



CEQA STATUTORY EXEMPTION DETERMINATION
Eligibility Checklist: Public Resources Code Section 21080.25

Date Issued: July 21, 2023
Record No.: 2023-002038ENV, **Geary Boulevard Improvement Project (between Stanyan Street and 34th Avenue)**
Project Sponsor: Liz Brisson, San Francisco Municipal Transportation Agency
Through: Melinda Hue, San Francisco Municipal Transportation Agency
Staff Contact: Jennifer McKellar, jennifer.mckellar@sfgov.org or (628) 652-7563

PROJECT DESCRIPTION

The San Francisco Municipal Transportation Agency (SFMTA) proposes to implement transit and pedestrian safety improvements along the 38 Geary/38R Geary Rapid Muni route on Geary Boulevard in the Richmond District between Stanyan Street and 34th Avenue. The inbound direction for this route is east towards downtown, and the outbound direction for this route is west towards the Richmond District. Project elements would include:

- Installing transit lanes¹ between 28th and 15th avenues.
- Relocating 10 bus stops, removing two closely spaced stops, and extending some bus stop lengths to improve transit performance and accessibility.
- Pedestrian safety improvements, including transit and pedestrian bulb-outs, daylighting², expanded median refuges, and turn restrictions at key intersections.
- Traffic signal upgrades to improve signal visibility, as well as to upgrade communications from wireless to fiber-optic technology.

To accommodate the new transit lanes, extended bus stops, bulb-outs and daylighting, the nearby on-street parking supply would be reduced. To improve loading access at the curb, new and consolidated commercial and passenger loading zones would be installed.

Please see the attached Geary Boulevard Improvement Project memo for a more detailed project description, including plans. Project documents are also available in Planning Dept. Case No. 2023-002038ENV. As required by Public Resources Code Section 21080.25, for a project exceeding \$50 million in cost at least two public meetings will be held in the project area during each year of construction.

| | |
|---|--|
| Constructed by: | Contracted through: |
| <input type="checkbox"/> Public Works | <input checked="" type="checkbox"/> Public Works |
| <input checked="" type="checkbox"/> SFMTA | <input checked="" type="checkbox"/> SFPUC |

¹ The proposed transit lanes are vehicle travel lanes dedicated to Muni and taxi use only.

² Daylighting is a safety treatment to increase the visibility of pedestrians crossing a street. The parking spaces at an intersection approach are converted into red zones, enabling drivers to better see people at the intersection.

SB922 ELIGIBILITY CHECKLIST

This project, as proposed, has been determined to be exempt under the California Environmental Quality Act (CEQA), specifically under a statutory exemption pursuant to Public Resources Code section 21080.25 as demonstrated below.


| Table 1: Project Type Checklist – Public Resources Code Section 21080.25(b) | |
|---|---|
| The project must meet at least one project type to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms. | |
| <input checked="" type="checkbox"/> | (1) Pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right-of-way. |
| <input checked="" type="checkbox"/> | (2) Projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians within the public right-of-way. |
| <input checked="" type="checkbox"/> | (3) Transit prioritization projects. |
| <input checked="" type="checkbox"/> | (4) A project 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. |
| <input type="checkbox"/> | (5) A public project for the institution or increase of bus rapid transit, bus, or light rail service, including the construction or rehabilitation of stations, terminals, or existing operations facilities, which will be exclusively used by zero-emission, near-zero-emission, low oxide of nitrogen engine, compressed natural gas fuel, fuel cell, or hybrid powertrain buses or light rail vehicles, on existing public rights-of-way or existing highway rights-of-way, whether or not the right-of-way is in use for public mass transit. The project shall be located on a site that is wholly within the boundaries of an urbanized area or urban cluster, as designated by the United States Census Bureau. |
| <input type="checkbox"/> | (6) A public project to construct or maintain infrastructure or facilities to charge, refuel, or maintain zero-emission public transit buses, trains, or ferries, provided the project is carried out by a public transit agency in compliance with the State Air Resources Board’s Innovative Clean Transit regulations (Article 4.3 (commencing with Section 2023) of Chapter 1 of Division 3 of Title 13 of the California Code of Regulations) or any regulations identified by the State Air Resources Board’s 2020 Mobile Source Strategy, adopted on October 28, 2021, and the project is located on property owned by the local agency or within an existing public right-of-way or on property owned by a public or private utility. *For projects including hydrogen refueling infrastructure or facilities necessary to refuel or maintain zero-emission public transit buses, trains, or ferries, see Table 3 for additional requirements. |
| <input checked="" type="checkbox"/> | (7) The maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with a project identified in paragraphs (1) to (6), inclusive. |
| <input checked="" type="checkbox"/> | (8) A project that consists exclusively of a combination of any of the components of a project identified in paragraphs (1) to (7), inclusive. |
| <input type="checkbox"/> | (9) A planning decision carried out by a local agency to reduce or eliminate minimum parking requirements or institute parking maximums, remove or restrict parking, or implement transportation demand management requirements or programs. |

| Table 2: Other Project Eligibility Criteria – Public Resources Code Section 21080.25(c) | |
|---|---|
| The project must meet all the criteria listed below to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 2 does not apply to a planning decision carried out by a local agency to reduce or eliminate minimum parking requirements or institute parking maximums, remove or restrict parking, or implement transportation demand management requirements or programs. | |
| <input checked="" type="checkbox"/> | (1) A local agency is carrying out the project and is the lead agency for the project. |
| <input checked="" type="checkbox"/> | (2) The project does not induce single-occupancy vehicle trips, add additional highway lanes, widen highways, or add physical infrastructure or striping to highways except for minor modifications needed for the efficient and safe movement of transit vehicles, bicycles, or high-occupancy vehicles, such as extended merging lanes, shoulder improvements, or improvements to the roadway within the existing right of way. The project shall not include the addition of any auxiliary lanes. |
| <input checked="" type="checkbox"/> | (3) The construction of the project shall not require the demolition of affordable housing units. |
| <input checked="" type="checkbox"/> | (4) The project would: <ul style="list-style-type: none"> <input type="checkbox"/> not exceed fifty million dollars (\$50,000,000) OR <input checked="" type="checkbox"/> exceed \$50,000,000 (but not exceed \$100,000,000)* and meet the noticed public meeting requirements in Table 3 |
| * If the project exceeds \$100,000,000, then Section 21080.25(d) imposes additional requirements. Please consult with the Planning Department staff. | |
| Table 3: Noticed Public Meetings Requirements – Public Resources Code Section 21080.25(d)(1)(D)(i), (iii), (iv) and Section 21080.25(d)(1)(E) | |
| Projects including hydrogen refueling infrastructure or facilities necessary to refuel or maintain zero-emission public transit buses, trains, or ferries or projects exceeding \$50,000,000 must meet all the applicable criteria listed below to qualify for this Statutory Exemption. | |
| <input checked="" type="checkbox"/> | The lead agency shall hold noticed public meetings as follows: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Before determining that a project is exempt pursuant to this section, the lead agency shall hold at least three noticed public meetings in the project area to hear and respond to public comments. Public meetings occurred: <ul style="list-style-type: none"> - Tuesday, March 15, 2022 at the inbound Geary Boulevard/20th Avenue bus stop - Planned in-person office hours August 2023 - SFMTA Board Hearing August 2023 <input checked="" type="checkbox"/> The lead agency shall conduct at least two noticed public meetings annually during project construction for the public to provide comments. <input checked="" type="checkbox"/> The public meetings held pursuant to Section 21080.25(d)(1)(D)(i) to (iii), inclusive, shall be in the form of either a public community planning meeting held in the project area or in the form of a regularly scheduled meeting of the governing body of the lead agency. |
| <input checked="" type="checkbox"/> | The lead agency shall give public notice of the meetings (listed in the row above) to the last known name and address of all the organizations and individuals that have previously requested notice and shall also give the general public notice using at least one of the following procedures: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Posting of the notice onsite and offsite in the area where the project is located. <input checked="" type="checkbox"/> Posting of the notice on the lead agency’s internet website and social media accounts. |
| <input type="checkbox"/> | Not Applicable – Project type not applicable and cost of project is below \$50,000,000. |

Table 4: Project Labor Requirements – Public Resources Code Section 21080.25(f)

In addition to meeting the criteria in Table 2, the project must meet labor requirements to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 4 does not apply to a planning decision carried out by a local agency to reduce or eliminate minimum parking requirements or institute parking maximums, remove or restrict parking, or implement transportation demand management requirements or programs.

| | |
|-------------------------------------|--|
| <input type="checkbox"/> | <p>(1) Following the granting of an exemption under this section, the lead agency shall take an action at a public meeting of its governing board to certify that the project will be completed by a skilled and trained workforce. (Does not apply if the lead agency has an existing policy or certification approved by its governing board that requires the use of a skilled and trained workforce to complete the project if the lead agency is a signatory to a project labor agreement that will require the use of a skilled and trained workforce on the project.)</p> <p>(2) (A) Except as provided in subparagraph (2) (B), for a project that is exempted under this section, the lead agency shall not enter into a construction contract with any entity unless the entity provides to the lead agency an enforceable commitment that the entity and its subcontractors at every tier will use a skilled and trained workforce to perform all work on the project or a contract that falls within an apprenticeship occupation in the building and construction trades in accordance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.</p> |
| <input checked="" type="checkbox"/> | <p>(2) (B) Subparagraph (2)(A) does not apply if any of the following requirements are met:</p> <ul style="list-style-type: none"> <input type="checkbox"/> (i) The lead agency has entered into a project labor agreement that will bind all contractors and subcontractors performing work on the project to use a skilled and trained workforce and the entity has agreed to be bound by that project labor agreement. <input checked="" type="checkbox"/> (ii) The project or contract is being performed under the extension or renewal of a project labor agreement that was entered into by the lead agency before January 1, 2021. <input type="checkbox"/> (iii) The entity contracted to perform the project entered into a project labor agreement that will bind the entity and all its subcontractors at every tier performing the project to use a skilled and trained workforce. |
| <input checked="" type="checkbox"/> | <p>A portion of the project would be constructed by SFMTA and/or Public Works Shops and this portion would not require the use of contractors for labor.</p> |
| <input type="checkbox"/> | <p>Not Applicable. The project would be entirely constructed by SFMTA and/or Public Works Shops and would not require the use of contractors for labor.</p> |

| EXEMPTION DETERMINATION (TO BE COMPLETED BY PROJECT PLANNER) | |
|--|---|
| <p>Project Approval Action:</p> <p>SFMTA Board of Directors Approval</p> | <p>Signature/Date: July 21, 2023</p>  <p>Jennifer McKellar San Francisco Planning Department</p> |
| <p>Supporting documents are available for review on the San Francisco Property Information Map, which can be accessed at https://sfplanninggis.org/pim/ and inputting the record number. Individual files can be viewed by clicking on the Planning Applications link, clicking the “More Details” link under the project’s environmental record number (ENV) and then clicking on the “Related Documents” link.</p> <p>Once signed and dated, this document constitutes an exemption pursuant to CEQA Guidelines and Chapter 31 of the SF Administrative Code. Per Chapter 31, an appeal of an exemption determination to the Board of Supervisors shall be filed within 30 days after the Approval Action occurs at a noticed public hearing, or, if the approval is not made at a noticed public hearing, within 30 days after posting on the Planning Department’s website a written decision or notice of the Approval Action.</p> | |

ATTACHMENT 1: DEFINITIONS

Definitions for terms 1 through 12 are the same as provided in the text of Public Resources Code section 21080.25(a).

- (1) **“Affordable housing”** means any of the following:
 - (A) Housing that is subject to a recorded covenant, ordinance, or law that restricts rents or sales prices to levels affordable, as defined in Section 50052.5 or 50053 of the Health and Safety Code, to persons and families of moderate, lower, or very low income, as defined in Section 50079.5, 50093, or 50105 of the Health and Safety Code, respectively.
 - (B) Housing that is subject to any form of rent or price control through a public entity’s valid exercise of its police power.
 - (C) Housing that had been occupied by tenants within five years from the date of approval of the development agreement by a primary tenant who was low income and did not leave voluntarily.

- (2) **“Bicycle facilities”** includes, but is not limited to, bicycle parking, bicycle sharing facilities, and bikeways as defined in Section 890.4 of the Streets and Highways Code.

- (3) **“High-occupancy vehicle”** means a vehicle with three or more occupants.

- (4) **“Highway”** means a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. “Highway” includes a street.

- (5) **“Local agency”** means a public transit operator, city, county, city and county, special district, joint powers authority, local or regional transportation agency, or congestion management agency.

- (6) **“Part-time transit lanes”** means designated highway shoulders that support the operation of transit vehicles during specified times and are not open to nonpublic transit vehicles at any time.

- (7) **“Project labor agreement”** has the same meaning as defined in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.

- (8) **“Public transit operator”** has the same meaning as in Section 99210 of the Public Utilities Code.

- (9) **“Skilled and trained workforce”** has the same meaning as provided in Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.

- (10) **“Transit lanes”** means street design elements that delineate space within the roadbed as exclusive to transit use, either full or part time.

- (11) **“Transit prioritization projects”** means any of the following transit project types on highways or in the public right-of-way:
 - (A) Signal and sign changes, such as signal coordination, signal timing modifications, signal modifications, or the installation of traffic signs or new signals.
 - (B) The installation of wayside technology and onboard technology.
 - (C) The installation of ramp meters.
 - (D) The conversion to dedicated transit lanes, including transit queue jump or bypass lanes, shared turning lanes and turn restrictions, the narrowing of lanes to allow for dedicated transit lanes or transit reliability improvements, or the widening of existing transit travel lanes by removing or restricting street parking.
 - (E) Transit stop access and safety improvements, including, but not limited to, the installation

of transit bulbs and the installation of transit boarding islands.

(12) “**Transportation demand management program**” means a specific program of strategies, incentives, and tools to be implemented, including, with specified annual status reporting obligations, to reduce vehicle trips by providing opportunities for the public to choose sustainable travel options, such as transit, bicycle riding, or walking. A specific program of strategies, incentives, and tools includes, but is not limited to, any of the following:

- (A) Provision of onsite electric vehicle charging stations in excess of applicable requirements.
- (B) Provision of dedicated parking for car share or zero-emission vehicles, or both types of vehicles, in excess of applicable requirements.
- (C) Provision of bicycle parking in excess of applicable requirements.

(13) Pedestrian Facilities as a term is not defined in Public Resources Code Section 21080.25. The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) is a national standard approved by the Federal Highway Administrator in accordance with Title 23 of the U.S. Code. In the MUTCD, **Pedestrian Facilities** is “a general term denoting improvements and provisions made to accommodate or encourage walking.”³ This definition will be used by San Francisco Planning Department to determine if a project or project component includes a pedestrian facility and meets the eligibility criteria of Public Resources Code Section 21080.25.

³ U.S. Department of Transportation, Federal Highway Administration. 2009. *Manual on Uniform Traffic Control Devices for Streets and Highways*. See page 17. Online at <https://mutcd.fhwa.dot.gov/pdfs/2009r1r2/mutcd2009r1r2edition.pdf>. Accessed December 21, 2020



Date: July 21, 2023
To: Jennifer McKellar, San Francisco Planning Department
From: Liz Brisson, San Francisco Municipal Transportation Agency
Through: Melinda Hue, San Francisco Municipal Transportation Agency
Re: **Geary Boulevard Improvement Project (between Stanyan Street and 34th Avenue)**
Case Number: 2023-002038ENV

SUMMARY

The San Francisco Municipal Transportation Agency (SFMTA) proposes to implement transit and pedestrian safety improvements along the 38 Geary/38R Geary Rapid Muni route on Geary Boulevard in the Richmond District between Stanyan Street and 34th Avenue. The inbound direction for this route is east towards downtown, and the outbound direction for this route is west towards the Richmond District.

Project elements would include:

- Installing transit lanes¹ between 28th and 15th avenues.
- Relocating 10 bus stops, removing two closely spaced stops, and extending some bus stop lengths to improve transit performance and accessibility.
- Pedestrian safety improvements, including transit and pedestrian bulb-outs, daylighting², expanded median refuges, and turn restrictions at key intersections.
- Traffic signal upgrades to improve signal visibility, as well as to upgrade communications from wireless to fiber-optic technology.

To accommodate the new transit lanes, extended bus stops, bulb-outs and daylighting, the nearby on-street parking supply would be reduced. To improve loading access at the curb, new and consolidated commercial and passenger loading zones would be installed.

Continues on the next page.

¹ The proposed transit lanes are vehicle travel lanes dedicated to Muni and taxi use only.

² Daylighting is a safety treatment to increase the visibility of pedestrians crossing a street. The parking spaces at an intersection approach are converted into red zones, enabling drivers to better see people at the intersection.

EXISTING CONDITIONS

The project area is located in the Richmond District and includes Geary Boulevard between Stanyan Street and 34th Avenue. Geary Boulevard is a major east-west signalized arterial. Under existing conditions within the project area, Geary Boulevard includes segments with two travel lanes and one transit lane in each direction as well as segments with two travel lanes and no transit lane in each direction. There is on-street parking in most locations on both sides of the street, including some segments with parallel parking and some with angled parking.

The 38 Geary and 38R Geary Rapid bus services operate along Geary Boulevard between the Transbay Transit Center and Land’s End/48th Avenue. Figure 1 shows 38 Geary/38R Geary Rapid routing and stop locations within the project area.



Figure 1: Existing 38 Geary/38R Geary Rapid Routing and Stop Locations

PROPOSED PROJECT

The Geary Boulevard Improvement Project includes the following elements, which are also illustrated in greater detail in block-by-block project drawings provided in Attachment A.

- 1. New transit lanes.** The project would install transit lanes at the locations indicated in Figure 2. Like the existing transit lanes, the proposed transit lanes would be in effect all day. To accommodate the proposed transit lanes, the existing angled parking along these segments would be converted to parallel parking. The project would retain two general purpose travel lanes in each direction adjacent to the proposed transit lanes. 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.

To further prioritize transit and reduce instances of right-turning vehicles blocking the transit lanes, the project would install new right-turn pockets at the following locations:

- Stanyan Street – Within the local 38 Geary bus zone, for eastbound vehicles
- 9th Avenue – For eastbound vehicles
- Park Presidio Boulevard – For eastbound vehicles
- 15th Avenue – For eastbound vehicles
- 28th Avenue – Within the local 38 Geary bus zones, for eastbound and westbound vehicles
- 33rd Avenue – Within the 38 Geary bus zone, for eastbound vehicles, to help keep through vehicles from encroaching into the bus zone.



Figure 2: Proposed Transit Lanes

2. Bus stop changes. To complement the benefits of the transit lanes, the project proposes changes to bus stops along the corridor to improve transit reliability, traffic safety and passenger accessibility. The project would relocate 10 bus stops from the near-side to the far-side of intersections as shown in Figure 3. Far-side bus stop locations provide better transit performance at signalized intersections because they allow SFMTA’s transit signal priority system to be utilized to increase the likelihood that a bus will get a green light. They also improve traffic safety by reducing conflicts with cars turning right in front of buses.

In addition, the inbound and outbound 38 Geary local stops at 12th Avenue would be consolidated with upgraded bus stops at Park Presidio Boulevard. This means that the

inbound and outbound 38 Geary local bus stops at 12th Avenue would be removed. These bus stops are less than 600 feet away from the adjacent Park Presidio Boulevard stops— closer than SFMTA’s bus stop spacing standard of 800-1,360 feet. The 12th Avenue stops are among the least busy stops in the project area, with 253 daily boardings (as of 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, which would be improved with bus bulbs³ and rider amenities (such as shelters with real-time arrival information, trash cans, bike racks, and decorative brick edging) through implementation of the proposed project.

Bus bulbs would be constructed at nine 38R Geary Rapid bus stops, as shown in Figure 4 below. These would be long enough to accommodate two 60-foot articulated coaches so both the 38 Geary and 38R Geary Rapid can board at the same time. People waiting for the bus would benefit from more room to wait and other amenities. In addition, the bus bulbs would make it more likely for buses to pull up flush to the curb to provide easier boarding and improved accessibility.

The project would lengthen substandard bus zones to at least 90-feet long at all relocated 38 Geary local stops as well as the following locations:

- 3rd Avenue inbound
- 17th Avenue outbound
- 28th Avenue inbound
- 28th Avenue outbound

This provides enough space for 60-foot-long buses to safely pull up to the curb and provide accessible boarding and requires removal of some parking spaces.

To provide space for an additional bus at the 32nd Avenue inbound layover⁴, the project would rescind the unmarked west side crosswalk on Geary Boulevard at 31st Avenue and extend the bus zone eastwards. Rescinding the crosswalk would include installing “No Pedestrian Crossing” signs and remove the ADA curb ramps for the west side crossing.

³ Bus bulbs are sidewalk extensions at transit stops that allow Muni vehicles to stop for passengers without having to pull over. With bus bulbs, buses stop in line with the curb and no longer have to merge in and out of traffic allowing passengers to alight and board more quickly and easily.

⁴ A layover is the space at the end of a route where a bus waits prior to starting its next service run.



Figure 3 - Proposed Bus Stop Changes



Figure 4 - Proposed Bus and Pedestrian Bulbs

3. Pedestrian Improvements. The project includes construction of 23 pedestrian bulb-outs at intersections along Geary Boulevard shown in Figure 4 above (Attachment A shows specific intersection corners) to improve pedestrian safety and accessibility. These locations were selected based on past collision history. The project would also install daylighting at all intersection approaches within the project area to increase visibility at intersections for improved safety.

The project would update the pedestrian signal timing to provide more time for people to cross Geary Boulevard. While signal timing would provide adequate time for people of all abilities to fully cross Geary Boulevard in one signal cycle, the project would install enhanced median refuges (with concrete on both sides of the refuge area to protect people from traffic and ADA curb ramps on the refuge area for accessibility) on Geary Boulevard to provide a safe space for people to wait in the center median, if needed, at the following locations:

- 2nd Avenue – Eastside and westside medians
- 3rd Avenue – Westside median
- 4th Avenue – Eastside median
- 5th Avenue – Eastside and westside medians
- 6th Avenue – Eastside median
- 7th Avenue – Eastside median
- 8th Avenue – Westside median
- 9th Avenue – Eastside and westside medians
- 10th Avenue – Eastside and westside medians
- 11th Avenue – Westside median
- Park Presidio Boulevard – Eastside, southside, and westside medians
- 16th Avenue – Eastside and westside medians
- 17th Avenue – Eastside and westside medians
- 18th Avenue – Westside median
- 19th Avenue – Eastside median
- 20th Avenue – Eastside and westside medians
- 21st Avenue – Eastside and westside medians
- 22nd Avenue – Westside median
- 23rd Avenue – Eastside median
- 24th Avenue – Eastside and westside medians
- 25th Avenue – Eastside and westside medians
- 27th Avenue – Westside median
- 28th Avenue – Eastside and westside medians
- 29th Avenue – Eastside and westside medians.

Cross-street advanced limit lines⁵ would be installed at select intersections to improve bike connections across Geary Boulevard at 8th Avenue, 15th Avenue, 23rd Avenue, and 34th Avenue.

⁵ Advanced limit lines are solid white lines extending across all approach lanes to indicate where vehicles must stop in compliance with a stop sign or signal.

The project proposes 11 left-turn restrictions and 2 right-turn restrictions within the project limits as illustrated in Figure 5. The left-turn restrictions improve pedestrian and vehicle safety by reducing conflict points. The restrictions also provide more roadway space to construct the enhanced median refuges described above.



Figure 5 - Proposed Turn Restrictions

The two right-turn restrictions proposed at the inbound and outbound Park Presidio Boulevard bus stops support the proposed bus bulbs. To provide sufficient length for two buses to load at these stops, which are located along unusually short block faces, the bus bulbs would be constructed across part of the intersecting streets, 14th Avenue (outbound) and Funston Avenue (inbound). Because of the bulb-outs, two new right-turn restrictions would be included: 1) vehicles would no longer be able to make westbound right turns from Geary Boulevard onto 14th Avenue; and 2) vehicles would no longer be able to make eastbound right turns from Geary Boulevard onto Funston Avenue. Vehicles traveling toward Geary Boulevard from 14th and Funston avenues would still be permitted to turn right onto Geary Boulevard, over a proposed raised crosswalk to improve pedestrian safety.

Figure 6 shows the proposed treatments at the outbound bus stop at 14th Avenue as an example, including an extended sidewalk (shown in orange), a partial raised crosswalk (beige), and a right-turn restriction. The project would install a mirror image of the same treatments at the inbound bus stop at Funston Avenue.



Figure 6 - Simulation of Proposed 14th Avenue Improvements

Residents and visitors would retain vehicular access to 14th Avenue between Clement Street and Geary Boulevard and to Funston Avenue between Anza Street and Geary Boulevard. Drivers would have multiple options for accessing these street segments, as shown in Figure 7. Parking on 14th and Funston Avenues near Geary Boulevard would be converted from parallel parking on each side of the street to angled parking on one side of the street. On 14th Avenue, angled parking would be on the east side of the street and on Funston Avenue, angled parking would be on the west side of the street. (Note: Parking reconfiguration is not shown in Figure 6).

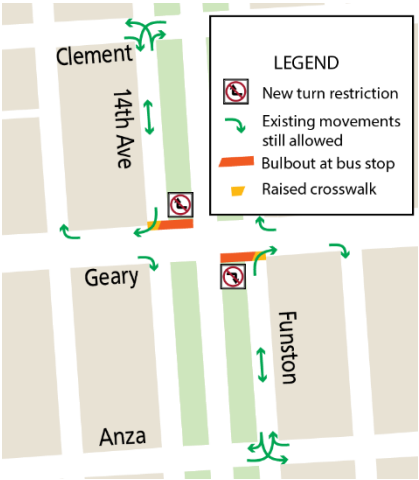


Figure 7 - Proposed Traffic Circulation in the Vicinity of 14th Avenue and Funston Avenue

Continues on the next page.

4. Traffic Signal Upgrades. The project proposes to upgrade the aging traffic signal infrastructure along Geary Boulevard. New mast arm signals over Geary Boulevard, as well as larger signal heads, are proposed to improve visibility for motorists to increase safety for pedestrians crossing the street. Additional upgrades to underground conduits and traffic signal poles are proposed at the following intersections:

- 16th Ave
- 17th Ave
- 18th Ave
- 19th Ave
- 20th Ave
- 21st Ave
- 23rd Ave
- 24th Ave
- 25th Ave
- 27th Ave
- 28th Ave
- 29th Ave
- 30th Ave

Accessible pedestrian signals would be installed at traffic signals being proposed for upgrades as well as at select locations with high pedestrian volumes.

The project area currently has wireless Transit Signal Priority, a system that has reliability issues. To enable more reliable transit signal priority and corridor communications, new fiber optic cables would be installed in new underground conduits continuously between Stanyan Street and 26th Avenue.

5. Parking and Loading Changes. To accommodate the proposed transit lanes, parking on Geary Boulevard would be converted from angled to parallel parking, reducing the number of parking spaces. Additionally, extending bus stop lengths, installing bulb-outs and daylighting would all require some reduction in parking supply. To improve loading access at the curb, new and consolidated commercial and passenger loading zones would be installed. Additional detail regarding these changes is described below.

To partially offset the loss of some on-street parking on Geary Boulevard, the project proposes to install additional parking on some cross streets intersecting Geary Boulevard by converting some existing parallel parking spaces on one side of the street to angled spaces. The locations proposed for this treatment are:

- Funston Avenue – Westside parking south of Geary to angled (1/8 of block)
- 14th Avenue – Eastside parking north of Geary to angled (1/8 of block)
- 17th Avenue – Eastside parking south of Geary to angled (1/6 of block)
- 19th Avenue – Eastside parking south of Geary to angled (1/6 of block)
- 21st Avenue – Eastside parking south of Geary to angled (1/6 of block) and re-locate bike-share station to 19th Avenue/Anza
- 23rd Avenue – Westside parking north of Geary to angled (1/3 of block)
- 24th Avenue – Eastside parking north of Geary to angled (1/3 of block)
- 26th Avenue – Westside parking north of Geary to angled (1/6 of block)
- 28th Avenue – Eastside parking south of Geary to angled (1/6 of block) and re-locate bike-share station to 26th/Clement
- 29th Avenue – Westside parking north of Geary to angled (whole block)

In addition to re-locating the 21st Ave/Geary and 28th Ave/Geary bike-share stations mentioned above, the 14th Ave/Geary bike-share station would be re-located from the parking lane to the sidewalk by expanding the sidewalk. One small tree would be removed and two new trees would be re-planted in the same vicinity.

Table 1 Summary of Proposed Parking Changes by Segment

| Corridor Segment | Estimated Public Parking Spaces in Area ¹ | Parking Spaces on Geary Blvd ² | Parking Loss Due to Project Proposals ² | | Proposed Side-Street Parking Additions | Net Parking Change ² | Net Parking Loss Per Block ² |
|---|--|---|--|-------------|--|---------------------------------|---|
| | | | Total | Per Block | | | |
| 34 th Avenue – 25 th Avenue | 1,000 | 127 | -13 | -1.4 | 16 | +3 | +0.3 |
| 25 th Avenue – Park Presidio | 1,430 | 226 | -39 | -3.5 | 23 | -16 | -1.5 |
| Park Presidio – Palm/Jordan | 1,750 | 230 | -18 | -1.3 | 0 | -18 | -1.3 |
| | 4,180 | 583 | -70 | -2.1 | 39 | -31 | -0.9 |

¹ Public parking spaces within 1 block of Geary Boulevard (Clement to Anza streets)

² Count of parking spaces includes general parking and loading spaces.

To provide businesses with access to the curb for commercial and passenger loading, a survey was conducted to determine loading needs and a curb management plan was developed. Under the proposed project, loading spaces would be consolidated, re-located, and added to provide access where needed. This would result in the net addition of 26 loading spaces as shown in Table 2 below.

Table 2 Proposed Changes in Commercial and Passenger Loading

| Corridor Segment | Commercial Loading Spaces | | | Passenger Loading Spaces | | |
|--|---------------------------|------------------|-----------|--------------------------|------------------|----------|
| | Existing | Proposed Project | Change | Existing | Proposed Project | Change |
| 34 th Avenue to 25 th Avenue | 12 | 13 | 1 | 12 | 16 | 4 |
| 25 th Avenue to Park Presidio Boulevard | 24 | 46 | 22 | 21 | 16 | -5 |
| Park Presidio Boulevard to Palm/Jordan Avenues | 27 | 29 | 2 | 36 | 38 | 2 |
| Study Corridor Total | 63 | 88 | 25 | 69 | 70 | 1 |

CONSTRUCTION

The SFMTA is considering two scenarios for installing the improvements. The same features would be installed under each scenario but the sequence of installing the improvements would differ as described below.

Under the first scenario, implementation of this project would occur in three phases via three different delivery methods.

- Quick Build implementation 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. This work would be implemented by SFMTA's field shops using roadway traffic paint and signage. The anticipated implementation duration for the quick build features would be about three months anticipated to occur by the end of 2023.
- Installation of the underground conduits for fiber optic cables would be included in an SFPUC-managed contract subject to SFPUC's Water System Improvement Program project labor agreement (March 2007, most recently amended 2019) that would also include SFPUC-sponsored water and sewer line upgrades. The maximum

depth of excavation required to install the conduits would be three feet. The anticipated duration for this SFPUC contract would be about 30 months, anticipated to occur between 2025 to 2027.

- Installation of bus and pedestrian bulb-outs enhanced median refuges, and traffic signal upgrades would be constructed through an SF Public Works-managed contract, which will be subject to the citywide project labor agreement. The maximum depth of excavation would be 13 feet at spot locations for traffic signal poles. The anticipated construction duration for this would be about 15 months, anticipated to occur between 2026 to 2027.

The overall construction duration for underground conduits and bus and pedestrian bulbs, along with SFPUC-sponsored water and sewer line upgrades, is anticipated to be about three years.

Under the second scenario, the SFMTA is considering an implementation strategy that would delay the implementation of some of the transit lanes in the Quick Build phase. With this delayed implementation strategy, the proposed transit lanes along Geary Boulevard between 16th and 17th avenues and 20th and 24th avenues in the outbound direction and along Geary Boulevard between 28th and 27th avenues, 24th and 22nd avenues, 20th and 19th avenues and 17th and 16th avenues in the inbound direction would be implemented as part of the Quick Build phase of construction. The proposed transit lanes along Geary Boulevard between 15th and 16th avenues, 17th and 20th avenues and 25th and 27th avenues in the outbound direction and along Geary Boulevard between 22nd and 20th avenues and 19th and 17th avenues in the inbound direction would be implemented about 18 months after the Quick Build phase, but before the commencement of the SFPUC construction contract anticipated in 2025. See Figure 8 for locations. During the interim, within the segments of Geary Boulevard where transit lane implementation would occur later, the exact locations of loading zones and other color curbs controlling parking would be temporarily shifted relative to the future permanent locations in order to accommodate the interim angled parking configuration.

Continues on the next page.

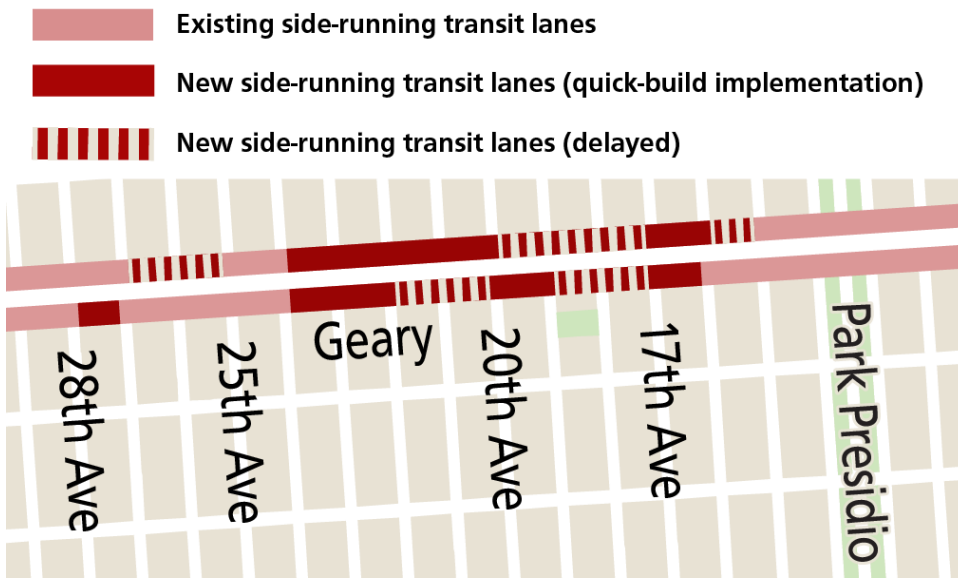


Figure 8 – Delayed Implementation Scenario for Transit Lanes

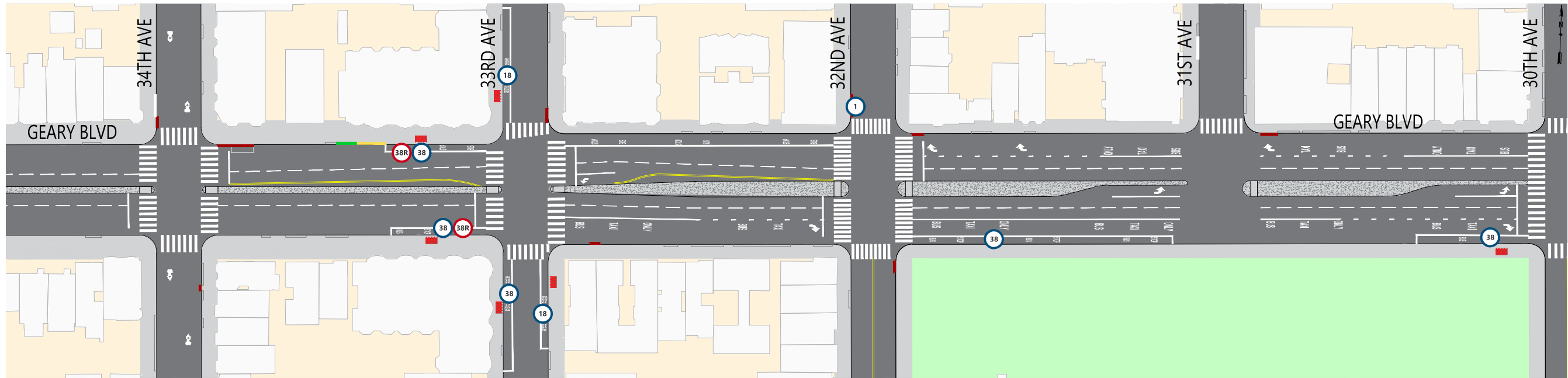
APPROVAL ACTION

The Approval Action for the purpose of San Francisco Administrative Code section 31.04(h)(2)(A) is the approval of the roadway changes described above by the SFMTA Board of Directors. The Approval Action starts the 30-day appeal period for the environmental review determination under Administrative Code Section 31.16.

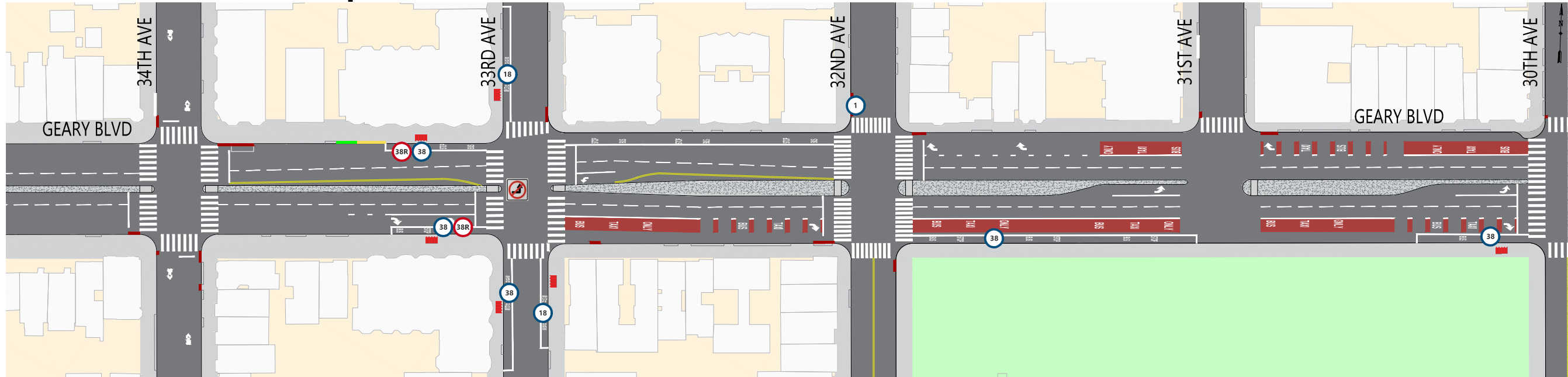
Attachment

- Attachment A: Geary Boulevard Improvement Project block-by-block project drawings

EXISTING CONDITIONS



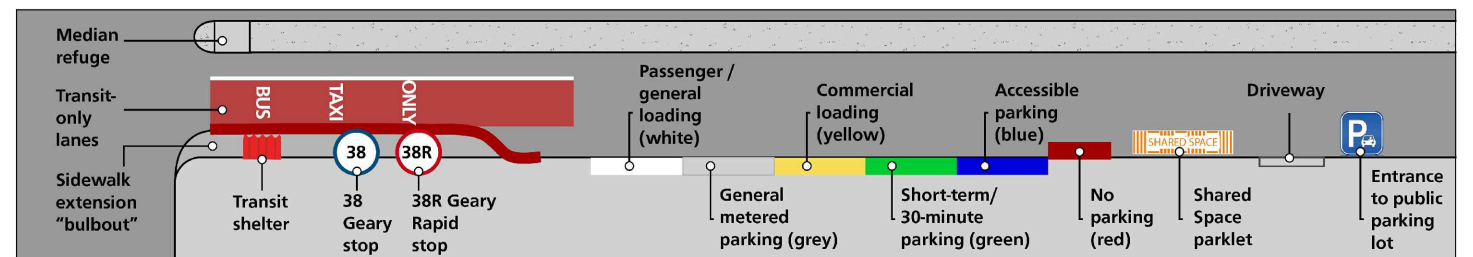
PROJECT PROPOSALS (Updated 2023)



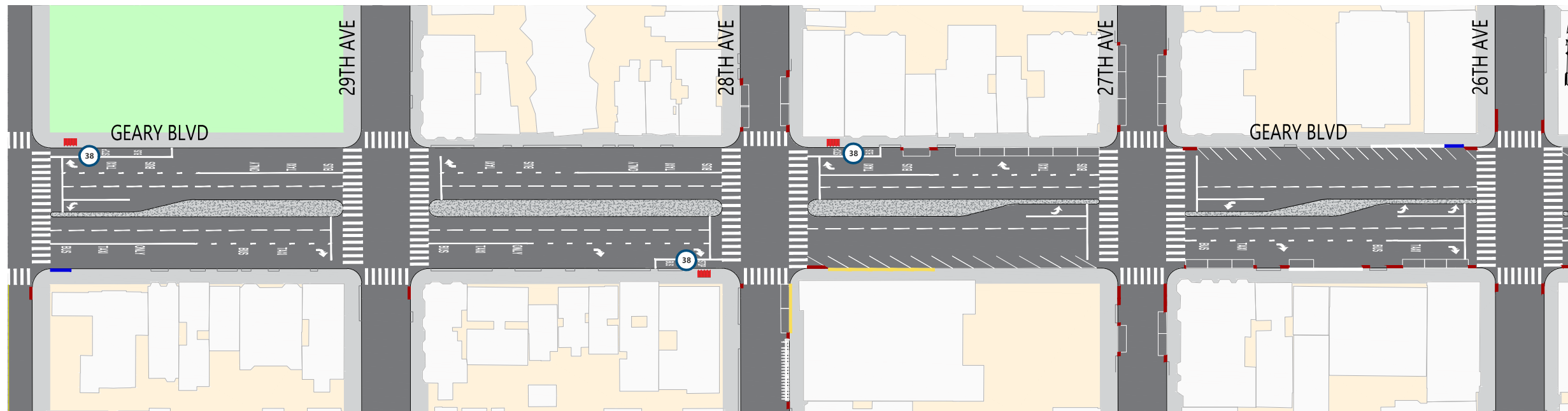
SUMMARY OF PROPOSALS

- Dedicated red transit-only lanes east of 33rd Ave
- Pedestrian bulbouts at the corners of 30th Ave
- Extension of the inbound 32nd Ave bus layover, closing the 31st Ave west side crosswalk
- Restriction of the left-turn from eastbound Geary onto 33rd Ave
- Traffic safety treatments including daylighting and leading pedestrian signals

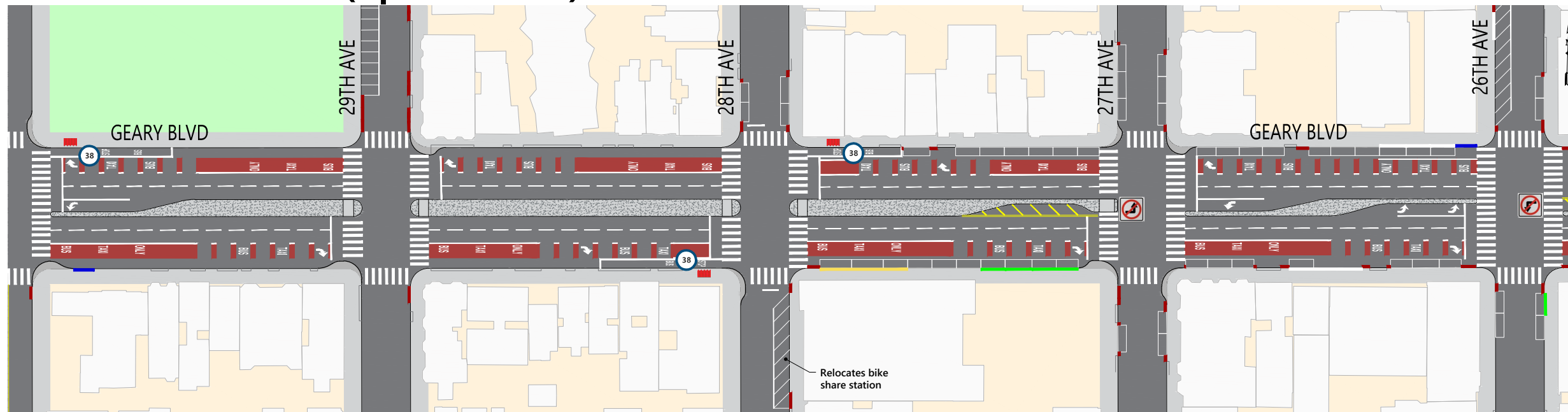
LEGEND



EXISTING CONDITIONS



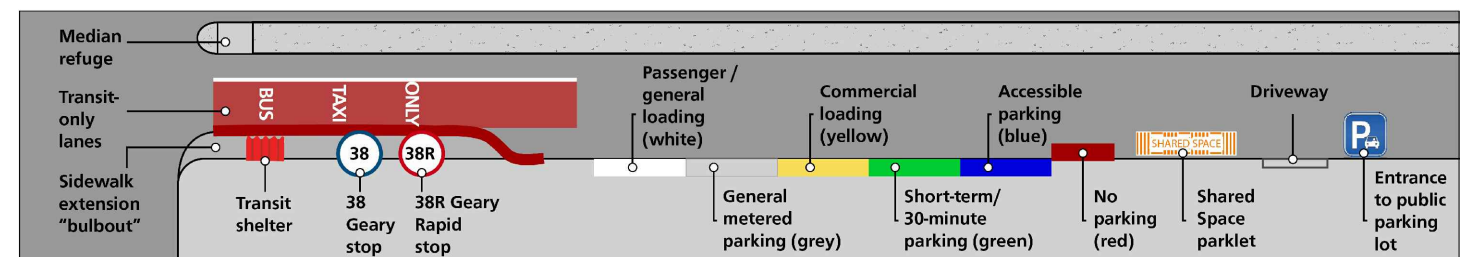
PROJECT PROPOSALS (Updated 2023)



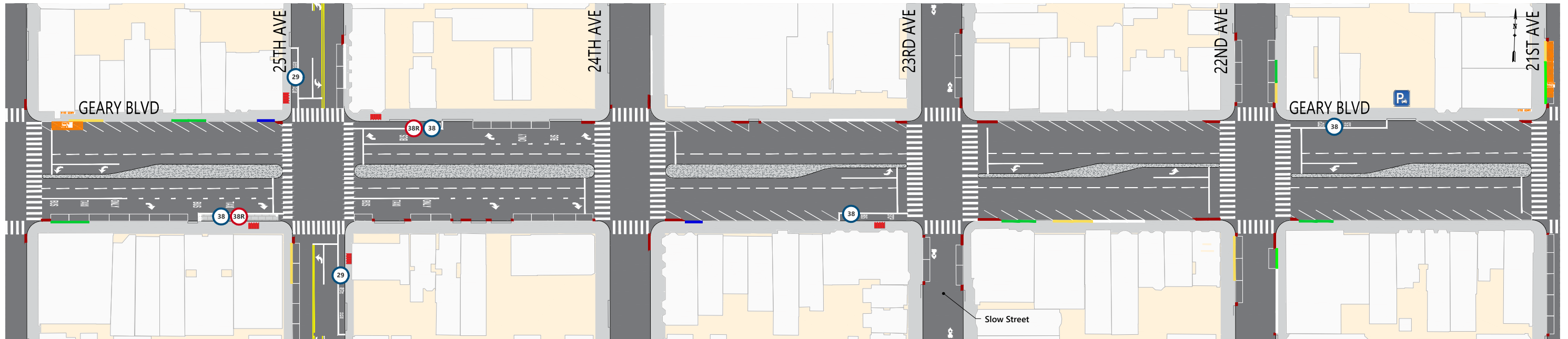
SUMMARY OF PROPOSALS

- New dedicated red transit-only lanes
- Extension of the 28th Ave local bus zones
- Pedestrian bulbouts at the corners of 30th, 29th, 28th and 27th avenues
- Restriction of the left-turns from eastbound Geary onto 27th Ave and westbound Geary onto 26th Ave
- Updated parking and loading regulations east of 28th Ave based on merchant and survey feedback
- New angled parking on 29th and 26th avenues, north of Geary, and on 28th Avenue, south of Geary
- Traffic safety treatments including expanded median refuges, daylighting and leading pedestrian signals

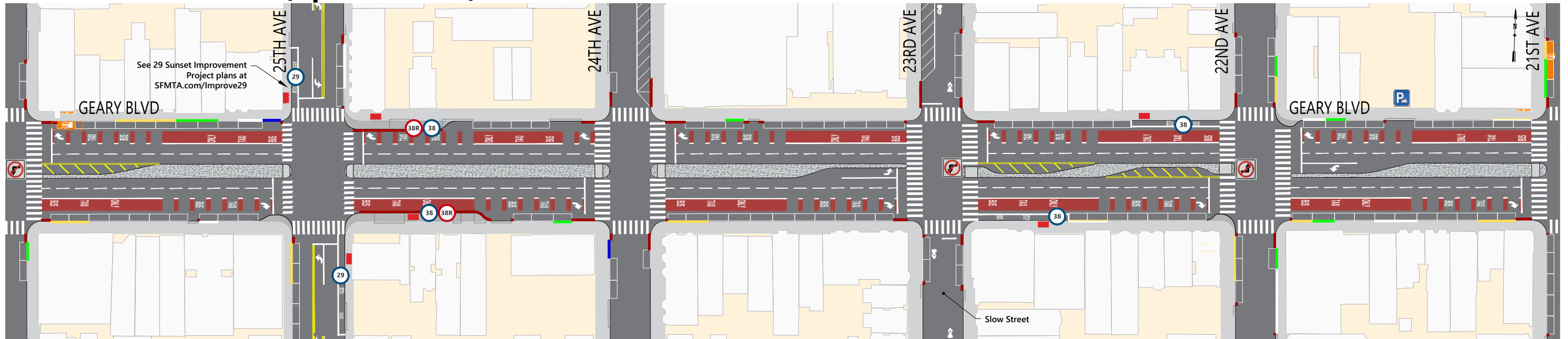
LEGEND



EXISTING CONDITIONS



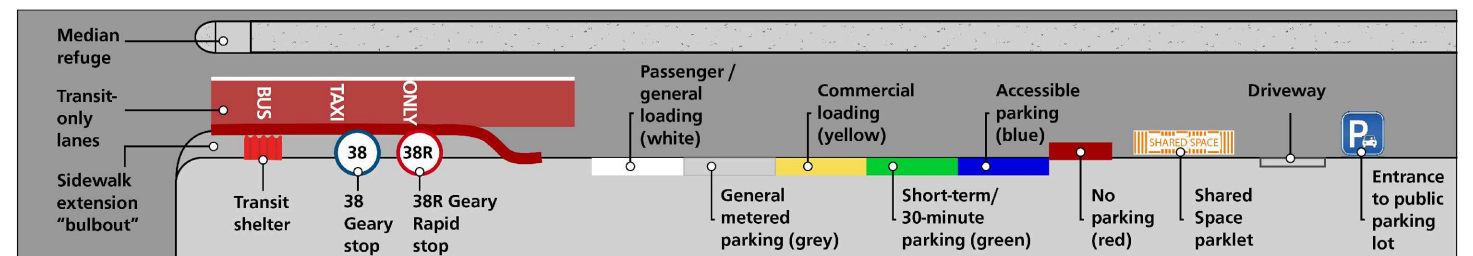
PROJECT PROPOSALS (Updated 2023)



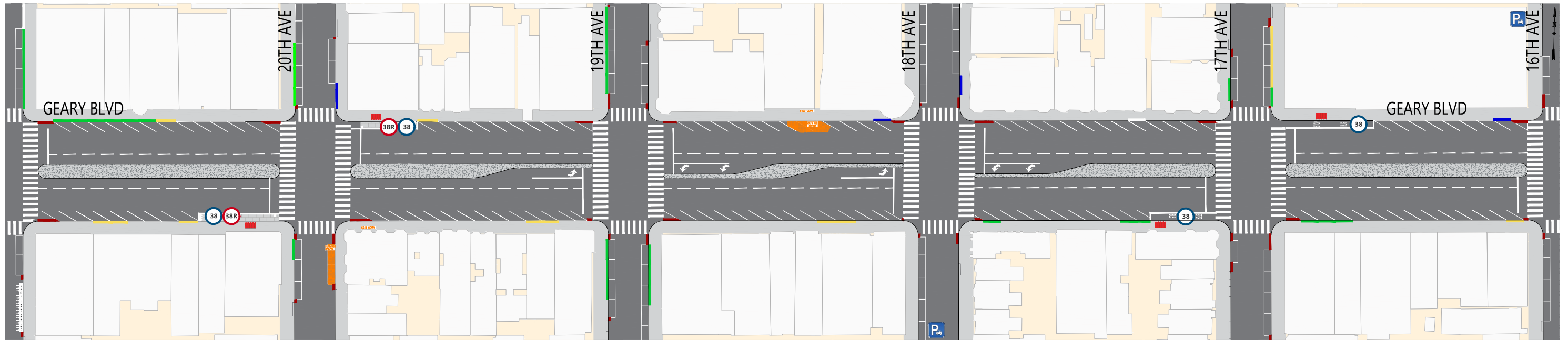
SUMMARY OF PROPOSALS

- New dedicated red transit-only lanes
- Relocation of the inbound 25th Ave Rapid stop across the street, with new widened sidewalk
- Relocation of the 22nd/23rd Ave local stops across the street
- Pedestrian bulbouts at the corners of 25th and 22nd avenues
- Restriction of the left-turns from westbound Geary onto 26th and 23rd avenues and eastbound Geary onto 22nd Ave
- Updated parking and loading regulations based on merchant and survey feedback
- New angled parking on 26th, 24th and 23rd avenues, north of Geary, and on 21st Avenue, south of Geary
- Traffic safety treatments including expanded median refuges, daylighting and leading pedestrian signals

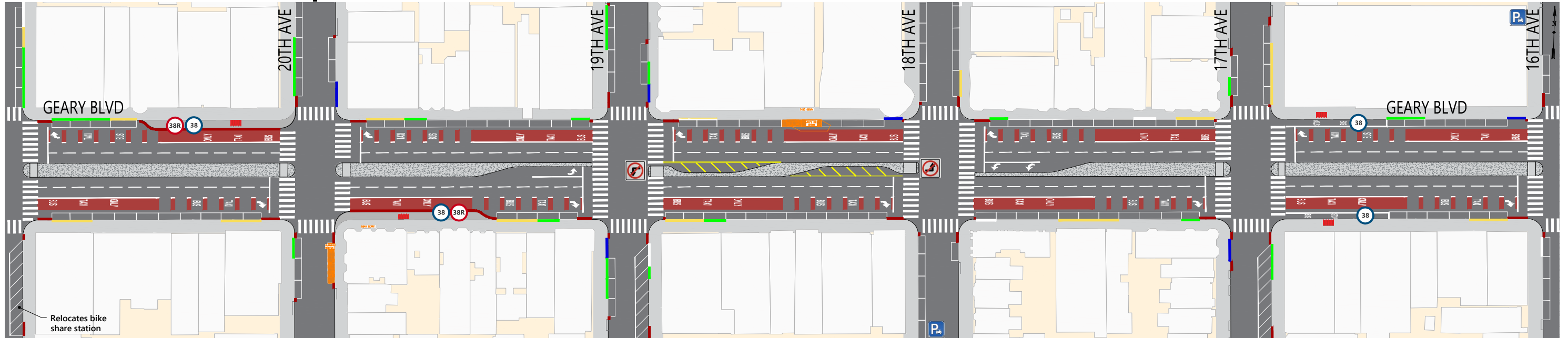
LEGEND



EXISTING CONDITIONS



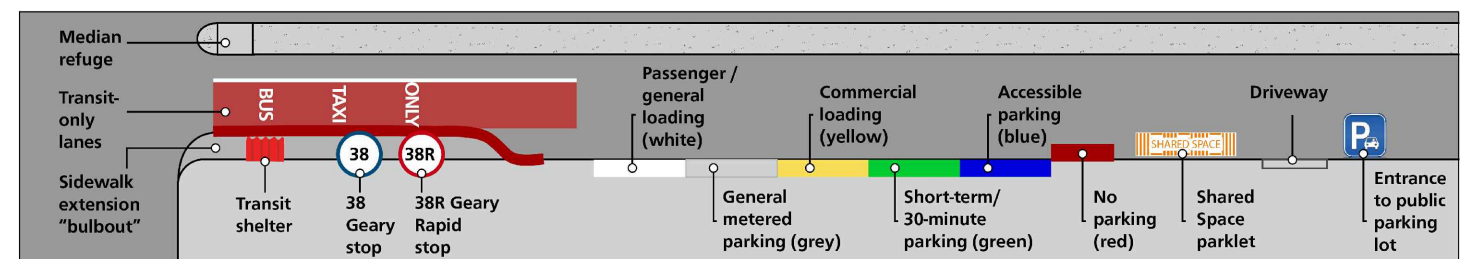
PROJECT PROPOSALS (Updated 2023)



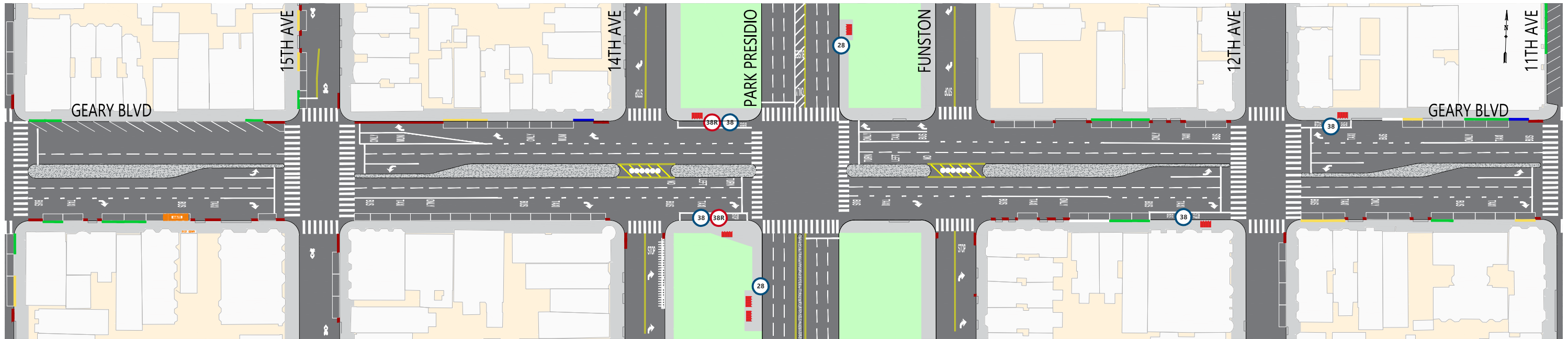
SUMMARY OF PROPOSALS

- New dedicated red transit-only lanes
- Relocation of the 20th Ave Rapid stops across the street, with new widened sidewalks
- Relocation of the inbound 17th Ave local stop across the street
- Restriction of the left-turns from westbound Geary onto 19th Ave and eastbound Geary onto 18th Ave
- Updated parking and loading regulations based on merchant and survey feedback
- New angled parking on 21st, 19th and 17th avenues, south of Geary
- Traffic safety treatments including expanded median refuges, daylighting and leading pedestrian signals

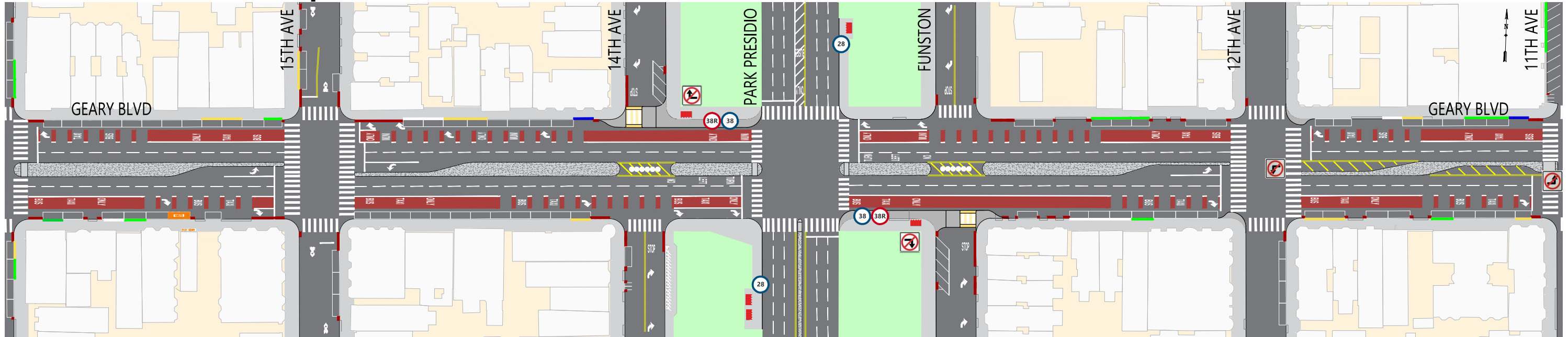
LEGEND



EXISTING CONDITIONS



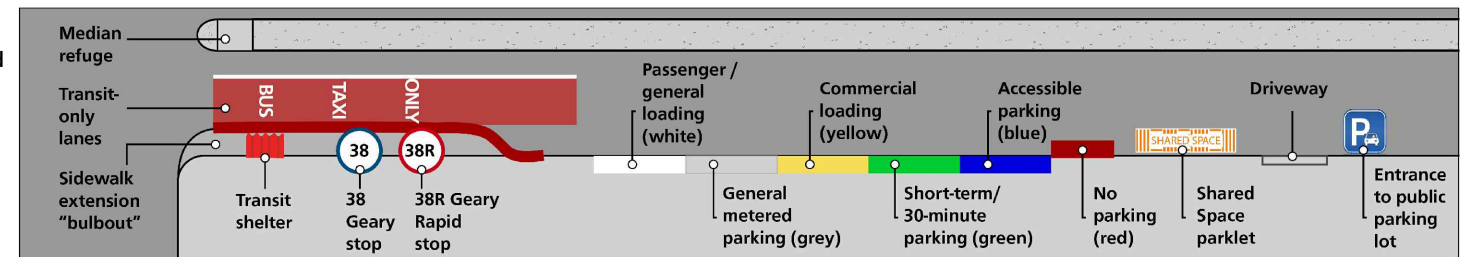
PROJECT PROPOSALS (Updated 2023)



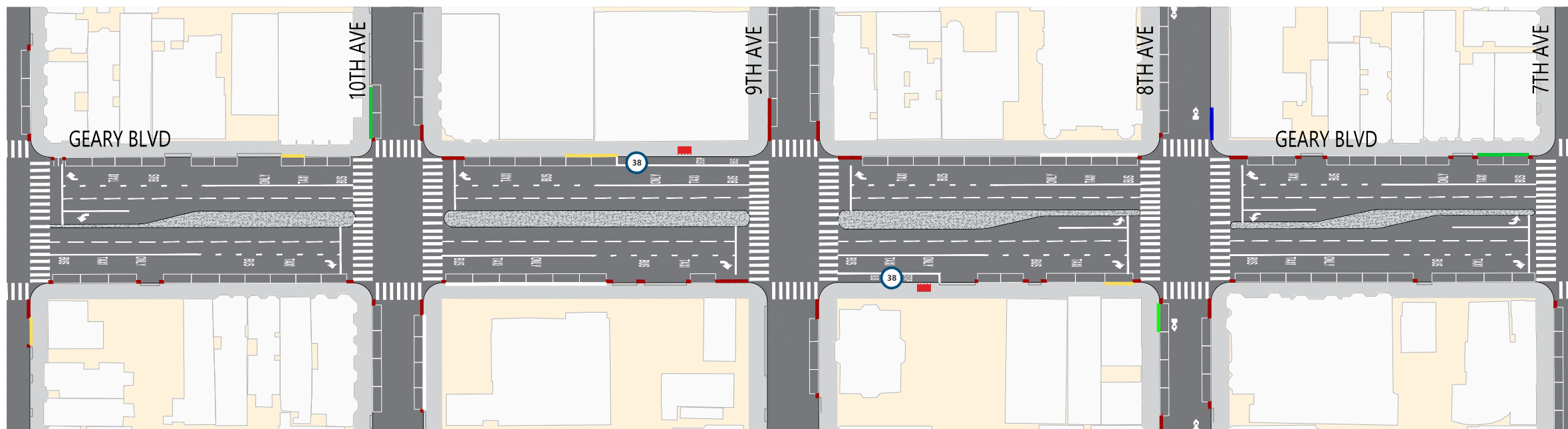
SUMMARY OF PROPOSALS

- New dedicated red transit-only lanes
- Relocation of the inbound Park Presidio Rapid stop across the street
- Sidewalk extensions at Park Presidio northwest & southeast corners that restrict right-turns from Geary onto 14th Ave northbound & Funston southbound
- Removal of the 12th Ave local stops
- Pedestrian bulbouts at the corners of 12th and 11th avenues
- Restriction of the left-turns from westbound Geary onto 12th Ave and eastbound Geary onto 11th Ave
- Updated parking and loading regulations based on merchant and survey feedback
- New angled parking on 14th Ave, north of Geary, and Funston Ave, south of Geary
- Traffic safety treatments including expanded median refuges, daylighting and leading pedestrian signals

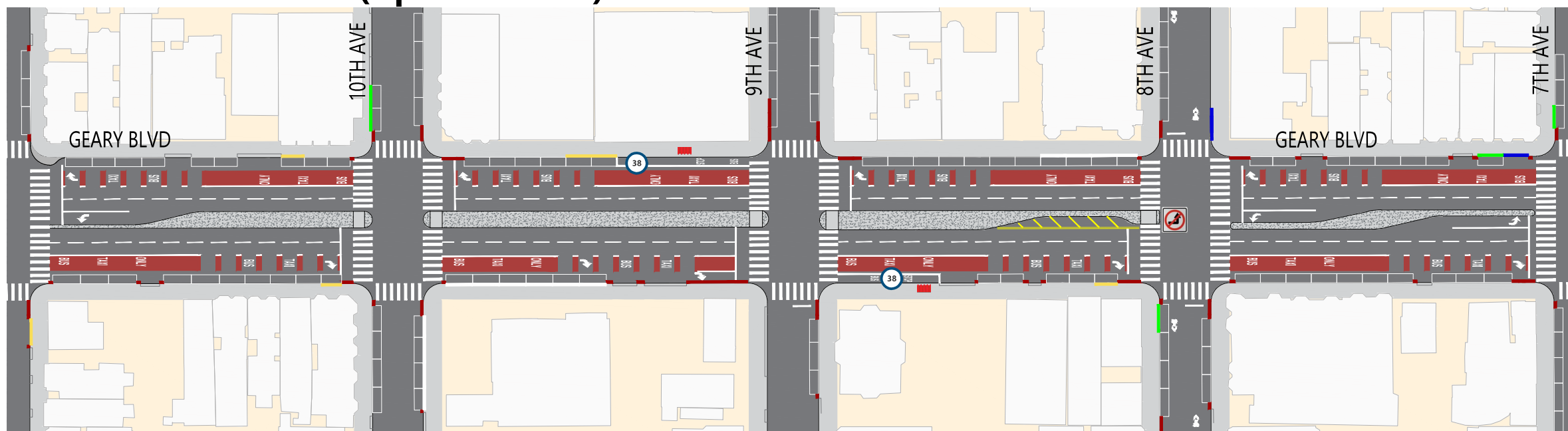
LEGEND



EXISTING CONDITIONS



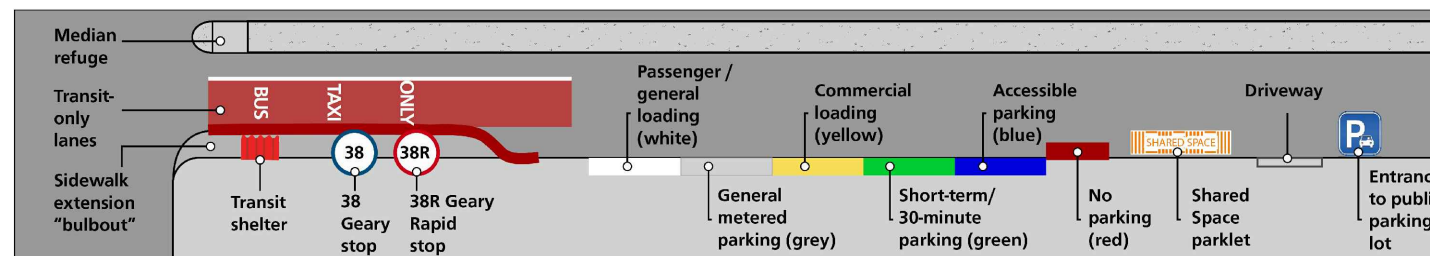
PROJECT PROPOSALS (Updated 2023)



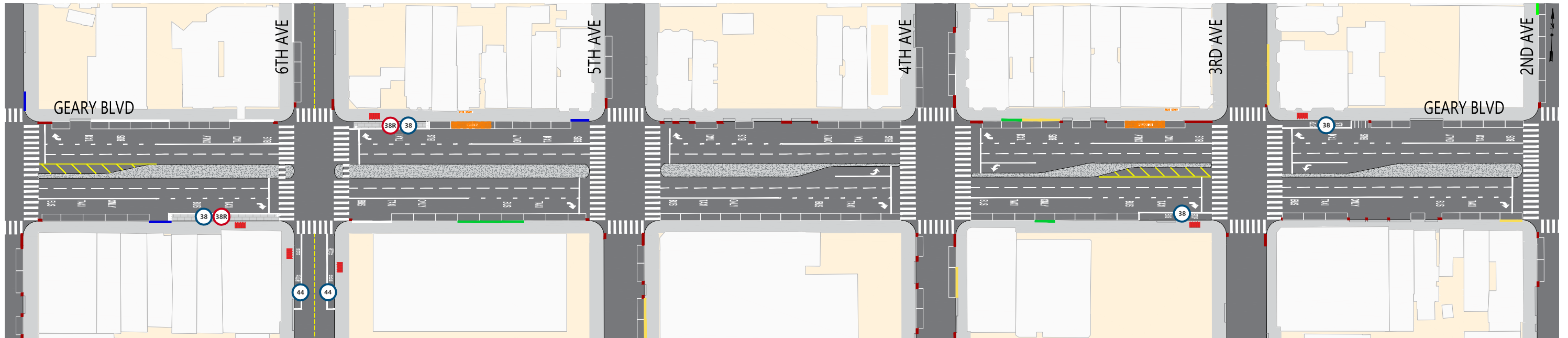
SUMMARY OF PROPOSALS

- Dedicated red transit-only lanes
- Pedestrian bulbout at the corner of 11th Ave
- Restriction of the left-turn from eastbound Geary onto 8th Ave
- Traffic safety treatments including expanded median refuges, daylighting and leading pedestrian signals

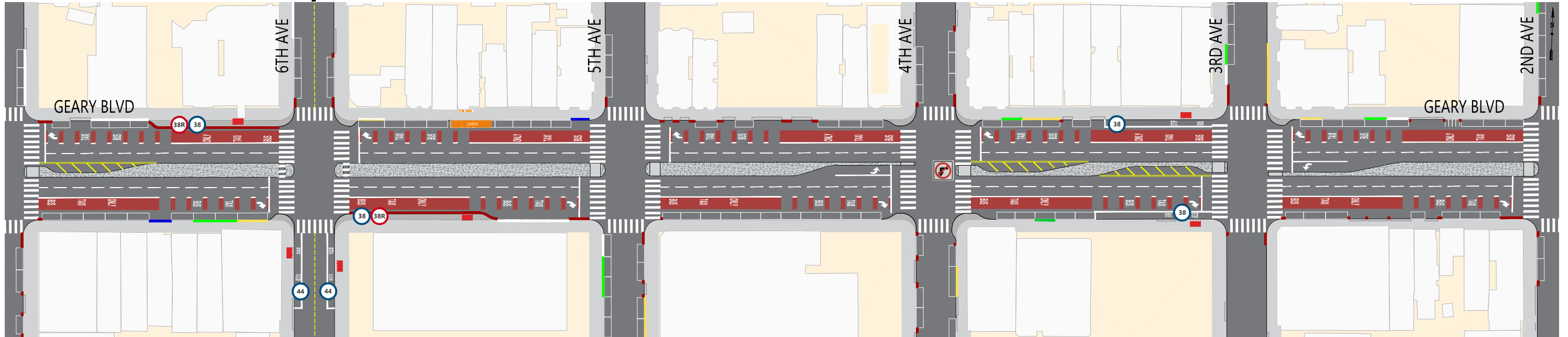
LEGEND



EXISTING CONDITIONS



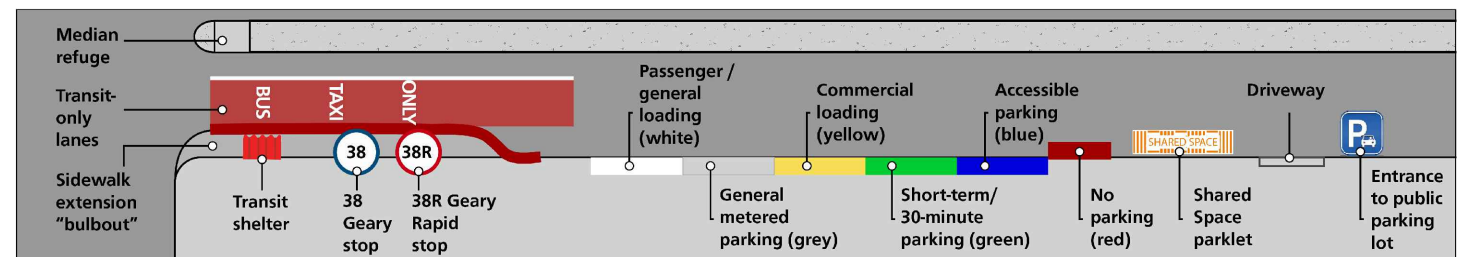
PROJECT PROPOSALS (Updated 2023)



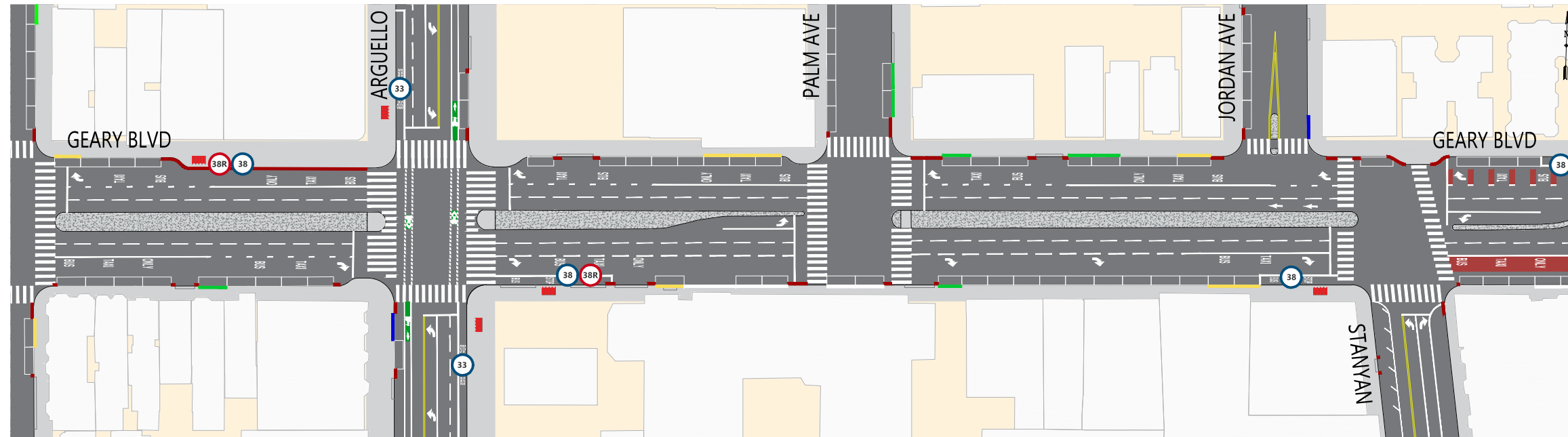
SUMMARY OF PROPOSALS

- Dedicated red transit-only lanes
- Relocation of the 6th Ave Rapid stops across the street, with new widened sidewalks
- Relocation of the outbound 3rd Ave local stop across the street
- Pedestrian bulbouts at the corners of 6th, 4th and 3rd avenues
- Restriction of the left-turn from westbound Geary onto 4th Ave
- Traffic safety treatments including expanded median refuges, daylighting and leading pedestrian signals

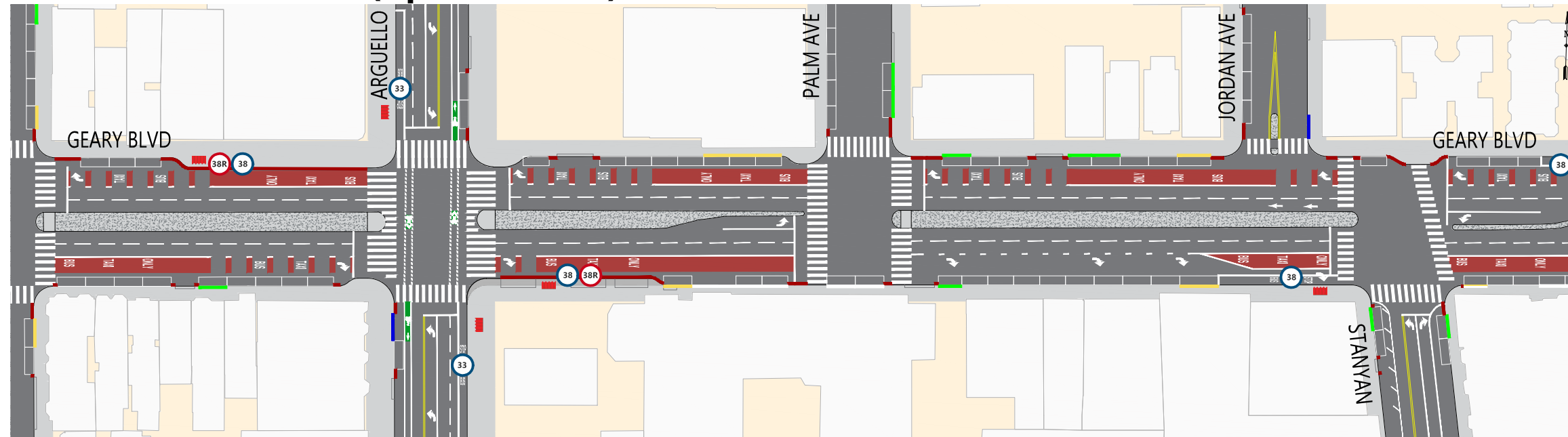
LEGEND



EXISTING CONDITIONS



PROJECT PROPOSALS (Updated 2023)



SUMMARY OF PROPOSALS

- Dedicated red transit-only lanes
- Extension of the inbound Arguello Rapid stop, with new widened sidewalk
- Updated parking and loading regulations at Stanyan Street
- Traffic safety treatments including expanded median refuges, daylighting and leading pedestrian signals

LEGEND

