



RESOLUTION RELEASING \$1,200,000 OF PROP K FUNDS HELD ON RESERVE FOR THE
GEARY BUS RAPID TRANSIT PHASE 2 CONCEPTUAL ENGINEERING REPORT

WHEREAS, In July 2015 through Resolution 16-06, the Transportation Authority allocated \$6,319,470 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for the Geary Bus Rapid Transit (BRT) Phase 2 Conceptual Engineering Report (CER) to advance a BRT project on Geary Boulevard between Stanyan Street and 34th Avenue, including a center-running transitway between Arguello Boulevard and 28th Avenue and side-running bus lanes elsewhere; and

WHEREAS, The SFMTA now proposes an amended scope of work for the project, including implementing side-running bus lanes throughout the entire Geary BRT Phase 2 corridor extents from Stanyan Street to 34th Avenue; and

WHEREAS, In December 2021 through Resolution 22-19, the Board approved an amendment of the project scope and reduced the Prop K allocation from \$6,319,470 to \$4,427,317 to reflect a lower level of effort scope of work needed to complete the CER for the side-running project and of this amount, held \$1,200,000 on reserve, to be released by the Board pending agreement between Commissioner Chan's office, Transportation Authority staff, and SFMTA staff on the proposed draft project designs on a block-by-block basis, and review of preliminary assessment of benefits and impacts, cost estimate and funding plan, and draft outreach materials for public outreach round 2; and

WHEREAS, SFMTA staff have developed and provided draft project designs on a block-by-block basis, a preliminary assessment of benefits and impacts, a cost estimate and funding plan, and draft outreach materials for public outreach round 2, and coordinated with Commissioner Chan's office and Transportation Authority staff to reach agreement on the proposed draft project designs, and requested release of the \$1,200,000 in Prop K funds on reserve and Transportation Authority staff recommended releasing the funds on reserve; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's adopted Fiscal Year 2021/22 budget to cover the proposed actions; and

WHEREAS, At its March 23, 2022 meeting, the Community Advisory Committee discussed the proposed release of \$1,200,000 in Prop K funds for the SFMTA's Geary BRT



Phase 2 CER and unanimously adopted a motion of support for the staff recommendation;
now, therefore, be it

RESOLVED, That the Transportation Authority hereby releases \$1,200,000 of Prop K
funds currently on reserve for the SFMTA's Geary BRT Phase 2 CER.



Memorandum

AGENDA ITEM 9

DATE: March 17, 2022

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 03/22/2022 Board Meeting: Release \$1,200,000 of Prop K Funds Held on Reserve for the Geary Bus Rapid Transit Phase 2 Conceptual Engineering Report

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Release \$1,200,000 of Prop K project funds held on reserve for the Geary Bus Rapid Transit (BRT) Phase 2 Conceptual Engineering Report (CER).</p> <p>SUMMARY</p> <p>In July 2015 through Resolution 16-06, the Transportation Authority allocated \$6,319,470 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for the Geary BRT Phase 2 CER. Geary BRT Phase 2 covers Geary Boulevard between Stanyan Street and 34th Avenue and was originally designed with a center-running transitway between Arguello Boulevard and 28th Avenue. The SFMTA now recommends side-running transit lanes throughout the project limits. In December 2021 through Resolution 22-18, the Transportation Authority approved an amendment of the project scope and reduced the grant amount to \$4,427,317 to reflect a lower level of effort scope of work needed to complete the CER for the side-running project. Of this amount, the Board held \$1,200,000 on reserve, to be released by the Board pending agreement between Commissioner Chan’s office, Transportation Authority staff, and SFMTA staff on the proposed draft project designs on a block-by-block basis (Attachment 1), review of cost estimate (Attachment 2) and funding plan, preliminary assessment of benefits and impacts (Attachment 4), and draft materials for public outreach round 2. We recommend release of the funds since the SFMTA has provided the requested materials and reached agreement with Commissioner Chan’s office and Transportation Authority staff on the draft block-by-block project designs in preparation for outreach round 2 which began in early March. SFMTA staff will provide a project update at the March 22 Board meeting.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: Grant Amendment
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BACKGROUND

The Geary BRT Project is a significant transit and safety project. Its two main goals are to improve transit speed and reliability for the more than 56,000 daily riders (pre-COVID) of the 38 Geary lines and to improve pedestrian safety along Geary Boulevard, part of San Francisco's Vision Zero High Injury Network. The project is being designed and delivered in two phases.

Phase 1 of Geary BRT, located on Geary and O'Farrell between Stanyan and Market streets, includes side-running bus lanes and is called the Geary Rapid Project. SFMTA completed the first set of transit and safety treatments for the Geary Rapid Project in 2018. Major upgrades and coordinated utility work began in early 2019 and continued through 2021. Construction on the Geary Rapid Project is now substantially complete, was completed on time and on budget and has had minimal construction impacts to adjacent residences and businesses.

Phase 2 of Geary BRT, located on Geary Boulevard between Stanyan Street and 34th Avenue, is called the Geary Boulevard Improvement Project. The Locally Preferred Alternative (LPA) selected during the Geary BRT environmental process included a center-running transitway on Geary Boulevard between Arguello Boulevard and 28th Avenue and side-running bus lanes elsewhere on the corridor. SFMTA now recommends pursuing side-running transit lanes throughout the entirety of the Geary BRT project limits, including in the Phase 2 section originally planned for the center-running transitway. The new proposal is similar in scope and project definition to the Alternative 2 (side-lane bus rapid transit) project alternative documented in the Geary BRT Environmental Impact Report (EIR) and Environmental Impact Statement (EIS).

While Phase 2 of Geary BRT has not yet been implemented, SFMTA installed Temporary Emergency Transit Lanes (TETLs) along segments of Geary Boulevard in winter 2020-21. The lanes are located in the eastbound direction from 33rd to 28th avenues, 27th to 24th avenues and 16th Avenue to Stanyan Street and in the westbound direction from Stanyan Street to 15th Avenue, 24th to 25th avenues and 27th to 32nd avenues. These temporary transit lanes proved effective and popular and were made permanent by the SFMTA Board of Directors on July 20, 2021.

DISCUSSION

As noted above, the SFMTA is requesting and we are recommending release of the \$1,200,000 in Prop K funds held on reserve for Geary BRT Phase 2 since all the conditions on the release of the funds have been met. SFMTA staff have provided materials and coordinated with the District 1 Supervisor's office and Transportation Authority staff in advance of commencing outreach round 2. A discussion of the draft project design drawings (Attachment 1), project cost estimate (Attachment 2) and funding plan (Attachment 3), outreach round 2, and preliminary benefits and impacts (Attachment 4) is provided below.



Draft project designs on a block-by-block basis. Proposed block-by-block project designs show existing conditions and the current SFMTA project proposal for Geary Boulevard between 34th Avenue and Stanyan Street. Like EIR Alternative 2, the current project proposal includes side running bus lanes between approximately 33rd Avenue and Stanyan Street. A few of the notable changes in the current project proposal relative to EIR Alternative 2 include the following:

- Western extent of the bus lanes is now at 32nd Avenue westbound and 33rd Avenue eastbound instead of 34th Avenue in EIR Alternative 2.
- The current project proposal retains the 38R Geary Rapid bus stops at 20th Avenue and removes the local bus stops at 12th Avenue.
- The current proposal would optimize the location of 11 bus stops so they are on the far side of the intersection and ensure all bus stop lengths meet current standards.
- The current proposal includes eight right-turn pockets to improve transit reliability by reducing right-turn conflicts.
- The current project proposal would result in a lower net loss of parking than the EIR LPA, which would remove approximately 60 spaces, and the EIR Alternative 2, which would remove 140 spaces. The current project proposal would remove approximately 80 parking spaces along Geary Boulevard but SFMTA also proposes adding 30 parking spaces on side streets by converting parallel parking to angled parking, which would result in a net reduction of 50 parking spaces. The current proposal also includes an updated color curb plan based on merchant loading data and extended meter hours to improve parking availability.
- The current project proposal would remove eastbound or westbound left turns at ten intersections. Intersections that currently allow left turns in both directions would offer a single eastbound or westbound left turn.
- The current project proposal adds expanded pedestrian median refuges at 24 intersections. EIR Alternative 2 did not propose any new median refuges.
- The number and location of pedestrian bulbouts has changed from the EIR Alternative 2. The total count of pedestrian bulbs has decreased from 33 in EIR Alternative 2 to 23 in the current SFMTA proposal. SFMTA staff analyzed ten years of historic collision data and has proposed pedestrian bulbs at all intersections with documented crash history during that period. SFMTA has identified an additional 19 locations without crash records over the past ten years where pedestrian bulbs could be added to the corridor, subject to funding availability, without significant impacts to parking.

Cost estimate and funding plan. Attachment 2 includes the SFMTA's draft project cost estimate and Attachment 3 includes the draft funding plan as it was included in the Allocation



Request Form for the Geary BRT Phase 2 CER (Geary Boulevard Improvement Project) [Amendment] approved in December 2021. SFMTA currently estimates a total project cost of \$48.9 million. The Transportation Authority has programmed \$10 million in Prop K funds to the project that would potentially leverage Prop A General Obligation bond funds, General Funds, and other potential state and federal grants such as Transit and Intercity Rail Capital Program, One Bay Area Grant (Cycle 3), Low Carbon Transit Operations Program, and Affordable Housing Sustainable Communities.

Review of preliminary assessment of benefits and impacts. The Geary BRT EIR included traffic and transit travel time analysis for baseline and project conditions in year 2020 and 2035. SFMTA staff have prepared preliminary analysis of the potential transit travel time benefits of Geary BRT Phase 2 relative to current post-TETL conditions. SFMTA estimates that the proposed project could reduce PM peak period travel times on Geary buses by about two-and-a-half minutes between 34th Avenue and Stanyan Street (average of eastbound and westbound 38 and 38R services) when compared with current conditions. These travel time savings would be realized in addition to early travel benefits related to the now-permanent TETLs. Compared to current conditions the EIR LPA could save approximately three minutes of travel time and EIR Alternative 2 would save about one minute and forty seconds. This means that the proposed project could perform better than EIR Alternative 2 and deliver more than 80% of the travel time savings of the EIR LPA. Attachment 5 contains a summary of current transit travel times after the implementation of the TETLs, estimated travel time benefits of the current project proposal, and an inventory of project definition changes relative to EIR Alternative 2.

Draft outreach round 2 materials. SFMTA staff shared draft outreach materials for outreach round 2 with Supervisor Chan's office and Transportation Authority staff. The outreach materials include mailers, posters, newspaper advertisements, surveys, boards for public events, and website content. The materials are available in English, Chinese, and Russian. Outreach activities are currently underway and include a pop-up event on Geary Boulevard, an unstaffed information display and in-person survey opportunity, virtual office hours, outreach to community groups, and individual responses to email and hotline inquiries.

FINANCIAL IMPACT

The recommended action would release \$1.2 million in Prop K funds held in reserve that were previously allocated in July 2015. Sufficient funds are included in the Fiscal Year 2021/22 annual budget to cover the recommended action. Furthermore, sufficient funds will be included in future budgets to cover the cash flow distributions as approved in December 2021 through Resolution 22-18, for those respective fiscal years.



CAC POSITION

The CAC will consider this item at its March 23, 2022 meeting before the Board considers final approval on April 12, 2022.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Draft project drawings
- Attachment 2 - SFMTA project cost estimate
- Attachment 3- Allocation Request Form for the Geary BRT Phase 2 CER (Geary Boulevard Improvement Project) [Amendment] approved December 2021
- Attachment 4 - Preliminary benefits and impacts



Project Timeline



Share your feedback about proposed transit and safety improvements

Welcome! Goals of this open house:

The Geary Boulevard Improvement Project is the second phase of improvements on Geary Boulevard, proposed between 34th Avenue and Stanyan Street to improve Muni's 38 Geary bus service and address traffic safety.

In fall 2021 we asked neighbors about their priorities for Geary. Thanks to input from over 600 community members, the SFMTA has used this feedback to draft the detailed project design. Now we'd like to hear what you think about the details. Review these project materials and take a short survey to let us know what you think about these proposed changes.

We'll use your input to help create the final project proposal, to be considered for approval later in 2022 by the SFMTA Board of Directors.

Overview of project proposals:

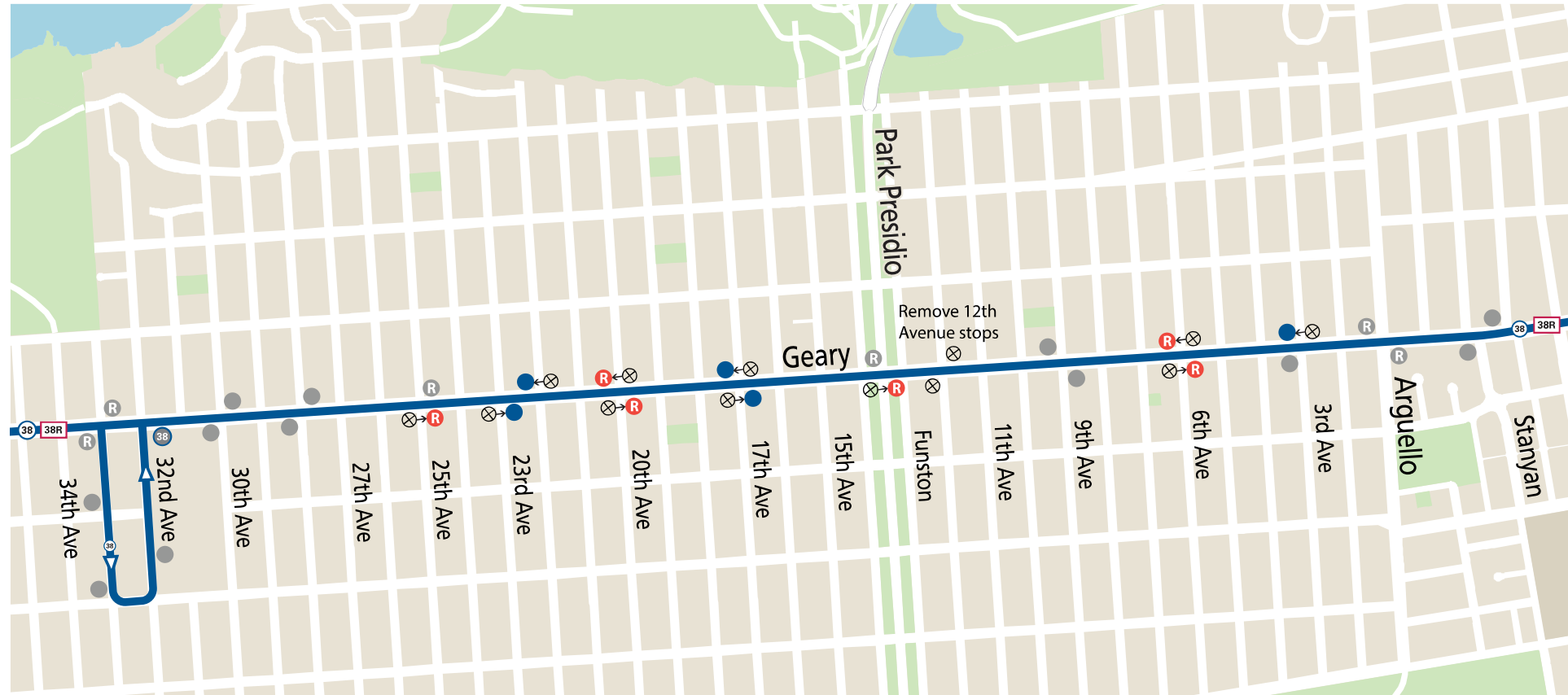
- Installing transit lanes between 28th and 15th avenues. To make room, angled parking would be converted to parallel parking.
- Relocating 11 bus stops and removing two closely-spaced stops to improve transit performance.
- Traffic signal upgrades, new bus bulb-outs and lengthening bus zones that are too short to accommodate two buses.
- Safety improvements, including pedestrian bulb-outs, daylighting, expanded median refuges and left-turn restrictions at key intersections.

To offset the loss of about two parking spaces per block face on average, we're proposing to increase parking spaces on side streets and make curb space changes to accommodate merchant needs, including evening and Sunday metering in Central Richmond.



Geary Boulevard Improvement Project

Attachment 1



Legend

- **38 Geary bus stop: no changes**
38Geary公車站: 沒有變動
Остановка автобуса № 38 Geary: без изменений 38R
- Ⓜ **38R Geary Rapid bus stop: no changes**
38RGeary快車公車站: 沒有變動
Остановка автобуса № 38R Geary Rapid: без изменений
- ⊗ **Bus stop proposed for removal**
擬取消公車站
Автобусная остановка, которую предлагается удалить
- ⊗➡● **Proposed 38 Geary bus stop relocation**
擬遷移 38 Geary 公車站
Предлагаемый перенос остановки для автобусов 38 Geary
- ⊗➡Ⓜ **Proposed 38R Geary Rapid bus stop relocation**
擬遷移 38R Geary Rapid 公車站
Предлагаемый перенос остановки для автобусов 38R Geary Rapid

Bus Stop Changes 調整巴士站 Изменения Касательно Автобусных Остановок

Some changes to bus stops on Geary Boulevard are being proposed to improve the speed, reliability and convenience of your trip on the 38 Geary and 38R Geary Rapid.

A majority of respondents who completed the fall 2021 survey said they support all of the proposed bus stop changes. The SFMTA is recommending to maintain most of the original proposals. However, the bus stop relocation at 25th Avenue outbound has been dropped based on feedback from neighboring stakeholders.

Proposed changes:

- Moving bus stops from the nearside of intersections to the far side, so buses don't get stopped at red lights as often
- Removing closely-spaced stops at 12th Ave to improve travel time reliability
- Adding bus bulb-outs to the Park Presidio stops. Would require turn restrictions from Geary onto Funston and 14th avenues (learn more at [SFMTA.com/ParkPresidioSurvey](https://www.sfmta.com/ParkPresidioSurvey))

Geary Boulevard Improvement Project

Attachment 1



Geary Boulevard Improvement Project Proposals

Geary 街 交通改善工程提案 / Предложения в рамках проекта модернизации Geary

-  Existing side-running transit lanes / 現有側邊行駛公交車道 / Существующие боковые полосы для движения общественного транспорта
-  New side-running transit lanes / 新的側邊行駛公車專用道 / Новые боковые полосы для движения общественного транспорта
-  New bus bulb-out (sidewalk extension at bus stop) / 在公車站增設人行道拓寬 / Новое расширение тротуара на автобусных остановках
-  New pedestrian bulb-out (sidewalk extension at intersection) / 在十字路口增設人行道拓寬 / Новое расширение тротуара на перекрестке (для пешеходов)
-  New turn restriction from Geary / Geary 街 新設轉彎限制 / Новое ограничение поворота (движение от Geary)
-  Existing left-turn okay from Geary / 許可Geary 街 現有的左轉 / Существующий поворот налево (движение от Geary одобрен)



Proposed Transit and Safety Improvements

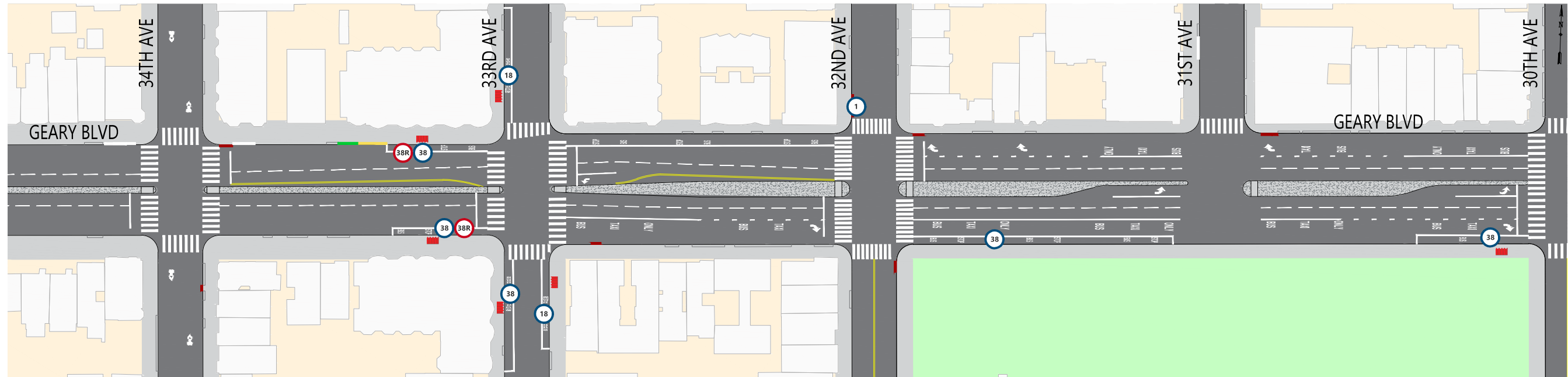
The diagram above illustrates proposed changes, including new transit lanes, pedestrian bulb-outs (sidewalk extensions at intersection corners) and left-turn restrictions to improve safety. All project intersections would receive standard treatments such as daylighting, expanded median refuges and longer pedestrian walk times. To improve parking availability along the merchant corridor in Central Richmond, the meter hours on Geary Boulevard (14th to 28th avenues) are proposed to be extended to 10:00 p.m. and also include Sundays from noon to 6:00 p.m.

Construction would be coordinated with utility upgrades, as many sewer and water pipes under Geary are over 100 years old.

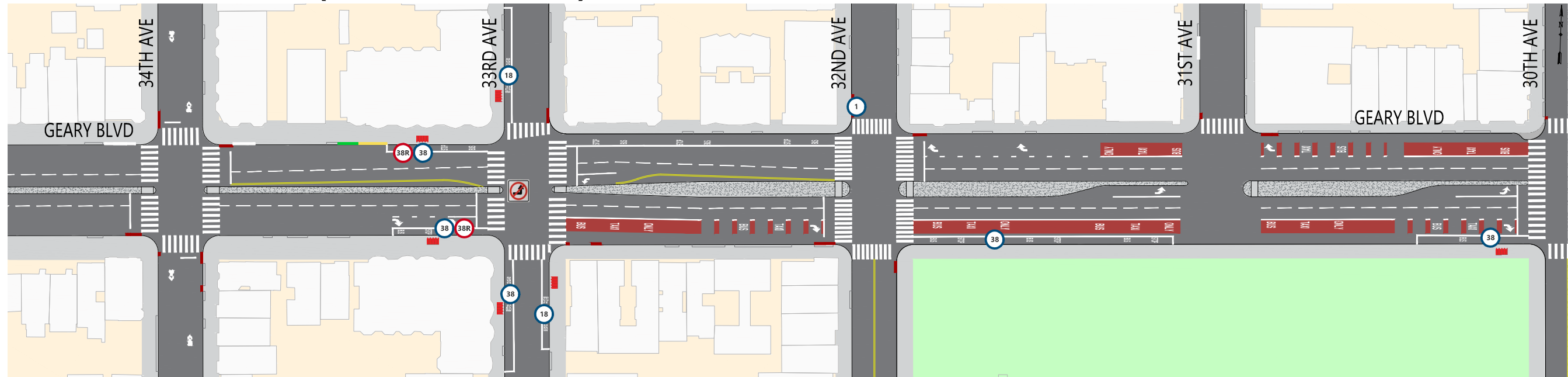


[SFMTA.com/ImproveGeary](https://www.sfmta.com/ImproveGeary)

EXISTING CONDITIONS



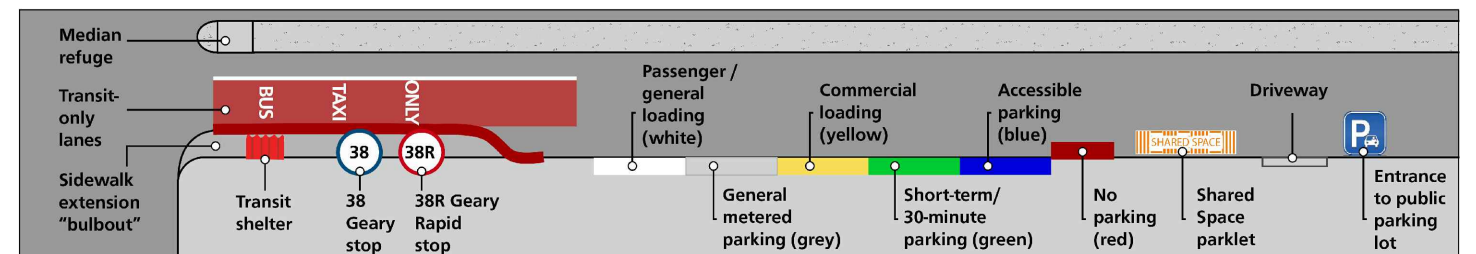
PROJECT PROPOSALS (Outreach Round 2)



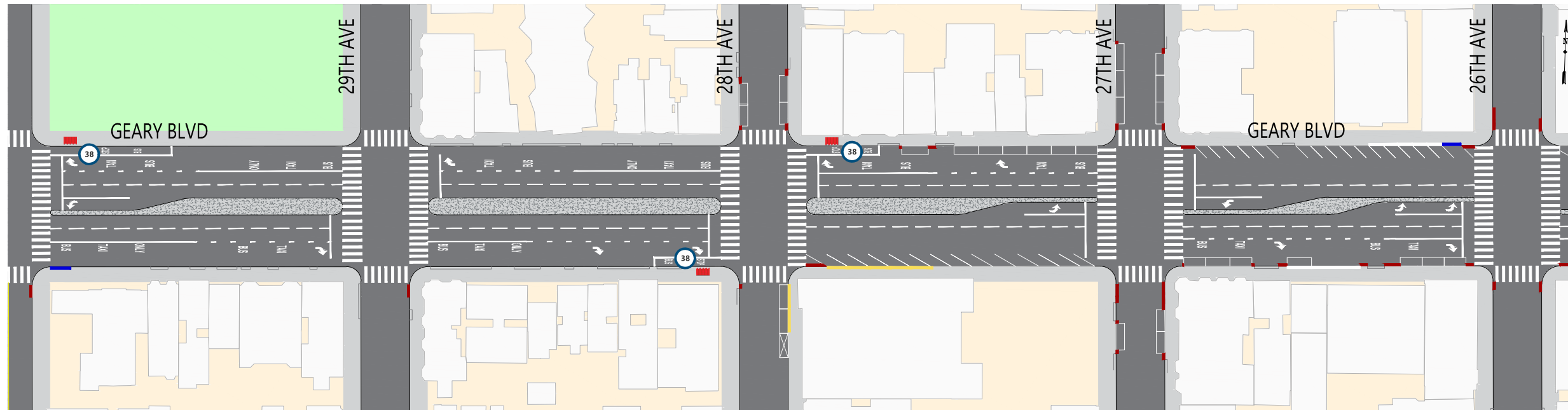
SUMMARY OF PROPOSALS

- Dedicated red transit-only lanes east of 33rd Ave
- Pedestrian bulbouts at the corners of 30th Ave
- Restriction of the left-turn from eastbound Geary onto 33rd Ave
- Traffic safety treatments including daylighting and leading pedestrian signals

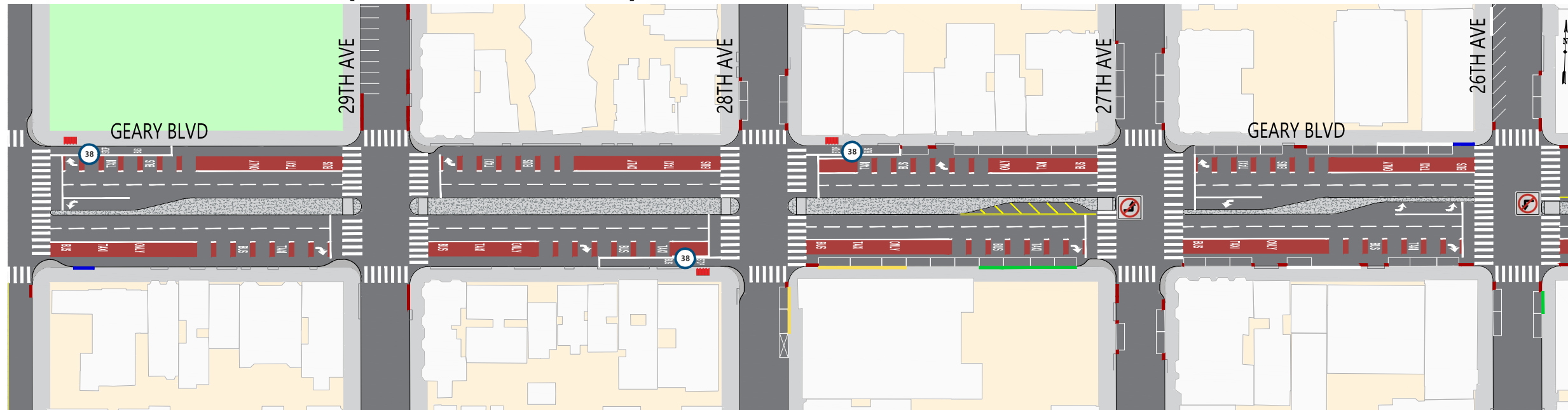
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EXISTING CONDITIONS



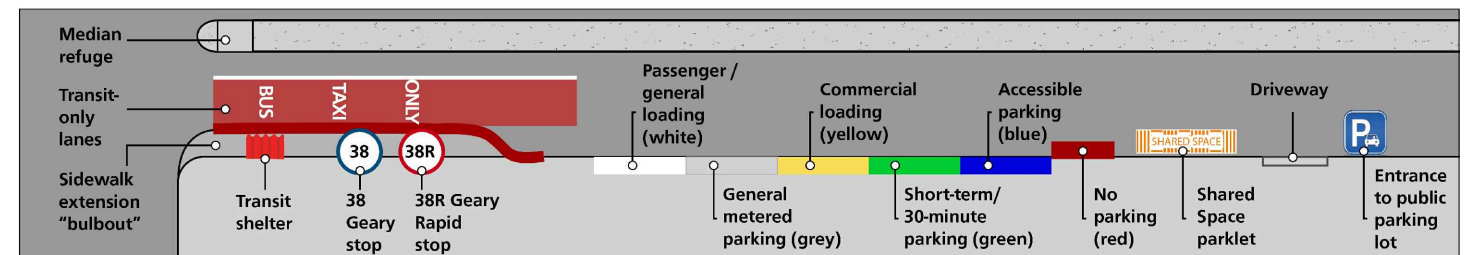
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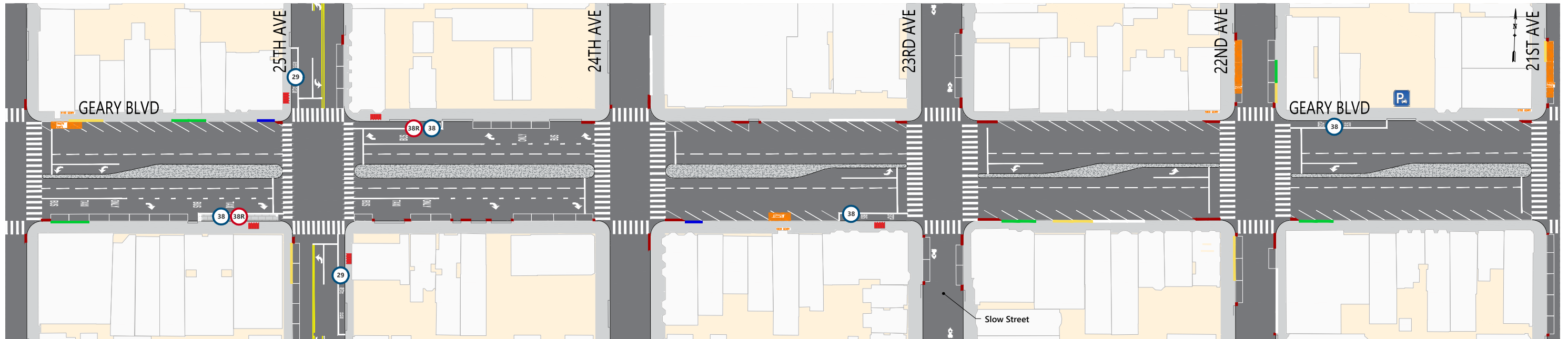
SUMMARY OF PROPOSALS

- New dedicated red transit-only lanes
 - Extension of the 28th Ave local bus zones
 - Pedestrian bulbouts at the corners of 30th, 29th, 28th and 27th avenues
 - Restriction of the left-turns from eastbound Geary onto 27th Ave and westbound Geary onto 26th Ave
 - Updated parking and loading regulations east of 28th Ave based on merchant and survey feedback*
 - New angled parking on 29th and 26th avenues, north of Geary
 - Traffic safety treatments including expanded median refuges, day lighting and leading pedestrian signals
- *proposal includes extended parking meter hours on Geary to add evenings (6-10pm) and Sundays (noon-6pm), without parking time-limits in the new time bands

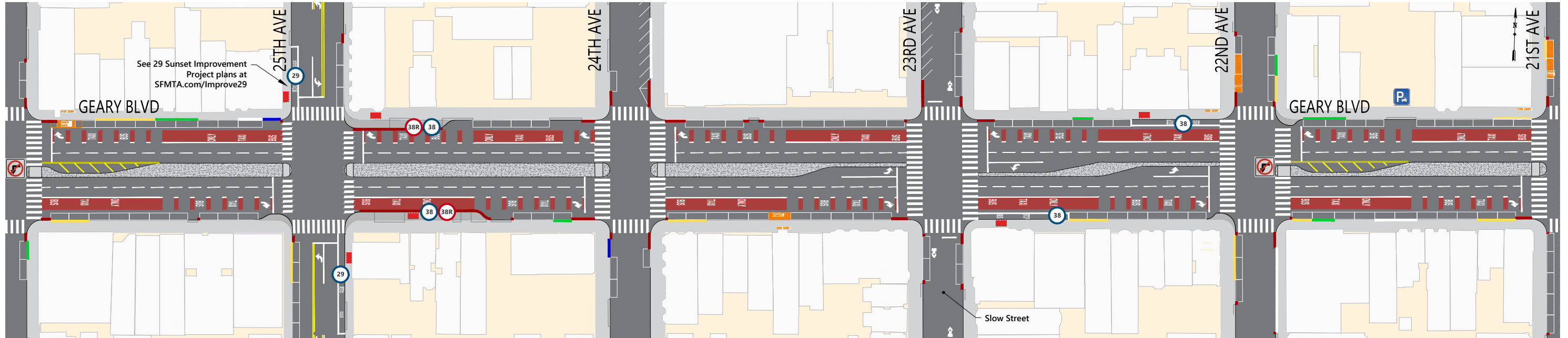
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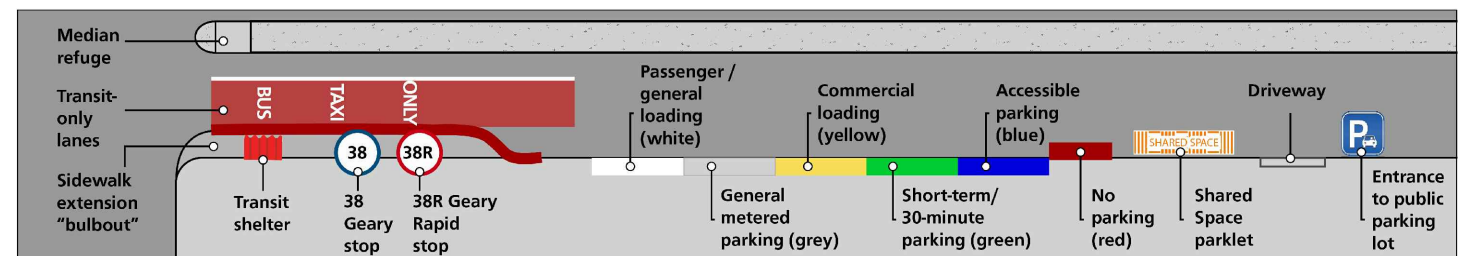
PROJECT PROPOSALS (Outreach Round 2)



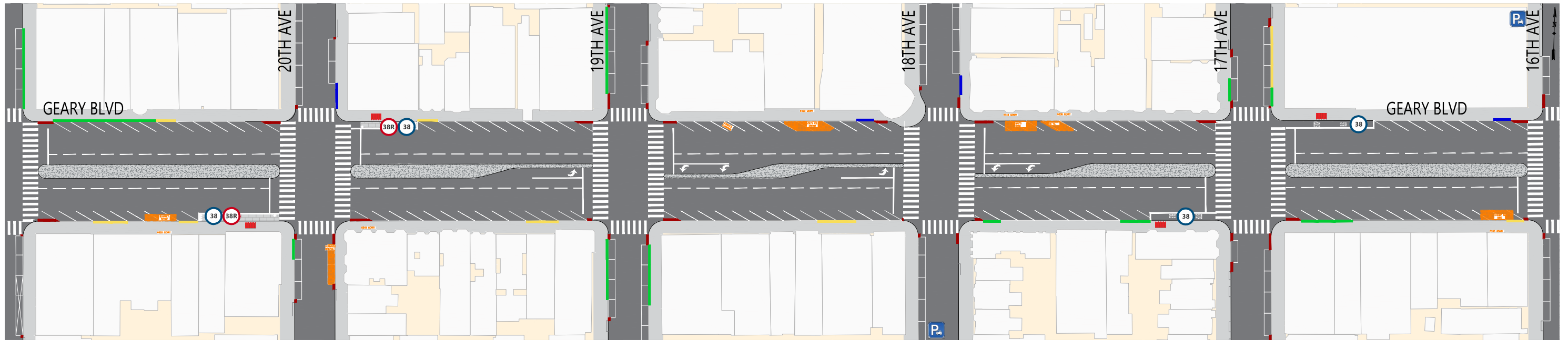
SUMMARY OF PROPOSALS

- New dedicated red transit-only lanes
 - Relocation of the inbound 25th Ave Rapid stop across the street, with new widened sidewalks
 - Relocation of the 22nd/23rd Ave local stops across the street
 - Pedestrian bulbouts at the corners of 25th and 22nd avenues
 - Restriction of the left-turns from westbound Geary onto 26th and 22nd avenues
 - Updated parking and loading regulations based on merchant and survey feedback*
 - New angled parking on 24th and 23rd avenues, north of Geary
 - Traffic safety treatments including expanded median refuges, daylighting and leading pedestrian signals
- *proposal includes extended parking meter hours on Geary to add evenings (6-10pm) and Sundays (noon-6pm), without parking time-limits in the new time bands

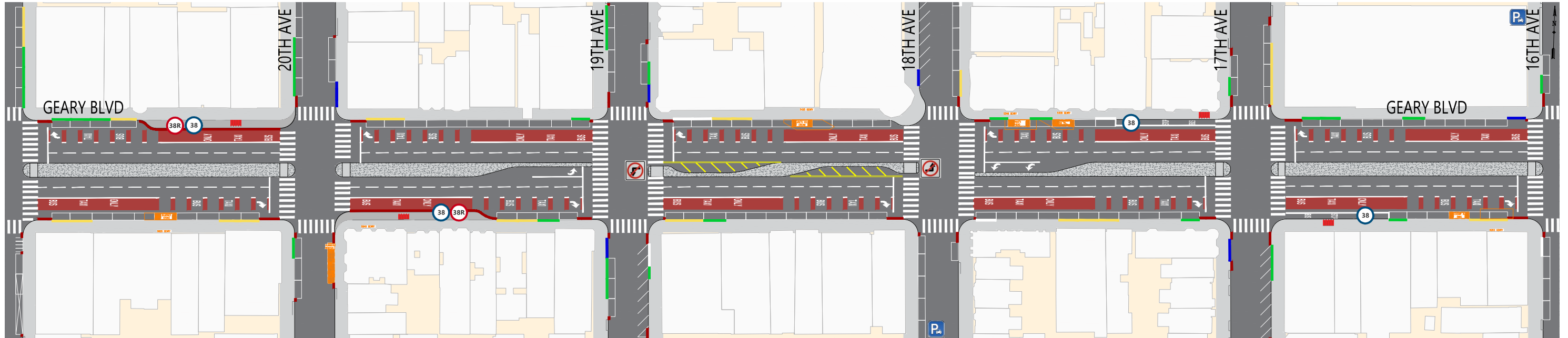
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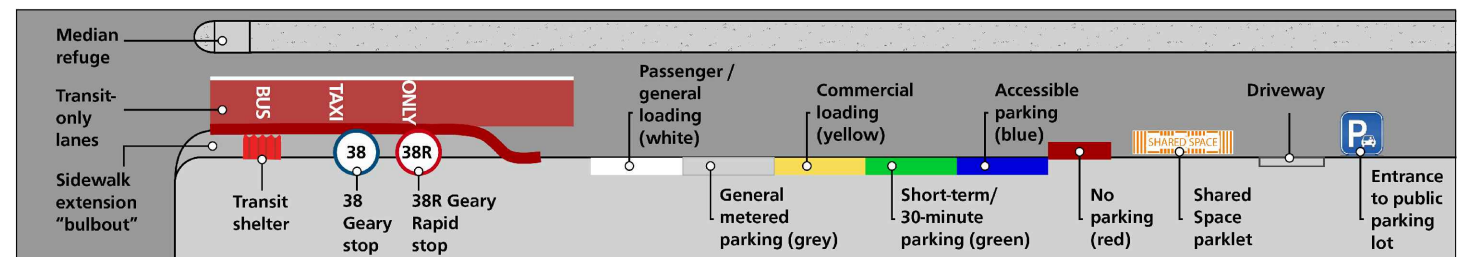
PROJECT PROPOSALS (Outreach Round 2)



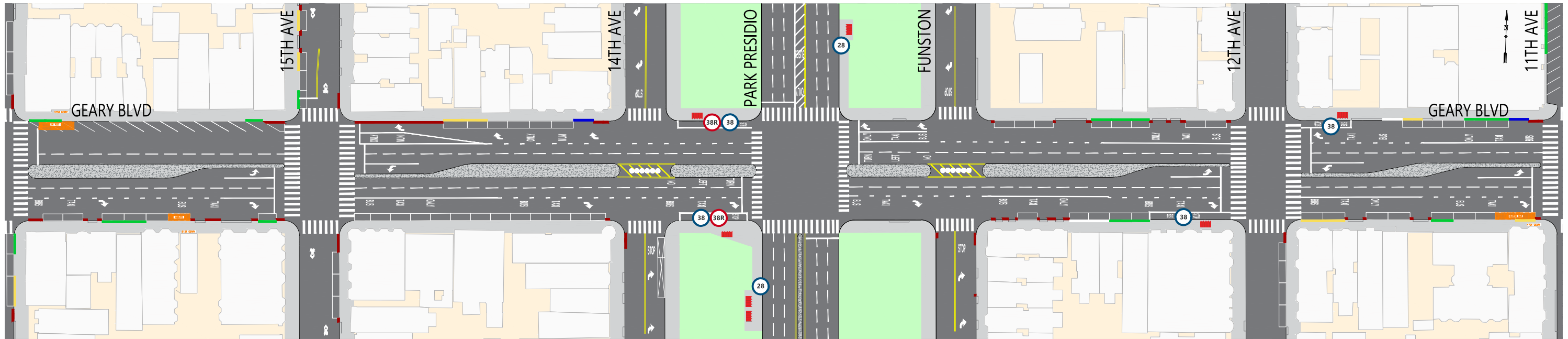
SUMMARY OF PROPOSALS

- New dedicated red transit-only lanes
 - Relocation of the 20th Ave Rapid stops across the street, with new widened sidewalks
 - Relocation of the 17th Ave local stops across the street
 - Restriction of the left-turns from westbound Geary onto 19th Ave and eastbound Geary onto 18th Ave
 - Updated parking and loading regulations based on merchant and survey feedback*
 - New angled parking on 19th and 17th avenues, south of Geary, and on 18th Ave, north of Geary
 - Traffic safety treatments including expanded median refuges, day lighting and leading pedestrian signals
- *proposal includes extended parking meter hours on Geary to add evenings (6-10pm) and Sundays (noon-6pm), without parking time-limits in the new time bands

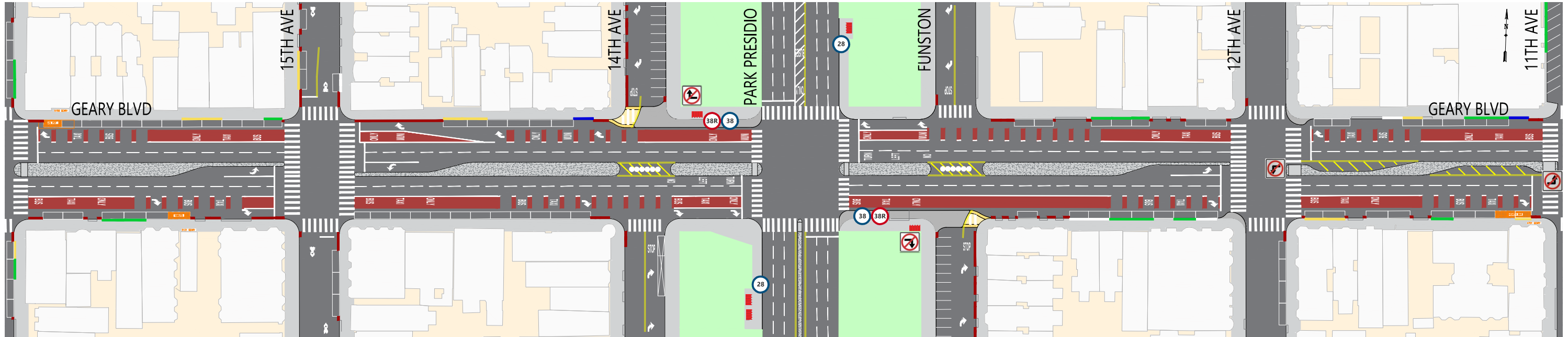
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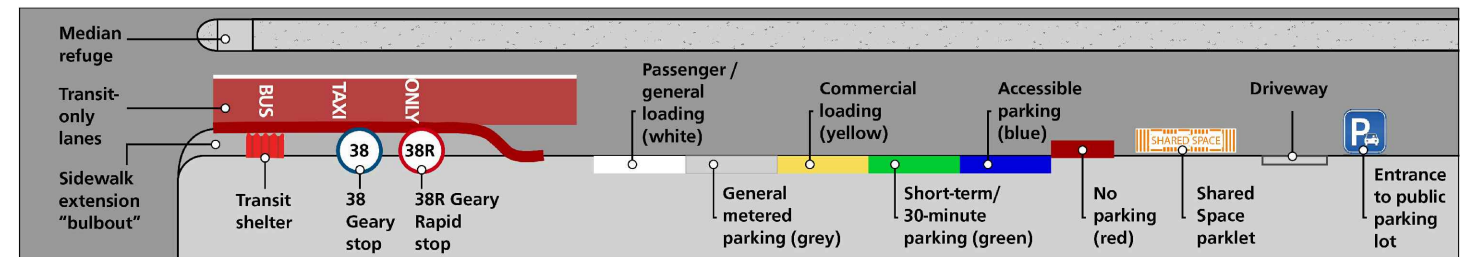
PROJECT PROPOSALS (Outreach Round 2)



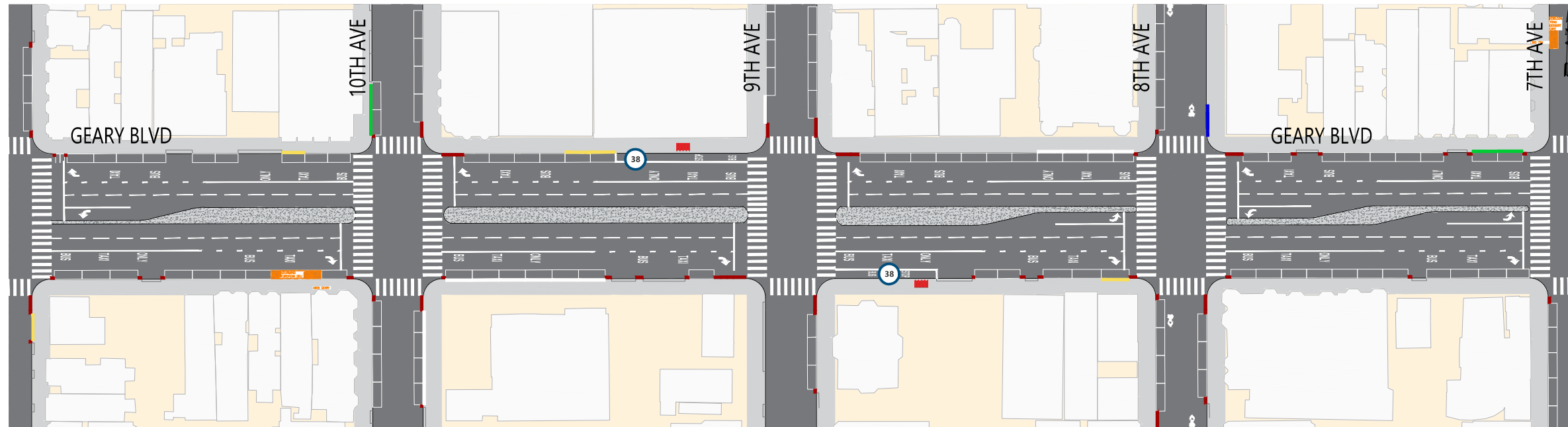
SUMMARY OF PROPOSALS

- New dedicated red transit-only lanes
 - Relocation of the inbound Park Presidio Rapid stop across the street
 - Sidewalk extensions at Park Presidio northwest and southeast corners that restrict right-turns from Geary onto 14th Ave northbound and Funston Ave southbound
 - Removal of the 12th Ave local stops
 - Pedestrian bulbouts at the corners of 12th and 11th avenues
 - Restriction of the left-turns from westbound Geary onto 12th Ave and eastbound Geary onto 11th Ave
 - Updated parking and loading regulations based on merchant and survey feedback*
 - New angled parking on 14th Ave, north of Geary, and Funston Ave, south of Geary
 - Traffic safety treatments including expanded median refuges, day lighting and leading pedestrian signals
- *proposal includes extended parking meter hours on Geary to add evenings (6-10pm) and Sundays (noon-6pm), without parking time-limits in the new time bands

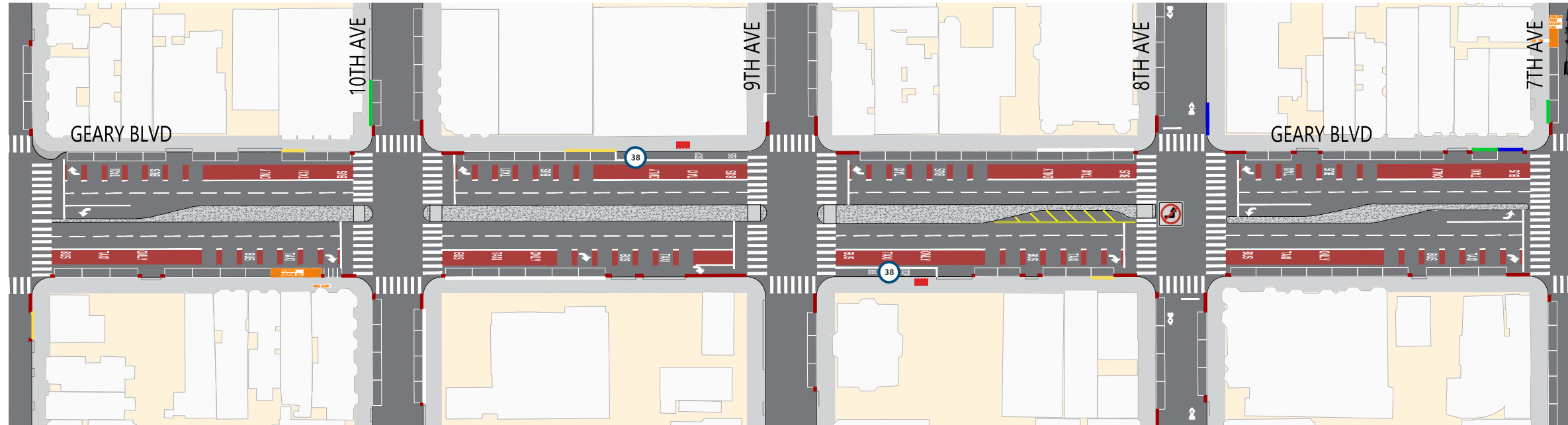
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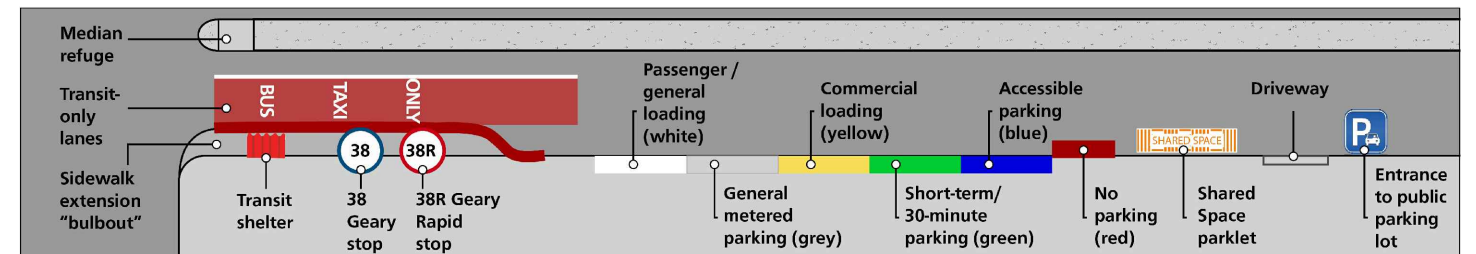
PROJECT PROPOSALS (Outreach Round 2)



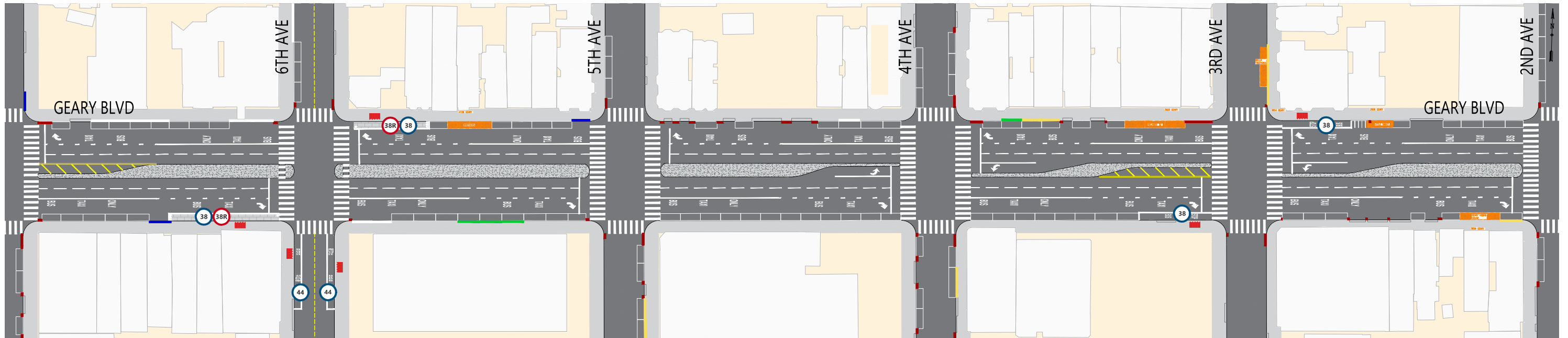
SUMMARY OF PROPOSALS

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

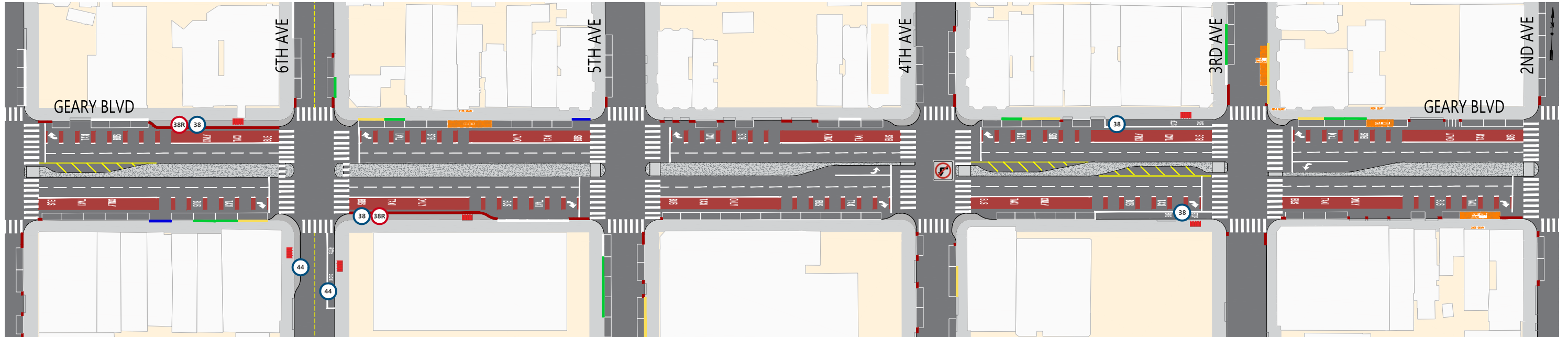
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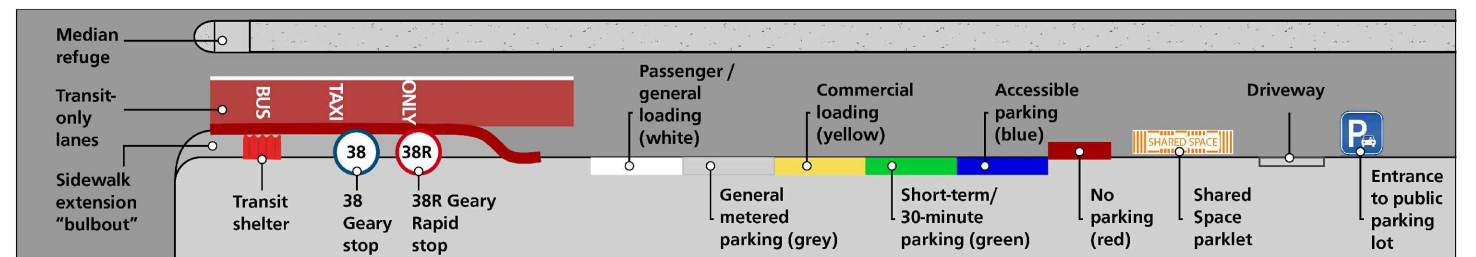
PROJECT PROPOSALS (Outreach Round 2)



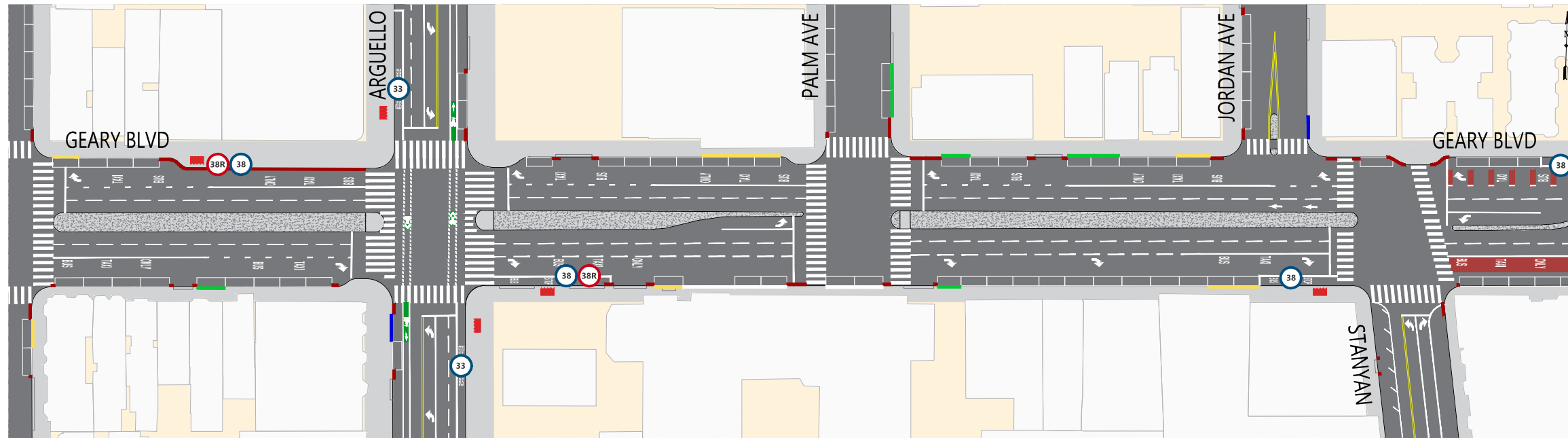
SUMMARY OF PROPOSALS

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

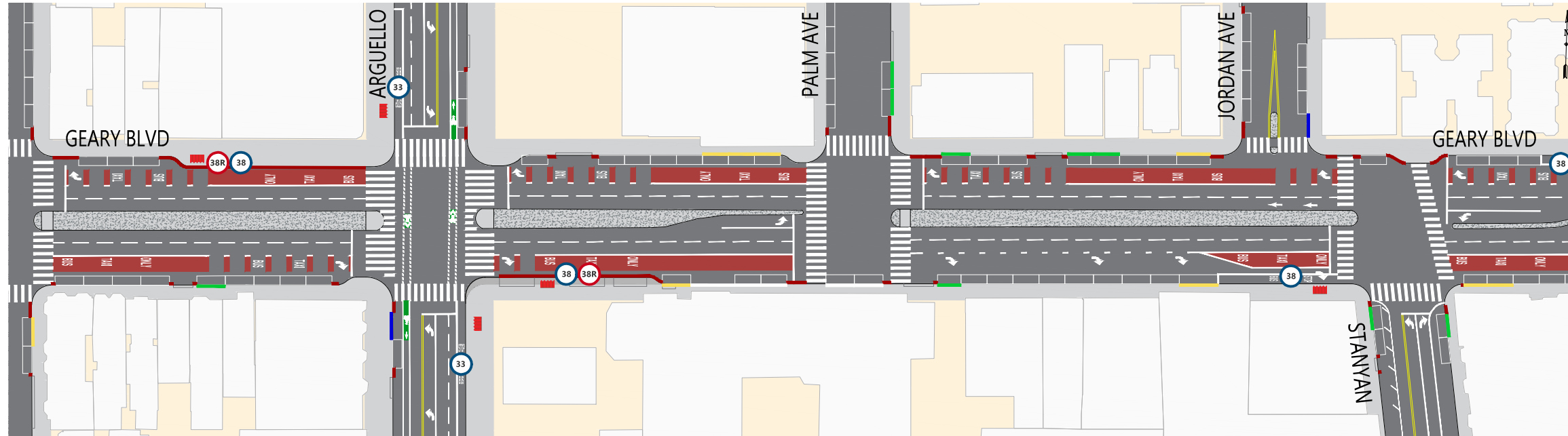
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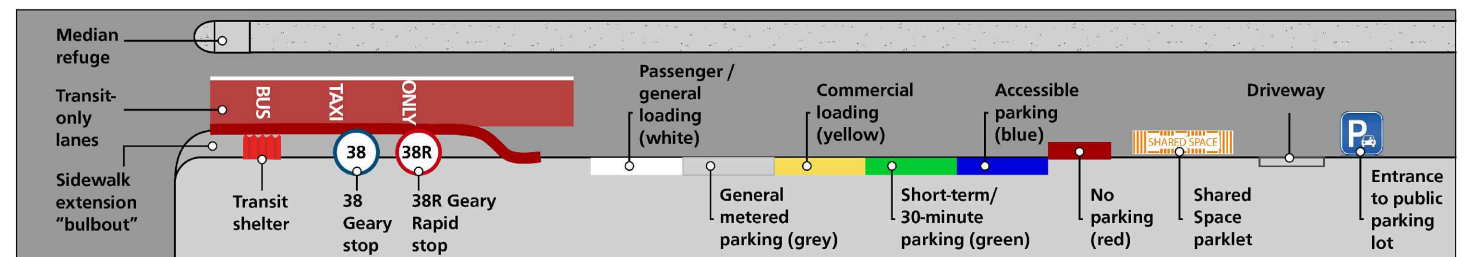
PROJECT PROPOSALS (Outreach Round 2)



SUMMARY OF PROPOSALS

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

LEGEND



DRAFT

Reviewed by: -

DPW Delivery

Date: 5/6/2021

Item	Description	Quantity	Unit	Unit Price	Extension	
DPW Design and Construction						
Transit and Pedestrian Bulbs						
1.a	New 130-foot Transit Bulb (Sidewalk Extension)	5	EA	\$ 330,000	\$ 1,650,000	
1.b	New 120-foot Transit Bulb with Raised Crosswalk	2	EA	\$ 390,000	\$ 780,000	
2	Extend Transit Bulb		EA	\$ 170,000	\$ -	
3	New Transit Island		EA	\$ 110,000	\$ -	
4	New 100' Concrete Bus Pad		EA	\$ 60,000	\$ -	
5.a	New Single Pedestrian Bulb (specific locations pending updated analysis)	32	EA	\$ 90,000	\$ 2,880,000	
5.b	New Dual Pedestrian Bulb		EA	\$ 110,000	\$ -	
5.c	New Mid-Block 20-foot Pedestrian Bulb		EA	\$ 100,000	\$ -	
5.d	Median Thumbnail Upgrade	30	EA	\$ 30,000	\$ 900,000	
5.e	Curb Ramp Upgrades to ADA Standards	14	EA	\$ 60,000	\$ 840,000	
6	Miscellaneous Concrete Improvements		LS	\$ -	\$ -	
7	Remove Transit Bulb		EA	\$ 170,000	\$ -	
8	Remove Pedestrian Bulb		EA	\$ 60,000	\$ -	
Traffic Signals						
9	New Traffic Signal		EA	\$ 400,000	\$ -	
10	Signal Upgrade	12	EA	\$ 450,000	\$ 5,400,000	
11	Signal Modification (add mast arms)	1	EA	\$ 100,000	\$ 100,000	
12	Fiber Optic Conduits and Cables (Stanyan-25th Ave)	1	LS	\$ 2,500,000	\$ 2,500,000	
Streetscaping						
13	Streetscaping on Transit Bulbs	7	EA	\$ 20,000	\$ 140,000	
MTA Design and Installation						
Transit Stop Improvements						
14	Stop Change	13	EA	\$ 5,000	\$ 70,000	
15	Miscellaneous Work (benches, bike racks, trenching for shelter power, etc)	1	LS	\$ 100,000	\$ 100,000	
Traffic Improvements						
16	Transit-Only Lane (red)	182,600	SQ FT	\$ 25	\$ 4,570,000	
17	Remove Red Transit-Only Lane		SQ FT	\$ 5	\$ -	
18	Parking Configuration Changes	13	BLK	\$ 15,000	\$ 200,000	
19	Turn Pocket or Turn Restriction		EA	\$ 5,000	\$ -	
20	OCS Modifications		LS	\$ -	\$ -	
Bike and Pedestrian Improvements						
21	Bike Lane		BLK	\$ 100,000	\$ -	
22	Daylighting & LPI/Signal Timing	35	INT	\$ 5,000	\$ 180,000	
Soft Costs						
PLN	Environmental Review				\$ -	
PE	MTA: Outreach (Labor and Collateral) and Conceptual Design	8%	of all hard costs		\$ 1,630,000	
PE	PW: Notice of Intent (NOI) and Control Drawings	2%	of PW hard costs		\$ 310,000	
DD	MTA: Design Support and Review	10%	of all hard costs		\$ 2,040,000	
DD	PW: Detailed Design (100% PS&E Package) and Advertisement	16%	of PW hard costs		\$ 2,440,000	
DD	Fees: City Attorney Office, Sidewalk Legislation, General Plan Referral	35	intersections	\$ 5,000	\$ 175,000	
CON	MTA: Engineering Support	3%	of all hard costs		\$ 610,000	
CON	PW: Engineering Support and Administration	20%	of PW hard costs		\$ 3,040,000	
CON	Construction Mitigation Program	0.7%	of total project budget		\$ 340,000	
CON	Art Enrichment Allowance		LS	2% of hard	\$ 310,000	
CON	MTA: Transit Support		LS	\$ 100,000	\$ 100,000	
TOTAL COST					\$ 31,310,000	
Transit Cost Estimate: \$18,100,000					Contingency (35%)	\$ 10,960,000
Pedestrian Safety Cost Estimate: \$11,560,000					<i>Subtotal</i>	<i>\$ 42,270,000</i>
<u>Signals + Fiber Cost Estimate: \$19,270,000</u>					Inflation (5% /year for 3 years)*	\$ 6,660,000
Total Project Cost: \$48,930,000					MUNI FORWARD ESTIMATE	\$ 48,930,000

Attachment 3

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Geary BRT Phase 2 CER (Geary Boulevard Improvement Project) [Amendment]
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Rapid Bus Network
Current PROP K Request:	\$4,427,317
Supervisorial Districts	District 01, District 02

REQUEST

Brief Project Description

Implement transit and safety improvements to reduce travel time and improve reliability for the 38 Geary lines from Stanyan to 34th Avenue. Improvements would include new side-running transit-only lanes and enhancements to existing transit lanes, transit bulbs and pedestrian safety improvements, updated transit signal priority, and optimized transit stop placements.

Detailed Scope, Project Benefits and Community Outreach

See attached word document

Project Location

Geary Boulevard between Stanyan Street and 34th Avenue

Project Phase(s)

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$4,427,317

Geary BRT Phase 2 (Geary Boulevard Improvement Project)

Conceptual Engineering Report Phase Scope of Work - Amendment

10/21/2021

Background

The Geary Bus Rapid Transit Project is a major transit and safety project. It's two main goals are to:

- Improve transit speed and reliability for the >56,000 daily riders (pre-COVID) of the 38 Geary lines
- Improve pedestrian safety along Geary Boulevard, part of San Francisco's Vision Zero Network and a street where people walking are eight times more likely to be seriously injured by a collision with a vehicle

The project is a partnership between the SFCTA and the SFMTA. It completed environmental clearance in 2018 and is being designed and delivered in two phases as shown in Figure 1 below. The second phase is called the Geary Boulevard Improvement Project and is the subject of this funding request. The project boundaries are on Geary Boulevard between Stanyan Street and 34th Avenue.

Updated Scope for New Side-Running Design

Evaluation results of side-running transit lanes along Geary Boulevard (Geary BRT Phase 1 and Geary Temporary Emergency Transit Lanes) have indicated positive and cost-effective transit travel time and reliability improvements, with minimal impacts to vehicle traffic. In addition, Geary BRT Phase 1 (the Geary Rapid Project) is poised to be complete on time on budget in September 2021 and has had minimal construction impacts to adjacent residences and businesses. As a result, the SFMTA is now recommending pursuing side-running transit lanes throughout the entirety of the Geary Bus Rapid Transit Project limits, including in the Phase 2 limits (Stanyan to 34th Avenue). This would include side-running transit lanes along Geary Boulevard between Arguello and 28th Avenue that was envisioned as a center-running transitway in the Locally Preferred Alternative selected at the conclusion of the environmental process.

Based on this change in direction, the SFMTA is requesting that the Scope of Work for the CER Phase of Geary BRT Phase 2 (SFCTA Resolution 16-06, Project Number 101-907053) be updated to reflect a scope of work that is a lower level of effort needed to complete the CER Phase of the side-running project. The amended scope includes the same main activities, but at a reduced level of effort due to a less complex design. In addition, the scope includes additional work needed to complete updated environmental project approvals to reflect the new updated side-running design. Reflecting the lower level of effort, SFMTA proposes to deobligate \$1,892,153 of the original \$6,319,470 allocated.

1. CER Design Package

The CER Design Package will be the main deliverable of this phase of work, which confirms the scope of work to be pursued in the detailed design phase, as well as provides a draft cost estimate, schedule, and planned delivery approach. While the scope of work will build on the scope of work defined as Alternative 2 in the Geary BRT environmental documents, it will be refined in parallel with Task 2 Outreach activities defined below. In particular, the environmental document did not produce a detailed curb plan that is a key component that the CER Phase outreach is designed to develop in partnership with key stakeholders.

The scope of work is expected to include:

- a. Concrete Work* for bus bulbs (approx. 7), pedestrian bulbs (approx. 32), enhanced center median refuges (approx. 30), and upgrading curb ramps to ADA standards (approx. 14).
- b. Traffic Signal Upgrades and Improvements* including replacing old traffic signals at the end of their useful life (approx. 13 signals), signal upgrades such as adding mast arms, as well as upgrading the existing wireless Transit Signal Priority technology to more reliable fiber-optic technology from Stanyan Street to 25th Ave.
- c. Transit Lanes* to provide continuous dedicated transit lanes adjacent to the parking lane wherever feasible. This includes conversion of angled parking to parallel parking along Geary Boulevard through the Central Richmond, in order to maintain two general purpose travel lanes per direction plus provide a transit lane. In general, converting from angled parking to parallel parking reduces parking by 1-2 spaces per block face (and additional proposed improvements such as bus and pedestrian bulbs may also decrease available parking on blocks where they are recommended).
- d. Curb Plan* to update curb designations to reflect existing needs and new curb management tools. SFMTA staff conducted a loading survey in Summer 2021 to understand adjacent merchants curb needs. Using this input as well as professional expertise, SFMTA staff will recommend designations for the affected curb within the project limits including commercial yellow loading zones, passenger loading zones, green short-term parking zones, and blue ADA parking zones. This curb plan will consider how any new Shared Space parklets affect curb space needs on affected blocks. In addition, new 5 minute general purpose loading zones that were piloted as a part of the Shared Spaces program will allow more flexibility for short-term pick-up and drop-off activities that could help address curb needs generated by food delivery services, Transportation Network Companies, and other short-term pick-up and drop-off needs.

A Draft Curb Plan will be developed and shared for input during Outreach Round 2 (Task 2) and then refined as a Final Curb Plan that will be used to write the parking and traffic legislation (Task 3).

- e. ***Bus Stop Optimization and Improvements*** (zone lengthening, stop removal and re-location) at approximately 13 bus stops. SFMTA staff will recommend locations where transit performance may benefit by re-locating bus stops from near-side to far-side, eliminating closely spaced stops, and lengthening substandard bus stop zones. These recommendations will be refined with input from community stakeholders including a survey targeted to transit riders implemented as a part of Outreach Round 1 as well as with direct outreach to stakeholders immediately adjacent to affected bus stops (Task 2). In addition, bus stop amenity upgrades could include new shelters, bike racks, and decorative treatments.
- f. ***Pedestrian Safety Upgrades*** including daylighting, installation of Leading Pedestrian Intervals, and signal re-timing for slower walk speeds

Deliverables: Conceptual Engineering Report, conceptual engineering drawings, internal and inter-agency design review TASC materials and process

2. Outreach

In order to support the design work under Task 1 CER Design Package, outreach will be conducted to inform key design questions as well as continue ongoing community dialogue as follows.

- a. ***Round 1:*** occurred in September 2021 (funded by other agency funding sources prior to completing this scope of work update). This round of outreach included a multi-lingual mailer to properties within 1-2 blocks of the project area, flyers posted at key locations along the corridor, pop-up in person outreach, an online open house using a StoryMaps website, participation in the Richmond Autumn Moon Festival, a virtual community meeting, and multi-lingual surveys distributed via meal deliveries for low-income seniors at several senior centers. Key areas of input sought included: stakeholder level of support for new side-running configuration recommendation, proposed bus stop consolidations and removals, and block-specific feedback on existing transit/parking/loading/safety challenges to inform draft project design
- b. ***Round 2:*** anticipated in early 2022. This round of outreach would share a full draft block-by-block design for stakeholder input. The outreach methods will be finalized in late 2021 but are generally expected to include similar techniques to Outreach Round 1.
- c. ***Round 3:*** anticipated in 2022. This round of outreach would inform stakeholders of how the design being brought to the SFMTA Board for potential action was

informed by stakeholder feedback and share the opportunity to provide public comment to the SFMTA Board. Outreach methods would include a multi-lingual mailer and flyers posted throughout the corridor to advertise the policy-making meetings where feedback can be shared with decision-makers.

- d. ***Direct stakeholder outreach.*** throughout the entire planning process, direct stakeholder outreach will be conducted as needed to resolve location-specific design questions. This would include outreach to properties immediately adjacent to proposed bus stop re-locations, as well as ongoing direct outreach to key stakeholders.
- e. ***Ongoing Geary CAC meetings.*** Since 2017, the SFMTA has staffed a Geary Community Advisory Committee as a successor the SFCTA-convened CAC that met during the planning and environmental phases. The Geary CAC has provided advice and input to the SFMTA on both phases of the Geary Bus Rapid Transit Project. The CAC is envisioned to continue meeting through completion of both phases of the project and this item provides for ongoing staffing of the body during the CER phase.

Deliverables:

- Three rounds of outreach, meeting notes from stakeholder meetings, Geary CAC presentation materials and minutes
- Provide draft designs to SFCTA and District Supervisor with sufficient time for feedback prior to public outreach round 2, including benefits and impacts,
- Provide revised designs, summary of outreach feedback, and articulation of any changes to SFCTA and District Supervisor with sufficient time for feedback following public outreach round 2, but before handoff to environmental consultants, including benefits and impacts.

3. Approvals

Needed local and federal approvals will be obtained including:

- a. ***Environmental approvals.*** Policy actions would be needed by both the SFCTA and SFMTA Board to confirm selection of a new locally preferred alternative consistent with the side-running alternative. In addition, coordination with the Federal Transit Administration would be needed to obtain an amended Record of Decision (ROD). SFCTA previously acted as the lead agency for environmental approvals, but SFMTA will now take over this role. SFMTA expects to complete environmental analysis in Spring 2022 and anticipates FTA issuing an Amended ROD in Fall 2023.

- b. *Parking and traffic legislation.* SFMTA staff will prepare needed documentation, noticing, and presentation materials to seek parking and traffic legislation of the project.

Deliverables: SFCTA and SFMTA LPA re-selection resolutions, FTA Amended Record of Decision, SFMTA parking and traffic legislation.

Deliverables and Tentative Interim Deliverables Schedule

There are several unknowns beyond the SFMTA staff team's control that could affect the schedule, but the below summarizes potential dates for interim deliverables leading to completion of this phase of work.

- **Late 2021:** Draft block-by-block design
- **Early 2022:** Outreach Round 2
- **Early Spring 2022:** Revised block-by-block design based on Outreach Round 2 feedback for initiating environmental review documentation
- **Late Spring 2022:** Finalized environmental analysis, TASC process
- **Summer 2022:** Outreach Round 3, SFCTA and SFMTA Board actions, Final CER package
- **Fall 2023:** FTA Amended ROD

Type of Environmental Clearance Required

Because of the recommendation to pursue a side-running transit lane design instead of a center-running design, it is anticipated that additional policy actions will be required at the SFCTA and SFMTA Boards to select a new Locally Preferred Alternative and adopt new CEQA Findings; and that the Federal Transit Administration will need to issue an amended ROD. Whereas SFCTA has acted as the environmental lead agency up to this point, SFMTA will now assume the role of lead agency. After the SFMTA finalizes the recommended scope, the SFMTA will work with its consultants to document the scope determine what additional documentation is needed to proceed. Because the EIR/EIS evaluated a side-running alternative (Alternative 2) to the same level of detail as the Locally Preferred Alternative, and the final scope is expected to be substantially similar to the already-evaluated side-running alternative, it is expected that the level of analysis and documentation needed will be minor. While there is some risk that the time it will take to complete needed policy actions may take longer than anticipated, the project schedule can proceed with some design at-risk activities in parallel, following a similar approach to the Geary Rapid Project.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Geary BRT Phase 2 CER (Geary Boulevard Improvement Project) [Amendment]
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	EIR/EIS
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-May-Jun	2007	Apr-May-Jun	2008
Environmental Studies (PA&ED)	Jul-Aug-Sep	2011	Oct-Nov-Dec	2023
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2021	Jan-Feb-Mar	2024
Advertise Construction	Jan-Feb-Mar	2024		
Start Construction (e.g. Award Contract)	Apr-May-Jun	2022		
Operations (OP)				
Open for Use			Apr-May-Jun	2025
Project Completion (means last eligible expenditure)			Apr-May-Jun	2026

SCHEDULE DETAILS

Community Outreach:

MTA currently anticipates 3 rounds of outreach to support this phase of work in Fall 2021, late 2021, and Spring 2022 as further described in the attached Scope of Work Task 2.

Start Construction begins before Advertise Construction because initial Quick Build installation of transit lanes, stop changes, and some safety improvements would be done by SFMTA Shops. (Quick Build design: 5/2022, construction 6/2022 - 10/2022)

Advertise Construction begins before Design Engineering concludes because work would be delivered via two construction contracts. See "Draft schedule by project sub-phase" in the attached scope for details.

Project Coordination: There is potential for SFPUC water and sewer and SFPW paving to be coordinated with this project, which could affect the draft schedule milestones shown above, depending on their staffing and funding availability. See "Draft schedule by project sub-phase".

Project Delivery: Two separate contracts are planned to be issued, one for underground utilities (including conduits for fiber-optic cables) and a separate one for surface work, in order to control costs and quality. This means detailed design would continue while the first contract is being advertised. SFMTA to lead remaining environmental work, which is reflected here but not on the Funding Plan/ Cash Flow tables.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Geary BRT Phase 2 CER (Geary Boulevard Improvement Project) [Amendment]
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-101: Rapid Bus Network	\$0	\$0	\$4,427,317	\$4,427,317
Phases In Current Request Total:	\$0	\$0	\$4,427,317	\$4,427,317

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$10,000,000	\$9,177,081	\$19,177,081
Congestion Management Agency Planning Funds	\$0	\$0	\$237,754	\$237,754
Local Funds (e.g. 2015 Prop A General Obligation Bonds)	\$3,655,000	\$0	\$0	\$3,655,000
TBD (e.g. OBAG, TPI [LCTOP], TIRCP, AHSC, Local [Prop B General Funds])	\$33,335,000	\$0	\$0	\$33,335,000
Funding Plan for Entire Project Total:	\$36,990,000	\$10,000,000	\$9,414,835	\$56,404,835

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$390,000		Actual
Environmental Studies	\$4,597,518		Actual
Right of Way	\$0		
Design Engineering	\$9,082,317	\$4,427,317	Based on previous projects, including Geary BRT Phase 1. Includes previous expenditures and estimate cost to complete
Construction	\$42,335,000		Based on previous projects, including Geary BRT Phase 1
Operations	\$0		
Total:	\$56,404,835	\$4,427,317	

% Complete of Design:	5.0%
As of Date:	08/26/2021

Expected Useful Life:	30 Years
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Geary Phase 2 - CER Budget updated for side-running

8/27/2021

		Rate	ETC		Notes/assumptions
			Hrs	Cost	
Streets Labor	5502 PM1 - Liz Brisson	\$ 195	560	\$ 109,296	PM for environmental and legislation
	5502 PM1 - Dan Mackowski	\$ 195	1200	\$ 234,206	PM for implementation and PE
	TP2 - David Sindel	\$ 141	1040	\$ 146,242	Planner supporting environmental, legislation, outreach tasks
	9172 Manager 2 - Francesca Napolitan	\$ 186	160	\$ 29,688	Will supervise preparation of curb plan
	5277 Planner 1 - Tracy Minicucci	\$ 118	400	\$ 47,163	Will prepare curb plan
	Sr Engineer	\$ 241	80	\$ 19,253	Will provide senior engineer review as-needed
Subtotal				\$ 585,848	
Comms Labor	1314 Public Relations Officer	\$ 194	960	\$ 186,203	Lead for developing and implementing public outreach activities
	5320 Illustrator and Art Designer	\$ 170	120	\$ 20,373	Will prepare graphic design materials as needed
	1312 Public Information Officer	\$ 165	480	\$ 79,367	Will provide outreach support to 1314 PRO
Subtotal				\$ 285,943	
Direct costs/ professional services	Env consultant			\$ 200,000	Conservative estimate, could decrease depending on scale of env work needed TBD after finalizing draft final scope
	Comms Direct Costs			\$ 130,000	Based on previous projects
Subtotal				\$ 330,000	
Public Works CER Funding				\$ 404,384	SFPW time to prepare scope documents and preliminary base map before detailed design
Environmental Review Team Labor	5290 Transit Planner 4	\$ 192	10	\$ 1,921	
	5289 Transit Planner 3	\$ 164	40	\$ 6,560	
Subtotal				\$ 8,481	
City Atty				\$ 25,000	CAO review, based on previous projects
Contingency				\$ 61,764	5% of estimated costs
Total for side-running CER				\$ 1,701,419.76	
Expenditure to date				\$ 2,725,897.65	
Original grant				\$ 6,319,470.00	
Amount to de-obligate				\$ 1,892,152.59	

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Geary BRT Phase 2 CER (Geary Boulevard Improvement Project) [Amendment]
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$4,427,317	Total PROP K Recommended	\$1,767,946

SGA Project Number:	101-907053	Name:	Geary BRT Phase 2 CER (Geary Boulevard Improvement Project)
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2024
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	Total
PROP K EP-101	\$1,767,946	\$0	\$0	\$0	\$0	\$1,767,946

Deliverables

1. Monthly progress reports shall include % complete of the funded phase, % complete by task, work performed in the prior month, work anticipated to be performed in the upcoming month, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. Monthly progress reports shall include a summary of outreach performed the prior month (including meetings of the Geary CAC) and feedback received.
3. Monthly progress reports shall include a summary of coordination efforts other City agencies regarding delivery of the project, including on potential sewer and water upgrades, and re-paving, and shall describe the delivery plan once it is finalized.
4. Prior to conducting public outreach round 2 (anticipated January 2022) SFMTA staff shall provide the following to Transportation Authority staff with sufficient time for review and comment: draft project designs on a block-by-block basis; preliminary assessment of benefits and impacts; cost estimate and funding plan; and draft outreach materials for public outreach round 2.
5. Upon completion of public outreach round 2 and prior to conducting supplemental environmental review for the project (anticipated Spring 2022) SFMTA staff shall provide the following to Transportation Authority staff with sufficient time for review and comment: summary of feedback received during outreach round 2 and how the SFMTA is addressing that feedback, as appropriate; revised project designs on a block-by-block basis with a description of changes made in response to public outreach; updated assessment of benefits and impacts; cost estimate and funding plan; and draft outreach materials for public outreach round 3.
6. Upon completion of public outreach round 3 and prior to initiating Transportation Authority Board consideration and legislative approval process (anticipated Summer 2022) SFMTA staff shall provide the following to Transportation Authority staff with sufficient time for review and comment: draft designs with corresponding benefits and impacts; cost estimate and funding plan; and draft final assessment of benefits and impacts and draft environmental findings for revised locally preferred alternative.

7. Upon completion, provide Conceptual Engineering Report, conceptual engineering drawings, internal and inter-agency design review TASC materials and process
8. Upon completion, Sponsor shall provide an updated scope, schedule, budget, and funding plan for design and construction. This deliverable may be met with an allocation request for design and quick-build construction.
Special Conditions
1. \$1,200,000 of the remaining project funding (\$1,767,946) is on reserve, to be released by the Board, pending agreement between the District 1 Supervisor's Office, Transportation Authority staff, and SFMTA staff on the proposed draft project designs on a block-by-block basis, and review of preliminary assessment of benefits and impacts, cost estimate and funding plan, and draft outreach materials for public outreach round 2
Notes
1. Funds were allocated through Board approval of Resolution 2016-006 in July 2015.
2. This amendment allows up to \$100,000 in retroactive expenditures against the existing grant dating back to 9/1/2021 for SFPW base maps. Charges between 12/31/2019 (the original fund expiration date) and 9/1/2021 are not eligible for reimbursement from this grant.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	0.0%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	66.0%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Geary BRT Phase 2 CER (Geary Boulevard Improvement Project) [Amendment]
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$4,427,317
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

LB

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Daniel Mackowski	Joel C Goldberg
Title:	Project Manager	Grants Procurement Manager
Phone:	(415) 646-2572	(415) 646-2520
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Attachment 4

Geary Boulevard Improvement Project Preliminary Assessment of Benefits and Impacts Transit Travel Time

Table 1. Observed Geary Corridor Bus Travel Times
50th Percentile Travel Times, PM Peak Period, 33rd Avenue to Arguello Street

ROUTE	DIRECTION	Pre-COVID	COVID, after TETL	
		Jan/Feb 2020	Jan/Feb 2021	Mar/Apr 2021
38 Geary	EB	15:38	14:39	14:24
	WB	15:43	14:52	14:26
38R Geary	EB	12:03	11:53	11:43
	WB	12:44	12:06	11:41
38/38R	Both	14:02	13:22	13:04

Source: SFMTA, 38 Geary Temporary Emergency Transit Lanes Project Evaluation Report, May 2021

Table 2. Geary Corridor Bus Travel Time Reduction Compared with Port-TETL Conditions
PM Peak Period, 34th Avenue to Stryan Street

SCENARIO	ROUTE	DIRECTION	TRAVEL TIME REDUCTION FROM CURRENT CONDITIONS, INCLUDING TETL (TTRP METHODOLOGY)		
			LPA	ALTERNATIVE 2	SFMTA PROJECT PROPOSAL
Opening Year	38 Geary	EB	04:31	01:30	03:05
		WB	04:06	01:30	02:32
	38R Geary	EB	01:37	01:50	02:29
		WB	01:32	01:50	01:47
Average	38/38R	Both	02:57	01:40	02:28

Source: Fehr & Peers and SFCTA, 2014. FEIS Table 3.3-6 updated by SFMTA and SFCTA, 2022.

Geary Boulevard Improvement Project
Preliminary Assessment of Benefits and Impacts
Parking Impacts

Table 3. Change in Area-wide Public Parking Supply in the Geary Corridor, by Alternative and Corridor Segment

CORRIDOR SEGMENT	ESTIMATE D PUBLIC PARKING SPACES IN AREA	AREA-WIDE PUBLIC PARKING SUPPLY (WITH % CHANGE)		
		CENTER RUNNING (Hybrid in FEIS)	SIDE RUNNING (Alt. 2 in FEIS)	SIDE UPDATE (Current Proposal)
34th Avenue –25th Avenue	1,000	960 (-4%)	950 (-6%)	980 (-2%)
25th Avenue –Park Presidio	1,430	1,410 (-1%)	1,380 (-4%)	1,390 (-3%)
Park Presidio –Palm/Jordan	1,750	1,750 (0%)	1,710 (-2%)	1,730 (-1%)
Total	4,180	4,120	4,040	4,100
Side-street additions		0	0	30
Total parking change		4,120	4,040	4,130

Note: SFCTA rounded to nearest ten. Not all numbers sum correctly due to rounding.

Geary Boulevard Improvement Project
Preliminary Assessment of Benefits and Impacts
Bus Stops and Transit Lanes

Intersection/Block	FEIS Alternative 2		MTA Proposal (2022)		Changes	
	Bus Stops	Transit Lanes	Bus Stops	Transit Lanes	Bus Stops	Transit Lanes
West of 34th Ave		None		None		
34th Ave (to 33rd)	OB NS full-block BZ	IB & OB		None		Remove bus lane
33rd Ave (to 32nd)	IB NS full-block BZ	IB & OB	OB FS 90' BZ & IB NS 85' BZ	IB		Remove OB bus lane
32nd Ave (to 31st)	IB FS full-block BZ (layover)	IB & OB	IB FS full-block BZ (layover)	IB & OB		
31st Ave (to 30th)	IB FS BZ (layover)	IB & OB		IB & OB		Remove layover extension
30th Ave (to 29th)	OB NS BZ & IB NS BZ	IB & OB	OB NS 100' BZ & IB NS 100' BZ	IB & OB		
29th Ave (to 28th)		IB & OB		IB & OB		
28th Ave (to 27th)	OB NS BZ & IB NS BZ	IB & OB	OB NS 78' BZ & IB NS 100' BZ	IB & OB		
27th Ave (to 26th)		IB & OB		IB & OB		
26th Ave (to 25th)	OB NS full-block BB	IB & OB		IB & OB		
25th Ave (to 24th)	IB NS full-block BB	IB & OB	OB NS 88' BB & IB FS 136' BB	IB & OB		
24th Ave (to 23rd)		IB & OB		IB & OB		
23rd Ave (to 22nd)	IB NS BZ	IB & OB	IB FS 90' BZ	IB & OB		
22nd Ave (to 21st)	OB NS BZ	IB & OB	OB FS 88' BZ	IB & OB		
21st Ave (to 20th)		IB & OB		IB & OB		
20th Ave (to 19th)	OB NS BZ & IB NS BZ (local-only)	IB & OB	OB FS 140' BB & IB FS 146' BB	IB & OB		Retain Rapid service
19th Ave (to 18th)		IB & OB		IB & OB		
18th Ave (to 17th)		IB & OB		IB & OB		
17th Ave (to 16th)	OB NS BZ & IB NS BZ	IB & OB	OB FS 100' BZ & IB NS 103' BZ	IB & OB		
16th Ave (to 15th)		IB & OB		IB & OB		
15th Ave (to 14th)	OB NS full-block BB	IB & OB		IB & OB		

Geary Boulevard Improvement Project
Preliminary Assessment of Benefits and Impacts
Bus Stops and Transit Lanes

Intersection/Block	FEIS Alternative 2		MTA Proposal (2022)		Changes	
	Bus Stops	Transit Lanes	Bus Stops	Transit Lanes	Bus Stops	Transit Lanes
14th Ave (to PP)	IB NS full-block BB	IB & OB		IB & OB		
Park Presidio (to Funston)		IB & OB	OB FS 118' BB & IB FS 120' BB	IB & OB		
Funston Ave (to 12th)		IB & OB		IB & OB		
12th Ave (to 11th)	OB NS BZ & IB NS BZ	IB & OB		IB & OB	Remove local stops	
11th Ave (to 10th)		IB & OB		IB & OB		
10th Ave (to 9th)		IB & OB		IB & OB		
9th Ave (to 8th)	OB FS BZ & IB FS BZ	IB & OB	OB FS 104' BZ & IB FS 80' BZ	IB & OB		
8th Ave (to 7th)		IB & OB		IB & OB		
7th Ave (to 6th)		IB & OB		IB & OB		
6th Ave (to 5th)	OB NS full-block BB & IB NS full-block BB	IB & OB	OB FS 132' BB & IB FS 148' BB	IB & OB		
5th Ave (to 4th)		IB & OB		IB & OB		
4th Ave (to 3rd)	IB NS BZ	IB & OB		IB & OB		
3rd Ave (to 2nd)	OB NS BZ	IB & OB	OB FS 108' BZ & IB NS 117' BZ	IB & OB		
2nd Ave (to Arguello)	OB NS full-block BB	IB & OB		IB & OB		
Arguello Blvd (to Palm)	IB NS full-block BB	IB & OB	OB FS 151' BB & IB FS 132' BB	IB & OB		
Palm Ave (to Stanyan)		IB & OB		IB & OB		
Stanyan St (to east)	IB NS BZ	IB & OB	IB NS 92' BZ	IB & OB		

Legend

	Added proposal in Side relative to Alt2
	Less proposed scope than Alt2
	Slightly different but substantially similar
	Installed since EIR/S

Geary Boulevard Improvement Project
Preliminary Assessment of Benefits and Impacts
Parking

Intersection/Block	FEIS Alternative 2	MTA Proposal (2022)	Changes
West of 34th Ave	Parallel	Parallel	
34th Ave (to 33rd)	None	Parallel	
33rd Ave (to 32nd)	Parallel	Parallel	
32nd Ave (to 31st)	Parallel	Parallel	
31st Ave (to 30th)	Parallel	Parallel	
30th Ave (to 29th)	Parallel	Parallel	
29th Ave (to 28th)	Parallel	Angled north. Geary parallel	
28th Ave (to 27th)	Parallel	Parallel	
27th Ave (to 26th)	Parallel	Parallel	
26th Ave (to 25th)	Parallel	Angled north. Geary parallel	
25th Ave (to 24th)	Parallel	Parallel	
24th Ave (to 23rd)	Parallel	Angled north. Geary parallel	
23rd Ave (to 22nd)	Parallel	Angled north. Geary parallel	
22nd Ave (to 21st)	Parallel	Parallel	
21st Ave (to 20th)	Parallel	Parallel	
20th Ave (to 19th)	Parallel	Parallel	
19th Ave (to 18th)	Parallel	Angled south. Geary parallel	
18th Ave (to 17th)	Parallel	Angled north. Geary parallel	
17th Ave (to 16th)	Parallel	Angled south. Geary parallel	
16th Ave (to 15th)	Parallel	Parallel	
15th Ave (to 14th)	Parallel	Parallel	
14th Ave (to PP)	None	Angled north. Geary none	
Park Presidio (to Funston)	None	None	
Funston Ave (to 12th)	Parallel	Angled south. Geary parallel	
12th Ave (to 11th)	Parallel	Parallel	
11th Ave (to 10th)	Parallel	Parallel	
10th Ave (to 9th)	Parallel	Parallel	
9th Ave (to 8th)	Parallel	Parallel	

Geary Boulevard Improvement Project
Preliminary Assessment of Benefits and Impacts
Parking

Intersection/Block	FEIS Alternative 2	MTA Proposal (2022)	Changes
8th Ave (to 7th)	Parallel	Parallel	
7th Ave (to 6th)	Parallel	Parallel	
6th Ave (to 5th)	Parallel	Parallel	
5th Ave (to 4th)	Parallel	Parallel	
4th Ave (to 3rd)	Parallel	Parallel	
3rd Ave (to 2nd)	Parallel	Parallel	
2nd Ave (to Arguello)	Parallel	Parallel	
Arguello Blvd (to Palm)	Parallel	Parallel	
Palm Ave (to Stanyan)	Parallel	Parallel	
Stanyan St (to east)	Parallel	Parallel	

Legend

	Added proposal in Side relative to Alt2
	Less proposed scope than Alt2
	Slightly different but substantially similar
	Installed since EIR/S

Geary Boulevard Improvement Project
Preliminary Assessment of Benefits and Impacts
Turn Restrictions and Turn Pockets





Intersection/Block	FEIS Alternative 2		MTA Proposal (2022)		Changes	
	Turn Restriction	Turn Pocket	Turn Restriction	Turn Pocket	Turn Restriction	Turn Pocket
West of 34th Ave						
34th Ave (to 33rd)				NB/SB ALL		Green
33rd Ave (to 32nd)		WBLT extend	EBLT	EBRT	Green	Red
32nd Ave (to 31st)						
31st Ave (to 30th)						
30th Ave (to 29th)						
29th Ave (to 28th)						
28th Ave (to 27th)				EB/WBRT		Green
27th Ave (to 26th)			EBLT		Green	
26th Ave (to 25th)			WBLT		Green	
25th Ave (to 24th)						
24th Ave (to 23rd)						
23rd Ave (to 22nd)				NB/SB ALL		Green
22nd Ave (to 21st)			WBLT		Green	
21st Ave (to 20th)						
20th Ave (to 19th)						
19th Ave (to 18th)			WBLT		Green	
18th Ave (to 17th)			EBLT		Green	
17th Ave (to 16th)						
16th Ave (to 15th)						
15th Ave (to 14th)				EB/WBRT, NB/SB ALL		Green
14th Ave (to PP)		WBRT	WBRT		Green	Red
Park Presidio (to Funston)		EB/WBRT		EB/WBRT		
Funston Ave (to 12th)		EBRT	EBRT		Green	Red
12th Ave (to 11th)			WBLT		Green	
11th Ave (to 10th)			EBLT		Green	

**Geary Boulevard Improvement Project
Preliminary Assessment of Benefits and Impacts
Turn Restrictions and Turn Pockets**

Intersection/Block	FEIS Alternative 2		MTA Proposal (2022)		Changes	
	Turn Restriction	Turn Pocket	Turn Restriction	Turn Pocket	Turn Restriction	Turn Pocket
10th Ave (to 9th)						
9th Ave (to 8th)				EBRT		
8th Ave (to 7th)			EBLT	NB/SB ALL		
7th Ave (to 6th)			WBLT existing			
6th Ave (to 5th)						
5th Ave (to 4th)						
4th Ave (to 3rd)			WBLT			
3rd Ave (to 2nd)			EBLT existing			
2nd Ave (to Arguello)						
Arguello Blvd (to Palm)						
Palm Ave (to Stanyan)						
Stanyan St (to east)				EBRT		
Count	0	4	12	9	12	6



Geary Boulevard Improvement Project
Preliminary Assessment of Benefits and Impacts
Median Refuges

Intersection/Block	FEIS Alternative 2	MTA Proposal (2022)	Changes
West of 34th Ave		Existing	
34th Ave (to 33rd)		Existing	
33rd Ave (to 32nd)		Existing	
32nd Ave (to 31st)		Existing	
31st Ave (to 30th)			
30th Ave (to 29th)			
29th Ave (to 28th)		Refuges	
28th Ave (to 27th)		Refuges	
27th Ave (to 26th)		West refuge	
26th Ave (to 25th)		East median	
25th Ave (to 24th)		Refuges	
24th Ave (to 23rd)		Refuges	
23rd Ave (to 22nd)			
22nd Ave (to 21st)		East refuge	
21st Ave (to 20th)		Refuges	
20th Ave (to 19th)		Refuges	
19th Ave (to 18th)		East refuge	
18th Ave (to 17th)		West median	
17th Ave (to 16th)		Refuges	
16th Ave (to 15th)		Refuges	
15th Ave (to 14th)			
14th Ave (to PP)			
Park Presidio (to Funston)		East, south & west refuges	
Funston Ave (to 12th)			
12th Ave (to 11th)		East refuge	
11th Ave (to 10th)		West refuge	
10th Ave (to 9th)		Refuges	
9th Ave (to 8th)		Refuges	

**Geary Boulevard Improvement Project
Preliminary Assessment of Benefits and Impacts
Median Refuges**

Intersection/Block	FEIS Alternative 2	MTA Proposal (2022)	Changes
8th Ave (to 7th)		West refuge	Green
7th Ave (to 6th)		East median	
6th Ave (to 5th)		Existing	Grey
5th Ave (to 4th)		Refuges	Green
4th Ave (to 3rd)		East refuge	
3rd Ave (to 2nd)		West refuge	Green
2nd Ave (to Arguello)		Refuges	
Arguello Blvd (to Palm)		Existing	Grey
Palm Ave (to Stanyan)	Existing	Existing	
Stanyan St (to east)			

Legend

	Added proposal in Side relative to Alt2
	Less proposed scope than Alt2
	Slightly different but substantially similar
	Installed since EIR/S

Geary Boulevard Improvement Project
Preliminary Assessment of Benefits and Impacts
Pedestrian Bulbouts

Intersection/Block	FEIS Alternative 2				MTA Proposal (2022)				Changes			
	NW	NE	SE	SW	NW	NE	SE	SW	NW	NE	SE	SW
West of 34th Ave												
34th Ave (to 33rd)												
33rd Ave (to 32nd) 32nd Ave (to 31st)		G										
31st Ave (to 30th)		G	G									
30th Ave (to 29th)	G		G		G	S	G					
29th Ave (to 28th)				G		G		G				
28th Ave (to 27th)	G		G					S				
27th Ave (to 26th)					S	G	S	G				
26th Ave (to 25th)		T	T									
25th Ave (to 24th)	T			T		T	T	G				
24th Ave (to 23rd)												
23rd Ave (to 22nd) 22nd Ave (to 21st)	G		G	G		G		G				
21st Ave (to 20th)	G	G	G	G								
20th Ave (to 19th)	G				T		T					
19th Ave (to 18th)												
18th Ave (to 17th)		G	G		Ex							
17th Ave (to 16th)	G		G									
16th Ave (to 15th)	G			G								
15th Ave (to 14th)		T	T									
14th Ave (to PP)	T			T	RC	RC/T						
Park Presidio (to Funston)					T		T					
Funston Ave (to 12th)							RC	RC/T				
12th Ave (to 11th)	G		G			G		G				
11th Ave (to 10th)						G						
10th Ave (to 9th)												

Geary Boulevard Improvement Project
Preliminary Assessment of Benefits and Impacts
Pedestrian Bulbouts

Intersection/Block	FEIS Alternative 2				MTA Proposal (2022)				Changes			
	NW	NE	SE	SW	NW	NE	SE	SW	NW	NE	SE	SW
9th Ave (to 8th)		G		G								
8th Ave (to 7th)												
7th Ave (to 6th)		G	T									
6th Ave (to 5th)	G	T	G	T	T	G	T	GS				
5th Ave (to 4th)	T			G								
4th Ave (to 3rd)					GS	G	GS	G				
3rd Ave (to 2nd)	G		G	G		G						
2nd Ave (to Arguello)		T	T									
Arguello Blvd (to Palm)	T	Ex		T	Ex	Ex	T	Ex				
Palm Ave (to Stanyan)	Ex				Ex							
Stanyan St (to east)												
Count	15	11	14	11	10	12	9	10	-5	1	-5	-1

Legend

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Less proposed scope than Alt2
Slightly different but substantially similar
Installed since EIR/S

- T Transit bulb serves as ped bulb
- G Ped bulb on Geary
- S Ped bulb on side street
- GS Ped bulb on Geary and side street
- RC Raised crosswalk
- Ex Existing