

CHAPTER 2 ALTERNATIVES

2.1 Introduction

This Chapter summarizes the alternatives to the Project that were fully evaluated in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) published in September 2015,¹ and describes minor changes to one of those alternatives (the Hybrid Alternative) as a result of public comments on the Draft EIS/EIR.

The Geary corridor is the City of San Francisco’s most heavily used bus transit corridor as well as a major east-west thoroughfare for vehicular traffic. Encompassing Geary Boulevard and the one-way pair of Geary and O’Farrell Streets, the Geary corridor sees more than 50,000 daily transit trips, as many as 45,000 daily automobile trips near downtown, and tens of thousands of daily pedestrian trips.

While the bus lines that serve the Geary corridor are among the most heavily used in the United States, transit operations are substantially hindered. Heavy traffic levels and other conflicts lead to unpredictable waiting times, overly crowded buses, and “bunching” of buses. Moreover, many portions of the Geary corridor streetscape offer challenging conditions for pedestrians to safely access buses.

To address these concerns, the San Francisco County Transportation Authority (SFCTA) and San Francisco Municipal Transportation Authority (SFMTA) several years ago initiated an exploration of ways to improve bus service and the overall street environment of the Geary corridor. Specifically, SFCTA and SFMTA, in cooperation with the Federal Transit Administration (FTA), studied a number of potential Geary corridor improvements. The local agencies ultimately proposed to implement a bus rapid transit (BRT) system. In many locations in the United States as well as around the world, BRT systems provide dedicated lanes for bus travel, sometimes physically separated from other traffic. When buses can operate within dedicated lanes, conflicts with vehicular traffic can be reduced, thereby reducing delays, improving reliability, and enhancing the overall passenger experience.

As discussed further below, the local agencies developed a number of alternatives to implement BRT in the Geary corridor over several years of planning. These alternatives were then fully evaluated in a Draft EIS/EIR published in September 2015.

- **Section 2.2** summarizes the alternatives development process and the alternatives analyzed in the Draft EIS/EIR.
- **Section 2.3** describes minor changes to one of these alternatives (the Hybrid Alternative) as a result of public comments on the Draft EIS/EIR.

¹ For a comprehensive discussion, see Chapter 2 of the Draft EIS/EIR.

2.2 Planning History

For more than a decade, SFCTA and SFMTA have conducted studies of potential transit improvements to the Geary corridor. SFCTA conducted the Geary Corridor BRT Feasibility Study to evaluate the feasibility of five conceptual design alternatives for the Geary corridor. Completed in 2007, the Feasibility Study found that a BRT system would be feasible in the Geary corridor.

In November 2008, SFCTA, in cooperation with FTA, issued a federal Notice of Intent (NOI) to prepare an environmental impact statement (EIS) and a state Notice of Preparation (NOP) to prepare an environmental impact report (EIR). SFCTA undertook a comprehensive outreach effort to inform the environmental scope and alternatives development for the project, including three public scoping meetings and meetings with the project's Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC), and numerous stakeholder groups. These planning efforts considered options ranging from minimal improvements, to adding striped bus-only lanes, to constructing physically separated center-running bus-only lanes over the length of the entire corridor. These studies found several options to be infeasible given the existing streetscape, excessive cost, or excessive disruption. After that scoping process, SFCTA conducted two additional screening steps in response to community feedback.

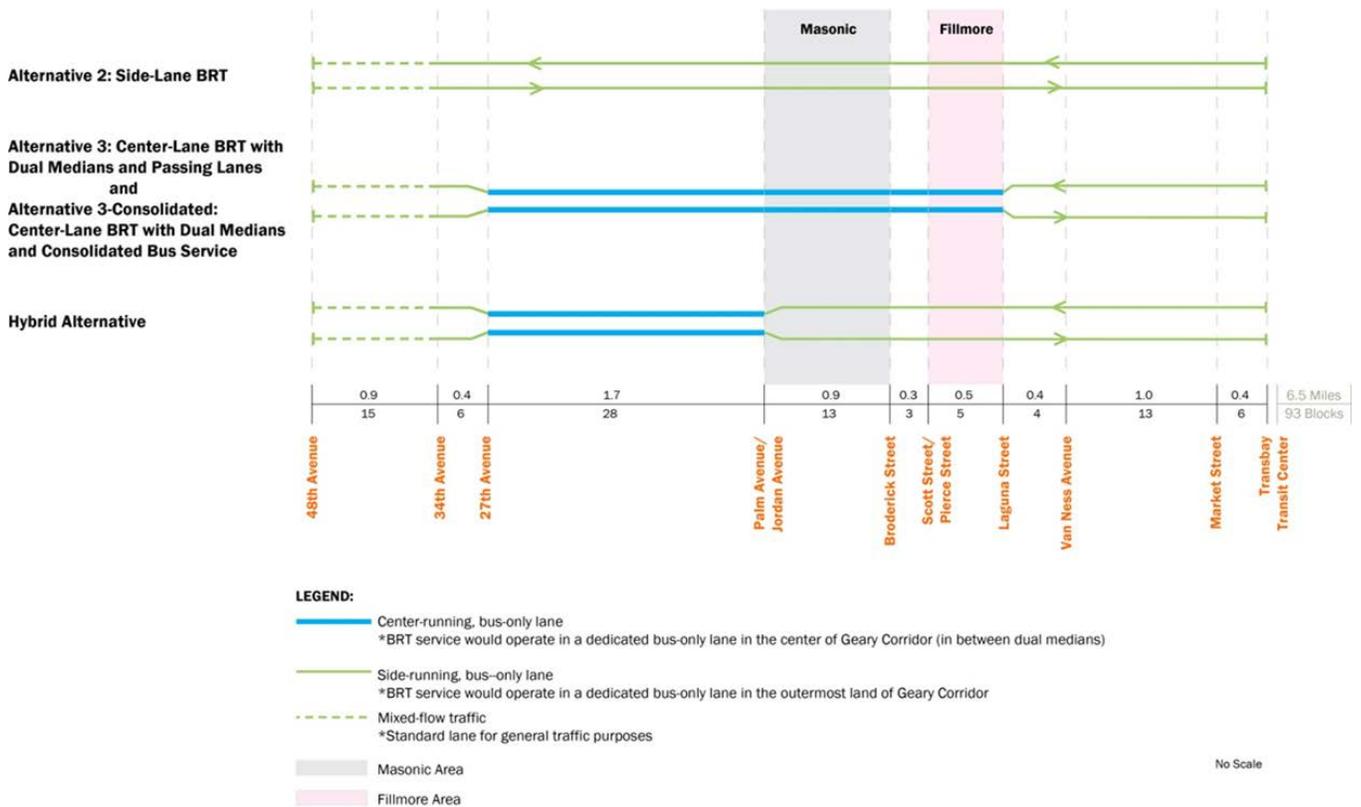
Chapter 10 of the Draft EIS/EIR more fully describes the numerous alternatives and configurations studied in these efforts and describes the factors used to screen out certain alternatives from further analysis. Consistent with the purpose and need for the project established in the Notice of Intent, these studies all focused on implementation of a bus rapid transit system in the Geary corridor. Accordingly, the planning and environmental processes did not consider potential improvements inconsistent with this purpose and need, including light rail or subway options, or improvements to other parallel corridors.

As a result of the aforementioned studies and planning efforts, the local agencies eventually selected five alternatives to carry forward into environmental analysis. The Draft EIS/EIR considered the following physical and service alternatives, as further described below. **Figure 2-1** below provides a schematic drawing of the four build alternatives (i.e., all excepting No Build).

- **No Build Alternative** (required to be considered under NEPA and CEQA)
- **Alternative 2** – Side-Lane BRT
- **Alternative 3** – Center-Lane BRT
- **Alternative 3-Consolidated:** Center-Lane BRT with Dual Medians and Consolidated Bus Service
- **Hybrid Alternative:** Elements of Alternatives 2, 3, and 3-Consolidated in different locations.

The Draft EIS/EIR identified the *Hybrid Alternative* as the Staff-Recommended Alternative (SRA).

Figure 2-1 Schematic Diagram of the Build Alternatives



Jacobs, 2014

2.2.1 No Build Alternative

The No Build Alternative represents the baseline scenario if none of the proposed build alternatives were implemented. Both NEPA and CEQA require consideration of a “No Build” or “No Action” alternative as a means of establishing a baseline for comparison against build alternatives.

No changes to existing median configurations, movement of existing through-traffic, or on-street parallel parking were assumed as part of the No Build Alternative.

However, the No Build Alternative assumed the continued operation of side-running bus-only lanes in the Inner Geary (the portion between Market Street and Gough Streets). These lanes were installed in 2014 under a separate SFMTA effort and have since been in continuous operation.

Under the No Build Alternative, physical infrastructure and transit service in the Geary corridor would remain unaltered except for changes associated with other City projects that are either planned or programmed to be implemented in the Geary corridor by the year 2020.² See Section 2.2.2.1 of the Draft EIS/EIR for a full discussion of such projects. These improvements are summarized below.

- Bus service improvements consistent with the Transit Effectiveness Project (TEP) in the Geary corridor and elsewhere throughout the City.
- Installation and operation of wireless Transit Signal Priority (TSP) at signalized intersections.
- Installation of new traffic signals at several currently unsignalized intersections in the Geary corridor (including Presidio Avenue, Cook Street, Beaumont/Commonwealth Avenues, Palm Avenue, 22nd Avenue, and 26th Avenue).
- Replacement of traffic signal infrastructure at various locations throughout the Geary corridor.
- Installation of pedestrian countdown signals so that by 2020 all signalized intersections along the Geary corridor include these safety features.
- Installation of 14 pedestrian crossing bulbs and curb ramps at various locations along the Geary corridor.
- Purchase and operation of new rolling stock – 60-foot, articulated diesel motorcoaches with low-floor boarding.

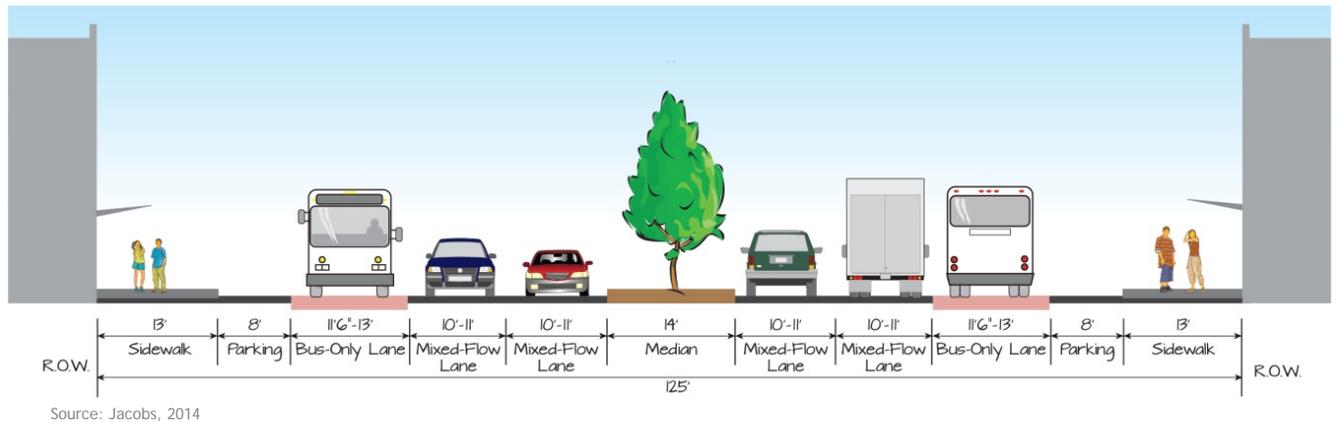
There has been no change to the No Build Alternative following publication of the Draft EIS/EIR.

2.2.2 Alternative 2: Side-Lane Bus Rapid Transit

Alternative 2 proposes implementation of side-lane BRT. Under Alternative 2, all bus services would operate in side-running bus-only lanes from the Transbay Transit Center to 34th Avenue. Since side-running bus only lanes are already in operation in the Inner Geary area (Market Street to Gough Street), Alternative 2 would extend side-running bus only lanes from Gough Street to 34th Avenue. Beyond 34th Avenue, where traffic volumes are lightest, bus service would continue in mixed-flow travel lanes to 48th Avenue (see **Figure 2-1**). **Figure 2-2** illustrates a typical cross section of Alternative 2 in the area between Gough Street and 34th Avenue.

² The year 2020 is considered the opening year for all alternatives because it is the earliest year by which any of the build alternatives could be expected to be fully operational and is thus also the most reasonable year for the no-build alternative as a basis of comparison.

Figure 2-2 Proposed Typical Cross-Section of Alternative 2



Bus service would operate 24 hours per day along three different lines: BRT, 38X Express, and 38 Local. The BRT short-line and full-length services would both operate at 5.5-minute headways during morning and evening peak periods. Some BRT service buses would short-turn, providing more frequent service in the highest-demand portions of the corridor, while others would travel the full corridor length.

Express service would operate only during peak periods: every 5.5 minutes inbound in the morning; every 6 minutes outbound in the evening.

All local buses would travel the full length of the corridor. Local service would operate at headways of 5.5 minutes during the morning peak period and at 6 minute headways during the evening peak period.

Each of the three bus services would have unique routing and stop configurations as shown in Tables 2-3 and 2-4 of the Draft EIS/EIR. In summary, BRT buses would stop only at BRT stops, while local buses would stop at all stops. At local stops, local buses would operate the same way they do today, pulling out of the bus-only lane to pick up and drop off passengers at the local curbside stop. In this way, BRT buses would be able to pass the local buses.

Alternative 2 also assumes that Golden Gate Transit buses, which currently use the Geary corridor between the Transbay Transit Center and Park Presidio Boulevard, would also operate within side-running bus lanes and make stops similar to existing service.

In addition to these basic elements, Alternative 2 was proposed to include a program of transit-related improvements and roadway/multi-modal improvements/modifications. These include:

- Installation of fiber-based TSP at all signalized intersections between Gough Street and 25th Avenue (fiber-based TSP is considered more robust than wireless TSP, which is assumed as part of the No Build Alternative).
- Installation of high-amenity BRT stations at BRT stops; amenities would include improved signage, wayfinding maps, lighting, and landscaping.
- Between Gough Street and 34th Avenue, establishment of two mixed-flow traffic lanes in each direction. Four lanes in each direction are currently present in the portion of the Geary corridor between Gough Street and Scott Street; between Scott Street and Park Presidio Boulevard, three lanes in each direction currently exist.

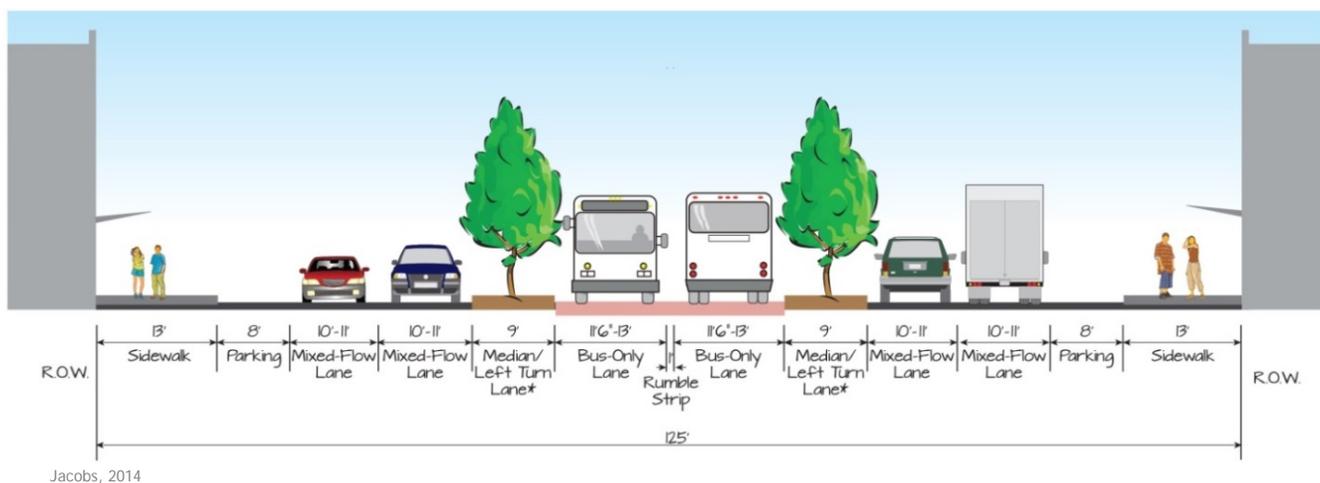
- Pedestrian improvements, including 65 pedestrian crossing bulbs, bus bulbs to facilitate boarding in select locations, high-visibility crosswalk striping, additional pedestrian countdown signals over those proposed as part of the No Build Alternative, and new signalized pedestrian crossings at Buchanan and Broderick Streets.
- Removal of the existing pedestrian bridges at Steiner Street and Webster Street; construction and/or improvement of street-level crossings.
- Construction of a new Class II (on-street) bicycle lane on Geary in the block between Masonic Avenue and Presidio Avenue to close an existing gap in the City’s bicycle network.

There has been no change to Alternative 2 following publication of the Draft EIS/EIR and responses to comments.

2.2.3 Alternative 3: Center-Lane Bus Rapid Transit with Dual Medians and Passing Lanes

Alternative 3 proposes implementation of center-running bus-only lanes for substantial portions of the Geary corridor. As shown in **Figure 2-1**, Alternative 3 features side-running bus lanes from the Transbay Transit Center and Inner Geary, transitioning to center running lanes at Gough Street. Center running bus lanes would continue west from Gough Street about 50 blocks to 27th Avenue. At 27th Avenue, center running bus lanes would transition to side-running, continuing west to 34th Avenue. As in Alternative 2, bus service would then continue west in mixed-flow travel lanes from 34th Avenue to 48th Avenue. As shown in **Figure 2-3**, Alternative 3’s center-running lanes would be flanked by new landscaped medians. At bus stations, these dual medians would serve as passenger loading platforms, to be accessed by crossing from the sidewalk at the nearest intersection.

Figure 2-3 Proposed Typical Cross-Section of Alternative 3



Alternative 3 would have bus service patterns and headways similar to those of Alternative 2. Alternative 3 would replace the existing 38 Limited service with the new BRT service, retain the existing 38 Local service, and provide 38X Express service. Local service would operate at headways of 5.5 minutes during the morning peak period and at 6 minute headways during the

evening peak period. BRT short line and full-length services would both operate at 5.5-minute headways in both peak periods. Express service would operate every 5.5 minutes inbound in the morning peak and outbound every 6 minutes in the evening peak.

Each of the three bus services would have unique routing and stop configurations as shown in Tables 2-3 and 2-4 of the Draft EIS/EIR. At local bus stops, the 38 Local bus would pull into bus bays to pick up and drop off passengers. The bus-only lane would be located adjacent to bus bays, providing a passing zone for BRT buses to bypass stopped buses. Bus operations for side-running locations would be similar to those described for Alternative 2.

Alternative 3 assumes that Golden Gate Transit would use new bus-only lanes and serve certain BRT stops on Geary Boulevard between Park Presidio Boulevard and Webster Street.

In addition to these basic elements, Alternative 3 would include the same program of transit-related improvements and roadway/multi-modal improvements/modifications proposed for Alternative 2 (see **Section 2.2.2** above).

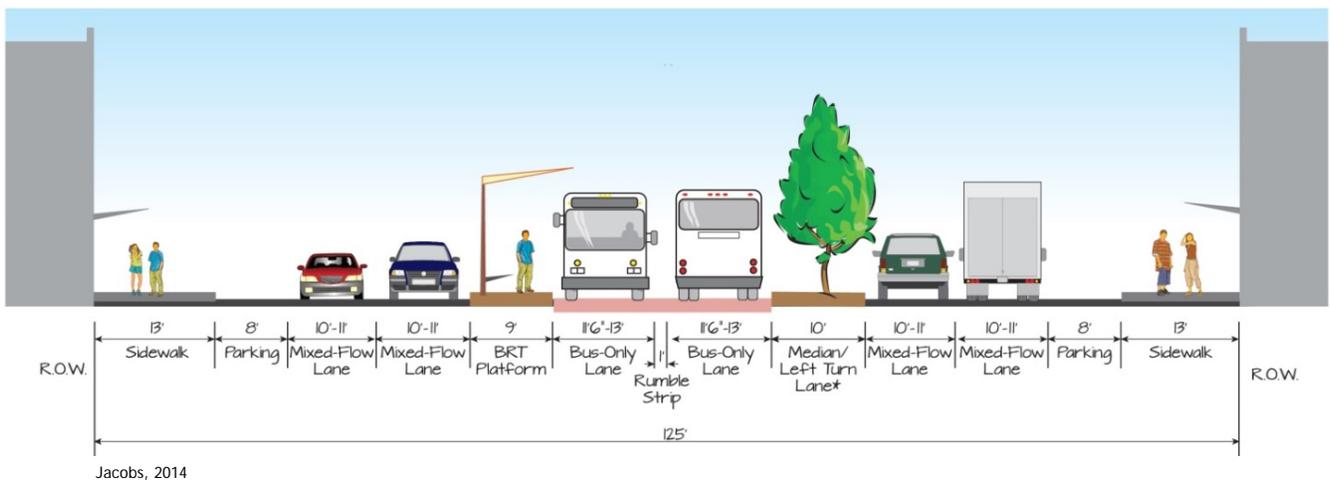
There has been no change to Alternative 3 following publication of the Draft EIS/EIR and responses to comments.

2.2.4 Alternative 3-Consolidated: Center Lane Bus Rapid Transit with Dual Medians and Consolidated Bus Service

Alternative 3-Consolidated would create a bus-only lane configuration similar to Alternative 3, but would have different transit operations.

Unlike Alternative 3, Alternative 3-Consolidated would not include bus bays at local stops for BRT buses to pass stopped local buses. Elimination of the bus passing zones would provide space to retain more of the existing on-street parking. **Figure 2-4** depicts a typical cross section of Alternative 3-Consolidated in the portion of the Geary corridor west of Gough Street.

Figure 2-4 Proposed Typical Cross-Section of Alternative 3-Consolidated



Alternative 3-Consolidated would consolidate existing 38 Limited and 38 Local lines into one BRT line. The buses would utilize the bus-only lanes similar to Alternative 3. However, all buses would stop at the same stops (e.g., no local-only stops), eliminating the need for bus passing. Some BRT buses would short-turn, providing more frequent service in the highest-demand portions of the corridor, while others would travel the full corridor length. The short-turn and full-length services would both operate at 4-minute headways in the morning peak period. In the evening peak period, full-length buses would operate at 4.5-minute headways, with the short-turn buses operating every 4 minutes. Express service (38X) would operate every 4.5 minutes inbound in the morning peak and outbound every 4.5 minutes in the evening peak.

Alternative 3-Consolidated assumes that Golden Gate Transit would use bus-only lanes and make similar stops on Geary Boulevard between Park Presidio Boulevard and Webster Street as under current service.

In addition to these basic elements, Alternative 3-Consolidated would include the same program of transit-related improvements and roadway/multi-modal improvements/modifications proposed for Alternative 2 (see **Section 2.2.2** above).

There has been no change to Alternative 3-Consolidated following publication of the Draft EIS/EIR and responses to comments.

2.2.5 Hybrid Alternative (Staff-Recommended Alternative)

The Hybrid Alternative combines different physical and operational attributes of Alternatives 2 and 3-Consolidated in different segments throughout the corridor to produce a build alternative that provides the bus lane configurations best suited to each segment's constraints and opportunities while meeting the project's need and purpose and minimizing environmental impacts.

As shown in Figure 2-1, the Hybrid Alternative would operate BRT service in side running lanes from the Transbay Transit Center to Palm/Jordan Avenues. At Palm/Jordan, the side running lanes would transition to center-running and continue west to 27th Avenue. At 27th Avenue, the bus-only lanes would transition back to side-running, and would continue west to 34th Avenue. Like all build alternatives, BRT buses would operate in mixed-flow lanes from 34th Avenue to 48th Avenue.

Bus operations would be similar to those described for Alternative 2, with bus service 24 hours per day along three different lines: BRT, 38X Express, and 38 Local.

In locations with side-running bus-only lanes, bus service would consist of a local line and BRT line, with the local line serving all stops and the BRT line serving only BRT stops. In the segment with center-running bus-only lanes, both local and BRT lines would serve all stops, eliminating the need for passing lanes. Local service would operate at headways of 5.5 minutes during the morning peak period and at 6 minute headways during the evening peak period. BRT short line and full-length services would each operate at 5.5-minute headways in both peak periods. The 38X would operate every 5.5 minutes inbound in the morning peak and outbound every 6 minutes in the evening peak.

The Hybrid Alternative assumes that Golden Gate Transit would use new bus only lanes and serve similar stops on Geary Boulevard between Park Presidio Boulevard and Webster Street as under current service.

In addition to these basic elements, the Hybrid Alternative would include the same program of transit-related improvements and roadway/multi-modal improvements/modifications as proposed under Alternative 2 (see **Section 2.2.2**).

As previously noted, the Draft EIS/EIR identified the Hybrid Alternative as the SRA (hereinafter the Hybrid Alternative/SRA). The SRA is the alternative that SFCTA and SFMTA staff proposes its governing boards select as the Locally Preferred Alternative (LPA) and duly carry forward for design, construction, and operation. It is anticipated that these governing boards will formally identify the LPA as part of the project approval and CEQA document certification processes.

2.3 Changes to the Staff-Recommended Alternative

As recounted above, the Draft EIS/EIR identified the Hybrid Alternative as the SRA. In response to public comments on the Draft EIS/EIR, the local agencies have proposed minor changes to the Hybrid Alternative/SRA. These modifications address key local concerns within the context of the established need and purpose for the project and do not (as demonstrated in **Chapters 3 and 4** of this Final EIR) worsen or introduce any new environmental impacts.

The three modifications to the Hybrid Alternative/SRA are detailed below. **Figure 2-5** depicts detail of the Hybrid Alternative/SRA, inclusive of these three modifications.

2.3.1 Remove BRT Stops at Spruce/Cook; Retain Local and Express Stops

The Hybrid Alternative/SRA proposed to add BRT stops on the north and south sides of the block of Geary Boulevard between Spruce and Cook Streets. See Tables 2-3 and 2-4 in the Draft EIS/EIR.

Several commenters expressed opposition to the proposed BRT stops, citing concerns over the loss of all the on-street parking spaces on this particular block. Numerous commenters cited such parking loss as detrimental to businesses.

Following publication of the Draft EIS/EIR, SFCTA and SFMTA consulted extensively with stakeholders in this area to contemplate potential project changes. The local agencies ultimately proposed to modify the Hybrid Alternative/SRA to drop the two BRT stops proposed for this area. Instead, the Hybrid Alternative/SRA would incorporate the current bus stops (westbound, on the near side of Spruce; eastbound, also on the near side of Spruce) as local and express stops. In other words, these two stops would retain their existing physical configurations and services under the Hybrid Alternative/SRA.

Table 2-1 excerpts from Draft EIS/EIR Tables 2-3 and 2-4 to show changes in Hybrid Alternative/SRA bus stops/service. Additions are shown in underlined text; deletions in ~~strikethrough~~.

Table 2-1 Changes to the Hybrid Alternative/SRA: Spruce/Cook Bus Stops/Service

DIRECTION	NO BUILD ALTERNATIVE (EXISTING STOPS)	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 3- CONSOLIDATED	HYBRID ALTERNATIVE
Eastbound	38, 38L, 38BX (N)	38 (N)	38 (F)	BRT, 38X (FB)	<u>38, 38X (N)</u> BRT (FB)
Westbound	38, 38L, 38BX (N)	38 (N)	38 (F)	BRT, 38X (NB)	<u>38, 38X (N)</u> BRT, (NB)

Notes: 38 = 38 Local bus service and stop; 38L = 38 Limited bus service and stop; BRT = BRT service and stop; 38X = proposed new 38 Express service; N = near side stop; F = far side stop; NB = near side full block stop; FB = far side full block stop

As detailed further in **Chapters 3** and **4** of this Final EIR, the above change would alter bus service, alter the distance between BRT stations, retain about 10 on-street parking spaces that would have been removed under the previous Hybrid Alternative/SRA configuration, and would shorten the expected duration of construction activities in the immediate area. As shown in **Chapters 3** and **4**, these changes would not change any of the impact conclusions or mitigation measures identified in the Draft EIS/EIR for the Hybrid Alternative/SRA.

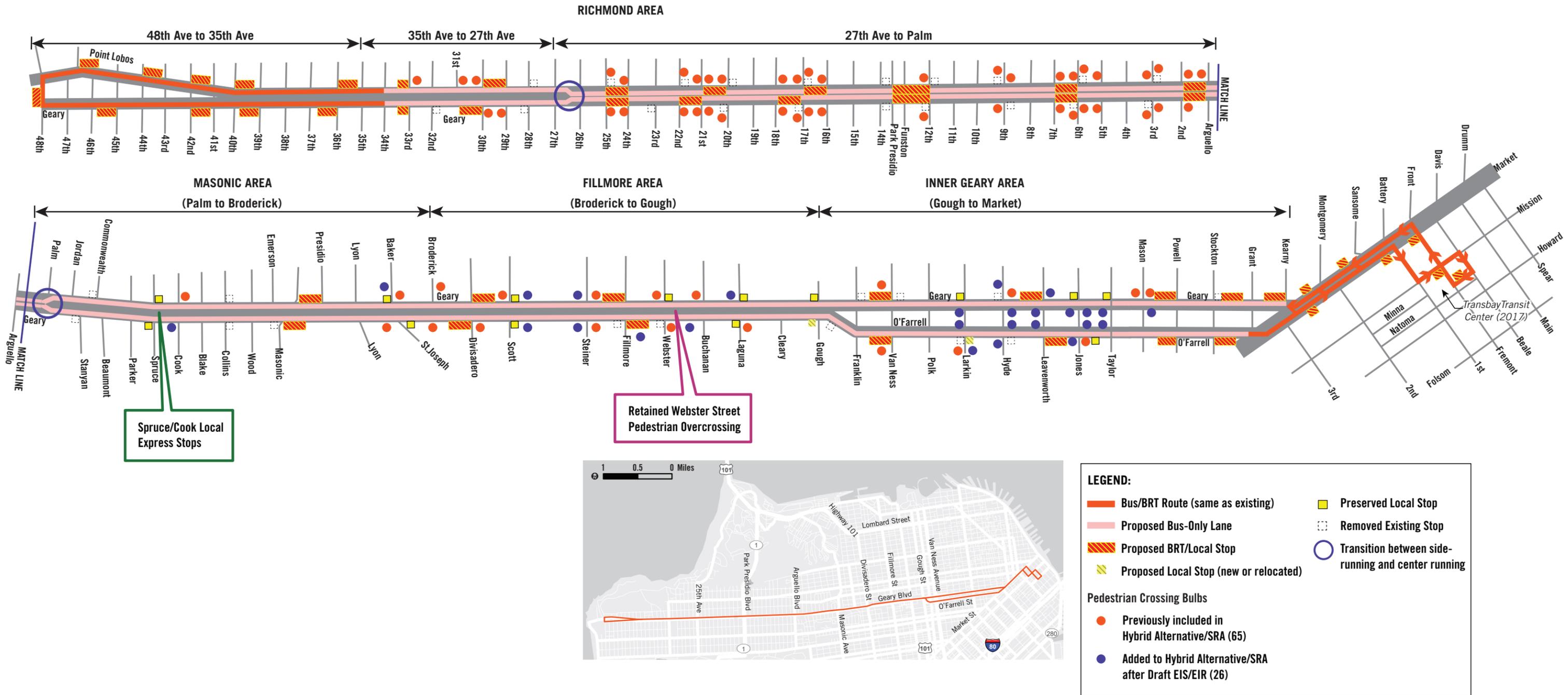
2.3.2 Retain Webster Street Pedestrian Bridge

In the Draft EIS/EIR, the Hybrid Alternative/SRA included demolition of the pedestrian bridge at Webster Street to allow for uninterrupted side-running bus only lanes through this intersection. The Draft EIS/EIR noted that the existing pedestrian bridge did not conform to requirements of the Americans with Disabilities Act (ADA) due to the steep grade of the access ramps.

In the Draft EIS/EIR, new ground-level crosswalks on the west and east sides of the intersection were proposed.

Substantial concern regarding removal of this bridge was expressed through comments on the Draft EIS/EIR by agencies, organizations, and individuals. Many commenters questioned the safety of proposed new ground-level crossings, particularly for groups of children attending nearby schools. For more information, see **Appendix B**.

Following publication of the Draft EIS/EIR, SFCTA and SFMTA met with stakeholder groups, including several who submitted comments on this particular issue. In studying the issue more closely, SFCTA and SFMTA found that retaining the Webster Street bridge would result in minor impacts to bus service of several seconds that would not substantially affect travel times throughout the corridor, and therefore the bridge could be retained without substantial negative impact on bus rapid transit service.



(not to scale)

Source: Geary BRT, 2016

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Therefore, SFCTA and SFMTA have modified the Hybrid Alternative/SRA to retain the Webster Street pedestrian bridge. In addition, the Hybrid Alternative/SRA has been modified to add two pedestrian surface crossings on either side of the bridge:

- 1) A straight crossing on the west side of the intersection incorporating pedestrian refuge areas, and
- 2) A staggered crossing on the east side. The staggered crossing would improve pedestrian sight distance at the westbound frontage road, as pedestrians would cross in front of the existing bridge piers so they would not be obstructed behind the pier when crossing. Signal timing would be designed to allow pedestrians to cross in one cycle, with multiple wide medians providing pedestrian refuge areas across Geary. A pedestrian barrier would be installed on the center median of the staggered crossing to guide pedestrians to the second crossing.

In the westbound direction, no dedicated bus lane would exist at the Webster Street approach. Buses could either share the outside lane with right-turning vehicles, or share the through lane with frontage road traffic. A westbound side-running bus-only lane would reinitiate after crossing the Geary/Webster Street intersection.

As detailed further in **Chapters 3** and **4** of this Final EIS/EIR, the above change would have a minor impact on bus service, expand pedestrian crossing opportunities (retaining the pedestrian bridge but still adding two surface crosswalks), and reduce the extent of needed demolition/excavation activities. As shown in **Chapters 3** and **4**, these changes would not change any of the impact conclusions or mitigation measures identified in the Draft EIS/EIR for the Hybrid Alternative/SRA.

2.3.3 Additional Pedestrian Improvements

In the Draft EIS/EIR, the Hybrid Alternative/SRA proposed a total of 65 new pedestrian crossing bulbs along the Geary corridor. This total was comprised of 14 that were associated with the No Build Alternative (i.e. being constructed as part of other approved projects) plus 51 more associated with the Hybrid Alternative/SRA (as well as all other build alternatives). These features were closely related to a key aspect of the established need for the project, namely improving unfavorable pedestrian conditions in the Geary corridor.

In response to comments on the Draft EIS/EIR regarding pedestrian safety, SFCTA and SFMTA have added several similar pedestrian realm enhancements to the Hybrid Alternative/SRA. These are: 26 additional pedestrian bulbs (for a total of 91), a painted safety zone at Taylor and O'Farrell Streets, and daylighting at strategic intersection locations along the Geary corridor.³ **Figure 2-5** shows these added features in detail, including the 65 locations for pedestrian crossing bulbs originally proposed plus the 26 additional ones added to the Hybrid Alternative/SRA.⁴ The additional bulb locations were added to improve safe pedestrian travel to transit stops as well as to address areas where pedestrian injury rates are high.

³ "Daylighting" means improving visibility of and by pedestrians attempting to cross a street, typically by reducing visual obstructions, such as on-street parking, immediately adjacent to intersections.

⁴ **Figure 2-5** does not show proposed daylighting locations.

The complete list of additional pedestrian improvements added to the Hybrid Alternative/SRA follows below.

- **Bulbouts:** 26 additional pedestrian bulbs as described below:
 - **Mason/Geary intersection:** a pedestrian bulb along Mason Street at the southeast corner in addition to the proposed bulbs along Geary at the northeast and northwest corners of the intersection.
 - **Taylor/Geary intersection:** a pedestrian bulb along Taylor Street at the southwest corner in addition to the proposed sidewalk improvements at the Local stop at the northwest corner of the intersection.
 - **Jones/Geary intersection:** pedestrian bulbs along Jones Street at the southwest and southeast corners in addition to the proposed sidewalk improvements at the Local stop at the northwest corner of the intersection.
 - **Jones/O'Farrell intersection:** pedestrian bulbs along Jones Street at the northeast and southwest corners in addition to the proposed bulb along Geary at the southeast corner of the intersection.
 - **Leavenworth/Geary intersection:** pedestrian bulbs along Leavenworth Street at the northeast and southwest corners in addition to the proposed sidewalk improvements at the Local stop at the northwest corner of the intersection.
 - **Leavenworth/O'Farrell intersection:** a pedestrian bulb along Leavenworth Street at the northwest corner in addition to the proposed transit bulb along O'Farrell at the southeast corner of the intersection.
 - **Hyde/Geary intersection:** pedestrian bulbs along Hyde and Geary at the northwest corner, and a pedestrian bulb along Hyde at the southeast corner in addition to the proposed bulb along Geary at the northeast corner.
 - **Hyde/O'Farrell intersection:** pedestrian bulbs along Hyde Street at the northeast and southwest corners.
 - **Larkin/Geary intersection:** a pedestrian bulb along Larkin Street at the southwest corner in addition to the proposed sidewalk improvements at the Local stop at the northwest corner of the intersection.
 - **Larkin/O'Farrell intersection:** pedestrian bulbs along Larkin Street at the northwest and southeast corners in addition to the proposed sidewalk improvements at the relocated Local stop on the southeast corner and the pedestrian bulb along Geary at the southwest corner.
 - **Laguna/Geary intersection:** a pedestrian bulb along Laguna Street at the northwest corner in addition to the proposed bulbs along Geary at the northwest and southeast corners of the intersection, the proposed transit bulb at the northeast corner, and sidewalk improvements at the Local stop at the southwest corner.
 - **Buchanan/Geary intersection:** a mid-block pedestrian bulb along the south side in addition to the proposed mid-block pedestrian bulb along Geary on the north side.

- **Fillmore/Geary intersection:** a pedestrian bulb along Fillmore Street at the southeast corner in addition to the proposed transit bulbs on the northwest and southeast corners.
- **Steiner/Geary intersection:** pedestrian bulbs along Steiner Street at the northwest and southwest corners in addition to the proposed pedestrian crossing improvements at this intersection.
- **Scott/Geary intersection:** pedestrian bulbs along Scott Street at the northeast and southeast corners in addition to the proposed pedestrian bulb along Geary at the northwest corner of the intersection, and proposed transit bulbs on the northeast and southeast corners.
- **Baker/Geary intersection:** a pedestrian bulb along Baker at the northwest corner in addition to previously approved southwest and northeast corner bulbs.
- **Cook/Geary intersection:** a pedestrian bulb along Geary at the southwest corner in addition to the proposed pedestrian bulb along Geary at the northeast corner.
- **Painted safety zone**
 - **Taylor/O'Farrell intersection:** a painted safety zone along Taylor Street at the northwest corner in addition to the proposed sidewalk improvements at the Local stop at the southwest corner.
- **Daylighting**
 - All approaches on Geary would have advanced limit lines painted and between 10 to 30 feet of daylighting to increase visibility of pedestrians by drivers.
 - All side streets intersecting with Geary within the project site would have advanced limit lines painted and five to 20 feet of daylighting to increase visibility of pedestrians by drivers.

As shown in **Chapters 3** and **4** of this Final EIR, the above changes would provide further pedestrian realm enhancements, but would be constructed within the public right-of-way, potentially affecting traffic and turning movements and reducing the number of on-street parking spaces (requiring removal of about 10 more parking spaces on the corridor and 15 more parking spaces on side streets than under the previous Hybrid Alternative/SRA definition). As shown in **Chapters 3** and **4**, however, none of these changes would change any of the impact conclusions or mitigation measures identified in the Draft EIS/EIR for the Hybrid Alternative/SRA.