boulevard between 22nd and 20th avenues and 19th and 17th avenues in the inbound direction (Option 2); and

WHEREAS, CEQA provides a statutory exemption from environmental review for transit prioritization projects; projects for the designation and conversion of general purpose lanes to high-occupancy vehicle lanes or bus-only lanes, or highway shoulders to part-time transit lanes, for use either during peak congestion hours or all day on highways with existing public transit service or where a public transit agency will be implementing public transit service as identified in a short range transit plan; projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians within the public right-of-way; pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right-of-way; and the maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with project types as described, pursuant to Public Resources Code Section 21080.25; and

WHEREAS, The Planning Department determined on July 21, 2023, that the proposed Geary Boulevard Improvement Project (Case Number 2023-002038ENV), including the Delayed Transit Lane Option, is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25, regardless of whether the SFMTA Board of Directors approves Option 1 or 2; and

WHEREAS, The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31, regardless of whether the SFMTA Board of Directors approves Option 1 or 2; and

WHEREAS, 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://sfplanninggis.org/pim/?tab=Planning+Applications&search=2023-002038ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; and

WHEREAS, Final SFMTA decisions, whether made by the City Traffic Engineer or the SFMTA Board of Directors, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Items I-M, O-Z, BB-TT, XX, AAA, and BBB are Final SFMTA Decisions as defined by Ordinance 127-18; and

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through a public hearing held at the SFMTA Board of Directors meeting on August 15, 2023; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of

Directors amends Transportation Code Division II, Section 601 to designate Muni and Taxi transit-only lanes on Geary Boulevard, eastbound (inbound) from 33rd Avenue to 15th Avenue; and Geary Boulevard, westbound (outbound) from 15th Avenue to 32nd 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 JJJ above; and, be it further

RESOLVED, That the SFMTA Board of Directors directs the Director of Transportation to proceed with Option 2, the Delayed Transit Lane Option, to implement all Quick Build phase improvements around fall 2023, including transit lanes, except as provided here, and capital improvements, including bus and pedestrian bulbs and traffic signal upgrades, to be coordinated with San Francisco Public Utilities Commission-sponsored critical water and sewer upgrades, anticipated to begin in early 2025, and delay implementation of transit lanes on the following blocks until the start of San Francisco Public Utilities Commission construction in the Geary project area: Geary Boulevard between 15th and 16th avenues, 17th and 20th avenues, and 25th and 27th avenues in the outbound direction; and Geary Boulevard between 22nd and 20th avenues and 19th and 17th avenues in the inbound direction.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of August 15, 2023.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

[Transportation Code – Transit Only Lanes – Geary]

Resolution amending Division II of the Transportation Code to designate Muni and Taxi Transit-only Areas on the following segments of Geary Boulevard: Geary Boulevard, eastbound (inbound) from 33rd Avenue to 15th Avenue; and Geary Boulevard, westbound (outbound) from 15th Avenue to 32nd 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).

* * * *

(39) **Geary Boulevard, westbound, from 15th Avenue to 32nd Avenue.** Except as to Municipal Railway vehicles, taxis, vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the curb, vehicles entering into or exiting from a driveway, and

authorized emergency vehicles, no vehicle may operate within the Transit-only Area on Geary Boulevard, westbound, from 15th Avenue to 32nd Avenue.

(40) Geary Boulevard, eastbound, from 33rd Avenue to 15th Avenue. Except as to Municipal Railway vehicles, taxis, vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the curb, vehicles entering into or exiting from a driveway, and authorized emergency vehicles, no vehicle may operate within the Transit-only Area on Geary Boulevard, eastbound, from 33rd Avenue to 15th Avenue.

(3941) 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.
	4th St. (Southbound)	Berry St.	Channel St.
	7th St.	Townsend St.	Mission St.
	8th St.	Market St.	Bryant 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.
	Clay St. (Eastbound)	Van Ness Ave.	Larkin St.
	Folsom St. (Eastbound)	10th St.	Mabini St.
Fremont St.	Mission St.	Market St.	

Hours of Operation	Street	From	To
	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.
	Geary Blvd. (Eastbound)	15th Ave.	14th Ave.
	Geary Blvd. (Eastbound)	26th Ave.	24th Ave.
	Geary Blvd. (Eastbound)	33rd Ave.	32nd Ave.
	Geary Blvd.	14th Ave.	Collins St.
	Geary Blvd.	32nd Ave.	28th Ave.
	Geneva Ave. (Outbound)	Delano Ave.	280 Freeway Overpass
	Judah St. (Westbound)	19th Ave.	20th Ave.
	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.
	Sacramento St. (Westbound)	Larkin St.	Franklin St.

Hours of Operation	Street	From	To
	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.	Stockton St.
7:00 AM – 10:00 AM, Monday – Friday	Clay St. (Eastbound)	Larkin St.	Powell St.
7:00 AM – 7:00 PM, Monday – Friday	Sacramento St.	Leidesdorff St.	Kearny St.
3:00 PM – 8:00 PM, Monday – Friday	Bush St. (Eastbound)	Montgomery St.	Sansome 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	Bush St. (Eastbound)	Sansome St.	151 feet Easterly
	Clay St. (Eastbound)	Larkin St.	Powell St.
	Sacramento St. (Westbound)	Kearny St.	Larkin St.

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

Section 3. Scope of Resolution. In enacting this resolution, 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 resolution as additions or deletions in accordance with the "Note" that appears under the official title of the resolution.

APPROVED AS TO FORM:
David Chiu, City Attorney

By:

Lillian A. Levy
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 15, 2023.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency