

City and County of San Francisco
Department of Public Works
TABULATION OF BIDS
[Citywide PLA]

SOURCING ID: 0000009929

CONTRACT TITLE: PW GEARY BRT PHASE 2

FULL TITLE: Geary Boulevard Improvement Project - Surface Upgrades

BIDS RECEIVED: May 27, 2026

<u>BIDDERS (in the order received & opened):</u>	<u>LBE Status</u>	<u>Total Bid Price</u>
Ronan Construction, Inc.	Small-LBE Micro-LBE or SBA-LBE 2%	\$18,522,424.00
NTK Construction, Inc.	Small-LBE Micro-LBE or SBA-LBE 2%	\$18,076,909.00
R&S Construction Management, Inc.	Small-LBE Micro-LBE or SBA-LBE 2%	\$19,341,807.00
A. Ruiz Construction Company	Small-LBE Micro-LBE or SBA-LBE 2%	\$17,487,172.05
Esquivel Grading and Paving, Inc	Small-LBE Micro-LBE or SBA-LBE 2%	\$17,591,275.97
Ghilotti Bros, Inc.	N/A	\$20,947,296.00
Mitchell Engineering	Small-LBE Micro-LBE or SBA-LBE 2%	\$21,389,270.00

Average Bid:	\$19,050,879.15
Engineer's Estimate:	\$19,300,000.00
% of Engineer's Estimate:	99%
% of Engineer's Estimate vs. Low Bid Received	91%

cc:	Ellen Wong	Magdalena Ryor	Carla Short
	Ivan Oldenkamp	Scott Anderson	All Bidders

For complete subcontractor listings, check: <https://bidopportunities.apps.sfdpw.org/CaseLoad/Details/2676>

May 27, 2026

= Indicates a correction after review



MEMORANDUM

Date: July 10, 2026

To: Ellen Lai, SF Public Works
Ben Washington, SF Public Works
Dennis Lam, SF Public Works

From: Ivan Oldenkamp, Contract Monitoring Division

Subject: CMD Review of Bids submitted on May 27, 2026 for Geary Boulevard Improvement Project - Surface Upgrades [CITYWIDE PLA], Sourcing Event ID 0000009929

Esquivel Grading and Paving, Inc. ("EG&P") is the lowest responsive bidder.

The bid discount was applied to bidders who are certified by the Contract Monitoring Division, ("CMD") as an LBE in the type of work that is specified for the bidder by the Contract Awarding Authority.

Bidder	LBE Status and Size	Base Bid	Bid Discount	Adjusted Bid with Bid Discount
A Ruiz Construction Company	SF LBE (Micro)	\$17,487,172.05	2%	\$17,137,428.61
Esquivel Grading and Paving, Inc	SF LBE (Small)	\$17,591,275.97	2%	\$17,239,450.45
NTK Construction, Inc.	SF LBE (Small)	\$18,016,909.00	2%	\$17,656,570.82
Ronan Construction, Inc.	SF LBE (Micro)	\$18,567,424.00	2%	\$18,196,075.52
R&S Construction Management, Inc.	SF LBE (Micro)	\$19,341,807.00	2%	\$18,954,970.86
Ghilotti Bros, Inc.	Non-LBE	\$20,947,296.00	N/A	\$20,947,296.00
Mitchell Engineering	SF LBE (Small)	\$21,389,270.00	2%	\$20,961,484.60

EG&P is the lowest responsive and responsible bidder because A. Ruiz Construction Company was found nonresponsive to Chapter 14B pre-award requirements.

EG&P satisfactorily demonstrated how they will meet the LBE subcontractor participation requirement.

A combination of Micro-LBE and Small-LBE participation will count toward LBE subcontractor participation compliance. EG&P's commitment for this contract:

	Requirement %	Commitment %
Micro LBE	12.00%	35.13%
Small LBE	10.00%	0.57%
SBA LBE	0%	0%

Bidders may count Micro-LBE participation towards Small-LBE requirement.

In their bid, EG&P listed the following subcontractors on this contract.

Tier	Supplier Name	Scope of Work	LBE	LBE Size	LBE Percent	Percent Of Work	Amount
1	Bassett Engineering*	Sewer	LBE	MICR	100%	4.72%	\$830,642.00
1	Bay Area Lightworks**	Electrical	LBE	MICR	100%	23.93%	\$4,210,000.00
1	DR Traffic Control	Traffic Control and TCPs	LBE	MICR	100%	7.64%	\$1,344,800.00
1	Reliance Engineering Inc.	OV (partial)	LBE	MICR	100%	1.10%	\$193,000.00
1	Roadway Construction	Partial grinding	LBE	SML	100%	0.57%	\$100,000.00
1	Bauman Landscape & Construction Inc†	Partial landscape/maintenance	N/A	N/A	N/A	2.46%	\$432,000.00
1	TB Penick & Sons	Partial landscape, mosaic inlay	N/A	N/A	N/A	2.27%	\$398,920.00

CMD internal note on credited LBE participation:

*At the time of bid, EG&P listed Bassett Engineering ("Bassett") on Section 00 43 36 to perform Sewer scope in the amount of \$830,642.00. EG&P later clarified that Bassett's full subcontract amount is \$1,310,859.00 and they will perform G-3, G-4, SW-01 to SW-12, and R-18. Line items SW-5, SW-6, SW-8, SW-9, SW-10, SW-11, SW-12 are contingency or allowance line items and thus credit has been deducted from Bassett's LBE pre-award participation. Line item R-18 EXCAVATION AND BACKFILL SUPPORT FOR SAN FRANCISCO WATER DEPARTMENT was changed at Addendum #1 to a quantity of 500 CY (from 385 CY) and more importantly it became a Contingency bid item. Bassett's initial bid to EG&P did not account for the quantity change to 500 CY which explains why Bassett's bid quote totaled \$1,219,204.00 originally instead of \$1,310,859.00. As this line item became a Contingency item, it has been subtracted from Bassett's LBE participation. LBE participation for Bassett is \$432,142.00 (\$1,310,859.00 less \$878,717.00).

**Bay Area Lightworks ("BAL") has been credited as a Micro-LBE for the Electrical scope because the project manual states, and the Project Manager has confirmed, that the electrical work can be done by firms with either a General Engineering (A) license or a C-10 Electrical license. BAL is designated as a Micro-LBE in the General Engineering (A) category.

†Bauman Landscape & Construction Inc. “Bauman” was listed to perform landscape work which can be performed by a firm with General Engineering (A) license. Therefore, CMD requested a CMD Form 6 from EG&P, but EG&P declined to provide it, stating that they did not intend to count Bauman’s work for LBE credit. Accordingly, CMD has listed Bauman as non-LBE in the table above.

EG&P satisfied the “Good Faith Efforts” requirement.

EG&P utilized Approach A by exceeding the LBE subcontracting requirement by at least 35%.

Contract Monitoring Division (“CMD”) finds EG&P is responsive to pre-award requirements of Chapter 14B. Once awarded, the contract will be monitored for compliance with the LBE subcontractor participation commitment, as well as other 14B requirements.

Primary CMD contact for the contract: Ivan Oldenkamp, ivan.oldenkamp@sfgov.org

CMD must be contacted immediately for:

- Subcontractor addition/substitution;
- Contract modification that cumulatively increases the original contract value by 20%;
- Prompt payment issues;
- Any other issues pertaining to LBE subcontractor participation

Noncompliance may result in penalties, including monetary fines. Please communicate with CMD early.



SAN FRANCISCO PLANNING DEPARTMENT

CEQA CATEGORICAL EXEMPTION FORM

PROJECT NAME: SFPUC - Geary Blvd Phase 2 Project

PROJECT LOCATION: Geary Blvd from Stanyan St to 32 Ave

CASE NUMBER: 2023-005315ENV

PROJECT TYPE: ☐ New Facility ☒ Replacement Facility/Equipment
☐ Repair/Maintenance/Upgrade ☐ Other: _____

1. EXEMPTION CLASS

- ☐ Class 1: Existing Facilities
☒ Class 2: Replacement or Reconstruction
☐ Class 3: New Construction or Conversion of Small Structures
☐ Class 6: Information Collection
☐ Other: _____

2. CEQA Impacts

For any box checked below, refer to the attached Environmental Evaluation Application with supporting analysis and documentation.

- ☐ **Air Quality:** Would the project affect sensitive receptors (specifically schools, colleges, universities, day care facilities, hospitals, residential dwellings, or senior-care facilities)? Would project construction or operations exceed air quality screening criteria using either the SFPUC Air Quality Screening Tool or CalEEMOD?
- ☐ **Noise:** Would the project conflict with the applicable local Noise Ordinance?
- ☐ **Hazardous Materials:** Would the project be located on a site included on any list compiled pursuant to Section 65962.5 of the Government Code, or impact an area with known hazardous materials such as a former gas station, auto repair, dry cleaners, heavy manufacturing use, or site with underground storage tanks? If the project site is suspected of containing hazardous materials, would the project involve 50 cubic yards or more of soil disturbance?
- ☐ **Soils Disturbance/Modification:** Would the project result in soil disturbance greater than 2 feet below grade in an archeological sensitive area or 8 feet in a non-archeological sensitive area?

☐ **Slope/Geological Hazards:** If located on slopes of 20% or greater, in a landslide or liquefaction zone, does the project involve excavation of 50 cubic yards of soil or more, new construction, or square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint?

☐ **Hydrology/Water Quality:** Would the project cause flooding impacts, violate water quality standards, result in on- or off-site erosion impacts, or otherwise substantially degrade water quality?

☐ **Biology:** Would the project have the potential to impact sensitive species, rare plants or designated critical habitat? Is the project consistent with the applicable tree protection ordinance?

☐ **Visual:** Is the project located within or adjacent to a designated scenic roadway, or would the project have the potential to impact scenic resources that are visible from public locations?

☐ **Transportation:** Would project construction or operation have the potential to adversely affect existing traffic patterns, transit operations, pedestrian and/or bicycle safety (hazards), or the adequacy of nearby transit, pedestrian and/or bicycle facilities?

☐ **Historical Resources:** Is the project located on a site with a known or potential historical resource?

☐ Other: _____

3. CATEGORICAL EXEMPTION DETERMINATION

☐ Further Environmental Review Required.

Notes: _____

☒ No Further Environmental Review Required. Project is categorically exempt under CEQA.

Timothy Johnston

Digitally signed by Timothy
Johnston
Date: 2023.11.08 16:25:55 -08'00'

11/8/2023

Planner's Signature

Date

Timothy Johnston, senior environmental planner

Name, Title

Project Approval Action: SFPUC public hearing

Once signed and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code.



PUBLIC PROJECT APPLICATION

The purpose of the Public Project Application is to collect all relevant information necessary for the Planning Department to appropriately conduct environmental review for a public agency project that does not require an entitlement decision from the San Francisco Planning Commission and/or review of a building permit by the department's Current Planning division. Unless otherwise specified by your liaison at Environmental Planning, please submit a completed Public Project Application, along with necessary materials to CPC.EPIntake@sfgov.org.

For projects requiring an entitlement and/or review by the department's Current Planning division, please complete a regular Project Application and submit according to the submittal instructions outlined in the application.

Once a project is received, you will be contacted regarding payment and/or any additional materials necessary. When payment and/or all missing materials are received, you will receive an email with the ENV case number and contact information for the assigned planner.

PROJECT INFORMATION

Property Information

ProjectAddress: Geary Boulevard

Block/Lot(s):

Applicant Information

Public Agency: SFPUC

Name: Whitney Broeking

Telephone: 858 229-6710

Email Address: WBroeking@sfgov.org

REQUIRED MATERIALS

☒ Electronic set of plans (11x17) Please see the Department's Plan Submittal Guidelines for more information.

☐ Photos of proposed work areas/project site.

☐ Necessary background reports and supplemental applications (specified in Environmental Evaluation Screening Form)

☐ MTA only: Synchro data for lane reductions and traffic calming projects.

PROJECT INFORMATION

PROJECT DESCRIPTION:

Please provide a narrative project description that summarizes the project and its purpose. If additional space is necessary, please attach a separate document with a complete project description.

The purpose of the Geary Boulevard Sewer and Water Improvements - Phase 2 Geary Sewer Improvements Phase 2 project is coordinating with Phase 2 of SFMTA's Geary Bus Rapid Transit (BRT) Project to replace aging water and sewer infrastructure along the Geary corridor from Stanyan Street to 32nd Avenue. The water and sewer work will be performed just prior to SFMTA's surface work along the same corridor.

APPROVAL ACTION

In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the first approval action.

Project Approval Action:

Commission Hearing

Will the approval action be taken at a noticed public hearing? ☒ Yes ☐ No

*If YES is checked, please see below. **Email CPC.EPIntake@sfgov.org the date of approval

IF APPROVAL ACTION IS TAKEN AT A NOTICED PUBLIC HEARING, INCLUDE THE FOLLOWING CALENDAR LANGUAGE:

End of Calendar:

CEQA Appeal Rights under Chapter 31 of the San Francisco Administrative Code. If the Commission approves an action identified by an exemption or negative declaration as the Approval Action (as defined in S.F. Administrative Code Chapter 31, as amended, Board of Supervisors Ordinance Number 161-13), then the CEQA decision prepared in support of that Approval Action is thereafter subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16. Typically, an appeal must be filed within 30 calendar days of the Approval Action. For information on filing an appeal under Chapter 31, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184. If the Department's Environmental Review Officer has deemed a project to be exempt from further environmental review, an exemption determination has been prepared and can be obtained on-line at <http://sf-planning.org/index.aspx?page=3447>. Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or in written correspondence delivered to the Board of Supervisors, Planning Commission, Planning Department or other City board, commission or department at, or prior to, such hearing, or as part of the appeal hearing process on the CEQA decision. Individual calendar items: This proposed action is the Approval Action as defined by S.F. Administrative Code Chapter 31.

Individual calendar items:

This proposed action is the Approval Action as defined by S.F. Administrative Code Chapter 31.

ENVIRONMENTAL EVALUATION SCREENING FORM

This form will determine the level environmental review is required. You will be contacted by CPC.EPIntake@sfgov.org with a payment request and planner contact information.

If you are submitting an application for entitlement, please submit the Project Application with either Building Permit or Entitlement Intake Appointment.

Environmental Topic	Information	Applicable to Proposed Project?	Notes/Requirements
1a. General	Estimated construction duration (months):	N/A	Approximately 2 Years
1b. General	Does the project involve replacement or repair of a building foundation? If yes, please provide the foundation design type (e.g., mat foundation, spread footings, drilled piers, etc.)	☐ Yes ☒ No	
1c. General	Does Chapter 29 of the San Francisco Administrative Code apply to the proposed project?	☐ Yes ☒ No	If yes, please attach feasibility study to application. If applicant is unclear about Chapter 29 applicability, please contact the city attorney assigned to advise your agency. Planning will not accept the application without applicant verification that Chapter 29 does not apply, or a completed feasibility study.
2a. Transportation	Does the project involve a child care facility or school with 30 or more students, or a location 1,500 square feet or greater?	☐ Yes ☒ No	If yes, submit an Environmental Supplemental- School and Child Care Drop-Off & Pick-Up Management Plan .
2b. Transportation	Would the project involve the intensification of or a substantial increase in vehicle trips at the project site or elsewhere in the region due to autonomous vehicle or for-hire vehicle fleet maintenance, operations, or charging?	☐ Yes ☒ No	
3. Shadow 	Would the project result in any construction over 40 feet in height?	☐ Yes ☒ No	If yes, an initial review by a shadow expert, including a recommendation as to whether a shadow analysis is needed, may be required, as determined by Planning staff. (If the project already underwent Preliminary Project Assessment, refer to the shadow discussion in the PPA letter.) An additional fee for a shadow review may be required.
4. Biological Resources	Does the project include the removal or addition of trees on, over, or adjacent to the project site?	☐ Yes ☒ No	If yes: Number of existing trees on, over, or adjacent to the project site: Number of existing trees on, over, or adjacent to the project site that would be removed by the project: Number of trees on, over, or adjacent to the project site that would be added by the project:
5a. Historic Preservation	Would the project involve changes to the front façade or an addition visible from the public right-of-way of a structure built 45 or more years ago or located in a historic district?	☐ Yes ☒ No	If yes, submit a complete Historic Resource Determination Supplemental Application. Include all materials required in the application, including a complete record (with copies) of all building permits.

 Please see the [Property Information Map](#) or speak with staff at the Planning Counter to determine if this applies.

Environmental Topic	Information	Applicable to Proposed Project?	Notes/Requirements
5b. Historic Preservation 	Would the project involve demolition of a structure constructed 45 or more years ago, or a structure located within a historic district?	☐ Yes ☒ No	If yes, a historic resource evaluation (HRE) report will be required. The scope of the HRE will be determined in consultation with CPC-HRE@sfgov.org .
6. Archeology 	Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeologically sensitive area or eight (8) feet below grade in a non-archeologically sensitive area?	☒ Yes ☐ No	If Yes, provide depth of excavation/disturbance below grade (in feet*): Max depth of disturbance 16 feet <u>*Note this includes foundation work</u>
7. Geology and Soils 	Is the project located within a Landslide Hazard Zone, Liquefaction Zone or on a lot with an average slope of 25% or greater? ----- Area of excavation/disturbance (in square feet): 117,734 Amount of excavation (in cubic yards): 32,936	☐ Yes ☐ No	A geotechnical report prepared by a qualified professional must be submitted if one of the following thresholds apply to the project: The project involves: • new building construction, except one-story storage or utility occupancy; • horizontal additions, if the footprint area increases more than 50%; • horizontal and vertical additions increase more than 500 square feet of new projected roof area; or • grading performed at a site in the landslide hazard zone. A geotechnical report may also be required for other circumstances as determined by Environmental Planning staff.
8. Air Quality 	Would the project add new sensitive receptors (residences, schools, child care facilities, hospitals residential dwellings, and senior-care facilities) within an Air Pollutant Exposure Zone?	☐ Yes ☒ No	If yes, the property owner must submit copy of initial filed application with the Department of Public Health. More information is found here .
9a. Hazardous Materials	Is the project site located within the Maher area or on a site containing potential subsurface soil or groundwater contamination and would it involve ground disturbance of at least 50 cubic yards or a change of use from an industrial use to a residential or institutional use?	☒ Yes ☐ No	If yes, submit a Maher Application Form to the Department of Public Health and submit documentation of Maher enrollment with this Project Application. Certain projects may be eligible for a waiver from the Maher program. For more information, refer to the Department of Public Health's Environmental Health Division . <u>Maher enrollment may also be required for other circumstances as determined by Environmental Planning staff.</u>
9b. Hazardous Materials	Is the project site located on a Cortese site or would the project involve work on a site with an existing or former gas station, parking lot, auto repair, dry cleaners, or heavy manufacturing use, or a site with current or former underground storage tanks?	☐ Yes ☒ No	If yes, submit documentation of enrollment in the Maher Program (per above), or a Phase I Environmental Site Assessment prepared by a qualified consultant.



San Francisco
Water Power Sewer
Services of the San Francisco Public Utilities Commission

Environmental Management
525 Golden Gate Avenue, 6th Floor
San Francisco, CA 94102
T 415.934.5700
F 415.934.5750
TTY 415.554.3488

October 4, 2023, revised October 31, 2023

Mr. Timothy Johnston, MP, Senior Environmental Planner
Environmental Planning Division
San Francisco Planning Department
49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103

RE: CEQA Categorical Exemption Request
Geary Boulevard Sewer and Water Improvements
Phase 2 Project
Project No.: 10015139 and 10033106
Case No.: 2023-005315ENV
COA: 10015139 0001 232148 15531 15531
10033106 001 232146 20510 15726

Dear Mr. Timothy Johnston:

The San Francisco Public Utilities Commission (SFPUC) requests review of the proposed Geary Boulevard Sewer and Water Improvements Project (Project) under the California Environmental Quality Act (CEQA). The SFPUC requests San Francisco Planning Department – Environmental Planning Division (EP) concurrence that the proposed Project is categorically exempt under CEQA Section 15302, Class 2 (Replacement or Reconstruction). Class 2 consists of the replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced. Subsection (c) provides an exemption for the replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity.

The following analysis demonstrates the proposed Project would not result in adverse environmental effects and provides support for our recommendation that it is categorically exempt under CEQA. The Project would be conducted in compliance with applicable federal, State, and local regulations and under contractual provisions prohibiting work in violation of applicable regulations and plans.

OUR MISSION: To provide our customers with high-quality, efficient and reliable water, power and sewer services in a manner that values environmental and community interests and sustains the resources entrusted to our care.

London N. Breed
Mayor

Tim Paulson
President

Anthony Rivera
Vice President

Newsha K. Ajami
Commissioner

Sophie Maxwell
Commissioner

Kate H. Stacy
Commissioner

Dennis J. Herrera
General Manager



BACKGROUND

On October 4, 2023, a categorical exemption request for this Project was submitted to EP for review, and EP issued its concurrence on October 5, 2023 (2023-005315ENV). EP has subsequently made revisions to the archaeological review that was completed for the Project. This revised categorical exemption request reflects the revisions to the archaeological review and supersedes the previous request and approval.

PROJECT DESCRIPTION

The SFPUC proposes to conduct sewer and water main replacement and upgrades along Geary Boulevard between 32nd Avenue and Stanyan Street. The primary purpose of the Project is to replace and/or rehabilitate aging infrastructure which has exceeded its intended service life. **Table 1** below lists the location, size, and length of each sewer main segment within the Project area. The new sewer mains would be constructed of vitrified clay pipe (VCP) and reinforced concrete pipe (RCP). The new water mains would be constructed of ductile iron pipe (DIP). Cast-in-place liner (CIPL) would also be installed within some of the existing sewer. The Project would include a total of approximately 7,451 linear feet (1.4 mile) of sewer main replacement, installation, and lining and approximately 34,590 linear feet (6.6 miles) of water main replacement and installation. The Project would also involve the construction of approximately 29 manholes and five culverts. **Table 1** below provides the location, size, and length of each segment within the Project area.

Table 1. Proposed Pipeline Replacement

Street	Between/At		Proposed Pipeline Size	Length (feet)	No. of Manholes
	Street	Street			
Geary Boulevard (water)	32nd Avenue	31st Avenue	6" DIP	15	0
			8" DIP	355	
			16" DIP	170	
Geary Boulevard (water)	31st Avenue	30th ^t Avenue	6" DIP	60	0
			8" DIP	1180	
			16" DIP	475	
Geary Boulevard (sewer)	At 30th Avenue		NA, CIPL	NA	0

Street	Between/At		Proposed Pipeline Size	Length (feet)	No. of Manholes
	Street	Street			
Geary Boulevard (sewer)	At 29th Avenue		12" VCP	65	1
Geary Boulevard (water)	30th Avenue	28th Avenue	6" DIP	30	0
			8" DIP	1110	
			12" DIP	165	
			16" DIP	450	
Geary Boulevard (water)	28th Avenue	27th Avenue	6" DIP	75	0
			8" DIP	1325	
			16" DIP	480	
Geary Boulevard (sewer)	27th Avenue	25th Avenue	12" VCP	338	2
Geary Boulevard (water)	27th Avenue	25th Avenue	6" DIP	75	0
			8" DIP	1110	
			16" DIP	450	
Geary Boulevard (sewer)	25th Avenue	24th Avenue	12" VCP	405	2
Geary Boulevard (water)	24th Avenue	22nd Avenue	6" DIP	50	0
			8" DIP	990	
			16" DIP	640	
Geary Boulevard (sewer)	22nd Avenue	21st Avenue	15" VCP	44	0
Geary Boulevard (water)	22nd Avenue	21st Avenue	6" DIP	65	0
			8" DIP	1380	
			16" DIP	500	
Geary Boulevard (water)	21st Avenue	19th Avenue	6" DIP	30	0
			8" DIP	1110	
			16" DIP	450	
Geary Boulevard (water)	19th Avenue	18th Avenue	6" DIP	50	0
			8" DIP	1370	
			12" DIP	185	
			16" DIP	475	
Geary Boulevard (water)	18th Avenue	16th Avenue	6" DIP	40	0
			8" DIP	1150	
			16" DIP	450	
Geary Boulevard (sewer)	16th Avenue	15th Avenue	15" VCP	42	0
			15" VCP	36	0

Street	Between/At		Proposed Pipeline Size	Length (feet)	No. of Manholes
	Street	Street			
Geary Boulevard (water)	16th Avenue	15th Avenue	6" DIP	55	0
			8" DIP	1015	
			16" DIP	500	
Geary Boulevard (water)	15th Avenue	Park Presidio	6" DIP	10	0
			8" DIP	690	
			16" DIP	475	
Geary Boulevard (sewer)	14th Avenue	Presidio Park Boulevard	CIPL	NA	0
Geary Boulevard (sewer)	At Funston Avenue		CIPL	NA	1
Geary Boulevard (water)	Funston Avenue	12th Avenue	6" DIP	25	0
			8" DIP	895	
			12" DIP	205	
			16" DIP	510	
Geary Boulevard (water)	12th Avenue	10th Avenue	6" DIP	10	0
			8" DIP	655	
			16" DIP	450	
Geary Boulevard (sewer)	12th Avenue	11th Avenue	CIPL	NA	1
Geary Boulevard (water)	10th Avenue	9th Avenue	6" DIP	50	0
			8" DIP	930	
			12" DIP	180	
			16" DIP	475	
Geary Boulevard (sewer)	At 9th Avenue		CIPL	NA	1
Geary Boulevard (sewer)	9th Avenue	7th Avenue	42" RCP	220	1
			CIPL	NA	
Geary Boulevard (water)	9th Avenue	7th Avenue	6" DIP	15	0
			8" DIP	665	
			16" DIP	450	
Geary Boulevard (sewer)	7th Avenue	6th Avenue	12" VCP	51	4
			42" RCP	395	
			CIPL	NA	
Geary Boulevard (water)	7th Avenue	6th Avenue	6" DIP	45	0
			8" DIP	880	
			16" DIP	475	

Street	Between/At		Proposed Pipeline Size	Length (feet)	No. of Manholes
	Street	Street			
Geary Boulevard (sewer)	6th Avenue	4th Avenue	21" VCP	234	3
			30" VCP	328	
			CIPL	NA	
Geary Boulevard (water)	6th Avenue	4th Avenue	6" DIP	15	0
			8" DIP	550	
			16" DIP	455	
Geary Boulevard (sewer)	4th Avenue	3rd Avenue	12" VCP	71	4
			15" VCP	71	
			18" VCP	640	
			21" VCP	62	
			30" VCP	88	
Geary Boulevard (water)	4th Avenue	3rd Avenue	6" DIP	35	0
			8" DIP	970	
			12" DIP	20	
			16" DIP	475	
Geary Boulevard (sewer)	3rd Avenue	Arguello Boulevard	12" VCP	762	3
			15" VCP	236	
Geary Boulevard (water)	3rd Avenue	Arguello Boulevard	6" DIP	25	0
			8" DIP	685	
			16" DIP	475	
Geary Boulevard (sewer)	Arguello Boulevard	Palm Avenue	24" VCP	36	2
			27" VCP	320	
Geary Boulevard (water)	Arguello Boulevard	Palm Avenue	6" DIP	25	0
			8" DIP	890	
			16" DIP	525	
Geary Boulevard (sewer)	Palm Avenue	Stanyan Street	24" VCP	365	2
Geary Boulevard (water)	Palm Avenue	Stanyan Street	6" DIP	35	0
			8" DIP	1070	
			16" DIP	435	
Total				42,041	29

All water mains would be installed in a new alignment within the Geary Boulevard right-of-way. Sewer mains would be installed within the existing trench footprint as the existing lines or in a new alignment within the Geary Boulevard right-of-way.

The existing pipelines vary between 8 and 12 inches in diameter. The replacement VCP, RCP and DIP pipelines would vary between 6 and 16 inches in diameter, with approximately 9 segments ranging from 21 to 42 inches in diameter. The pipeline diameter increases are an ancillary benefit to the need to replace the pipelines and would solely be for the purpose of bringing specific segments of the existing system up to the current Citywide Level of Service for wet weather flows during storm events. In a combined sewer system, the dry weather flows, which are primarily determined by population, are much smaller than wet weather flows, which are primarily determined by the amount of precipitation during storms. The existing wastewater treatment facilities (at the Oceanside Plant) that would receive flows from the replaced pipes, as part of the combined sewer system, have sufficient capacity to accommodate dry weather flows, as well as most wet weather flows. The capacity of the combined sewer system would not be expanded when the pipelines are enlarged for wet weather flows, as the same amount of precipitation will fall regardless of the pipeline size. The increase in the pipelines would serve to minimize flooding during wet weather flows and the Project would provide negligible or no expansion of capacity for development growth purposes.

Pipeline Trenching and Installation

Pipeline trenching and pipe installation would proceed approximately two blocks and three intersections at a time. At times, there may be more than one segment under construction simultaneously to complete overall construction more quickly. While multiple crews may be working at the same time, SFPUC construction specifications would specify a minimum two block separation between work zones consistent with City procedures.

New sewer and water pipelines would be installed using the open trench construction technique ("cut and cover"). This involves saw cutting the pavement to be excavated (the pavement is broken up and hauled to a facility for recycling), removing soil to the planned depth, compacting the trench bottom, placing a layer of sand, installing the pipeline, backfilling the trench with imported sand and/or native soil, and repaving according to SFPW Code. Trenches for the water lines would be up to 2.5 feet wide and 4.5 feet deep. Trenches for the sewer lines would be up to 6.5 feet wide and 16 feet deep. Open trenches would be covered with steel plates at the end of each day.

An approximately 100- to 120-foot long trench would be opened at one time, depending on the space available. Approximately 200 to 250 feet of sewer and water main can typically be installed in a five-day work week.

New sewer and water laterals would be installed along Geary Boulevard. Laterals would be installed through open cut replacement methods or lining the laterals with a cured-in-place lining (CIPL). Several sewer mains would be lined with cured-in-place lining. Excavation for the CIPL would be approximately 2 feet wide and 2 feet deep in order to insert the lining at the sewer vent/trap.

Customer Service Connections

Customer service connections (1- to 6-inch-diameter pipe) affected by the pipeline replacement would be replaced to using either the open trench technique or lining the laterals with a cured-in-place liner.

Duration and Schedule

The Project would be initiated upon completion of environmental review and construction contract approval and award. Construction would be completed in approximately 24 months. Activities would primarily be conducted between 9 a.m. to 4 p.m. Monday through Friday. Weekend and nighttime work would be required for sewer lining and water connections.

Equipment and Construction Crew

The proposed Project would require use of the following equipment:

- Sawcutting Machine
- Excavator
- Loader/Backhoe
- Grinder
- Asphalt Supply Truck
- Paver
- Roller
- Utility Truck
- Material Transport Truck
- Sewer/Paving Dump Truck
- Sewer Delivery Truck (2)
- Steam Generator/Boiler
- Generator
- Sewer Inspection Truck
- Water Truck
- Concrete Mixer
- Flatbed
- Crane

Approximately 20 crewmembers are expected to be onsite during construction, depending on the work in progress. Multiple crews could be working at different locations at the same time. Crews on the same street would be at least two blocks apart.

Approximately 20 passenger vehicles would be used to transport work crew members to and from the Project site each day.

Equipment and debris removed from the Project alignment would either be recycled or disposed in accordance with the provisions of the San Francisco Construction and Demolition Debris Recovery Ordinance.

Site Access and Staging

Access to the Project alignments and Project activities would take place on city streets and equipment, materials staging, and work crew members vehicles would temporarily occupy on-street parking spaces along the Project alignment. Work crew passenger vehicles may be parked on side streets to minimize use of on-street parking spaces along the Project alignment.

SFPUC STANDARD CONSTRUCTION MEASURES

The SFPUC requires the Standard Construction Measures issued July 1, 2015 (on file at the Environmental Planning Division) be implemented for all projects, as applicable. These measures would be applied to this Project as well.

ENVIRONMENTAL INFORMATION

Aesthetics

During construction, construction materials such as replacement pipeline sections and excavated soils would temporarily be stored on the street. Due to the short duration of Project construction activities along each block of the Project alignment, the change in the aesthetic environment during construction would be temporary and short term. Once installed, the proposed sewer and water pipeline replacements would be below grade and, as indicated above, the road surface would be restored to SFPW standards. As a result, the Project would not result in any permanent changes to the aesthetic environment. Therefore, adverse effects to aesthetics are not expected.

Air Quality

Emissions of dust and air pollutants during Project construction would be temporary along individual blocks. A maximum of four construction vehicles per hour is assumed, associated with the delivery of equipment and materials and hauling of soils and construction debris. A total of approximately 4,070 vehicle trips would be required during the approximately 24-month-long construction period.

The estimated average daily criteria air pollutants that would be emitted during construction are summarized in **Table 2** below. This is based on modeling the

maximum number of pieces of equipment that might be used all operating at the same time to be conservative. As shown, criteria air pollutant emissions would be below the Bay Area Air Quality Management District (BAAQMD) thresholds.

Table 2. Estimated Project Criteria Pollutant Emissions

Criteria Pollutant	Estimated Emissions (lbs/day)^{1,2}	May 2017 BAAQMD Thresholds (lbs/day)³
PM10	0.69	54
PM2.5	0.64	82
NOx	20.85	54
ROG	1.43	54

Table Notes:

- 1) Criteria emissions include all onsite construction emissions and onroad truck emissions for the full truck trip length of 20 miles. Worker commute trip emissions are excluded as negligible.
- 2) Daily average emissions are calculated as the quantity of emissions divided by the total number of days for the Project (728 days). Total days are calculated as the total number of days between the Project start date and end date.
- 3) Bay Area Air Quality Management District, California Environmental Quality Act Air Quality Guidelines, May 2017

The entire Project alignment is located in the Air Pollutant Exposure Zone (APEZ) as defined in the City's Clean Construction Ordinance (Chapter 25 of the San Francisco Environment Code), as amended.

Per SFPUC Standard Construction Measure Number 2, the Project would adhere to the substantive requirements of the City's Clean Construction Ordinance for work within the APEZ. As such, equipment used for Project activities would have Tier 2 or higher engines and the most effective Verified Diesel Emission Control Strategy available for the engine type as certified by the California Air Resources Board (Tier 4 engines automatically meet this requirement). Other requirements include limiting idling to two minutes, properly maintaining and tuning equipment, using alternative sources of power instead of portable diesel engines where feasible, maintaining an equipment inventory, and installing signs for public awareness. In addition, the Project would comply with the City Dust Control Ordinance, per SFPUC Standard Construction Measure Number 2. The ordinance requires street sweeping, watering during excavation to minimize dust emissions, and minimizing ground-disturbing activities.

Given the Project would generate minimal dust, criteria pollutant emissions from Project construction would be below BAAQMD pollutant thresholds, and the Project would be of short duration along individual blocks thereby further reducing exposure to emissions, adverse effects on air quality are not expected.

Biological Resources

The Project alignments would be in urban/paved areas; therefore, special status species or critical habitat would not be present. No vegetation or trees would be removed or trimmed as part of the Project. Therefore, adverse effects to biological resources are not expected.

Cultural Resources

Historic Built Environment

The Project would occur within the public right-of-way and would not include installation of any new surficial features or alter any building or structure. There is a historically designated fire hydrant at the southeastern corner of Geary Boulevard and 12th Avenue, a historically designated Auxiliary Water Supply System (AWSS) pipeline and associated valves along 12th Avenue, which crosses Geary Boulevard, and an AWSS underground cistern at the intersection of Geary Boulevard and 5th Avenue. The Project would not impact the existing fire hydrant or the AWSS pipeline at Geary Boulevard and 12th Avenue. The Project alignment at Geary Boulevard and 5th Avenue would be installed above the cistern, and the cistern itself would not be impacted. For these reasons, the Project would not be expected to impact historic built environment features.

Archaeological Resources (Historic and Prehistoric)

One known archaeological resource, a historic cemetery, is located south of Geary Boulevard between 3rd Avenue and Stanyan Street. The majority of Project segments have low or no sensitivity for historic-period resources. Geary Boulevard between Arguello Boulevard and Palm Avenue has moderate sensitivity for historic resources due to the presence of the historic cemetery. Geary Boulevard between 23rd Avenue and 3rd Avenue has moderate sensitivity for buried prehistoric resources. Geary Boulevard between 3rd

Avenue and Stanyan Street has a high sensitivity for buried and surface prehistoric resources.¹

SFPUC Standard Construction Measure 9, Archaeological Measure 1 (Archaeological Discovery) is included in the Project to address the potential for archaeological discoveries during construction. Archaeological Measure 1 requires training crew about the potential for archeological sensitivity for all Project segments. Archaeological Measure II (monitoring) and/or Archaeological Measure III (Testing/Data Recovery) would be implemented in the event of a discovery during construction.

With the inclusion of these measures, adverse effects to archaeological resources are not expected.

Hazards and Hazardous Materials

Based on the State Water Resources Control Board (SWRCB) Geotracker and Department of Toxic Substances Control (DTSC) Envirostor databases, there are two active cleanup program sites identified near the intersection of 11th Avenue and Geary Boulevard and 7th Avenue and Geary Boulevard, within parcels adjacent to the public right-of-way. Approximately 11 leaking underground (fuel) storage tank cleanup sites are located in the vicinity of Project segments, within parcels adjacent to the public right-of-way.

The following Project segments are located within the Maher zone:

- Geary Boulevard between Stanyan Street and Palm Avenue.
- Geary Boulevard between 2nd Avenue and 3rd Avenue.
- Geary Boulevard between 5th Avenue and 6th Avenue.
- Geary Boulevard between 9th Avenue and 11th Avenue
- Geary Boulevard between 12th Avenue and Furston Avenue
- Geary Boulevard at 21st Avenue
- Geary Boulevard between 23rd Avenue and 25th Avenue

The SFPUC and its contractor would comply with the substantive requirements of the Maher Ordinance (Article 22A of the San Francisco Health Code), as amended. Furthermore, SFPUC Standard Construction Measure Number 6 requires the appropriate storage and handling of construction materials, including any hazardous materials (i.e., paints, fuel, etc.) while on site, as well

¹ Allison Vanderslice, Archeological Review for Geary Boulevard Phase 2 (2023-005315ENV), October 27, 2023.

as the appropriate treatment, containment, and removal of hazardous materials (i.e., soil, groundwater or vapor) should they be encountered during Project activities. Therefore, adverse effects related to hazardous materials are not expected.

Noise

Short-term and intermittent noise would be generated by Project activities. Project activities would primarily occur between 9 a.m. to 4 p.m. Monday through Friday and would adhere to the substantive requirements of the San Francisco Noise Control Ordinance (Article 29 of the San Francisco Police Code) per SFPUC Standard Construction Measure Number 5. Nighttime work would be required at ten project locations and would not occur for more than three consecutive days at each location. The nightwork would involve connections to the water laterals and would be completed by hand tools; no heavy equipment would be used. Given this and the limited duration of work on each block, adverse noise effects are not expected.

Transportation

Construction would generate approximately 1 truck trip per hour and 40 worker trips per day along with occasional equipment and materials delivery trips. Project activities would require temporary use of traffic lanes, parking lanes, bike routes, and/or bus stops for construction and for equipment and materials staging. These activities could temporarily delay or require rerouting of through traffic, including bus lines. The Project would not affect Municipal Light Rail operations.

Parking lane, travel lane, and sidewalk closures and reroutes are subject to review and approval by the SFMTA. The SFMTA review and approval process would take into consideration other construction projects; pedestrian, bicyclist, transit and traffic operations; and specific land uses in the vicinity of the Project alignment. The SFPUC would follow substantive requirements from SFMTA and/or SFPW for work that encroaches on City streets or sidewalks (i.e., lane closures) or requires relocating transit services and would implement any specified conditions

Per Standard Construction Measure Number 4, and consistent with the requirements of SFMTA's Blue Book, the contractor would implement traffic control measures to maintain traffic and pedestrian circulation during Project activities, such as a flagger would be on duty to maintain traffic flow, local access to residence and business driveways would be maintained. Open

trenches would be covered with steel plates at the end of each day and on weekends. If necessary, any detours and/or rerouted bus lines would be clearly identified.

Based on the Project's limited amount of construction traffic and the short duration of work, conformance with any SFMTA and SFPW requirements, and implementation of Standard Construction Measure 4, traffic hazards are not expected. The Project would consist of unmanned facilities that would not result in any additional vehicle miles traveled. Therefore, adverse effects to transportation are not expected.

Water Quality

No construction would occur within waters of the United States or of the State. As such, drainage patterns would not be altered. During construction, if pollutants such as sediment and oils from construction equipment are inadvertently released, they could be discharged to storm drains during storm events if they are entrained in stormwater runoff. The project would adhere to the City's Construction Site Runoff Control Ordinance (Article 4.2 of the San Francisco Public Works) that requires all projects to implement best management practices to prevent the discharge of sediment, non-stormwater and waste runoff from construction sites. Additionally, pursuant to SFPUC Standard Construction Measure Number 3, the contractor would implement erosion and sedimentation controls, (i.e., gravel bags and silt fence for storm drain inlet protection) tailored to the site and restore the right-of-way to pre-construction grade. Therefore, adverse effects to water quality are not expected.

CEQA COMPLIANCE/RECOMMENDATION

CEQA Guidelines Section 15300.2 states that a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. The project is similar to other recent sewer and water replacement projects in the City. Therefore, there are no unusual circumstances surrounding the current proposal that would suggest a reasonable possibility of a significant effect.

Based on the description of the proposed project and evaluations above, the SFPUC recommends that it is categorically exempt under CEQA Section 15302, Class 2 (Replacement or Reconstruction).

Timothy Johnston, MP, Senior Environmental Planner
Environmental Planning Division, San Francisco Planning Department
CEQA Categorical Exemption Request
Geary Boulevard Sewer and Water Improvements Phase 2 Project
Page 14 of 15

Sincerely,

A handwritten signature in cursive script that reads "Karen Frye".

Karen Frye, AICP, Manager, Environmental Management

Attachment: Geary Boulevard Project Locations Map

cc: Derek Adams, SFPUC Project Manager
Whitney Broeking, SFPUC Environmental Project Manager

Attachment: Geary Boulevard Project Locations Map



SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 230815-069

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

[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



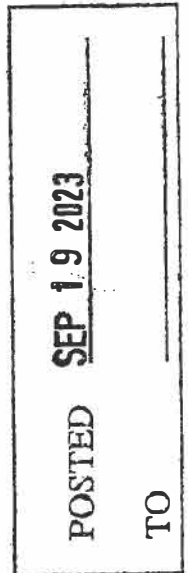
**San Francisco
Planning**

2023-0000059
FILED
SAN FRANCISCO County Clerk
SEP 19 2023
by: Giselle Romo
Deputy County Clerk

49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103
628.652.7600
www.sfplanning.org

NOTICE OF EXEMPTION

Final Approval Date: 9/15/2023
Case No.: 2023-002038ENV
Project Title: Geary Boulevard Improvement Project
Zoning: Not applicable (project site in public right of way)
Block/Lot: Not applicable (project site in public right of way)
Lot Size: Not applicable (project site in public right of way)
Lead Agency: San Francisco Planning Department
Project Sponsor: Liz Brisson, San Francisco Municipal Transportation Agency (SFMTA)
Through: Andrea Contreras, SFMTA
(415) 646-2422, Andrea.Contreras@sfmta.com
Staff Contact: Jennifer McKellar, San Francisco Planning Department
(628) 652-7563, Jennifer.mckellar@sfgov.org



To: County Clerk, City and County of San Francisco
City Hall Room 168
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Pursuant to the California Environmental Quality Act (CEQA), the Guidelines of the Secretary for Resources, and San Francisco requirements, this Notice of Exemption is transmitted to you for filing. At the end of the posting period, please return this Notice to the Staff Contact with a notation of the period it was posted.

Attached fee: \$79 filing fee

Project Description and Location

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 lanes 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, daylighting, 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.

Determination

The City and County of San Francisco decided to carry out or approve the project on August 15, 2023, when the SFMTA Board of Directors approved the project. The project was officially approved on September 15, 2023, when no appeal of the statutory exemption was filed during the 30-day appeal period. A copy of the documents may be examined at the Planning Department, 49 South Van Ness Avenue, Suite 1400, San Francisco, CA, 94103 in file no. 2023-002038ENV.

1. An Exemption from Environmental Review has been prepared pursuant to the provisions of CEQA under:
 - ☐ Ministerial (Sec. 21080(b)(1); 15268)
 - ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a))
 - ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c))
 - ☐ Categorical Exemption. State type and section number: _____
 - ☒ Statutory Exemption. State code number: Public Resources Code Section 21080.25
 - ☐ Community Plan Exemption (Sec. 21083.3; 15183)
2. This project in its approved form has been determined to be exempt from environmental review because it fits the definition of the above-stated statutory exemption.

Debra Dwyer
For Lisa Gibson
Environmental Review Officer

September 18, 2023
Date

cc: Liz Brisson, SFMTA
Andrea Contreras, SFMTA
Supervisor Connie Chan, District 1
Supervisor Catherine Stefani, District 2



State of California - Department of Fish and Wildlife
2023 ENVIRONMENTAL DOCUMENT FILING FEE
CASH RECEIPT
DFW 753.5a (REV. 01/01/23) Previously DFG 753.5a

Print

Finalize&Email

RECEIPT NUMBER:

38-09/19/2023-100

STATE CLEARINGHOUSE NUMBER (If applicable)

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY	LEAD AGENCY EMAIL	DATE
SAN FRANCISCO PLANNING DEPARTMENT	pic@sfgov.org	09/19/2023
COUNTY/STATE AGENCY OF FILING	DOCUMENT NUMBER	
SAN FRANCISCO COUNTY	2023-0000059	
PROJECT TITLE		

GEARY BOULEVARD IMPROVEMENT PROJECT

PROJECT APPLICANT NAME	PROJECT APPLICANT EMAIL	PHONE NUMBER
JENNIFER MCKELLAR	jennifer.mckellar@sfgov.org	(628) 652-7600
PROJECT APPLICANT ADDRESS	CITY	STATE
49 SOUTH VAN NESS AVENUE, SUITE 1400	SAN FRANCISCO	CA
		ZIP CODE
		94103

PROJECT APPLICANT (Check appropriate box)

☒ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☐ Private Entity

CHECK APPLICABLE FEES:

☐ Environmental Impact Report (EIR)	\$ 3,839.25	\$ _____
☐ Mitigated/Negative Declaration (MND)(ND)	\$ 2,764.00	\$ _____
☐ Certified Regulatory Program (CRP) document - payment due directly to CDFW	\$ 1,305.25	\$ _____

☒ Exempt from fee

☒ Notice of Exemption (attach)

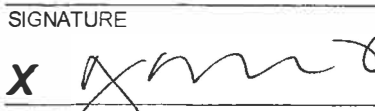
☐ CDFW No Effect Determination (attach)

☐ Fee previously paid (attach previously issued cash receipt copy)

☐ Water Right Application or Petition Fee (State Water Resources Control Board only)	\$ 850.00	\$ _____
☒ County documentary handling fee	\$ 79.00	\$ 79.00
☐ Other		\$ _____

PAYMENT METHOD:

☐ Cash ☐ Credit ☐ Check ☒ Other JE GL575124 **TOTAL RECEIVED** \$ 79.00

SIGNATURE	AGENCY OF FILING PRINTED NAME AND TITLE
X 	Giselle Romo Deputy Clerk



GENERAL PLAN REFERRAL

December 20, 2023

Case No.: 2023-002038GPR
Block/Lot No.: Geary Boulevard Right-of-Way
Project Sponsor: San Francisco Municipal Transportation Agency
Applicant: Daniel Mackowski
Project Manager
San Francisco Municipal Transportation Agency
1 South Van Ness Ave – 7th Floor San Francisco, CA 94103
Daniel.Mackowski@sfmta.com
415-646-2572

Staff Contact: Sarah Richardson
Sarah.richardson@sfgov.org
628-652-7450

Recommended By:

Josh Switzky, Acting Director of Citywide Policy for
Rich Hillis, Director of Planning

Recommendation: Finding the project, on balance, is **in conformity** with the General Plan

Project Description

The San Francisco Municipal Transportation Agency (SFMTA) proposes constructing pedestrian and transit safety improvements along Geary Boulevard as part of the Geary Boulevard Improvement Project in the Richmond District.

The Geary Boulevard Improvement Project aims to make traveling on Geary Boulevard — home to one of the busiest bus corridors in the west—a more reliable and safer experience. With more than 36,000 daily customers who rely on the 38 Geary and 38R Geary Rapid, SFMTA has been working to improve Geary transit. Yet, Muni customers still experience crowded buses and uneven wait times, and Geary is home to a disproportionate number of serious and fatal traffic collisions, particularly those involving people walking.

To improve pedestrian and transit safety, 23 pedestrian “bulb-outs” (also called curb extensions) and 9 bus

bulb-outs would be added between Stanyan Street and 34th Avenue. The 23 pedestrian bulb-out locations were chosen based on past collision history and would increase space for people using the sidewalk, improve pedestrian visibility, and reduce the time it takes to cross the street. The 9 bus bulb-outs would be constructed at 38R Geary Rapid bus stops. They 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 have improved visibility, less crowded buses, and more room to wait, and the buses would be able to pull up flush to the curb to provide easier boarding and improved accessibility.

These proposals were developed in consultation with the public and have been refined to incorporate feedback received. This project is planned to be constructed in coordination with other City agencies' work including Public Works repaving and SFPUC water and sewer main upgrades.

This project requires a General Plan Referral because the proposed bulb-outs are considered sidewalk widening and changes to city streets or transportation routes and Board of Supervisors (BOS) action is necessary.

Environmental Review

The SF Planning Department determined on July 21, 2023, that this project (Case Number 2023-002038ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25. On August 15, 2023, the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors approved the Geary Boulevard Improvement Project (Resolution 230815-069).

General Plan Compliance and Basis for Recommendation

As described below, this project is consistent with the Eight Priority Policies of Planning Code Section 101.1 and is, on balance, in conformity with the General Plan.

TRANSPORTATION ELEMENT

OBJECTIVE 14

DEVELOP AND IMPLEMENT A PLAN FOR OPERATIONAL CHANGES AND LAND USE POLICIES THAT WILL MAINTAIN MOBILITY AND SAFETY DESPITE A RISE IN TRAVEL DEMAND THAT COULD OTHERWISE RESULT IN SYSTEM CAPACITY DEFICIENCIES.

POLICY 14.3

Improve transit operation by implementing strategies that facilitate and prioritize transit vehicle movement and loading.

The project proposes adding 9 bus bulb-outs that will improve transit service and loading. The bulb-outs will be long enough to accommodate two 60-foot articulated coaches, which will improve loading and overall travel times as well as make boarding easier and more accessible.

OBJECTIVE 18**ACHIEVE STREET SAFETY FOR ALL****POLICY 18.1**

Prioritize safety in decision making regarding transportation choices, and ensure safe mobility options for all in line with the City's commitment to eliminate traffic fatalities and severe injuries.

POLICY 18.3

Focus the City's limited resources toward those areas most in need of safety improvements, based on appropriate data, recognizing that those most disproportionately impacted by traffic injuries and deaths are children, seniors, people of color and those in low-income communities.

The project proposes adding 23 pedestrian bulb-outs or curb extensions to improve pedestrian safety along Geary Boulevard. Bulb-outs improve safety for people walking and rolling by providing more space on the sidewalk, improved visibility to vehicles, and shorter distances for crossing the street. Geary Boulevard has a disproportionate concentration of serious and fatal traffic collisions, particularly those involving people walking. The locations of the bulb-outs were chosen based on past collision data.

OBJECTIVE 21**GIVE FIRST PRIORITY TO IMPROVING TRANSIT SERVICE THROUGHOUT THE CITY, PROVIDING A CONVENIENT AND EFFICIENT SYSTEM AS A PREFERABLE ALTERNATIVE TO AUTOMOBILE USE.****POLICY 21.1**

Give priority to transit vehicles based on a rational classification system of transit preferential streets.

The project proposes adding 9 bus bulb-outs to improve transit service on Geary Boulevard. The City's Transit Preferential Street (TPS) classification identifies Geary Boulevard as "Primary Transit Street- Transit Important." As such, the recommendation is that the street be designed with transit preferential treatments such as bus bulb-outs, and that the emphasis for the street be on moving people and goods, rather than on moving vehicles.

OBJECTIVE 24**DESIGN EVERY STREET IN SAN FRANCISCO FOR SAFE AND CONVENIENT WALKING****POLICY 24.6**

Ensure convenient and safe pedestrian crossings by minimizing the distance pedestrians must walk to cross a street.

The proposed pedestrian and transit bulb-outs are design improvements to existing street intersections. They would shorten the distance that pedestrians must walk to cross the street, and they make pedestrians more visible to vehicles before crossing, thus reducing the risk for collisions. Similarly, the proposed transit bulb-outs provide easier access to buses for bus riders, make bus stops more efficient, and ensure that people do not need to enter a vehicle lane of travel to board the bus.

Planning Code Section 101 Findings

Planning Code Section 101.1 establishes Eight Priority Policies and requires review of discretionary approvals and permits for consistency with said policies. The Project is found to be consistent with the Eight Priority Policies as set forth in Planning Code Section 101.1 for the following reasons:

1. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced;

The pedestrian and bus bulb-outs would not adversely affect neighborhood-serving retail. They support the City's Vision Zero and Transit First policies and would improve transportation safety and transit conditions throughout the corridor, positively affecting residents, employees, and business owners. Safely, reliably, and efficiently helping people get around could improve neighborhood retail and attract more job and business opportunities to the area.

2. That existing housing and neighborhood character be conserved and protected to preserve the cultural and economic diversity of our neighborhoods;

The pedestrian and bus bulb-outs would preserve cultural and economic diversity by enhancing the pedestrian experience in the area. The bulbs expand the sidewalks, allowing for safe movement, more people to gather, and improved access to neighborhood amenities.

3. That the City's supply of affordable housing be preserved and enhanced;

The pedestrian and bus bulb-outs would not affect the affordable housing in the area.

4. That commuter traffic does not impede MUNI transit service or overburden our streets or neighborhood parking;

The pedestrian and bus bulb-outs would improve Muni transit service by improving pedestrian safety and bus accessibility, allowing for easier bus boarding, and accommodating the loading space of two buses at once. This project retains over 99% of all parking within 1-2 blocks of the corridor. There are other parking options, including both on-street and off-street, throughout this area.

5. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced;

The pedestrian and bus bulb-outs would not create displacement due to commercial office development. They would not change the land use in the area. Future employment and ownership may be enhanced due to the better walking and transit environment in the area.

6. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake;

The pedestrian and bus bulb-outs would not have any adverse affects on the neighborhood when an earthquake strikes.

7. That the landmarks and historic buildings be preserved;

The pedestrian and transit bulb-outs would not affect any landmarks or historical buildings.

8. That our parks and open space and their access to sunlight and vistas be protected from development;

The pedestrian and bus bulb-outs would not negatively impact parks or open space. However, considering sidewalks as elements of the citywide open-space system, open space would be increased and could create new vistas.

Recommendation: Finding the project, on balance, is in conformity with the General Plan