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March 13, 2014

Jonas Ionin
Planning Commission Secretary
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: Distribution of Response to Comments and supplemental materials for
the Transit Effectiveness Project (TEP)
Department File No. 2011.0558E

Dear Mr. Ionin:

Pursuant to the San Francisco Administrative Code Chapter 31, the Planning Department has prepared a Responses to Comments document (RTC) for comments received on the draft Environmental Impact Report (EIR) for the Transit Effectiveness Project. The RTC is being published today, Thursday, March 13, 2014. Certification of the Final Environmental Impact Report for this project is scheduled before the Planning Commission on the March 27, 2014. The public comment period on the analysis in the Draft EIR occurred between July 11, 2013 and September 17, 2013.

The RTC is being provided to you for distribution to the Commissioners along with the draft Motion to Certify the EIR. In addition to the RTC, the following additional materials are included: a Supplemental Service Variants for the Transit Effectiveness Project EIR Memorandum to the San Francisco Planning Commission (Supplemental Memorandum) and a San Francisco Municipal Transportation Agency (SFMTA) document entitled, *A Community Guide to the Transit Effectiveness Project.* The RTC and Supplemental Memorandum are also available at the Planning Department Web site under case number 2011.0558E on-line at **http://tepeir.sfplanning.org**. *A Community Guide to the Transit Effectiveness Project* is also available from the SFMTA's Web site http://sftep.com.

In addition, for your reference paper copies of Attachment C: SFMTA SERVICE AREA TOPOGRAPHICAL MAPS, from the RTC Appendices CD, are being provided.

If you have any questions related to this project's environmental evaluation, please contact me at Debra.Dwyer@sfgov.org or 415-575-9031.

Sincerely,

Debra Dwyer
Environmental Planner

Enclosures

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Planning Commission Draft Motion

HEARING DATE: March 27, 2014

Hearing Date:	March 27, 2014
Date:	March 13, 2014
Case No.:	**2011.0558E**
Project Address:	**Transit Effectiveness Project (TEP), Citywide**
Zoning:	Not applicable
Block/Lot:	Not applicable
Project Sponsor:	Sean Kennedy, TEP Manager San Francisco Municipal Transportation Agency (the SFMTA) One South Van Ness Avenue, 7th Floor San Francisco, CA 94103
Staff Contact:	Debra Dwyer – (415) 575-9031 Debra.Dwyer@sfgov.org

ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR THE TRANSIT EFFECTIVENESS PROJECT AND SERVICE POLICY FRAMEWORK.

MOVED, that the San Francisco Planning Commission (hereinafter "Commission") hereby CERTIFIES the Final Environmental Impact Report identified as Case No. 2011.0558E, the Transit Effectiveness Project, a citywide transit infrastructure project (hereinafter "Project"), based upon the following findings:

1. The City and County of San Francisco, acting through the Planning Department (hereinafter "Department") fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 *et seq*., hereinafter "CEQA"), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 *et seq*., (hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31").

   A. The Department determined that an Environmental Impact Report (hereinafter "EIR") was required and provided public notice of that determination by publication in a newspaper of general circulation on November 9, 2011.

   B. On July 10, 2013, the Department published the Draft Environmental Impact Report (hereinafter "DEIR") and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice and to people that commented on the Initial Study, published January 23, 2013.

   C. Notices of availability of the DEIR and of the date and time of the public hearing were posted at the San Francisco County Clerk's Office, on transit vehicles, and on the Planning Department's

web site by Department staff on July 10, 2013. In addition, copies of the NOA were provided to all public libraries within San Francisco.

D. On July 10, 2013, copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, and to government agencies, the latter both directly and through the State Clearinghouse.

E. Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on July 10, 2013.

2. The Commission held a duly advertised public hearing on said DEIR on August 15, 2013 at which opportunity for public comment was given, and public comment was received on the DEIR. The period for acceptance of written comments ended on September 17, 2013.

3. The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 67-day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in a Responses to Comments document, published on March 13, 2014, distributed to the Commission and all parties who commented on the DEIR, and made available to others upon request at the Department.

4. A Final Environmental Impact Report (hereinafter "FEIR") has been prepared by the Department, consisting of the DEIR, any consultations and comments received during the review process, any additional information that became available, the Responses to Comments document, and any Errata to the FEIR, all as required by law.

5. Project EIR files have been made available for review by the Commission and the public. These files are available for public review at the Department at 1650 Mission Street, Suite 400, and are part of the record before the Commission.

6. On March 27, 2014, the Commission reviewed and considered the FEIR and hereby does find that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code.

7. The Planning Commission hereby does find that the FEIR concerning File No. 2011.0558E reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and that the Responses to Comments document contains no significant revisions to the DEIR, and hereby does CERTIFY THE COMPLETION of said FEIR in compliance with CEQA and the CEQA Guidelines.

8. The Commission, in certifying the completion of said FEIR, hereby does find that the project described in the EIR:

A. will have the following unavoidable significant project-specific effects on the environment:

Program Level Components

Service Policy Framework: Objectives A and C

- **Impact TR-3:** Implementation of the Policy Framework Objective A, Action A.3, and Objective C, Actions C.3 through C.5 may result in significant traffic impacts;
- **Impact TR-5:** Implementation of the Policy Framework Objective A, Action A.3 and Objective C, Actions C.3 through C.5 may result in significant loading impacts;

TPS Toolkit Categories and Program level TTRPs:

- **Impact TR-8:** Implementation of the following TPS Toolkit categories: Lane Modifications and Pedestrian Improvements may result in significant traffic impacts;
- **Impact TR-10:** Implementation of the following TPS Toolkit categories: Transit Stop Changes, Lane Modifications, Parking and Turn Restrictions, and Pedestrian Improvements, may result in significant loading impacts;
- **Impact TR-14:** Implementation of TPS Toolkit elements within the following categories: Lane Modifications and Pedestrian Improvements, along the program-level TTRP corridors may result in significant traffic impacts;

  Affected Intersections by program-level TTRP corridor

  - TTRP.1, at the intersections of: California/Arguello and California/Park Presidio, California/Cherry, California/Locust, California/Presidio, and California/Divisadero
  - TTRP.22_2, at the intersection of: Fillmore/Lombard
  - TTRP.K, at the intersections of: Ocean/Junipero Serra, Ocean/Geneva/Phelan, Ocean/Lee, Ocean/Miramar, Ocean/Brighton

- **Impact TR-16:** Implementation of the following TPS Toolkit categories: Transit Stop Changes, Lane Modifications, Parking and Turn Restrictions, and Pedestrian Improvements, along the program-level TTRP corridors may result in significant loading impacts;

Project Level Components:

TTRP.14 Moderate Alternative Variant 1

- **Impact TR-48:** Implementation of project-level TTRP.14 Moderate Alternative Variant 1 would result in a reduction in on-street commercial loading supply on Mission Street such that the existing loading demand during the peak hour of loading activities could not be accommodated within on-street loading supply and may create a potentially hazardous condition or significant delay that may affect traffic, transit, bicycles, or pedestrians;

TTRP.14 Moderate Alternative Variant 2

- **Impact TR-49:** Implementation of project-level TTRP.14 Moderate Alternative Variant 2 would result in a reduction in on-street commercial loading supply on Mission Street such

that the existing loading demand during the peak hour of loading activities could not be accommodated within on-street loading supply and may create a potentially hazardous condition or significant delay that may affect traffic, transit, bicycles, or pedestrians;

TTRP.14 Expanded Alternative

- **Impact TR-24:** Implementation of the project-level TTRP.14 Expanded Alternative would result in a significant traffic impact at the intersection of Randall Street/San Jose Avenue that would operate at LOS E or LOS F conditions under Existing plus Service Improvements and the TTRP.14 Expanded Alternative conditions;
- **Impact TR-50:** Implementation of project-level TTRP.14 Expanded Alternative would result in a reduction in on-street commercial loading supply on Mission Street such that the existing loading demand during the peak hour of loading activities could not be accommodated within on-street loading supply and may create a potentially hazardous condition or significant delay that may affect traffic, transit, bicycles, or pedestrians;

TTRP.22_1 Expanded Alternative

- **Impact TR-26:** Implementation of the project-level TTRP.22_1 Expanded Alternative would result in a significant traffic impact at the intersection of 16th/Bryant streets that would operate at LOS E or LOS F conditions under Existing plus Service Improvements and the TTRP.22_1 Expanded Alternative conditions;
- **Impact TR-27:** Implementation of the project-level TTRP.22_1 Expanded Alternative would result in a significant traffic impact at the intersection of 16th Street/Potrero Avenue that would operate at LOS E or LOS F conditions under Existing plus Service Improvements and the TTRP.22_1 Expanded Alternative conditions;
- **Impact TR-28:** Implementation of the project-level TTRP.22_1 Expanded Alternative would result in a significant traffic impact at the intersection of 16th/Seventh streets that would operate at LOS E or LOS F conditions under Existing plus Service Improvements and the TTRP.22_1 Expanded Alternative conditions;

TTRP.22_1 Expanded Alternative Variant 1

- **Impact TR-30:** Implementation of the project-level TTRP.22_1 Expanded Alternative Variant 1 would result in a significant traffic impact at the intersection of 16th/Bryant streets that would operate at LOS E or LOS F conditions under Existing plus Service Improvements and the TTRP.22_1 Expanded Alternative Variant 1 conditions;
- **Impact TR-31:** Implementation of the project-level TTRP.22_1 Expanded Alternative Variant 1 would result in a significant traffic impact at the intersection of 16th Street/Potrero Avenue that would operate at LOS E or LOS F conditions under Existing plus Service Improvements and the TTRP.22_1 Expanded Alternative Variant 1 conditions;
- **Impact TR-32:** Implementation of the project-level TTRP.22_1 Expanded Alternative Variant 1 would result in a significant traffic impact at the intersection of 16th/Seventh streets that would operate at LOS E or LOS F conditions under Existing plus Service Improvements and the TTRP.22_1 Expanded Alternative conditions;

TTRP.22_1 Expanded Alternative Variant 2

- **Impact TR-34:** Implementation of the project-level TTRP.22_1 Expanded Alternative Variant 2 would result in a significant traffic impact at the intersection of 16th/Bryant streets that would operate at LOS E or LOS F conditions under Existing plus Service Improvements and the TTRP.22_1 Expanded Alternative Variant 2 conditions;
- **Impact TR-35:** Implementation of the project-level TTRP.22_1 Expanded Alternative Variant 2 would result in a significant traffic impact at the intersection of 16th Street/Potrero Avenue that would operate at LOS E or LOS F conditions under Existing plus Service Improvements and the TTRP.22_1 Expanded Alternative Variant 2 conditions;
- **Impact TR-36:** Implementation of the project-level TTRP.22_1 Expanded Alternative Variant 2 would result in a significant traffic impact at the intersection of 16th/Seventh streets that would operate at LOS E or LOS F conditions under Existing plus Service Improvements and the TTRP.22_1 Expanded Alternative Variant 2 conditions;

TTRP.30_1 Moderate Alternative

- **Impact TR-51:** Implementation of project-level TTRP.30_1 Moderate Alternative would result in a reduction in on-street commercial loading supply on Stockton Street such that the existing loading demand during the peak hour of loading activities could not be accommodated within on-street loading supply and may create a potentially hazardous condition or significant delay that may affect traffic, transit, bicycles, or pedestrians;

TTRP.30_1 Expanded Alternative

- **Impact TR-38:** Implementation of the project-level TTRP.30_1 Expanded Alternative would result in a significant traffic impact at the intersection of Columbus Avenue/Green Street/Stockton Street that would operate at LOS E conditions under Existing plus Service Improvements and the TTRP.30_1 Expanded Alternative conditions;
- **Impact TR-52:** Implementation of project-level TTRP.30_1 Expanded Alternative would result in a reduction in on-street commercial loading supply on Stockton Street such that the existing loading demand during the peak hour of loading activities could not be accommodated within on-street loading supply and may create a potentially hazardous condition or significant delay that may affect traffic, transit, bicycles, or pedestrians;

TTRP.30_1 Expanded Alternative Variant 1

- **Impact TR-40:** Implementation of the project-level TTRP.30_1 Expanded Alternative Variant 1 would result in a significant traffic impact at the intersection of Columbus Avenue/Green Street/Stockton Street that would operate at LOS E conditions under Existing plus Service Improvements and the TTRP.30_1 Expanded Alternative Variant 1 conditions;

- **Impact TR-53:** Implementation of project-level TTRP.30_1 Expanded Alternative Variant 1 would result in a reduction in on-street commercial loading supply on Stockton Street such that the existing loading demand during the peak hour of loading activities could not be

accommodated within on-street loading supply and may create a potentially hazardous condition or significant delay that may affect traffic, transit, bicycles, or pedestrians;

TTRP.30_1 Expanded Alternative Variant 2

- **Impact TR-42:** Implementation of the project-level TTRP.30_1 Expanded Alternative Variant 2 would result in a significant traffic impact at the intersection of Columbus Avenue/Green Street/Stockton Street that would operate at LOS E conditions under Existing plus Service Improvements and the TTRP.30_1 Expanded Alternative Variant 2 conditions;
- **Impact TR-54:** Implementation of project-level TTRP.30_1 Expanded Alternative Variant 2 would result in a reduction in on-street commercial loading supply on Stockton Street such that the existing loading demand during the peak hour of loading activities could not be accommodated within on-street loading supply and may create a potentially hazardous condition or significant delay that may affect traffic, transit, bicycles, or pedestrians; and

B. will have the following significant cumulative effects on the environment:

- **Impact C-TR-1:** The Service Policy Framework and Service Improvements or Service Variants, in combination with past, present and reasonably foreseeable development in San Francisco, would contribute considerably to a significant cumulative impact on transit, resulting in an exceedance of Muni's capacity utilization standard on the Mission corridor within the Southeast screenline of the Downtown screenlines under 2035 Cumulative plus Service Improvements only conditions;

- **Impact C-TR-2:** The Service Policy Framework, TPS Toolkit elements as applied in the program-level TTRP corridors, and the Service Improvements with the TTRP Moderate Alternative, in combination with past, present and reasonably foreseeable development in San Francisco, would contribute considerably to significant cumulative impacts on transit, resulting in exceedances of Muni's capacity utilization standard on the Fulton/Hayes corridor within the Northwest screenline and on the Mission corridor within the Southeast screenline of the Downtown screenlines under 2035 Cumulative plus Service Improvements and the TTRP Moderate Alternative conditions;

- **Impact C-TR-3:** The Service Policy Framework, the TPS Toolkit elements as applied in the program-level TTRP corridors, and the Service Improvements with the TTRP Expanded Alternative, in combination with past, present and reasonably foreseeable development in San Francisco, would contribute considerably to significant cumulative impacts on transit, resulting in exceedances of Muni's capacity utilization standard on the Fulton/Hayes corridor within the Northwest screenline and on the Mission corridor within the Southeast screenline of the Downtown screenlines under 2035 Cumulative conditions plus Service Improvements and the TTRP Expanded Alternative conditions;

- **Impact C-TR-7:** Implementation of the Service Policy Framework Objective A, Action A.3 and Objective C, Actions C.3 through C.5 and TPS Toolkit categories: Lane Modifications and Pedestrian Improvements as applied in program-level TTRP corridors, in combination with past, present and reasonably foreseeable development in San Francisco, would result

in cumulative traffic impacts at intersections along the corridors under 2035 Cumulative plus Service Improvements and the TTRP Moderate Alternative conditions;

- **Impact C-TR-9:** Implementation of the Service Policy Framework Objective A, Action A.3 and Objective C, Actions C.3 through C.5 and TPS Toolkit categories: Lane Modifications and Pedestrian Improvements as applied in program-level TTRP corridors would result in cumulative traffic impacts at intersections along the corridors under 2035 Cumulative plus Service Improvements and the TTRP Expanded Alternative conditions;

- **Impact C-TR-43:** Implementation of the Policy Framework Objective A, Action A.3 and Objective C, Actions C.3 through C.5, and TPS Toolkit Categories: Transit Stop Changes, Lane Modifications, Parking and Turn Restrictions, and Pedestrian Improvements as applied to the program-level TTRP corridors in combination with past, present and reasonably foreseeable development in San Francisco, would result in cumulative loading impacts;

- **Impact C-TR-49:** Implementation of the Service Policy Framework Objective A, Action A.3 and Objective C, Actions C.3, C.4 and C.5, and the TPS Toolkit categories: Lane Modifications, Parking and Turn Restrictions, and Pedestrian Improvements as applied in program-level TTRP corridors, in combination with past, present and reasonably foreseeable development in San Francisco, may result in significant cumulative parking impacts;

TTRP.J Expanded Alternative

- **Impact C-TR-13:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.J Expanded Alternative would contribute considerably to cumulative traffic impacts at the intersection of Market/Church/14th streets during the p.m. peak hour;

TTRP.5 Expanded Alternative

- **Impact C-TR-14:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.5 Expanded Alternative would result in cumulative traffic impacts at the intersection of Fulton Street/Masonic Avenue during the p.m. peak hour;

TTRP.8X Expanded Alternative

- **Impact C-TR-15:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.8X Expanded Alternative would result in cumulative traffic impacts at the intersection of Geneva Avenue/Carter Street during the p.m. peak hour;
- **Impact C-TR-16:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.8X Expanded Alternative would result in cumulative traffic impacts at the intersection of Geneva Avenue/Moscow Street during the p.m. peak hour;

TTRP.14 Variant 1 Moderate Alternative

- **Impact C-TR-44:** Implementation of the project-level TTRP Moderate Alternative including the TTRP.14 Variant 1, TTRP.14 Variant 2, and TTRP.30_1 in combination with past, present

and other reasonably foreseeable development in San Francisco, would result in cumulative loading impacts;

- **Impact C-TR-52:** Implementation of the project-level TTRP Moderate Alternative for the TTRP.14 Variant 1 or the TTRP.14 Variant 2, in combination with past, present and reasonably foreseeable development in San Francisco, would result in significant cumulative parking impacts;

TTRP.14 Variant 2 Moderate Alternative

- **Impact C-TR-44:** Implementation of the project-level TTRP Moderate Alternative including the TTRP.14 Variant 1, TTRP.14 Variant 2, and TTRP.30_1 in combination with past, present and other reasonably foreseeable development in San Francisco, would result in cumulative loading impacts;
- **Impact C-TR-52:** Implementation of the project-level TTRP Moderate Alternative for the TTRP.14 Variant 1 or the TTRP.14 Variant 2, in combination with past, present and reasonably foreseeable development in San Francisco, would result in significant cumulative parking impacts;

TTRP.14 Expanded Alternative

- **Impact C-TR-17:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.14 Expanded Alternative would result in project and cumulative traffic impacts at the intersection of Randall Street/San Jose Avenue during the a.m. peak hour;
- **Impact C-TR-18:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.14 Expanded Alternative would result in cumulative traffic impacts at the intersection of Mission/Fifth streets during the a.m. peak hour;
- **Impact C-TR-19:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.14 Expanded Alternative would result in cumulative impacts at the intersection of Mission/16th streets during the p.m. peak hour;
- **Impact C-TR-45:** Implementation of the project-level TTRP Expanded Alternative including the TTRP.14, TTRP.30_1, TTRP.30_1 Variant 1, and TTRP.30_1 Variant 2, in combination with past, present and reasonably foreseeable development in San Francisco, would result in project and cumulative loading impacts;

TTRP.22_1 Expanded Alternative

- **Impact C-TR-20:** Implementation of the 2035 Cumulative plus Service Improvements and TTRP.22_1 Expanded Alternative would result in project and cumulative traffic impacts at the intersection of 16th/Bryant streets during the p.m. peak hour;
- **Impact C-TR-23:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.22_1 Expanded Alternative would result in project and cumulative traffic impacts at the intersection of 16th/Potrero streets during the p.m. peak hour;

- **Impact C-TR-26:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.22_1 Expanded Alternative would result in cumulative traffic impacts at the intersection of 16th/Owens streets during the p.m. peak hour;
- **Impact C-TR-29:** Implementation of the 2035 Cumulative plus Service Improvements plus the TTRP.22_1 Expanded Alternative would result in cumulative traffic impacts at the intersection of 16th/Fourth streets during the a.m. and p.m. peak hours;
- **Impact C-TR-32**: Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.22_1 Expanded Alternative would result in project and cumulative traffic impacts at the intersection of 16th/Seventh streets during the a.m. and p.m. peak hours;
- **Impact C-TR-54:** Implementation of the project-level TTRP Expanded Alternative for the TTRP.22_1, TTRP.22_1 Variant 1, or TTRP.22_1 Variant 2, in combination with past, present and reasonably foreseeable development in San Francisco, would result in significant cumulative parking impacts;

TTRP.22_1 Expanded Alternative Variant 1

- **Impact C-TR-21:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.22_1 Expanded Alternative Variant 1 would result in project and traffic cumulative impacts at the intersection of 16th/Bryant streets during the p.m. peak hour;
- **Impact C-TR-24:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.22_1 Expanded Alternative Variant 1 would result in project and cumulative traffic impacts at the intersection of 16th/Potrero streets during the p.m. peak hour;
- **Impact C-TR-27:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.22_1 Expanded Alternative Variant 1 would result in cumulative traffic impacts at the intersection of 16th/Owens streets during the p.m. peak hour;
- **Impact C-TR-30:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.22_1 Expanded Alternative Variant 1 would result in cumulative traffic impacts at the intersection of 16th/Fourth streets during the a.m. and p.m. peak hours;
- **Impact C-TR-33:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.22_1 Expanded Alternative Variant 1 would result in project and cumulative traffic impacts at the intersection of 16th/Seventh streets during the a.m. and p.m. peak hours;
- **Impact C-TR-54:** Implementation of the project-level TTRP Expanded Alternative for the TTRP.22_1, TTRP.22_1 Variant 1, or TTRP.22_1 Variant 2, in combination with past, present and reasonably foreseeable development in San Francisco, would result in significant cumulative parking impacts;

TTRP.22_1 Expanded Alternative Variant 2

- **Impact C-TR-22:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.22_1 Expanded Alternative Variant 2 would result in project and cumulative traffic impacts at the intersection of 16th/Bryant streets during the p.m. peak hour;

- **Impact C-TR-25:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.22_1 Expanded Alternative Variant 2 would result in project and cumulative traffic impacts at the intersection of 16th/Potrero streets during the p.m. peak hour;
- **Impact C-TR-28:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.22_1 Expanded Alternative Variant 2 would result in cumulative traffic impacts at the intersection of 16th/Owens streets during the p.m. peak hour;
- **Impact C-TR-31:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.22_1 Expanded Alternative Variant 2 would result in cumulative traffic impacts at the intersection of 16th/Fourth streets during the a.m. and p.m. peak hours;
- **Impact C-TR-34:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.22_1 Expanded Alternative Variant 2 would result in project and cumulative traffic impacts at the intersection of 16th/Seventh streets during the a.m. and p.m. peak hours;
- **Impact C-TR-54:** Implementation of the project-level TTRP Expanded Alternative for the TTRP.22_1, TTRP.22_1 Variant 1, or TTRP.22_1 Variant 2, in combination with past, present and reasonably foreseeable development in San Francisco, would result in significant cumulative parking impacts;

TTRP.30_1 Moderate Alternative

- **Impact C-TR-44:** Implementation of the project-level TTRP Moderate Alternative including the TTRP.14 Variant 1, TTRP.14 Variant 2, and TTRP.30_1 in combination with past, present and other reasonably foreseeable development in San Francisco, would result in cumulative loading impacts;

TTRP.30_1 Expanded Alternative

- **Impact C-TR-35:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.30_1 Expanded Alternative would result in project and cumulative traffic impacts at the intersection of Columbus Avenue/Green Street/Stockton Street;
- **Impact C-TR-45:** Implementation of the project-level TTRP Expanded Alternative including the TTRP.14, TTRP.30_1, TTRP.30_1 Variant 1, and TTRP.30_1 Variant 2, in combination with past, present and reasonably foreseeable development in San Francisco, would result in project and cumulative loading impacts;

TTRP.30_1 Expanded Alternative Variant 1

- **Impact C-TR-36:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.30_1 Expanded Alternative Variant 1 would result in project and cumulative traffic impacts at the intersection of Columbus Avenue/Green Street/Stockton Street; and
- **Impact C-TR-45:** Implementation of the project-level TTRP Expanded Alternative including the TTRP.14, TTRP.30_1, TTRP.30_1 Variant 1, and TTRP.30_1 Variant 2, in combination with past, present and reasonably foreseeable development in San Francisco, would result in project and cumulative loading impacts; and

TTRP.30_1 Expanded Alternative Variant 2

- **Impact C-TR-37:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.30_1 Expanded Alternative Variant 2 would result in project and cumulative traffic impacts at the intersection of Columbus Avenue/Green Street/Stockton Street; and
- **Impact C-TR-45:** Implementation of the project-level TTRP Expanded Alternative including the TTRP.14, TTRP.30_1, TTRP.30_1 Variant 1, and TTRP.30_1 Variant 2, in combination with past, present and reasonably foreseeable development in San Francisco, would result in project and cumulative loading impacts.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting of March 27, 2014.

Jonas Ionin
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED:

SFMTA
Municipal
Transportation
Agency

Memorandum: A Community Guide to the Transit Effectiveness Project

To the Members of the Public and Other Interested Parties,

The San Francisco Municipal Transportation Agency (SFMTA) has prepared the following guide for the Transit Effectiveness Project (TEP) called, "A Community Guide to the Transit Effectiveness Project," in response to public comments received about the merit of the TEP proposals.

Specifically, this document addresses merit comments received in response to the Draft Environmental Impact Report (EIR), published on July 10, 2013, and other comments received as part of various public outreach initiatives. This guide provides an overview of the TEP and presents information that particularly addresses concerns related to route restructuring, stop consolidation, parking removal, and trade-offs for those traveling by private automobiles. Further, it should be noted that the SFMTA is continuing to refine proposals as projects move into the implementation phase based on extensive public feedback and engagement with stakeholders. Therefore, the proposals described in this document may have been modified. For the most up to date information on specific proposals please visit www.sfmta.com/tep.

The SFMTA encourages public officials, transit customers, members of the public, and other interested parties to use this document to further understand the TEP proposals and other aspects of the TEP that are of interest.

Thank you,

Sean Kennedy
TEP Planning Manager

A COMMUNITY GUIDE TO THE TRANSIT EFFECTIVENESS PROJECT

MARCH 2014

SFMTA
Municipal
Transportation
Agency

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6. APPENDIX 34-43

1. INTRODUCTION

San Francisco is more than just transit-rich—it is transportation-rich. It is a city where residents and visitors alike are empowered with the freedom to choose how they get around. Recent trends show more and more San Franciscans leaving their private cars behind and weaving themselves into the public realm through overlapping networks of transit, taxi, bicycle, and pedestrian routes. This shift towards more sustainable transportation helps all San Francisco residents and visitors by reducing greenhouse gas emissions and improving air quality, reducing congestion, and activating the streets through increased pedestrian activities. However, this mode shift can also create challenges. Muni can be notoriously slow and unreliable, taxis can be hard to find, and many streets still prioritize cars over the human-scale movement of people.

Clearly, there is much more work to be done if San Francisco is to remain a vibrant, livable, world-class, transportation-rich city and realize its Transit First Policy—originally adopted by the Board of Supervisors in 1973, and reaffirmed by voters in 1999, 2007, and 2010. The Transit First Policy envisions a shift away from the personal automobile toward more sustainable modes like transit, walking, bicycling, and taxis. The San Francisco Municipal Transportation Agency (SFMTA) is dedicated to implementing the Transit First Policy by planning and implementing projects designed to make it faster, safer, more convenient, more reliable, and more enjoyable to walk, bike, hop on transit, take a taxi, or some combination of all the above.

The Transit Effectiveness Project (TEP) is one of the projects developed to achieve these goals. Its focus is Muni: at once, the transit backbone of a transportation-rich system that connects all modes and all people, but also a system that has failed to keep pace with a changing San Francisco. By way of an extensive planning process supported by data, engagement with the community at various levels, and critical lessons learned through the implementation of pilot projects, the TEP represents the first major evaluation of San Francisco's mass transit system in thirty years.

This document provides an understanding of the transit planning process embodied in the TEP, summarizes the conversations that have taken place, highlights the proposals that have emerged, and continues the conversation by acknowledging and addressing public comments received most recently in response to the Draft Environmental Impact Report (EIR), published on July 10, 2013. It pays particular attention to those concerns beyond the scope of the environmental review process referred to as project merit comments. The document specifically addresses concerns related to route restructuring, stop consolidation, parking removal, and trade-offs for those traveling by private automobiles. Specific environmental concerns—such as those related to traffic and congestion, noise and air quality, and pedestrian and bicycle safety—are fully addressed in the final EIR Response to Comments (RTC) Chapter.

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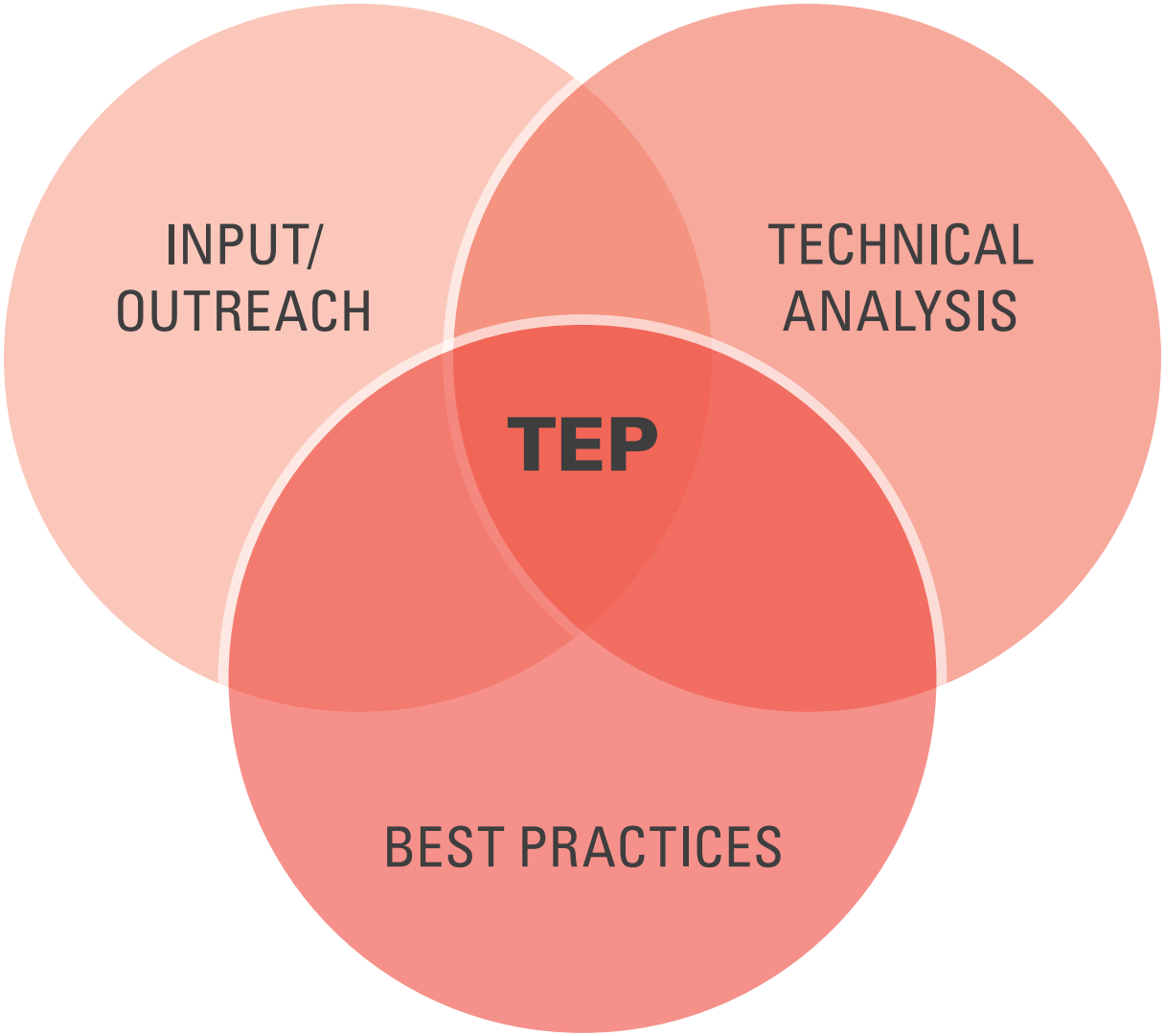


2. UNDERSTANDING THE NEEDS OF MUNI CUSTOMERS

The TEP is more than just a project, it is a process—a new way of data-supported decision making that brings together technology, technical expertise, and deep community insight to better understand, and thus better solve, the problems plaguing Muni. While the project is focused on resolving existing issues with Muni service that highly impact the customer's experience, the policies and data analysis methodologies will help Muni identify and respond to the needs of all San Franciscans far into the future.

Underlying the TEP as both a project and a process is new technology that has allowed SFMTA to collect data on ridership patterns and operating conditions at an unprecedented route-by-route level of detail. This data provided SFMTA planners and engineers with broad insight into who Muni customers are, where they come from, where they want to go, and how reliably they are getting there. These insights suggested that ***while the way people moved through San Francisco had changed over the last thirty years, Muni had not changed with them.***

While technical analysis provides an important foundation, the TEP is about more than just hard data—it is also about how various members of the community can contribute to the full understanding of transit issues. SFMTA implemented a sweeping community engagement effort to share findings, proposals, and most importantly, to hear directly from Muni customers, who could provide further insight into issues that cannot be easily measured or assessed. The outreach effort was not one size fits all; SFMTA captured valuable community feedback through conversations at town hall meetings and community workshops, presentations at neighborhood meetings and senior centers, focus groups with youth and parents, rider surveys, as well as internal engagement with staff, including operators. During the planning phase of the TEP, the project also benefited from a community advisory committee that met regularly to review findings and provide input. The responses made one thing very clear: ***people wanted faster, more reliable service, and a more seamless customer experience.***

The SFMTA has and will continue to devote resources to TEP community outreach, in order to understand important social, economic, and geographic differences from the ground up. Community meetings are currently underway to review the TEP service proposals, and more outreach is planned for spring and summer 2014 to review proposed capital investments. In addition to formal outreach as part of the TEP, SFMTA also enables members of the community to participate in the decision-making process by holding monthly SFMTA Citizens' Advisory Council meetings. Seniors and people with disabilities have an additional opportunity to participate through the Multimodal Accessibility Advisory Committee, which also meets monthly.

Together, the new operational and ridership data that SFMTA collected, and the community feedback SFMTA heard, helped build a more complete picture of the problems facing Muni, summarized in the sections below.

OCEAN BEACH
N
EXIT
BALLPARK
ELEVATOR
EXIT
BALLPARK
EXIT

CHANGING TRAVEL PATTERNS

Muni currently serves approximately 700,000 trips per day and is a critical resource to customers accessing destinations throughout San Francisco. Muni customers depend on transit for all types of trips including to get them to work, to school, to the grocery store, for recreation, and to visit family and friends. Muni is particularly vital to low-income residents, who make up approximately half of Muni's total ridership. While just over 30 percent of San Francisco households' income is below 200 percent of the Federal poverty level (source: 2010 US Census Bureau), approximately 50 percent of Muni customers have household incomes below this threshold (source: SFMTA 2013 On-Board Survey).

While downtown trips are generally well-served by existing Muni service, the ridership data and community feedback that SFMTA collected suggest that customers are increasingly relying on Muni for travel between neighborhoods and to connect to regional and other high frequency transit hubs. Unfortunately, these neighborhood trips may include circuitous routes, multiple transfers, and longer wait times. For example, travel demand between the Bayview and the Mission or between the Excelsior and the Sunset districts has grown substantially but is not being adequately served by the existing system. The 29 Sunset is an example of a route that customers rely on to access schools, and to transfer to major routes and regional transit; hence, it is important that the route provide reliable service for passengers to enable timely transfers. However, the route contains a number of circuitous segments that add travel time for passengers and contribute to the route's unreliability. If the route was improved at key locations and service would be increased at critical times, customers could potentially get to their destinations and transfer stops faster with some trade-offs in stop location and distances.

SLOW AND UNRELIABLE SERVICE

A trip on transit is generally two to three times longer than a trip in a personal vehicle. Some of the difference is due to the time it takes to walk to transit and the time spent by buses serving multiple, closely-spaced stops along the route. However, significant delay is also contributed by the fact that Muni must compete with other modes of transportation for scarce road space. For example, a crowded Muni vehicle carrying sixty passengers must sit in the same traffic, wait at the same lights, and navigate around the same double-parked cars and trucks as vehicles carrying a single driver. Service can also be affected by crowding, especially during the peak commute periods. Boarding passengers onto a crowded vehicle can take longer, because existing customers need to move to make space for new customers.

Numerous studies have revealed that for the full spectrum of Muni customers, including seniors and people with disabilities, reliability is the most significant factor that affects their experience in riding transit. Research shows that when travel time improves, there is a

corresponding improvement in reliability and less variability in travel. However, although travel time and reliability are inextricably linked, customers experience these two aspects of transit differently. If a customer knows that a bus arrives every 10 minutes and that they are going to spend 15 minutes on the bus, they can plan for it. However, when unpredictable travel conditions cause vehicles to arrive too early or too late, the entire transit trip becomes longer and unreliable and a customer may miss appointments, pay late fees at the daycare center, or be late for work. If this happens often enough, customers will begin to pad their schedule. Rather than leaving 20 minutes ahead to get to their destinations on time, they will leave 45 minutes ahead, and if all goes as planned, arrive 30 minutes too early.

Muni currently serves approximately 700,000 trips per day and is a critical resource to customers accessing destinations throughout San Francisco.

3. DEVELOPING PROPOSALS

As a result of the extensive data collection, analysis, and public feedback processes, the SFMTA identified two key issues that needed attention: (1) the frequency and layout of existing routes need to be updated to match current travel patterns, and (2) the service that Muni provides is slow and unreliable. To address these problems, SFMTA developed a Service Policy Framework to categorize routes based on their role in the network and guide investment decisions. In addition, SFMTA developed proposals for specific network service changes and transit priority capital improvements that would improve neighborhood connectivity, reduce transit travel times, increase capacity on crowded routes, and increase reliability. The TEP proposals were initially developed in 2008 during the planning phase of the TEP; however, staff re-evaluated and refined them as part of the development of the TEP EIR Project Description in order to capture more recent land use and ridership trends, as well as integrate service changes that were implemented in 2009 and 2010. Brief summaries of these proposals are presented below.

SERVICE POLICY FRAMEWORK

As a result of the analysis conducted for the TEP, the SFMTA proposes a new framework that reorganizes Muni service into four transit categories:

RAPID These heavily used bus and rail lines form the backbone of the Muni system. With vehicles arriving frequently and transit priority enhancements along the routes, the Rapid network delivers speed and reliability whether customers are heading across town, or simply traveling a few blocks.

GRID Also known as “Local” routes, these long routes combine with the Rapid network to form an expansive core system that lets customers get to their destinations with no more than a short walk, or a seamless transfer.

CIRCULATORS Also known as “Community Connectors”, these lightly-used bus routes predominantly circulate through San Francisco’s hillside residential neighborhoods, filling in gaps in coverage and connecting customers to the core network.

SPECIALIZED These routes augment existing service during specific times of day to serve a specific need, or serve travel demand related to special events. They include express service, owl service, and special event trips to serve sporting events, large festivals and other San Francisco activities.

The Service Policy Framework serves multiple purposes. First, it provides a clear understanding of the different roles that transit routes play in the city and sets guidance for the transit planning process. For example, on Rapid streets high priority should be given to transit reliability and travel time. Second, it will guide future transit evaluation and investments. Following the implementation of the TEP, SFMTA plans to evaluate the performance of its routes on a routine basis. Rather than comparing routes across the system, routes would be compared to similar routes in their service category. For example, if a route is performing better than its category average, it would be evaluated for improvements – such as potential service increases – in close coordination with customers and other key stakeholders.

The Service Policy Framework also provides a blueprint for redrawing the Muni system map to more simply and effectively communicate route information. The new tiered network would help customers better navigate the system by informing customers about the function of all transit routes and highlighting the different choices available. The tiered network would be similar to how different pieces of the roadway network serve a different purpose, depending on where drivers need to go (i.e. highway serves for regional and long distance travel, while a local street connects to homes and shops).

MUNI NETWORK SERVICE IMPROVEMENTS

The TEP includes service changes that are proposed to reduce crowding, improve system-wide neighborhood connectivity and access to regional transit, and redirect finite public resources to where they are needed most. Overall, the proposals represent a 10 percent increase in Muni service. The proposals initially drafted by SFMTA, were presented to members of the community, and refined through an iterative process of public comment, additional data collection, and technical analysis. Specifically, these proposals include:

- Increasing frequency of transit service along heavily used corridors
- Creating new routes
- Changing existing route alignments
- Eliminating underutilized routes or route segments
- Introducing larger buses on crowded routes
- Changing the mix of local/limited/express service
- Expanding limited services

While many of these proposals can be delivered without capital changes, some of the service changes require capital investments, such as overhead wire and terminal expansions.

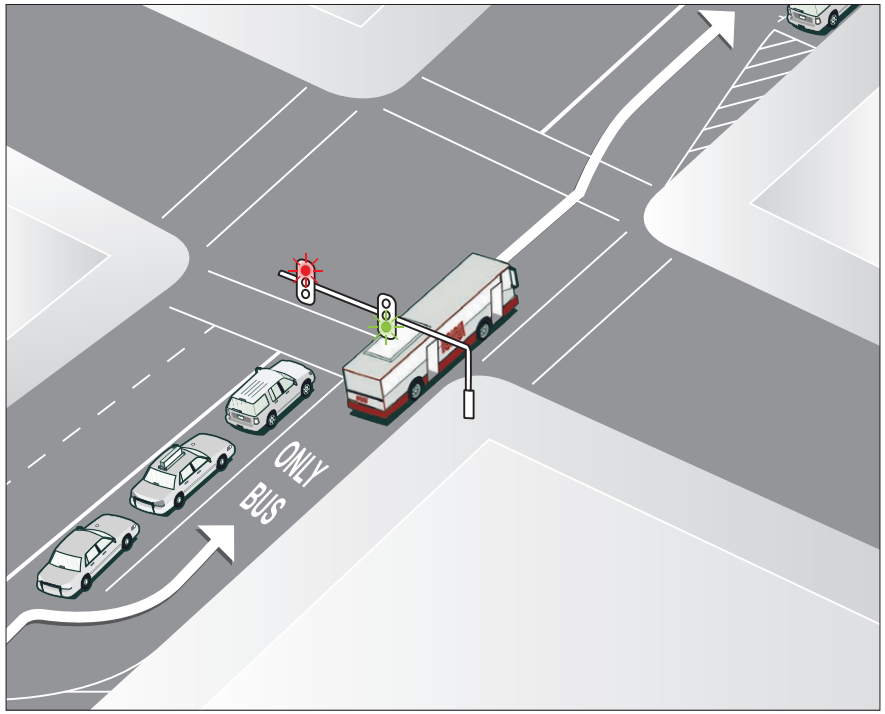
TRANSIT PRIORITY CAPITAL IMPROVEMENTS (RAPID ROUTES)

Finally, the TEP includes engineering improvements—also known as Travel Time Reduction Proposals (TTRPs)—designed to address transit delay, improve reliability, and increase the safety and comfort of customers along the most heavily used Rapid routes. The TTRPs include a variety of standard roadway and traffic engineering treatments that specifically address the root causes of delay and passenger frustration, including traffic congestion, transit stops that are spaced too close together, narrow travel lanes, and slow boarding times. These elements are referred to as the Transit Preferential Streets Toolkit (TPS Toolkit) in the Draft EIR and include lane modifications, traffic signal and stop sign changes, transit stop changes, parking and turn restrictions, and pedestrian improvements.

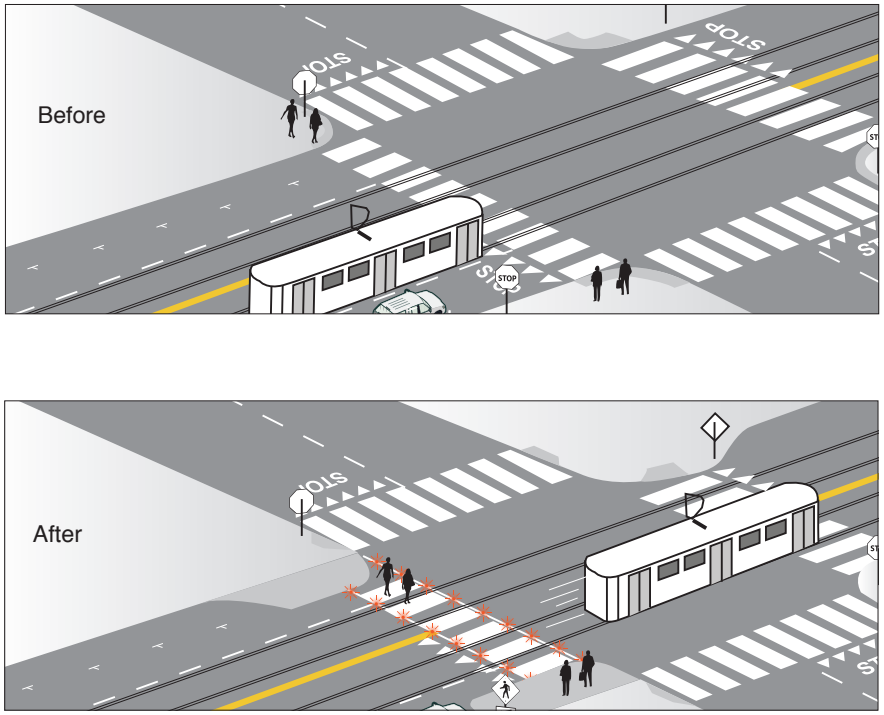
As part of the TEP, detailed proposals were developed for eleven corridors and conceptual proposals were developed for six corridors. As the TTRPs affect the allocation of scarce roadway space among different users by utilizing space for elements that prioritize transit, more than one alternative was typically proposed at the most contentious locations, each balancing different stakeholder needs and interests. The precise components of the TEP to be implemented will be decided by the SFMTA Board of Directors, who will consider the details of the project proposals as well as the results of the environmental impact analysis, following the next round of public outreach. Their work will be informed by additional community outreach occurring in spring and summer 2014.

RAPID ROUTES INCLUDED IN THE TEP

- 1 CALIFORNIA
- 5 FULTON
- 8 BAYSHORE EXPRESS
- 9 SAN BRUNO/ 9L SAN BRUNO LIMITED
- 14 MISSION/14L MISSION LIMITED/49 MISSION VAN NESS
- 22 16TH STREET
- 28 19TH AVE/ 28L 19TH AVENUE LIMITED
- 30 STOCKTON
- 71 HAIGHT
- J CHURCH
- K-T INGLESIDE/THIRD STREET
- M OCEAN VIEW
- N JUDAH



ESTABLISH TRANSIT QUEUE JUMP/BYPASS LANES



REPLACE ALL-WAY STOP CONTROLS WITH TRAFFIC CALMING MEASURES AT INTERSECTIONS

The TTRPs include a variety of standard roadway and traffic engineering treatments that specifically address the root causes of delay and passenger frustration, including traffic congestion, transit stops that are spaced too close together, narrow travel lanes, and slow boarding times.

4. FINDING BALANCED SOLUTIONS

The TEP consists of a broad range of proposals that together denote a significant change in how transit service is planned, prioritized and operated throughout San Francisco. Further, because of the scope and breath of the proposals, it is a project that affects different members of the community in a variety of ways. Hence, throughout the planning process, many community members have and continue to express both support and concern over the changes being proposed as part of the TEP.

The broad range of comments SFMTA has received highlight the trade-offs that must be made in order to develop solutions that are not only effective in solving the problem at hand, but that also balance the inherent tension that exists between competing priorities. One of the greatest strengths of the TEP is the quantity and quality of public input that has been received throughout the process. Whenever possible, SFMTA staff have identified design solutions that address community concerns while still achieving the overall goals of the TEP. In situations where community concerns cannot be resolved at the staff level, the feedback is summarized and presented to the SFMTA Board of Directors for their consideration as part of their overall decision process.

Most recently as part of the TEP Draft EIR public comment process, the SFMTA received hundreds of comments from individuals, organizations, and public agencies. While some comments were related to the environmental analysis in the Draft EIR, the vast majority of the comments were related to project merit, expressing concern about how the proposals for service changes, stop and route consolidation, lane modifications, and parking removal balance different needs and interests.

The following section provides responses to the most common project merit comments, as these types of comments are most appropriately addressed by the project sponsor rather than within the context of a CEQA document. Further, this section includes a description of how the TEP seeks to balance competing needs and values, while prioritizing overall transit mobility and the Transit First Policy. Specific environmental concerns—such as those related to traffic and congestion, noise and air quality, and pedestrian and bicycle safety—are fully addressed in the final EIR Response to Comments (RTC) Chapter.

RESTRUCTURING THE MUNI NETWORK

While Muni's service coverage is extensive, in many instances it has not been able to keep up with the changing needs of San Francisco and it has become increasingly difficult for Muni to take people where they need go. Further, many existing Muni routes either do not have the capacity to comfortably accommodate all customers, or follow meandering paths that often inconvenience the majority of customers. To address this, the TEP proposes to restructure routes in order to focus service where demand is high, to discontinue low-ridership segments in order to add connections between neighborhoods and to regional transit, and to expand capacity on heavy-ridership routes.

In developing these proposals, SFMTA considered where major trip generators were located, local and regional travel patterns, boarding and alighting information for every stop, and how ridership and crowding varied across different routes throughout the day. The SFMTA carefully considered important social, economic, and geographic differences between different Muni customers and

different areas of the city. SFMTA paid attention to the presence of sensitive populations, such minority customers and people with disabilities, to ensure that the proposals met the needs of the broad spectrum of Muni customers.

The Muni system is among the heaviest used transit systems in the country by people with disabilities. The TEP proposals build on related SFMTA efforts to support the transportation needs of seniors and people with disabilities. For example, where feasible, the TEP would expand the number of accessible rail stops along the surface portion of the light rail lines as part of overall platform upgrades. The Accessible Services Program ensures that appropriate, accessible, Americans with Disabilities Act (ADA)-compliant transportation services are available to seniors and persons with disabilities. For customers who cannot access the fixed route system due to their disability, other options are available, including a paratransit van and taxi program that provides door to door services for persons with disabilities who are not always able to use the Muni system. Other programs include SFMTA's Shop-a-Round service, which provides van shuttle service or taxi service to local grocery stores and shopping districts for seniors and persons with disabilities to improve access to healthy, quality food, and the Van Gogh Service which provides group van trips to seniors and persons with disabilities to cultural and recreational activities to help reduce social isolation. SFMTA also strives to support the needs of low-income customers by providing discount transit pass programs for youth, seniors, people with disabilities, and children. For more information about SFMTA's discount passes or paratransit services please call the city's multilingual 311 information line.

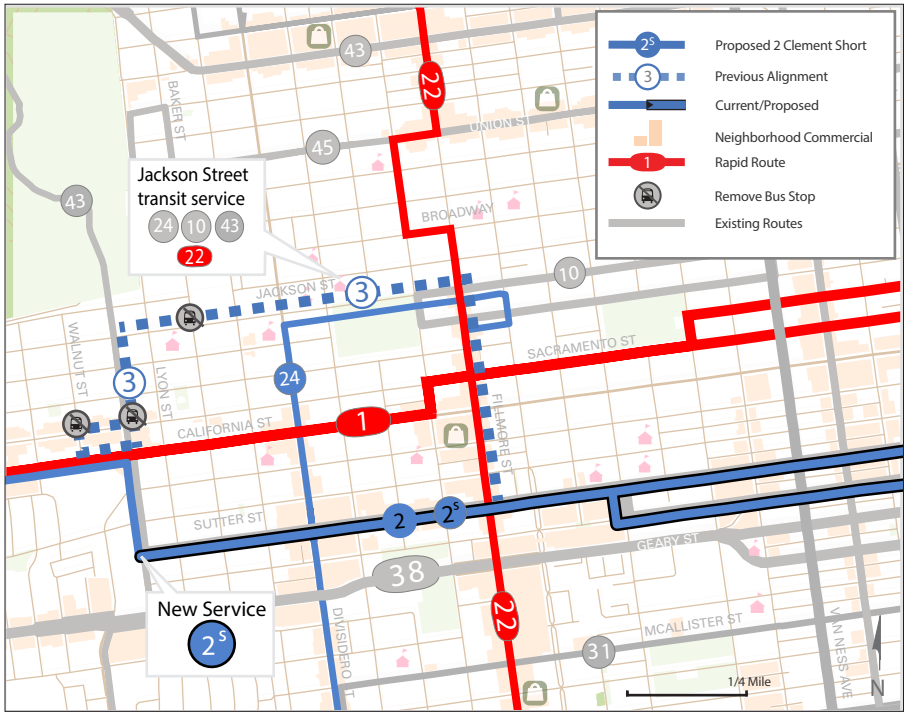
The broad range of comments SFMTA has received highlight the trade-offs that must be made in order to develop solutions that are not only effective in solving the problem at hand, but that also balance the inherent tension that exists between competing priorities.

The following discussions highlight and explain the rationale behind several service change proposals that were specifically mentioned in comments on the Draft EIR or have generated significant public interest. These include:

- 3 JACKSON
- 6 PARNASSUS
- 8X BAYSHORE EXPRESS
- 10TOWNSEND/47 VAN NESS
- 18 46TH AVENUE
- 19 POLK
- 22 FILLMORE/33 STANYAN
- 27 BRYANT
- 35 EUREKA
- 48 QUINTARA

3 JACKSON: ROUTE ELIMINATION

The TEP proposes to eliminate the 3 Jackson and increase service on Sutter Street between Fillmore Street and Presidio Avenue through the introduction of a 2 Clement short line. Short lines are shorter variants of a regular transit line that do not travel all the way to the regular end of the route. When customer boarding and alighting activity is concentrated on one portion of a regular transit line, "short" lines can be used to efficiently provide additional capacity where the core of the customer activity is located. An example of a line that uses a regularly scheduled short line is the 1 California. The full 1 California operates between downtown and Geary Blvd at 33rd Avenue. During commute times when customer activity is highest, additional service is added on a short line operating between downtown and California Street at Presidio Avenue.



Proposed service changes to Muni's 3 Jackson Route

The 3 Jackson and the 2 Clement work together to provide service along the busy Post/Sutter Corridor to the downtown Financial District. However, the segment of Sutter Street from Fillmore Street to Presidio Avenue is currently underserved because the 3 Jackson branches off at Fillmore Street to provide direct access to Jackson Street. While having direct transit service to and from downtown is very convenient for people living on or near Jackson Street, customers on Sutter west of Fillmore are negatively impacted. On a typical weekday morning, the 2 Clement arrives at Sutter and Fillmore where the 2 and 3 lines meet with a seated load and arrives to downtown at full capacity, making pass ups along the way likely. The 3 Jackson, on the other hand, has less than half of the seats occupied at Fillmore Street and arrives to downtown with just a seated load. The Jackson Street segment of the 3 Jackson between Fillmore and Presidio carries less than 20 passengers per hour whereas the Sutter Street segment on the 2 Clement between Fillmore and Presidio carries over 50 passengers per hour.

Members of the Pacific Heights community expressed concerns about this service change proposal for a number of reasons. Some commenters noted that if the service change is implemented, customers will need to walk up relatively steep hills to access the 2 Clement or 1 California routes. Others noted that access to transit could be a particular concern for seniors and people with disabilities

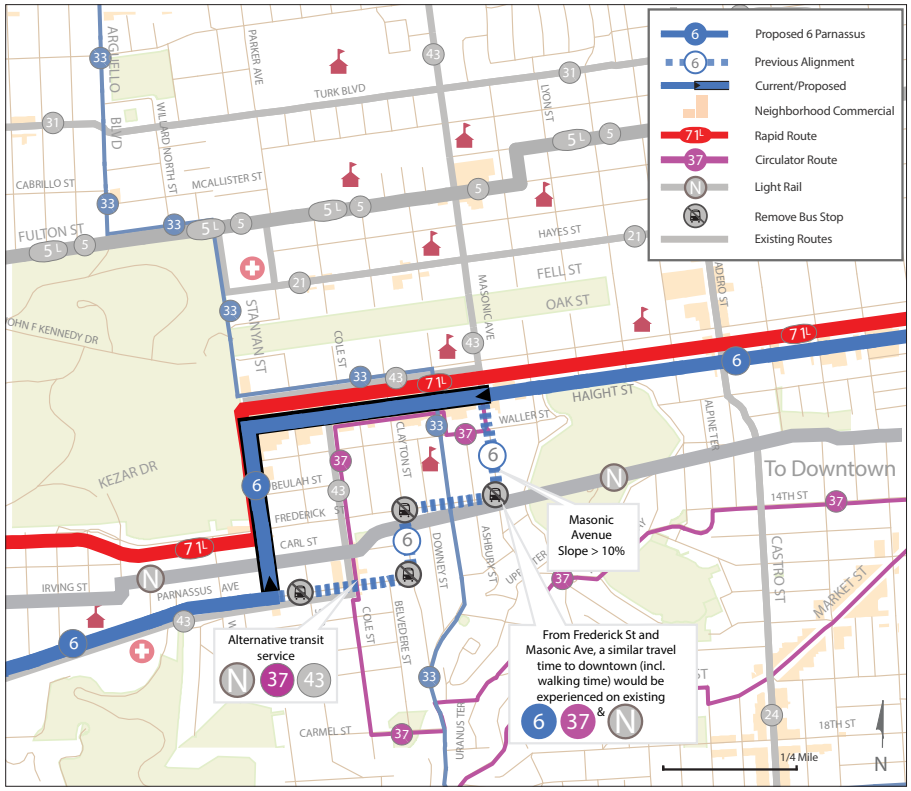
and a few members suggested that service to existing schools along the corridor should be maintained.

During the development of the 3 Jackson proposal the SFMTA considered the impact of the change on customers that board and alight on Jackson Street and along the Sutter corridor. The SFMTA acknowledges that some existing transit customers on the 3 Jackson may be required to walk an additional block (block lengths in this part of the city are approximately 250 feet to 400 feet), adapt to service changes, and/or make a transfer as part of their trip. However, in totality the proposed transit network changes on the 3 Jackson, the 2 Clement, and other nearby routes are anticipated to improve the overall transit customer experience by providing better service to riders located on the highly crowded Sutter corridor.

Customers of the 3 Jackson could access routes such as the 43 Masonic, the 10 Townsend, the 22 Fillmore, the 1 California and the 24 Divisadero. These routes have bus stops that are typically located within 10 to 100 feet of the 3 Jackson stops that are proposed for elimination. One exception would apply to the 80 customers that access the transit network via Baker Street. These passengers would need to walk approximately 900 feet west or east to access the 43 Masonic or the 24 Divisadero routes. In most cases accessing transit will not require walking up or down hills that are more than 10% of a grade, which would be typical of the walking environment in the neighborhood, where access to other services and amenities such as the local park and the local grocery store would require similar efforts. The Response to Comments in the EIR includes maps showing street grades for consideration by the SFMTA Board and for the public to better understand topographic issues.

6 PARNASSUS

Through implementation of the TEP, SFMTA seeks to provide a more robust system of tiered local/limited transit service along a



Proposed service changes to Muni's 6 Parnassus Route

number of corridors, including Haight Street. The 71 Haight/Noriega is proposed to become the 71L Haight/Noriega Limited (all-day, limited-stop service), and the 6 Parnassus is proposed as the local service on Haight Street. As part of this proposal, the 6 Parnassus would remain on Haight Street and travel onto Stanyan Street, rather than turning up Masonic through Ashbury Heights. This reroute significantly increases the amount of service on Haight Street, west of Masonic Avenue, and focuses service where it can benefit the most customers. The 6 Parnassus between Masonic and Stanyan currently carries approximately 20 customers per hour compared to the 71 Haight/Noriega between Masonic and Stanyan, which carriers nearly 80 customers per hour. On a regular weekday morning heading downtown, the seats are already full on the 71 route by Masonic, and

the bus is near full capacity by Van Ness. By contrast, the 6 has open seats at Masonic (approximately 25 customers on board on average) and only half standing loads by Van Ness.

In the future, the 6 Parnassus route would also be extended to West Portal Station; however, the exact route is unknown at this time and in the future would be developed in more detail with input from staff and the affected residents.

A number of commenters expressed concerns over the discontinued service in the hilly Ashbury Heights neighborhood, particularly along Masonic Avenue and Frederick Street. In addition, one commenter notes that this would be particularly taxing on seniors and people with disabilities. The proposed service changes would result in better transit service in the Haight neighborhood and throughout San Francisco, but would require some existing customers in Ashbury Heights to walk an additional 1-3 blocks (approximately 400 to 1,500 feet) and/or make a transfer as part of their transit trip. While developing the service change, the SFMTA considered the street grades in the Ashbury Heights neighborhood, which generally vary between 5% and 15% inclines, along with alternative service options. Customers in Ashbury Heights may choose to walk to Haight Street or the N line at Carl and Cole to access key destinations such as UCSF Parnasus Campus, Market Street and downtown. Alternatively, walk distances could be reduced by boarding nearby transit on the 33 Stanyan, 37 Corbett or 43 Masonic and transferring to Haight Street. Paratransit would also be available to customers who are not able to walk to an alternative route some or all of the time.

Customers traveling from the Sunset District and customers traveling along Haight Street would benefit from the service change. Their service would be more direct and less crowded. Additionally, customers on the western segment of Haight Street would have more frequent service. Six percent of the total daily 6 Parnassus ridership would be affected by the service re-route.

8X BAYHSORE EXPRESS ROUTE CHANGE

The 8X Bayshore Express is proposed for capital improvements in the southern portion of the route beginning near City College and traveling along Geneva, through Visitacíon Valley, to the San Bruno commercial corridor. At the same time, the route segment north of Broadway, from Columbus Avenue to North Point Street, is proposed for elimination

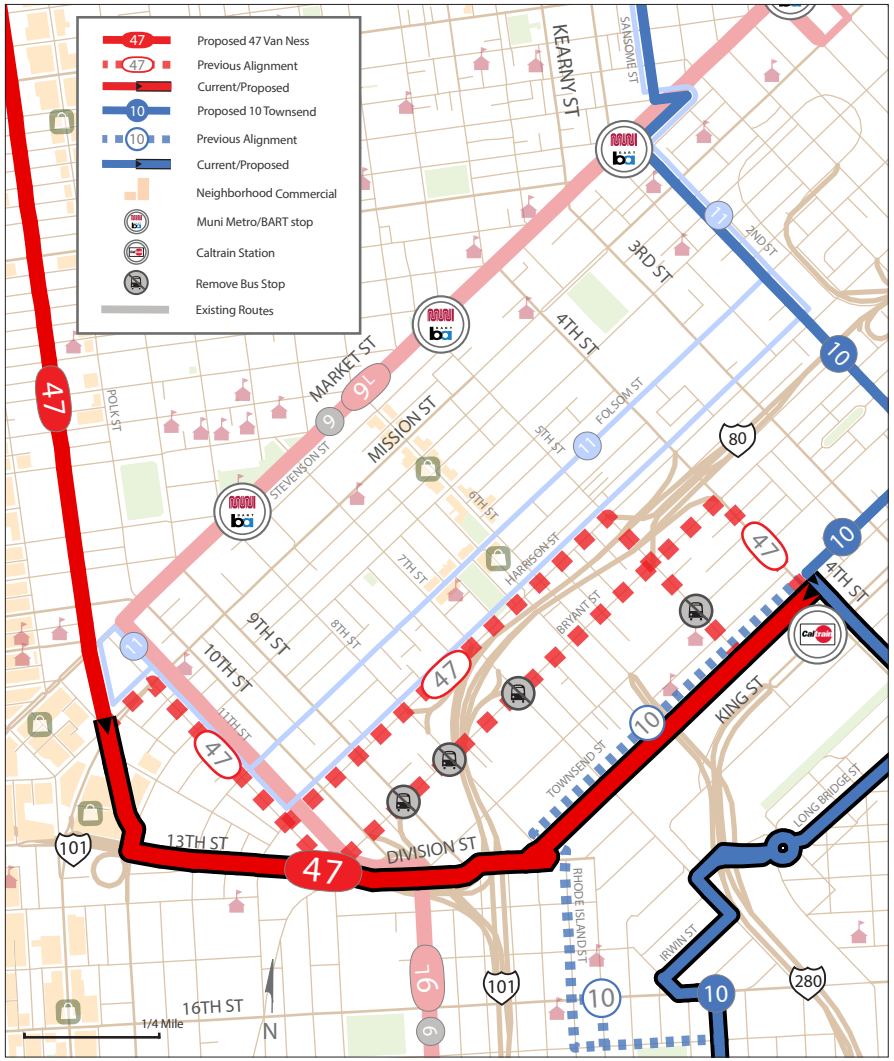
Proposed service changes to Muni's 8X Bayshore Express Route

to be replaced by a new 11 downtown Connector. This proposal would reduce overall crowding on the line, particularly for customers traveling from Chinatown to Market Street, as well as to destinations further south. The new 11 downtown Connector Route would also provide direct connections to the Financial District and Montgomery station for current 8X customers along Powell and Columbus.

The ridership information shows that most customers coming from Visitacíon Valley are not alighting in the norther segment of the route. Further, the majority of customers alighting in the Wharf are local customers that board in the Chinatown neighborhood and would be well served by the 11 downtown Connector. Some community members from Visitacíon Valley and Chinatown have raised concerns about this service change, because customers traveling from Visitacíon Valley to the Wharf would have to transfer. The SFMTA has had community discussions about this change and will continue to engage with members of the community in the public meetings being conducted prior to approval of the TEP.

10 TOWNSEND AND 47 VAN NESS ROUTE CHANGES

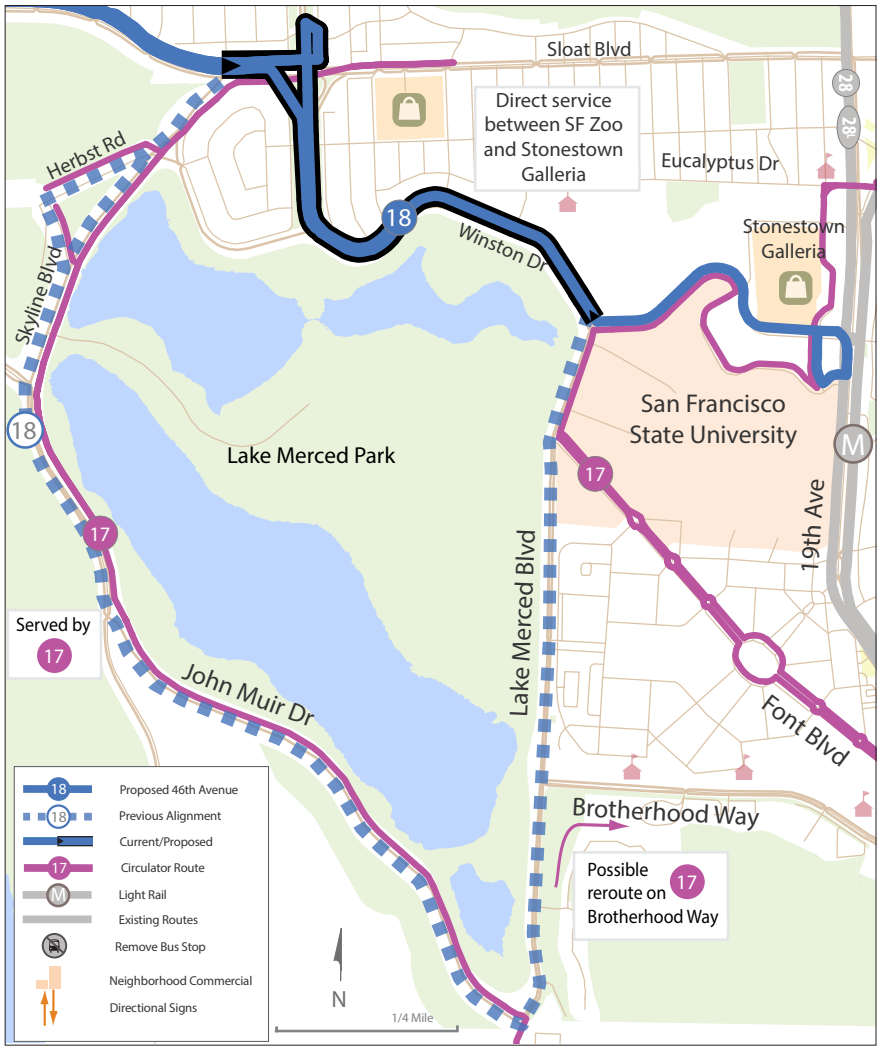
The 10 Townsend is proposed to be re-routed from Townsend Street into Mission Bay. This change would connect customers in the Potrero Hill, Chinatown, Russian Hill and Mission Bay neighborhoods via 2nd Street and Sansome. This change would also provide more direct routing to Caltrain and the Financial District, which are major destinations along the route. Because the route would no longer operate on Townsend Street, it would be renamed to the 10 Sansome. The 47 Van Ness would be re-routed via Division Street to Townsend Street to replace the 10 Sansome, maintaining connections to and from Show Place Square. This reroute would provide more direct connections between the Van Ness corridor and the Caltrain Station at 4th and King streets and would contribute to reliability improvements on Van Ness by reducing variability on the southern segment of the route. Routing on Division Street would also provide connections to local grocery stores and other destinations. In the northern segment of the route, service would be eliminated on North Point between Van Ness and Powell; however, this segment would be replaced by the new 11 downtown Connector. Shortening the 47 Van Ness Route and creating a shared terminal with the 49 Route would complement the bus rapid transit project that is currently underway to reduce travel time and improve service reliability on Van Ness Avenue.



Proposed service changes to Muni's 10 Townsend and 47 Van Ness Routes

18 46TH AVENUE: REROUTING IN THE LAKESHORE NEIGHBORHOOD

The 18 46th Avenue is proposed to be rerouted as part of the 17 Parkmerced/18 46th Avenue combined service change in the Lakeshore/Park Merced Area. The 18 46th Avenue service change would provide more direct service between the San Francisco Zoo and the Stonestown Galleria shopping center by eliminating the existing portion of the route along Lake Merced via Skyline Boulevard, John Muir Drive and Lake Merced Boulevard. The 18 46th Avenue is the most western part of the transit grid and is critical to connecting residents to major transit routes and citywide attractions, such as the Zoo, Lake Merced, and Ocean Beach. Unfortunately, the southern portion of the route is not attractive to many customers because it is circuitous. Therefore, the TEP proposal recommends rerouting the 18 46th Avenue route such that it would no longer circle the Lake Merced recreational area, which would be better served by the 17 Parkmerced community route.



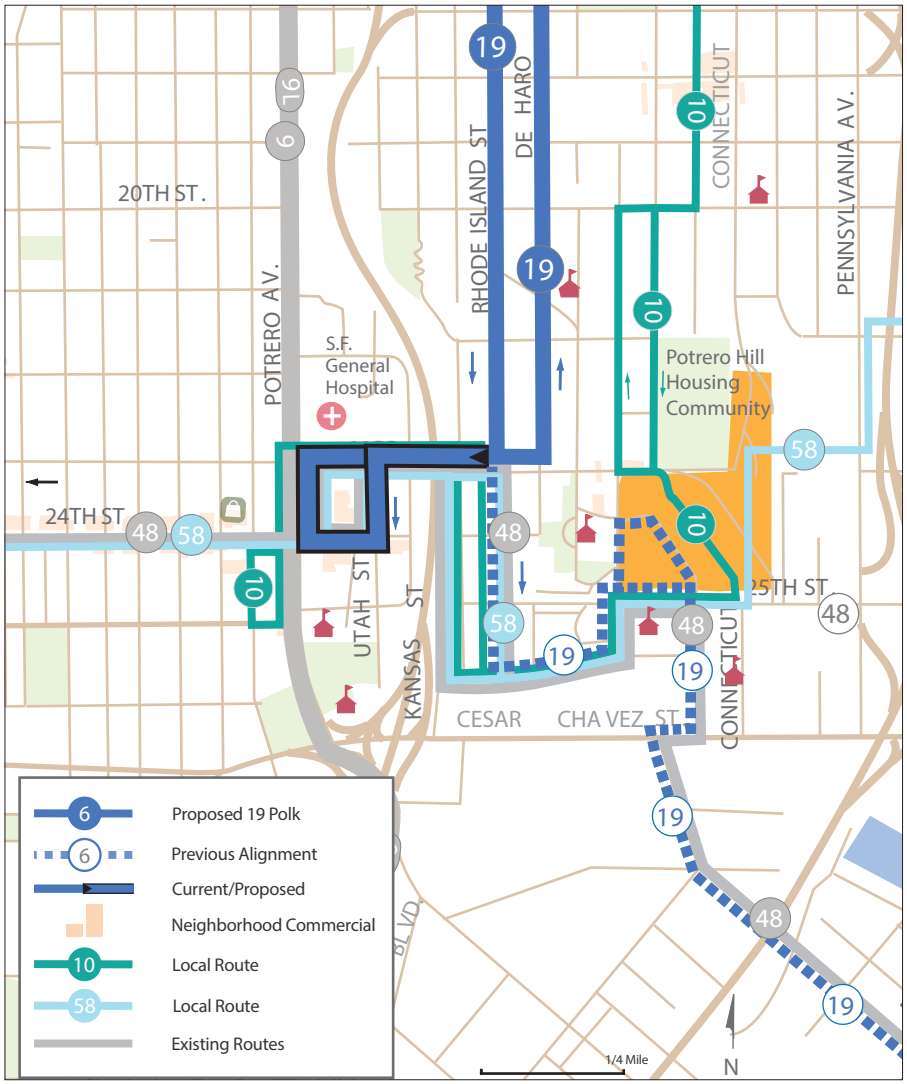
Proposed service changes to Muni's 18 46th Avenue Route

A number of comments expressed concerns about the reduction of transit access that would result from the proposed route changes, particularly the elimination of the segment of 18 46th Avenue along Lake Merced Boulevard that provides access to residents living in the vicinity of Brotherhood Way and Lake Merced Hills. SFMTA has met with the Lake Merced Hills residents to better understand their concerns and is looking for solutions to provide more convenient access to these customers under the TEP. One option would be to develop a transfer agreement with SamTrans, which currently provides service in the eliminated segment. Another option would be to modify the TEP proposal for the 17 Parkmerced such that it would turn north on Lake Merced Boulevard and right onto Brotherhood Way instead of providing service to West Lake Shopping Mall.

19 POLK: REROUTING IN THE TENDERLOIN/CIVIC CENTER NEIGHBORHOOD

The portion of the 19 Polk just north of Market Street currently operates on Hyde and Larkin streets, traveling through the Tenderloin neighborhood before turning onto Polk Street. Under the TEP proposal, the 19 Polk would remain on Polk Street until McAllister

Street in both the inbound and outbound directions to reduce travel time and make the route more intuitive to customers. Commenters expressed concern that the new route alignment would no longer travel through the heart of Little Saigon and would lead to visitors driving rather than taking transit to this neighborhood. However,



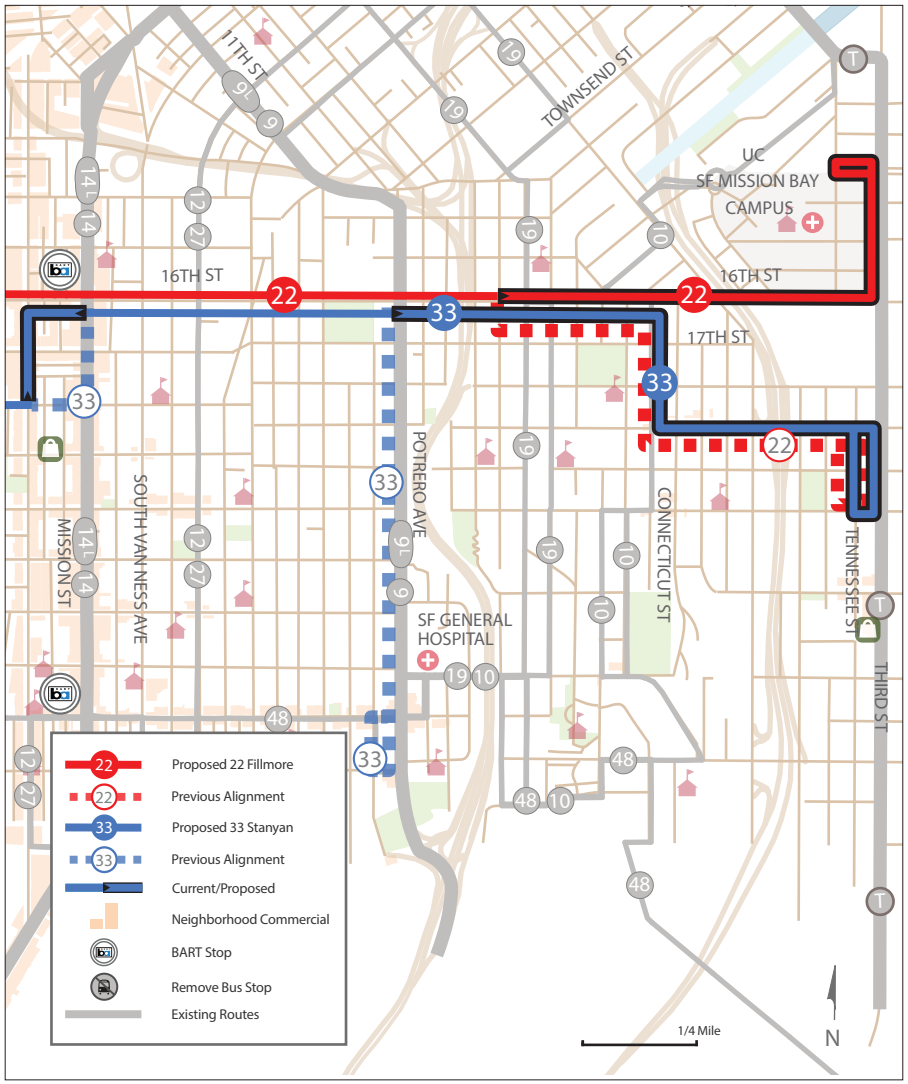
Proposed service changes to Muni's 19 Polk Route

neighborhoods with a regional draw, such as Little Saigon, are great examples of places that would benefit from less complex transit routing. Customers traveling on the 19 Polk to Little Saigon may currently get confused because the northbound 19 Polk stops are on a different street than the southbound stops. While northbound customers would have to walk an additional block and southbound customers will have to walk two blocks as a result of this change, they would benefit from a more direct transit trip.

Additional comments also expressed concern about the proposal to terminate the 19 Polk route at 24th Street and replace the southern Bayview segment, from 25th Street to Donohue Street with the re-route of the 48 Quintara/24th Street. The proposal would provide better service between the Bayview and the Mission Districts. Currently, the northern portion of the 19 Polk north of 26th Street has a much stronger ridership than the portion south of Cesar Chavez. This reroute will strengthen service along the existing 19 Polk corridor and provide new connections for residents in the Bayview. With these changes, the current 19 Polk customers traveling from the Bayview would be required to transfer to reach the Civic Center, but would have a more direct connection to the Mission (including 24th Street BART Station), Noe Valley and the Sunset Districts. Under this proposal, the Bayview District would continue to have direct access to popular destinations including the Third Street corridor, SF General Hospital and Potrero Avenue. This change is also discussed in the section below on the 48 Quintara/24th Street.

22 FILLMORE EXTENSION TO MISSION BAY AND 33 STANYAN RE-ROUTE TO POTRERO HILL NEIGHBORHOOD

The TEP proposes to reroute the eastern end of the 33 Stanyan off of Potrero Avenue along 16th Street, terminating in the Dogpatch neighborhood and serving the 18th Street commercial district. A small reroute is also proposed from Mission Street to Valencia Street between 16th and 18th streets to improve the safety and reliability



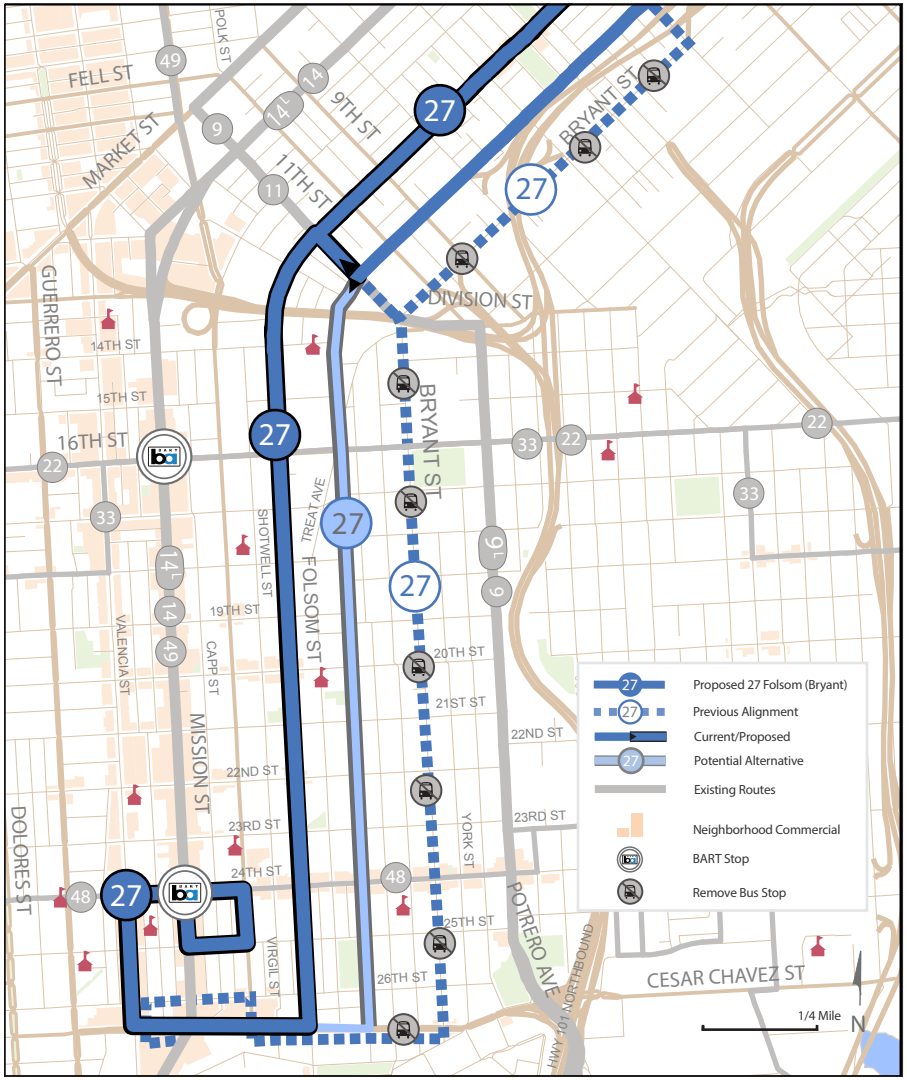
Proposed service changes to Muni's 22 Fillmore and 33 Stanyan Routes

of buses traveling up and down Mission. The rerouted 33 Stanyan would serve the portion of the 22 Fillmore that is proposed to be rerouted into Mission Bay, a major residential and employment hub. Several commenters noted that the proposed changes would require additional transfers to reach the SF General Hospital, as well as to access other routes such as the 10 Townsend and 48 Quintara/24th Street. Concerns have also been raised that the 33 Stanyan does not run as frequently as the 22 Fillmore, inconveniencing customers living in Potrero Hill and the Dogpatch neighborhoods.

The Muni system consists of many long citywide routes that intersect one another and create a transit grid. Using this grid, most destinations can be reached throughout the city without having to make more than one transfer. While the reroute of the 33 Stanyan would require some customers who currently use the route to have to transfer, the reroute would also enable new direct connections that are not currently available. In addition, the TEP would increase the amount of overall service to SF General Hospital through increased service on the 9 San Bruno/9L San Bruno Limited, as well as the introduction of the 58 24th Street and the restructuring of the 19 Polk.

27 FOLSOM: EXTENSION TO VALLEJO

Under the TEP, the 27 Folsom is proposed to be extended north to continue along Leavenworth Street and west onto Vallejo Street. In addition, service would be rerouted off of Bryant Street and onto Folsom Street or Harrison Street (replacing the 12 Folsom). Several comments were submitted regarding the rationale for the northern extension to Vallejo Street. They expressed concerns related to



Proposed service changes to Muni's 27 Bryant Route

pedestrian safety and the street design, which are addressed in the RTC, and requested additional information about why this change is proposed. As described previously, one of the main objectives of the TEP is to improve connections between neighborhoods as well as to redesign routes to improve the efficiency of the service. The proposed route extension to Vallejo Street is intended to improve service to residents north of Broadway where north-south transit service is poor. The 27 Bryant has relatively low ridership for a Local Route. By adding additional stops and implementing other service changes along the route, the proposal aims to increase overall ridership on the route and it's utility for customers.

REPLACING THE 12 FOLSOM WITH THE 11 DOWNTOWN CONNECTOR AND THE 27 BRYANT

Under the TEP proposals, the 12 Folsom is proposed to be eliminated. Although all segments of the 12 Folsom would be covered by new service, some customers who currently have a one seat ride may have to transfer to reach some destinations. The segment on Pacific Avenue would be served by the 10 Sansome (Townsend), which

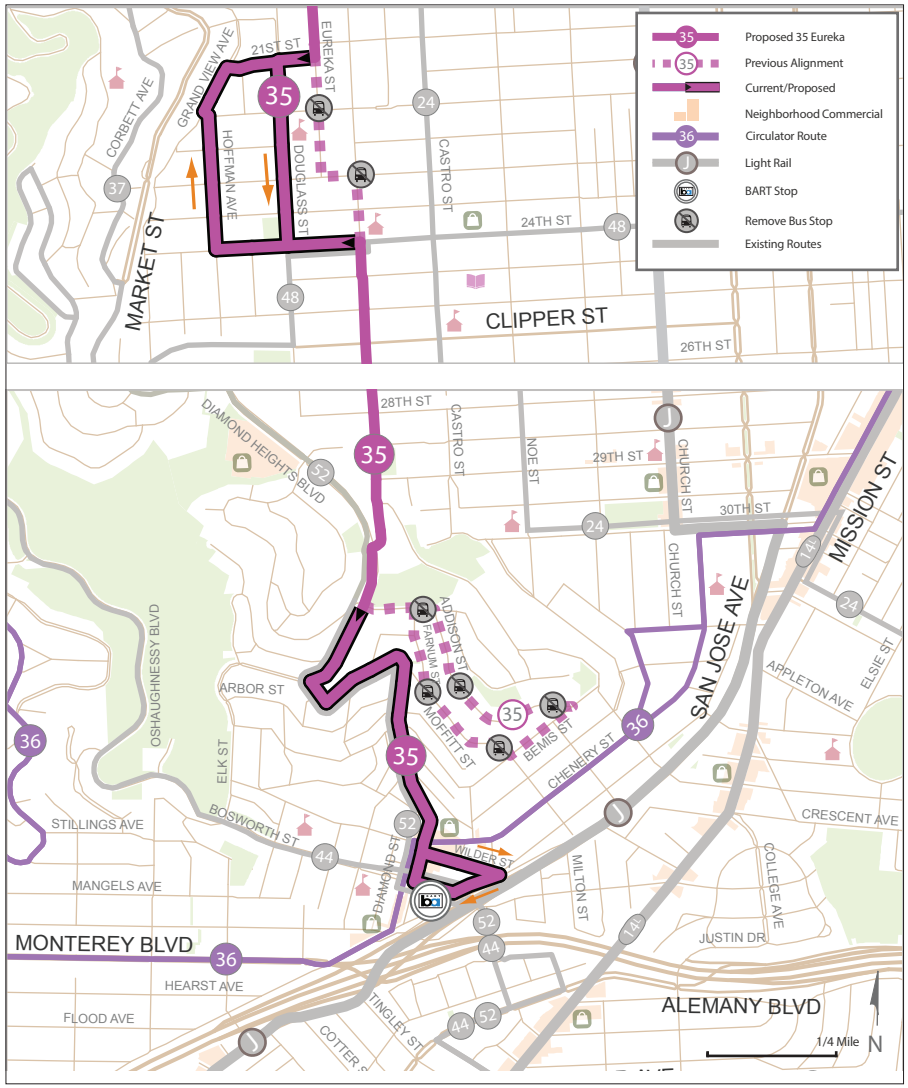
The TEP proposes to restructure routes in order to focus service where demand is high, to discontinue low-ridership segments in order to add connections between neighborhoods and to regional transit, and to expand capacity on heavy-ridership routes.

maintains connections to south of Market (SoMa)and provides new connections to Mission Bay. Service on Folsom between 2nd and 11th Street would be covered by the new 11 downtown Connector. The 27 Bryant would also be rerouted and would mirror the current 12 Folsom Route from 5th and Folsom streets to the 24th Street BART Station. This would eliminate service on Bryant Street, as well as service on Cesar Chavez between Bryant and Folsom streets. Customers who currently access service on Bryant in SoMa would have to walk to Folsom or Townsend, and customers in the Inner Mission would walk to either Potrero Avenue or Folsom Street. Proposed service frequencies on impacted segments would be the same or better than current frequencies. Service on the 9/9L on Potrero Avenue would be increased to add additional capacity and reduce wait times.

The 12 and 27 routes are both relatively underutilized local routes. By restructuring them to better capture current travel patterns and eliminating some segments, SFMTA aims to grow ridership and reduce the cost per passenger on these routes. In developing these proposals SFMTA considered topography, the proximity and frequency of alternative service, the changing travel patterns in SoMa and established community plans to strengthen the Folsom commercial corridor in SoMa. Comments on this proposal have included concerns about access to Costco and other retail destinations in SoMa from Pacific Avenue. Although not as desirable as making a direct connection, transfers are a key part of the Muni system and allow customers to reach destinations throughout the city. The transit service is very dense in this part of the city and customers would have multiple frequent transit choices for reaching key destinations.

35 EUREKA: EXTENSION TO GLEN PARK

The TEP proposes to implement route changes to the 35 Eureka by extending it to the Glen Park BART Station and rerouting the service onto Douglass Street and Hoffman Avenue in order to maintain transit service in the area that would be removed by the 48 Quintara re-route. As part of 35 Eureka reroute near Glen Park BART Station, service would be eliminated along Farnum, Moffitt, Bemis and Addison streets. Several commenters raised concerns regarding



Proposed service changes to Muni's 35 Eureka Route

the proposed extension to the Glen Park BART Station. Specifically, some comments expressed concerns regarding how grades were considered in the development of TEP proposals; while others were concerned about potential delays that could occur as a result of traffic for the proposed 35 Eureka terminal turn-around on Wilder Street.

One of the main objectives of the TEP is to improve the Muni Network by increasing route and system legibility, connecting neighborhoods, and increasing connections to quality local and regional transit. The 35 Eureka route has strong ridership in the northern segment heading towards Castro Station; however, as evidenced by the ridership data, few customers find the southern segment of the route attractive enough to use it due to limited destinations. Thus, the TEP proposal to extend the 35 Eureka to the Glen Park BART Station was developed to connect customers to the heart of the Glen Park commercial district and to high frequency regional transit. While the current service goes to the Glen Park neighborhood, it ends approximately four blocks shy of the BART station.

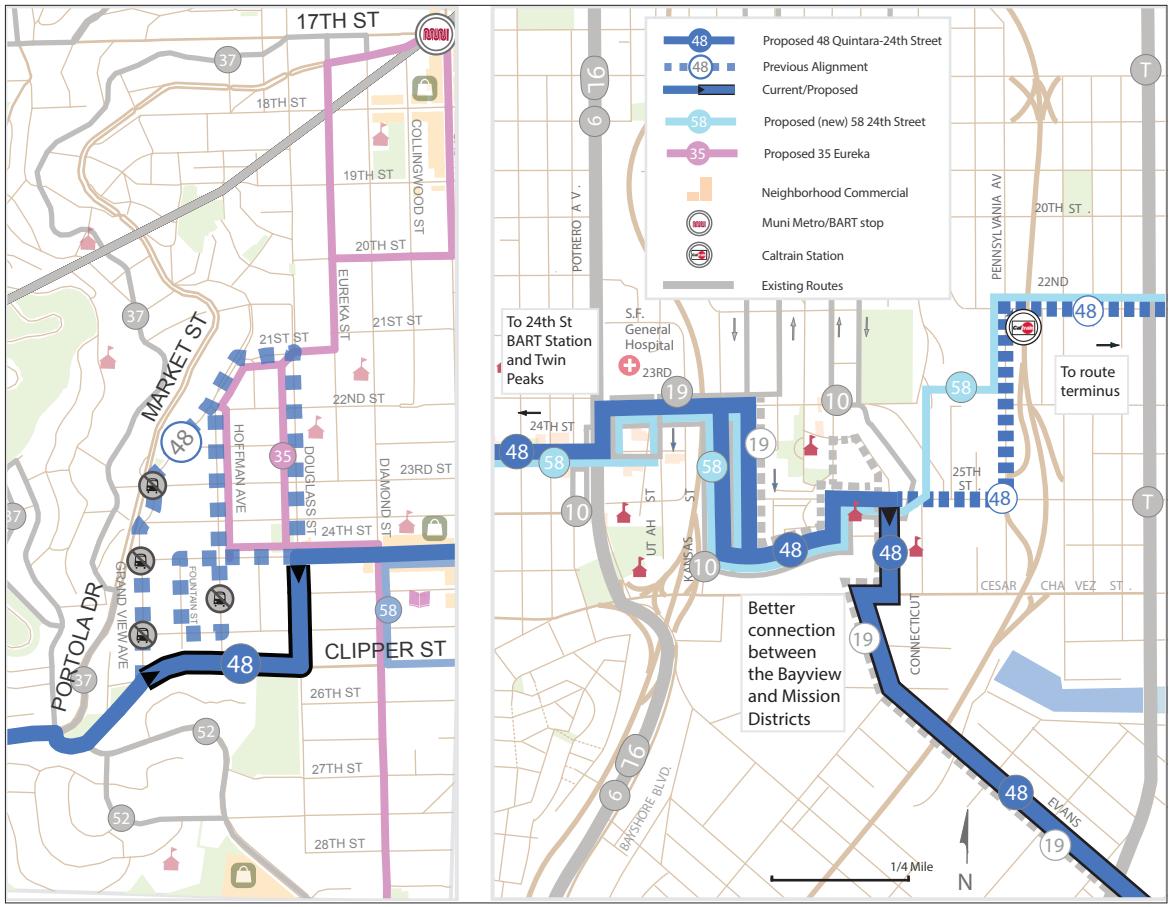
The initial proposal for the 35 Eureka called for service to remain on Moffitt and Addison and use Miguel and Roanoke to access the BART station. During the community meetings that occurred as part of the TEP planning phase, a majority of the residents in the Glen Park neighborhood were concerned about the proposed route to access the Glen Park BART Station due to the operation of the bus on narrow streets (Roanoke and Miguel). This issue exemplifies how challenging grades (hilly streets) can present significant constraints for improving transit service. Other route alignments were suggested for the 35 Eureka, but were not recommended due to operational constraints such as tight turns. In consideration of these issues, the TEP proposes a revised route using Diamond and Wilder streets. However, recently residents expressed concerns about buses turning onto Wilder Street because of pedestrian activity in this commercial district and high incidents of double parking. SFMTA staff have evaluated these issues and determined that Wilder is relatively wide and can safely accommodate the proposed bus turning movements. If this terminal loop is implemented, staff would work with local businesses to expand loading zones to minimize double parking issues.

48 QUINTARA/24TH STREET: ALIGNMENT CHANGE

The SFMTA proposes to re-route the 48 Quintara from its existing eastern terminus at Third Street and 22nd Street to the Bayview Hunters Point neighborhoods via the existing 19 Polk route by turning right onto Connecticut Street at 25th Street and continuing to Evans Avenue, Middle Point Road, and Innes Avenue. The SFMTA also proposes a new 58-24th Street route that would provide complementary service between Diamond Street and the 22nd Street Caltrain Station, replacing the existing 48 Quintara/24th Street service between 25th Street and Third Street. In addition, the 48 Quintara/24th Street is proposed to be re-routed via Clipper and Douglass Streets in order to provide more direct routing from Portola Drive to 24th Street.

A number of commenters noted concerns about the loss of service on hilly streets including Grandview and Douglass streets. Others provided recommendations for new bus stops, including one at the intersection of Clipper Street and Grandview, and a few commenters wanted more information about the decision to reroute the 48 Quintara/24th Street into the Bayview Hunters Point neighborhood.

The development of this proposal considered a number of factors including an analysis of existing travel demand between neighborhoods in the city, which showed that Muni is not adequately serving the needs of passengers traveling between the Bayview and Mission Districts. Ridership and key destinations were also evaluated on the 19 Polk and indicated that the bus was significantly more crowded north of SF General Hospital. Thus, the SFMTA proposes to re-route the 48 Quintara in order to provide a direct connection between the Bayview and the Mission Districts and to reduce crowding on the 19 Polk in Potrero Hill, SoMa, Tenderloin/Little Saigon, the Civic Center, Polk Gulch and Russian Hill neighborhoods.



Proposed service changes to Muni's 48 Quintara Route

As for the Douglass Street and Hoffman Avenue re-route, the SFMTA conducted an analysis of ridership and the potential to improve the customer experience by providing a straighter (more direct) and a more convenient route that would reduce delay. The analysis indicates that a majority of existing passengers are negatively affected by meandering portions of the 48 Quintara/24th Street route. Thus, the SFMTA proposes to re-route the service in order to provide a more direct connection between the Sunset, Noe Valley and Mission neighborhoods. The SFMTA acknowledges the need to ensure transit service on Douglass Street and Hoffman Avenue, but it is challenging due to the fact that the area has steep streets and suitable alternative routes are lacking. Thus, the SFMTA proposes that service on Douglass Street and Hoffman Avenue would be replaced by the modified Route 35 Eureka. The role of Circulator (Community) routes in the Muni network is to connect hilly neighborhoods to regional transit nodes. Therefore, it is more appropriate for the 35 Eureka to cover this portion of the route, instead of the 48 Quintara/24th Street, which is part of the core transit grid.

CREATING A ROBUST AND RELIABLE RAPID NETWORK

One of the main objectives of the TEP is to improve transit reliability and reduce travel time along transit corridors. To that end, the TEP includes TTRPs, also known as "Rapid" proposals, which would implement treatments along the most heavily used corridors to prioritize transit operations over other vehicles and make transit more appealing for customers with shorter travel times, enhanced pedestrian conditions and improved safety. The TPS Toolkit of travel time and reliability improvements used in the TTRP proposals include the lane modifications, traffic signal and stop sign changes, transit stop changes, parking and turn restrictions and pedestrian improvements. SFMTA is also pursuing several other separate, but complementary, initiatives on the Rapid Network, including transit signal priority, shelter/stop upgrades, ticket vending machines, and improved branding.

For the TTRP proposals, comments focused on stop consolidation and parking trade-offs. To the extent that comments relate to the environmental analysis of the TEP proposals, they are addressed in the RTC, as part of the environmental review process. Additional information that responds to the merits of these proposals is provided in the following section.

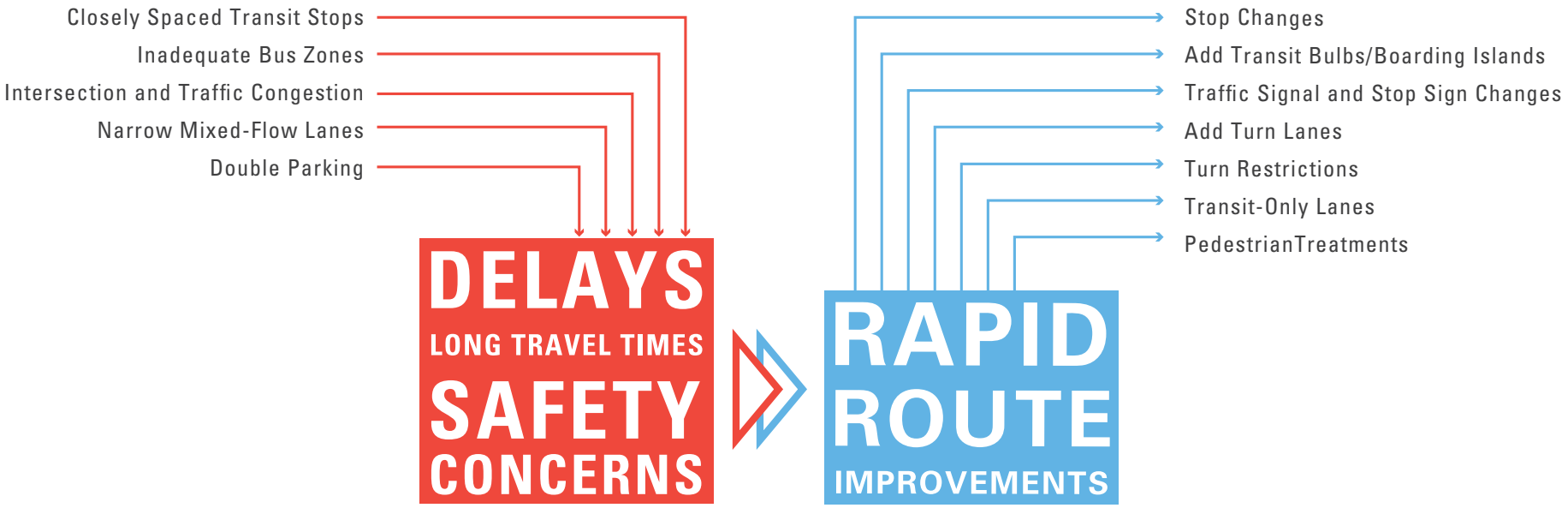
STOP CONSOLIDATION

Striking a balance between how far a customer must walk to a transit stop with how often customers already on the bus or train have to stop is crucial to designing a successful transit system. If stops are spaced to closely together, transit travel times and reliability degrade and the service is unappealing to customers. However, if stops are spaced too far apart, it may become inconvenient for customers to access the system. In a system as old as Muni, it is common for stops to be closely spaced together because transit stops get added over time and the system evolves without a holistic look at stop placement.

In order to improve the Muni experience, the TEP includes stop consolidation proposals along key high-ridership corridors, which would reduce the number of times a Muni vehicle needs to slow down, stop and then merge back into traffic by removing some closely-spaced transit stops. The proposals for stop consolidation focus on the highest ridership routes, where close stop spacing is having the greatest impact on service reliability and delays. The majority of Muni's transit stop locations would remain unchanged with implementation of the TEP. A number of comments were submitted expressing concerns about the effects of stop consolidation on access to transit for customers, particularly customers accessing transit in hilly areas of the city and customers with limited mobility, such as some seniors and people with disabilities.

In the high ridership Rapid corridors, the SFMTA proposes to increase the spacing between stops from an average of one to two blocks to an average of two to three blocks, depending on the neighborhood. In order to develop these proposals, the SFMTA considered many factors, including neighborhood street grids, ridership, grades (hills), surrounding land uses, social services, sensitive populations (such

RAPID ROUTES: IMPROVING TRAVEL TIME, RELIBILITY AND SAFETY



as the location of senior centers) and customer feedback. Closer stop spacing is proposed for streets with steeper grades and where community services are located.

While the elimination of stops along high ridership routes would potentially inconvenience some customers, the additional walking time for these passengers is a necessary trade-off to improve the overall travel experience on the most crowded corridors. In the process of finding balanced proposals that improve transit service in San Francisco, the SFMTA sought to minimize these inconveniences to the greatest extent possible. SFMTA's Accessible Services team would work with disabled customers who could no longer access transit as a result of stop spacing changes. Information about the program is available by calling the City's 311 multilingual customer information center or by calling SFMTA Accessible Services directly at (415) 701-4485. Information about the program is available by calling the city's 311 multilingual customer information center or by calling SFMTA Accessible Services directly at (415) 351-7000.

An example of how the SFMTA balanced these considerations in developing its stop placement proposals is the 8X Bayshore TTRP Proposal (TTRP.8X in the EIR). Based on stop placement best practices, moving the stop at Geneva Avenue and Howth Street from nearside to farside would improve transit operations. However, because the grade is steeper (10 percent) on the farside and the nearside stop provides service to local schools and the Community College System, the TEP staff recommended that the stop remain in place and not be further considered for changes .

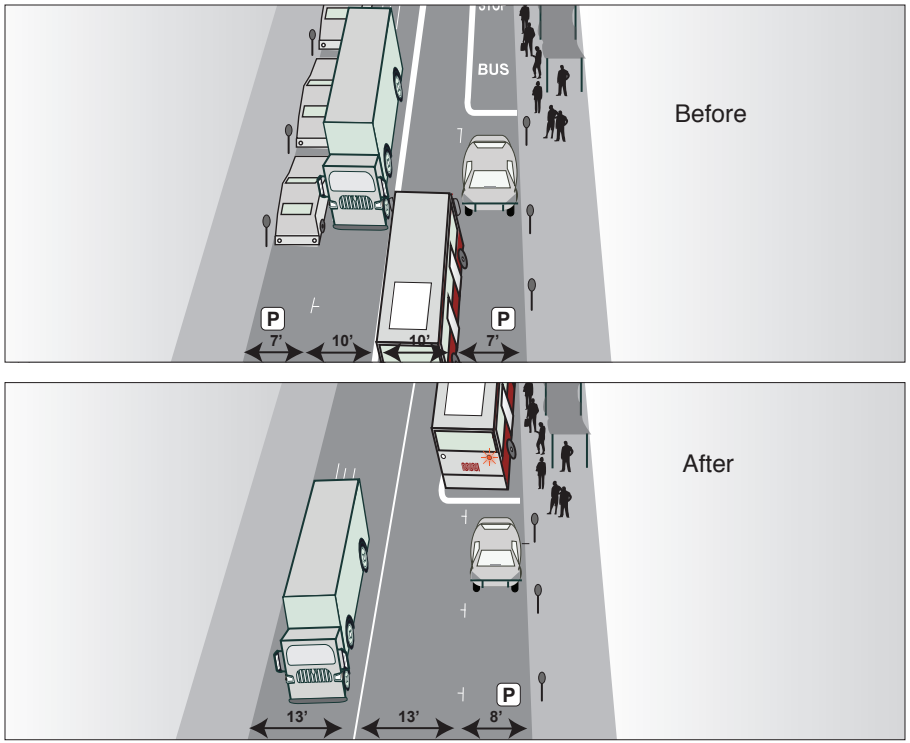
Most recently, the SFMTA implemented stop consolidation as part of the 5L Flying Fulton Pilot project to improve service on the 5 Fulton route. The SFMTA removed approximately 20 percent of the route's bus stops. Analysis of ridership data indicated that about 10 percent of 5 Fulton customers were directly impacted by the proposed stop removals, while a majority of customers benefited from the resulting reduced travel delay. Stops were maintained at transfer points and at major destinations. Soon after the pilot project began, the SFMTA reinstated two stops at the intersection of McAllister and Baker streets, due in part to concerns of impacts to seniors that reside in the vicinity of the stop.

The above two examples demonstrate the SFMTA's commitment to thoughtful and comprehensive considerations in proposing stop placement and stop consolidation. Additionally, they demonstrate the Agency's responsiveness to making modifications resulting from pertinent information received post implementation.

REMOVING PARKING TO CREATE SPACE FOR MUNI

SFMTA is responsible for the totality of the transportation network in San Francisco, including all roadway users, as well as the on-street parking supply of approximately 279,000 spaces (10% of which are metered spaces) and approximately 15,000 off-street public parking spaces at facilities managed by the SFMTA. Before proposing changes that modify the allocation of limited right-of-way, SFMTA considers the effects on all potential street users and balances competing needs based on a variety of factors such as: Is this a high ridership Rapid corridor? What are the loading needs of the area? What safety issues need to be addressed? What is the overall parking supply in the area? What are the adjacent uses? Etc. In developing the TEP proposals, staff considered many factors in an effort to balance competing roadway needs. The Transit First Policy, which was adopted by the City's Board of Supervisors in 1973 and approved by voters as part of the City's Charter shortly after, calls for the SFMTA and other City departments to prioritize sustainable modes. Specifically, regarding the use of limited public street and sidewalk space, the policy calls for departments to make decisions that "encourage the use of public rights of way by pedestrians, bicyclists, and public transit," and, "strive to reduce traffic and improve public health and safety." At the same time, parking spaces are often a valuable commodity, especially in busy commercial corridors. Further, a lack of available parking in commercial corridors can also lead to parking spillover to nearby residential areas, making it harder for residents and their guests to find convenient parking. Below is a discussion of how on-street parking trade-offs were evaluated and minimized in the TEP.

The TTRP proposals focus on reducing transit travel time and improving reliability on the heaviest ridership routes. Implementation of all the TTRP proposals would improve service for approximately 60 percent of Muni ridership. In developing the proposals, staff aimed to minimize parking loss, while still actively pursuing transit travel time improvements. If roadway conditions permitted, alternatives



MANY TRAFFIC LANES IN THE CITY'S CONGESTED STREETS ARE TOO NARROW TO ACCOMMODATE MUNI BUSES (TYPICALLY 10 ½ FEET WIDE). WIDENING TRAFFIC LANES IMPROVES THE SAFETY AND RELIABILITY OF TRANSIT BY PROVIDING ADEQUATE SPACE FOR TRANSIT VEHICLES TO TRAVEL THROUGH A CORRIDOR.

were developed that removed travel lanes, rather than parking. For example, on Fulton Street between Stanyan Street and Central Avenue, narrow travel lanes have led to high incidents of transit collisions. Removing parking would allow for wider travel lanes; however, because auto volumes can be sufficiently accommodated in one travel lane, staff proposed to retain parking in this segment and instead reduce the number of auto lanes from two lanes in each direction to one lane in each direction with a center turn lane.

As part of the development of the TTRP proposals, staff inventoried the number of parking spaces that would be affected, paying particular attention to commercial loading zones, spaces reserved for people with disabilities and passenger drop off zones. Other factors that influenced the proposals included the overall supply of parking in the neighborhood, including off-street parking opportunities, and whether or not parking management tools were in place, such as metering in commercial districts and residential parking permit restrictions. The land uses in the immediate vicinity were also a key consideration, as residential neighborhoods have different parking needs from commercial corridors and larger institutions, such as colleges and hospitals.

When it was determined that parking removal would be necessary to prioritize transit operations, the following actions were proposed to minimize the number of spaces that would be affected:

- Identify opportunities for replacing on-street parking nearby;
- Identify opportunities for reconfiguring existing on-street parking spaces to increase supply;
- Remove parking for part of the day, rather than 24 hours; and/or
- Remove parking on one side of the street only.

In addition, where commercial loading spaces would be removed, staff worked to identify opportunities to create new commercial loading zones within 250 feet.

PARKING REPLACEMENT Wherever parking removal is being considered staff evaluate surrounding streets for opportunities to replace parking. This can take the form of reconfiguring parallel parking to angled parking, which can also provide traffic calming benefits by narrowing wide streets. As part of the 5LFulton Pilot Project described above, the SFMTA converted parking from parallel to perpendicular on one side of Fulton Street between Baker Street and Central Avenue, resulting in a net gain of approximately 20 parking spaces, in response to community concerns about parking removal associated with other project proposals at nearby intersections. Bus

stop consolidation also offers opportunities to replace parking and offer spaces to be used for other community priorities including parklets and bicycle parking. For example, by removing the 5 Fulton bus stops in both directions at the intersection of McAllister and Webster streets, eight parking spaces would be added.

PART-TIME PARKING RESTRICTIONS In many cases, parking removal is proposed 24 hours a day to accommodate lane restriping and other permanent roadway changes. In other instances, however, the majority of the transit benefit can be achieved by restricting parking during daytime hours and retaining evening parking opportunities for residents and visitors. For example, truck loading issues that limited transit maneuvering capabilities were found to be a particular issue on Central Avenue between Fulton and McAllister where the bus makes some tight turns. A proposal to establish part-time parking removal from 7 a.m to 5 p.m was developed; this would address the issues occurring, particularly in the morning peak and midday periods, while retaining evening parking spaces for residents and visitors. In other proposals, parking restrictions are focused on the morning and evening commute times. While these proposals can significantly improve work trips by transit, they may not address midday congestion.

Finally, some parking changes can be very nuanced and are often refined through detailed community feedback during the implementation phase of a project. For example, SFMTA launched the Church Street Rapid Pilot on March 23, 2013 to test various service improvement strategies that would be introduced as part of the TEP. After meeting with local merchants to better understand their parking and loading needs, staff discovered that the vast majority of commercial loading occurred before 11 AM which resulted in underutilized commercial loading spaces in the afternoon (originally restricted from 8AM to 6PM). Staff also discovered that a lack of commercial loading spaces north of Market Street caused many delivery trucks to double park. In response, SFMTA staff shortened loading restrictions to 8-11 AM, freeing up additional parking spaces for customers during the afternoon and established a new commercial loading space on Church Street north of Market Street.

PARKING REMOVAL ON ONE SIDE OF THE STREET On Mission Street, as well as several other corridors, the SFMTA developed alternatives that include removing parking on the majority of a block face. Where this is the case, parking would be preserved across the street whenever possible to maintain available parking along the block. On Mission Street, one of the heaviest ridership corridors in the City, the SFMTA considered a number of proposals to improve transit travel time safety, including transit-only lanes. This and other changes proposed would result in parking removal because of the constrained right-of-way of the corridor (the Inner Mission portion of Mission Street has 9-foot wide travel lanes that are not wide enough to accommodate a 10½- foot wide bus). Thus, as part of the EIR analysis, a variant was evaluated that would create transit-only lanes through parking removal; however, the effects of parking removal on stores along the corridor would be minimized by alternating blocks from which parking would be removed on one side of the street. This would improve safety and reduce delay by providing transit-only lanes in both directions that are wide enough to accommodate a bus, potentially saving significant travel time for the Mission corridors buses and 70,000 daily Muni customers.

Parking is an important consideration and the SFMTA does everything it can to balance its removal with other key priorities that are supported by numerous City policies including the Transit First Policy. To that end, the SFMTA does extensive outreach to merchants and other affected constituencies to inform proposals. Furthermore, to the extent possible and practicable, the SFMTA sets forth alternatives to parking removal for the SFMTA Board of Directors to consider as part of their decision making process.

In the Inner Mission, for example, staff developed three alternatives that provide different degrees of transit benefits and auto/parking

trade-offs on Mission Street between Duboce Avenue and Cesar Chavez Street, where there is an extremely narrow right-of-way:

- The first alternative would create wider travel lanes and transit-only lanes in both directions during peak hours by restricting parking. This alternative would improve safety and reduce delay by providing wider lanes for buses and by removing the friction between buses and parked cars and loading trucks during peak hours. However, this alternative would not improve conditions for buses during midday or evening periods.
- The second alternative is discussed above and includes creating wider travel lanes and transit-only lanes in both directions at all times by removing parking. This alternative minimizes the amount of parking removal by alternating blocks from which parking would be removed on one side of the street.
- A third alternative would create wider travel lanes and provide a transit-only lane in one direction along the corridor by removing a travel lane rather than restricting or removing parking. This proposal would remove one of two northbound general traffic lanes and would convert one of two southbound general traffic lanes to a transit-only lane (traffic congestion was observed to be higher in the southbound direction). This would result in travel changes for drivers but would minimize parking loss significantly.

In the coming months, SFMTA will work closely with Mission Street stakeholders to evaluate the various options and associated trade-offs. The SFMTA Board of Directors will consider this feedback, along with input to date, when making a final determination for this corridor. A similar dialogue will also occur for other TTRP corridors where multiple alternatives have been evaluated.

The SFMTA has and will continue to work to balance the needs of its diverse stakeholders. Constrained street space and limited resources create challenges for all City departments and require trade-offs that include parking spaces. However, with strategic transportation investments and careful consideration of trade-offs such as parking loss, these changes eventually lead to a sustainable Transit First City with transit as a backbone of safe and efficient multi-modal travel.

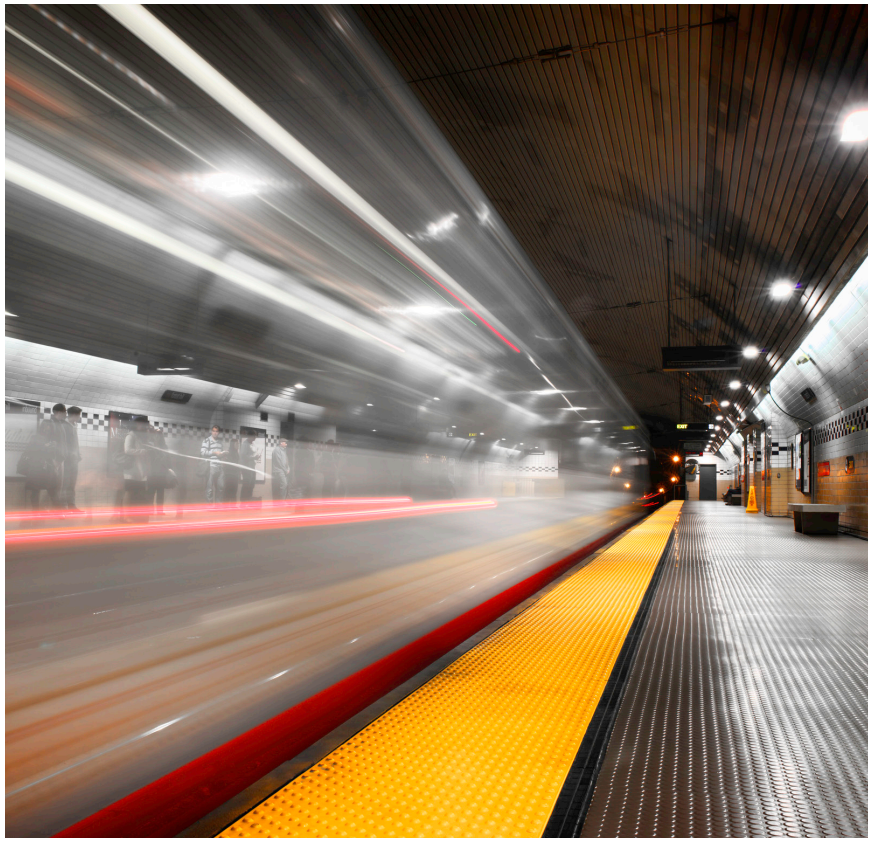
The SFMTA has and will continue to work to balance the needs of its diverse stakeholders.

5. NEXT STEPS

In its pursuit of modernizing and improving Muni, the TEP is as much a transportation project as it is a transit project; as much concerned about equity and the environment as it as it is about economic efficiency; and finally, as much an ongoing process as it is a finite project. This document has been a story of that process, summarizing the conversations that have taken place, highlighting the proposals that have emerged, and responding to many of the comments received this summer after publication of the Draft Environmental Impact Report (Draft EIR).

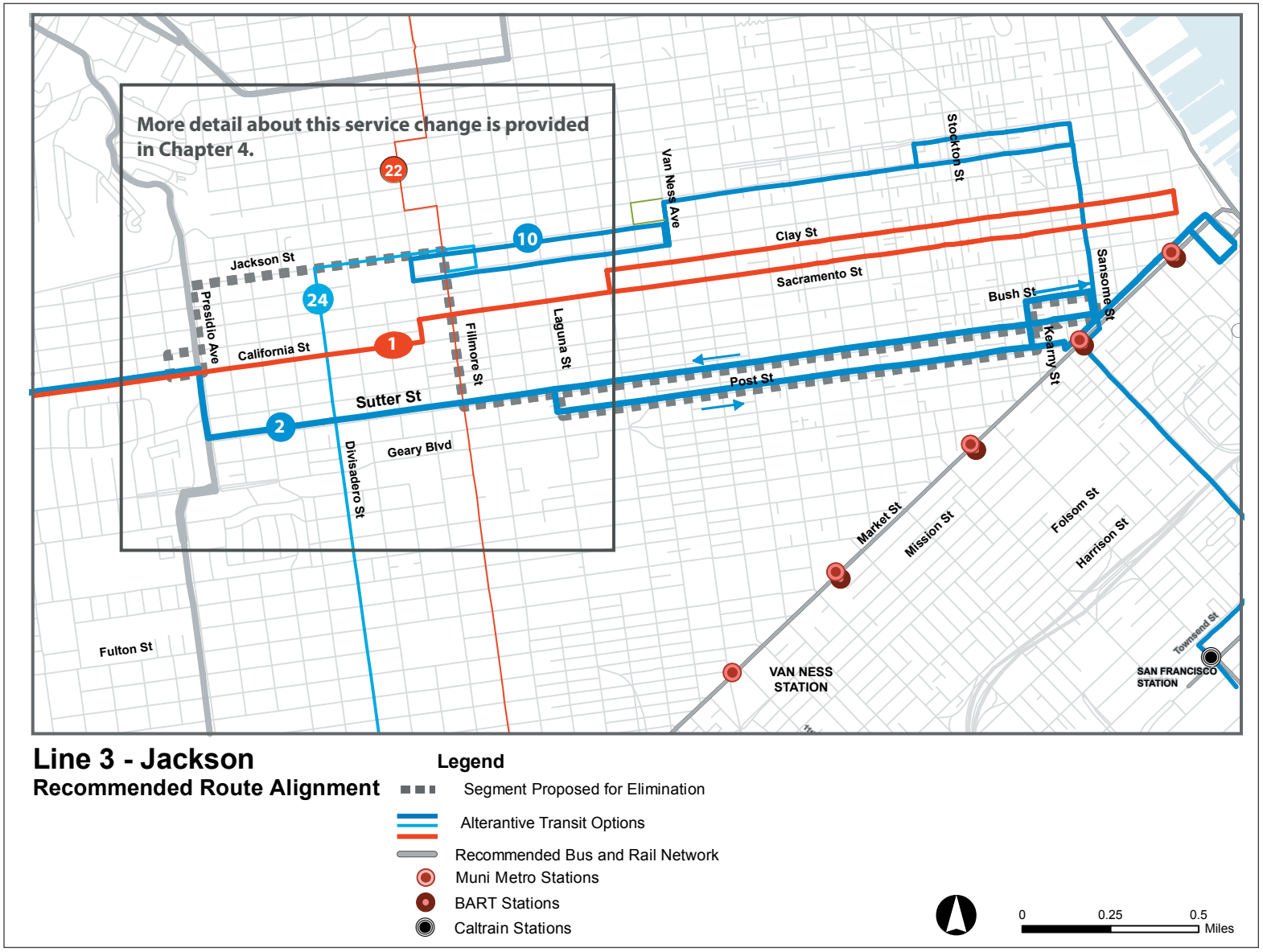
While not specifically addressed in the document, it is important to note that several commenters expressed concern that the TEP proposals did not do enough—that they could do more in light of the deficiencies in the existing system and projected future growth, and that they should do more to support San Francisco's Transit First Policy. In a perfect world, with infinite public resources, there would be no service reductions, and Muni would be able to serve all potential users, regardless of where they choose to live, how they choose to live, or whether they have a choice at all. Unfortunately, this isn't a perfect world, and there are no perfect solutions. There are only real solutions—negotiated through a process of dialogue and trade-offs—that make the best use of finite public resources, while striking an acceptable balance between competing needs.

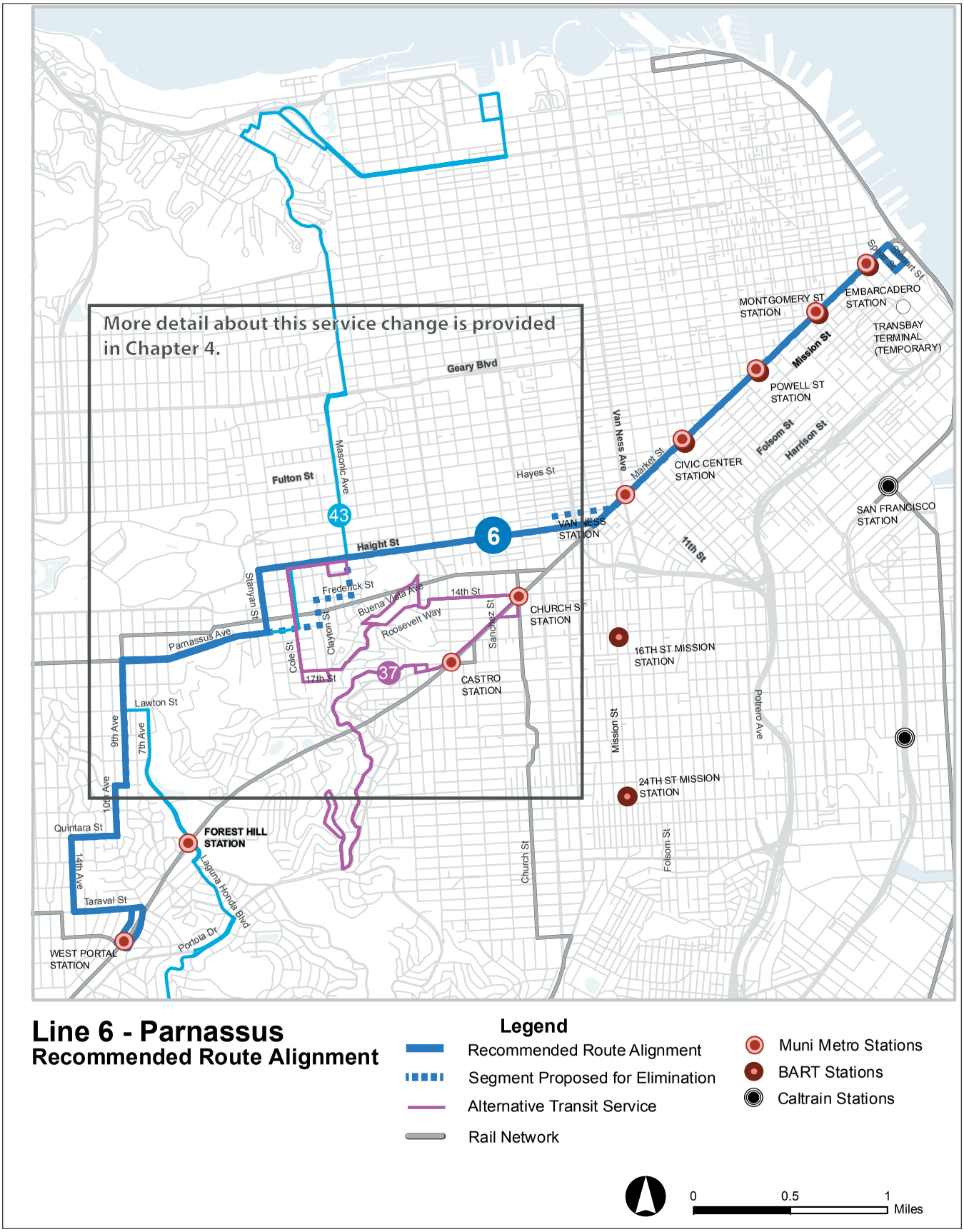
There will be many opportunities to continue that process of dialogue as the TEP moves toward implementation. SFMTA is conducting another round of public outreach, ongoing since February 2014, to explain the proposals and solicit additional community feedback. This input will inform deliberations by the SFMTA Board of Directors, who will be the final arbiters regarding which of the suite of options (variants) and alternatives are chosen for implementation as part of the TEP. The first elements of the TEP are expected to go into effect beginning Fall 2014, and continue in phases through 2016.



6. APPENDIX

These maps have been included for reference. For additional project information and up-to-date maps, please visit the website: www.sfmta.com/tep .



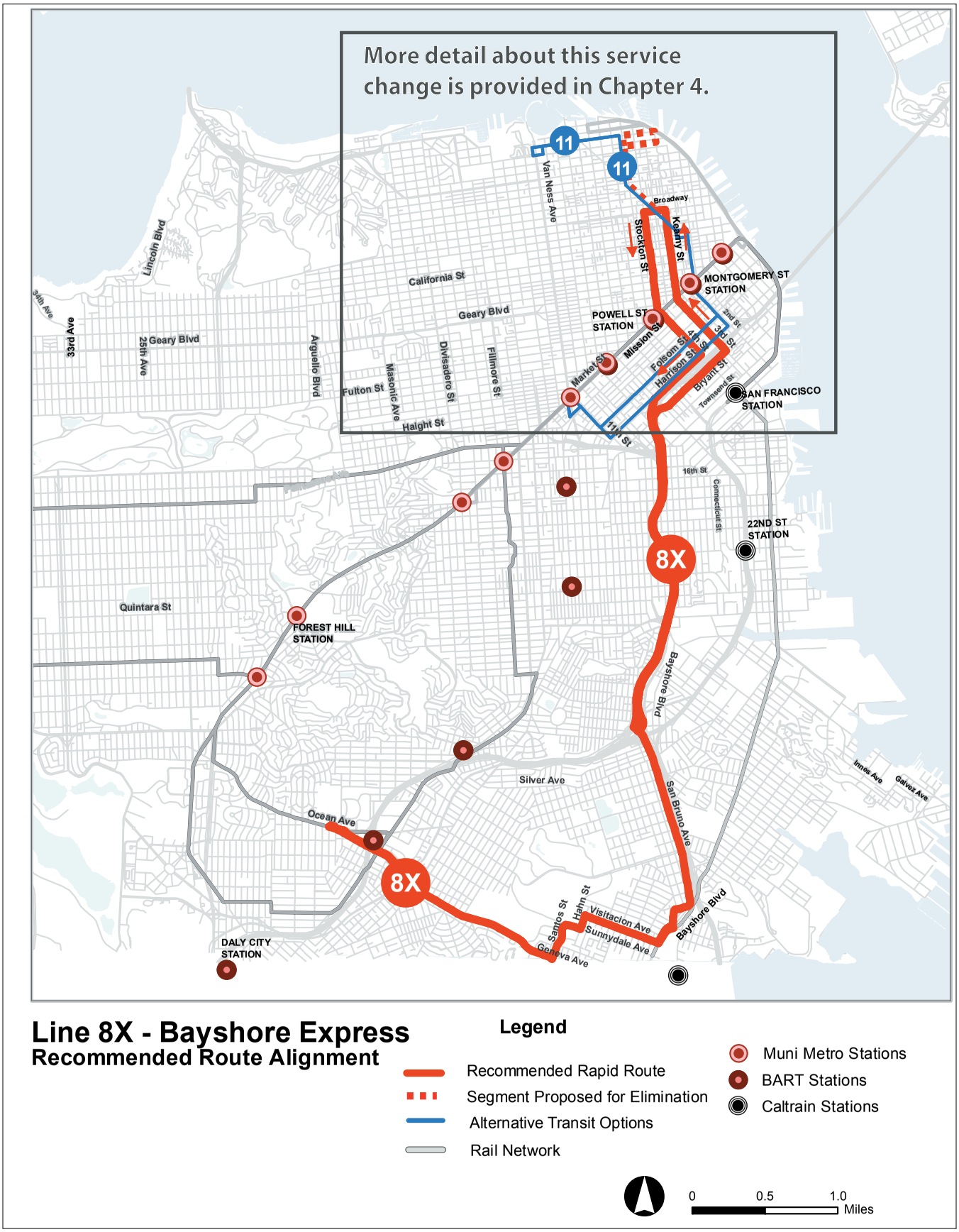


Line 6 - Parnassus
Recommended Route Alignment

Legend

- Recommended Route Alignment
- Segment Proposed for Elimination
- Alternative Transit Service
- Rail Network
- Muni Metro Stations
- BART Stations
- Caltrain Stations

0 0.5 1 Miles


More detail about this service change is provided in Chapter 4.
11
11
Van Ness Ave
Broadway
Stockton St
Kearny St
MONTGOMERY ST STATION
California St
Geary Blvd
POWELL ST STATION
Mission St
2nd St
3rd St
Folsom St
Harrison St
Bryant St
Townsend St
SAN FRANCISCO STATION
Market St
11th St
Fulton St
Masonic Ave
Divisadero St
Fillmore St
Haight St
Lincoln Blvd
34th Ave
33rd Ave
25th Ave
Geary Blvd
Arguello Blvd
16th St
Connecticut St
22ND ST STATION
8X
Quintara St
FOREST HILL STATION
Bayshore Blvd
Silver Ave
Ocean Ave
San Bruno Ave
Innes Ave
Galvez Ave
8X
Santos St
Hahn St
Visitacion Ave
Sunnydale Ave
Geneva Ave
Bayshore Blvd
DALY CITY STATION
Line 8X - Bayshore Express
Recommended Route Alignment
Legend
Recommended Rapid Route
Segment Proposed for Elimination
Alternative Transit Options
Rail Network
Muni Metro Stations
BART Stations
Caltrain Stations
0
0.5
1.0
Miles

Line 18 46th Avenue

Recommended Route Alignment

Legend

- Recommended Local Route
- Segment Proposed for Elimination
- Alternative Transit Options
- Rail Network
- Muni Metro Stations
- BART Stations
- Caltrain Stations

0 0.25 0.5 Miles

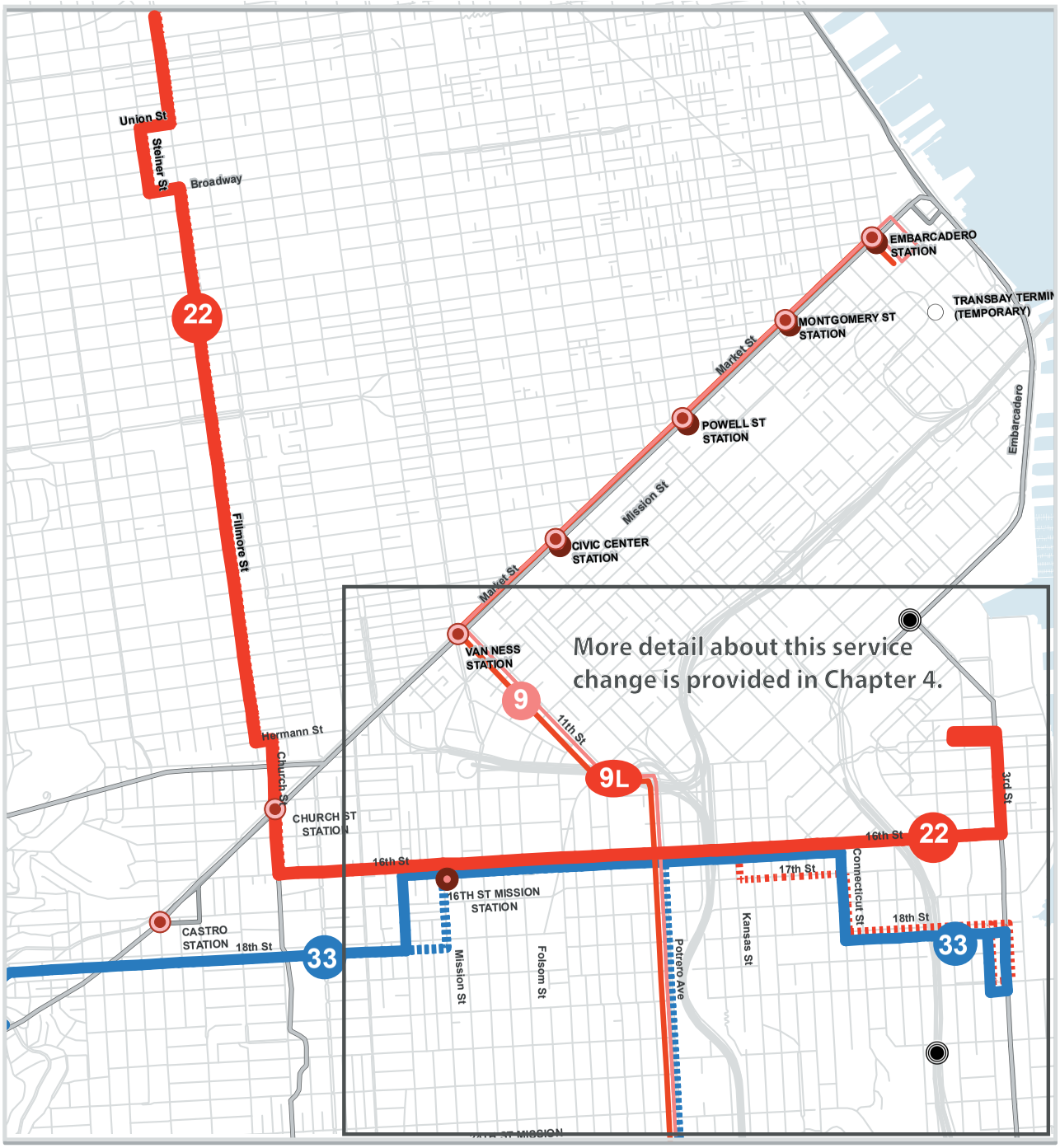
Line 19 - Polk

Recommended Route Alignment

Legend

- Recommended Local Route
- Segment Proposed for Elimination
- Alterantive Transit Options
- Rail Network
- Muni Metro Stations
- BART Stations
- Caltrain Stations

0 0.5 1 Miles

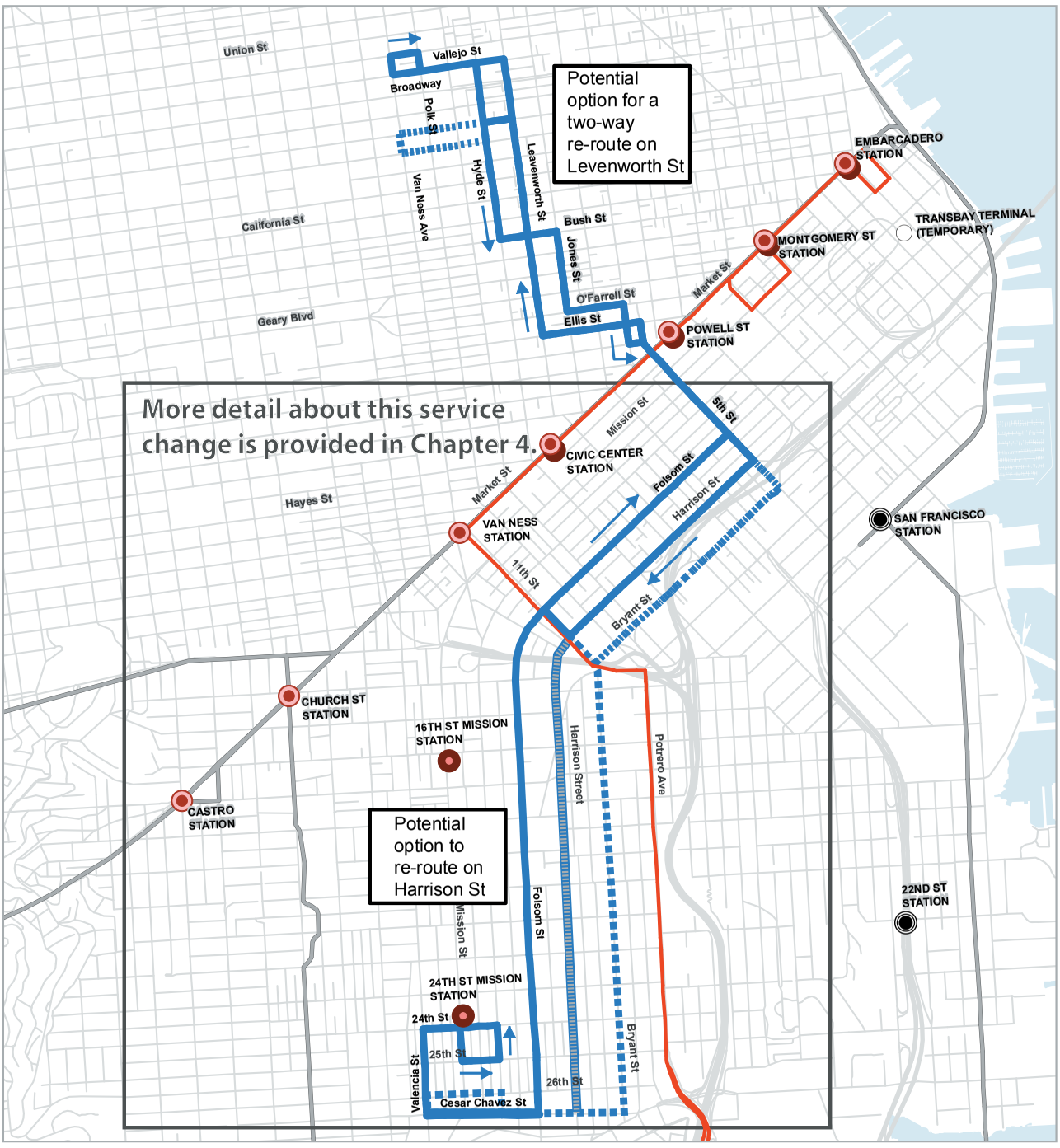


Line 22 - Fillmore and Line 33- Stanyan
Recommended Route Alignment

Legend

- Recommended Rapid Route
- Segment Proposed for Elimination
- Alternative Transit Options
- Rail Network
- Muni Metro Stations
- BART Stations
- Caltrain Stations

0 0.225 0.45 Miles

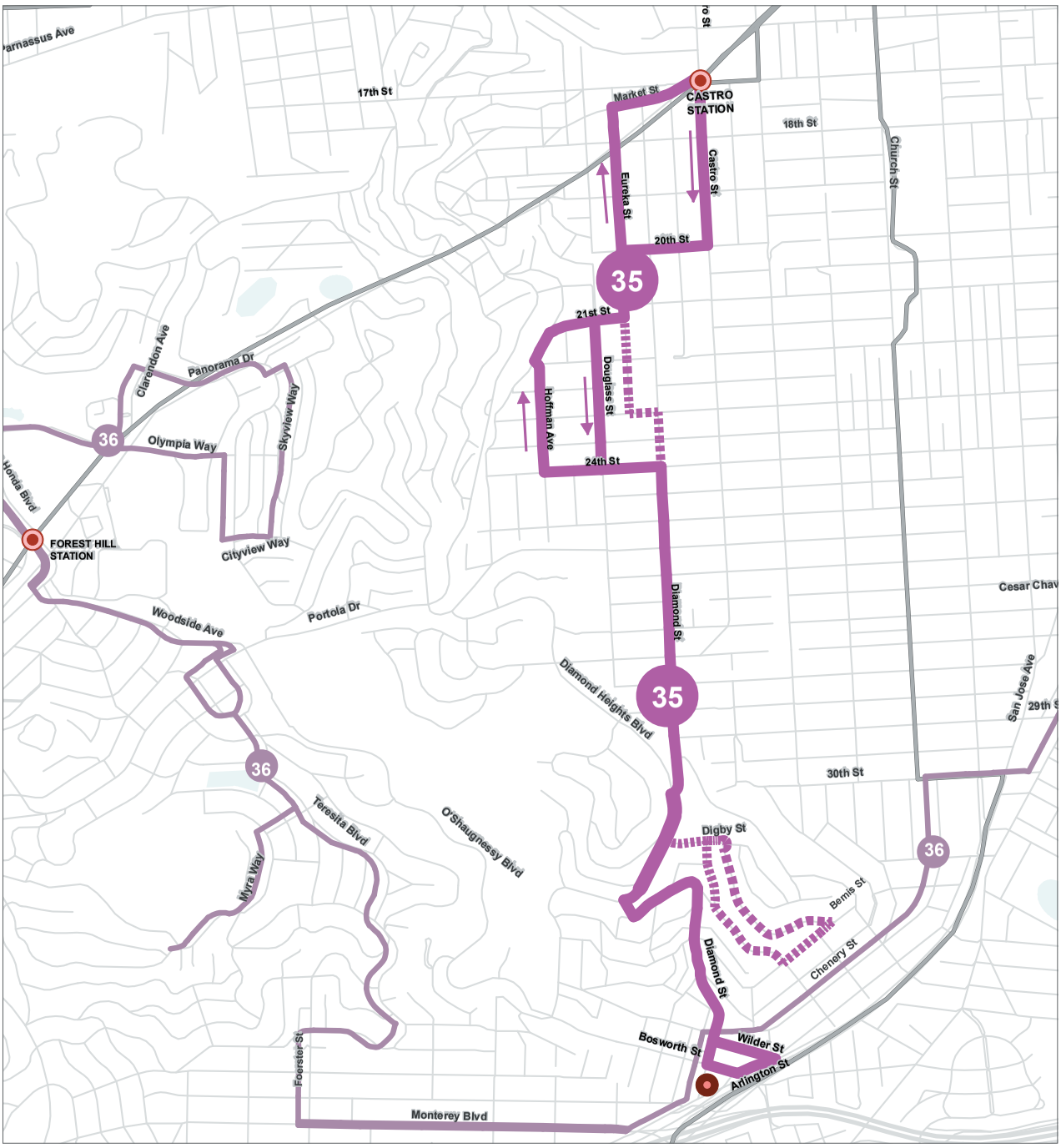


Line 27 - Folsom
Recommended Route Alignment

Legend

- Recommended Local Route
- Segment Proposed for Elimination
- Potential Route Option
- Alternative Transit Options
- Rail Network
- Muni Metro Stations
- BART Stations
- Caltrain Stations

0 0.225 0.45 Miles

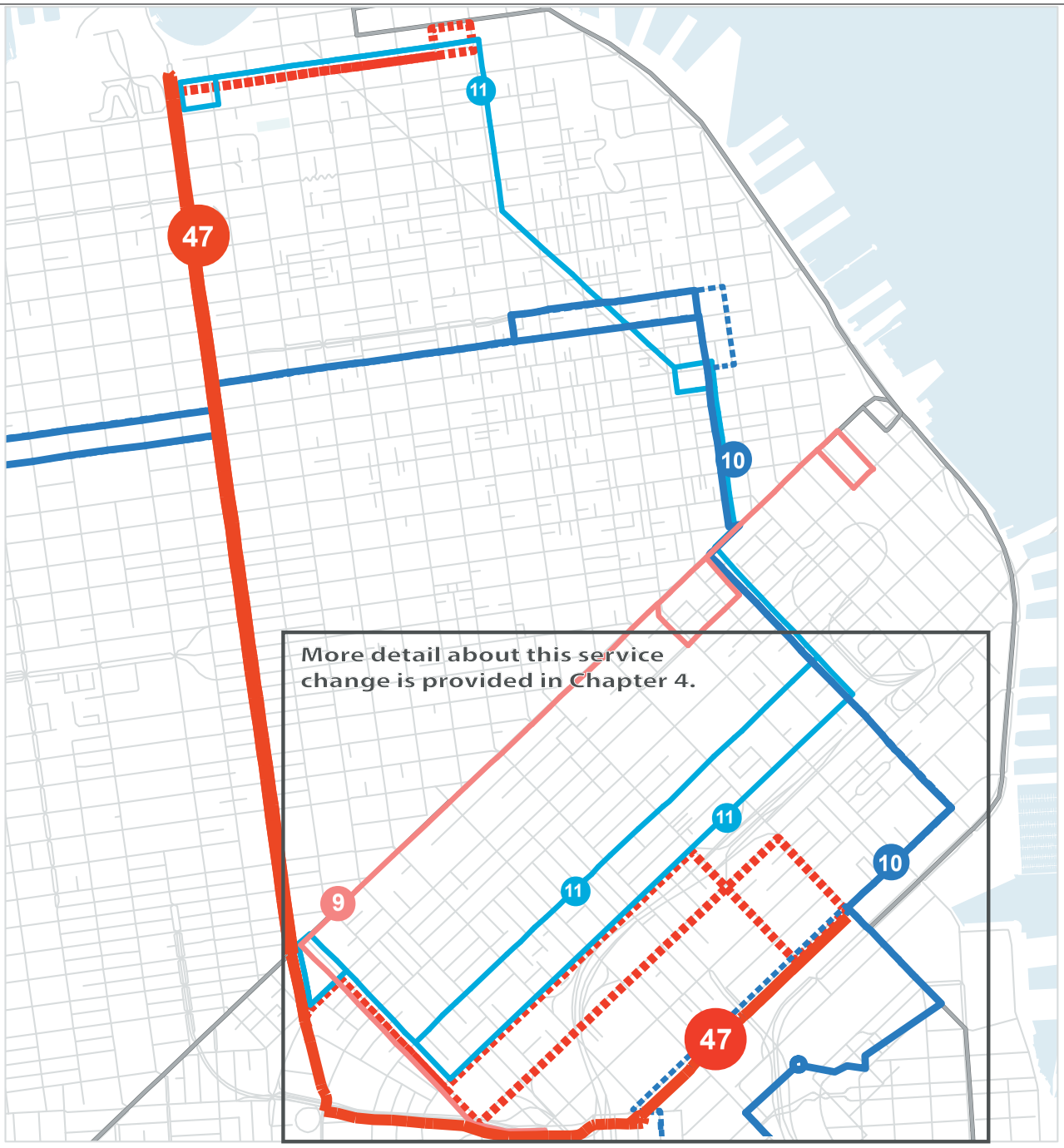


Line 35 - Eureka
Recommended Route Alignment

Legend

- Recommended Community Route
- Segment Proposed for Elimination
- Alternative Transit Options
- Rail Network
- Muni Metro Stations
- BART Stations
- Caltrain Stations

0 0.125 0.25 0.5 Miles

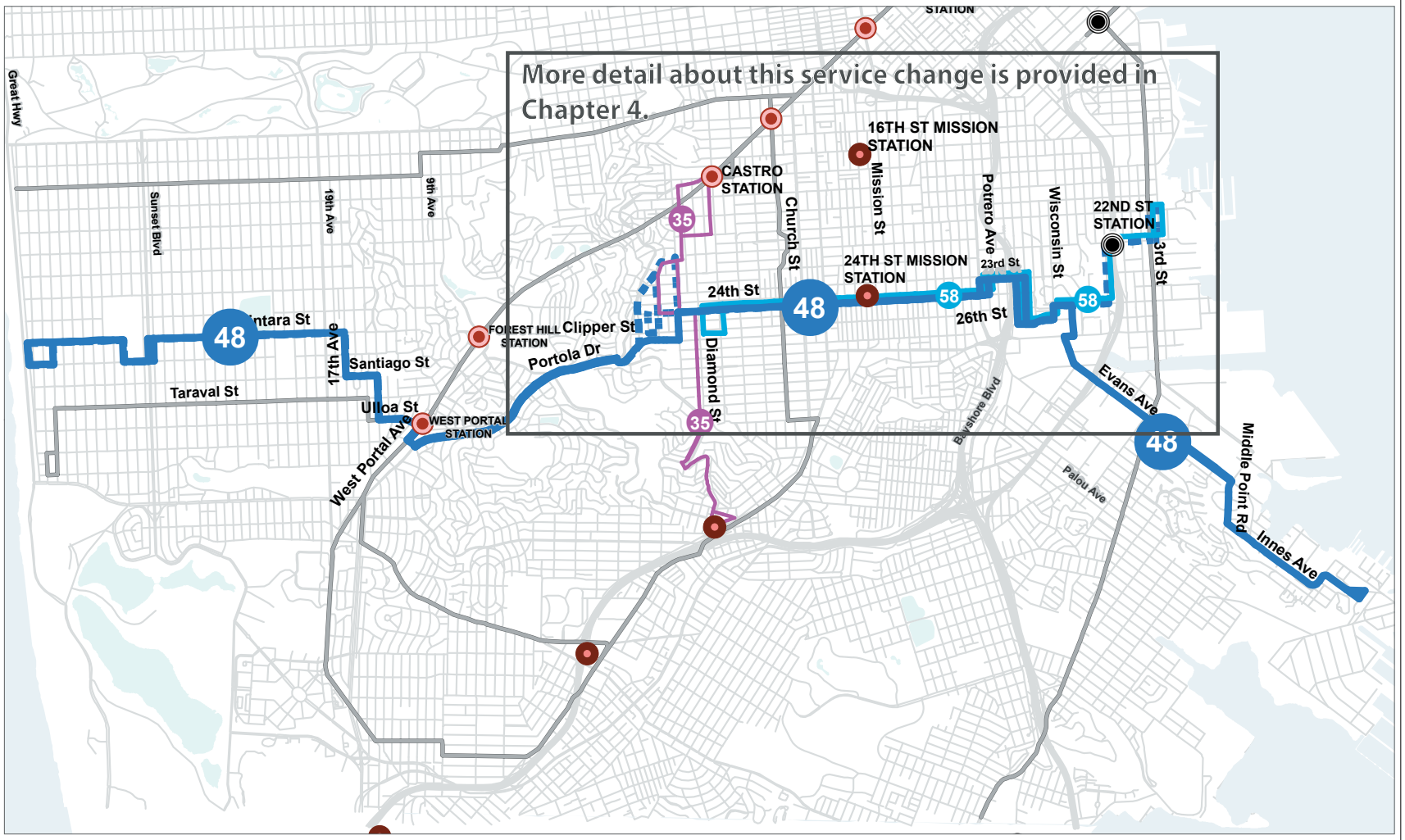


Line 47 - Van Ness
Recommended Route Alignment

Legend

- Recommended Route Alignments
- Alternative Transit Options
- Segment Proposed for Elimination
- Rail Network
- Muni Metro Stations
- BART Stations
- Caltrain Stations

0 0.25 0.5 Miles



Line 48 - Quintara/24th

Recommended Route Alignment

Legend

- Recommended Route Alignment
- Segment Proposed for Elimination
- Alternative Transit Options
- Rail Network
- Muni Metro Stations
- BART Stations
- Caltrain Stations

0 0.45 0.9 Miles

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Supplemental Service Variants for the
Transit Effectiveness Project EIR
Memorandum to the San Francisco Planning Commission

Date:	March 13, 2014
Case No.:	**2011.0558E**
Project Title:	**Transit Effectiveness Project (TEP)**
Zoning:	Citywide – N/A
Block/Lot:	Citywide – N/A
Lot Size:	Citywide – N/A
Project Sponsor:	San Francisco Municipal Transit Agency (SFMTA) Sean Kennedy, Program Manager, TEP
Lead Agency:	San Francisco Planning Department
Staff Contact:	Debra Dwyer – (415) 575-9031 Debra.Dwyer@sfgov.org

INTRODUCTION

As a result of comments received on the Draft EIR and ongoing Transit Effectiveness Project (TEP) outreach, the SFMTA has proposed several supplemental variants to the Service Improvements component of the project and a related minor modification to the Overhead Wire Extension.1 (OWE.1) Service-related Capital Improvement component of the TEP. These "Supplemental Service Variants" and OWE.1 Variant were defined at a point when the Responses to Comments document (RTC document) for the Environmental Impact Report (EIR) was well into production and too late to be included in that document. Therefore, this memorandum has been prepared to present the Supplemental Service Variants and the OWE.1 Variant, and assess their physical environmental impacts in the context of the analyses of the TEP in the EIR.

This memorandum provides a brief description of each of the Variants, discusses their impacts in each of the topic areas analyzed in the EIR and in the Initial Study (Appendix 2 in the EIR), and concludes that no new significant impacts would result from their implementation, no significant impacts identified in the EIR would become substantially more severe, mitigation measures identified in the Initial Study and EIR would apply to these additional Variants, and no new mitigation measures would be necessary to reduce

significant impacts to less-than-significant levels. Therefore, the analysis in the EIR is applicable to the Variants and recirculation of the EIR is not required.

Attachments to this memorandum constitute figure, text and table changes to the Draft EIR as a result of these Supplemental Service Variants and the OWE.1 Variant. The Attachments consist of the following: Attachment A, Service Improvement maps from EIR Appendix 2b revised to illustrate the Supplemental Service Variants, and Attachment B, Staff-initiated Text Changes to the EIR to include the Supplemental Variants in the description and analyses. The Staff-initiated Text Changes include revisions to EIR Table 7, Summary of Proposed Service Improvements on EIR pp. 2-59 to 2-62; revisions to EIR Table 8, Descriptions of Proposed Service Improvements, to add descriptions of the Supplemental Service Variants within the descriptions of the affected routes (the revisions to this table show only the revised rows from the 37-page table in the EIR on pp. 2-64 to 2-101); and revisions to EIR Table 9, Service Variants to add the Supplemental Service Variants to the table.

PROJECT DESCRIPTION

SERVICE IMPROVEMENT VARIANTS

8X/8AX/8BX Bayshore Express Supplemental Service Variants

The supplemental service variants described below would be implemented as a group. The SFMTA is considering renaming the 8X family of routes to better reflect the service patterns and legibility of the routes.

8X Bayshore Express Supplemental Service Variant

This supplemental service variant would provide service on a limited basis along the 8X Bayshore Express route segment north of Broadway, which is proposed to be eliminated under the 8X Bayshore Express Service Improvements with service replaced by the new 11 Downtown Connector. This variant would extend every other 8X Bayshore Express bus to the current terminal at Powell and North Point streets, rather than ending all service at Broadway. Under this Variant, the 8X Bayshore Express would increase midday service frequency from 9 minutes to 7.5 minutes. This variant is essentially maintaining existing conditions north of Broadway except as it relates to frequency. Please see the Service Variant shown on the revised 8X Bayshore Express Service Improvement map.

8AX Bayshore Express Supplemental Service Variant

This supplemental service variant would increase the a.m. and p.m. peak period service frequency from 7.5 minutes to 7 minutes.

8BX Bayshore Express Supplemental Service Variant

This supplemental service variant would provide service on a limited basis along the 8BX Bayshore Express route segment north of Broadway, which is proposed to be eliminated under the 8BX Bayshore Express Service Improvements with service replaced by the new 11 Downtown Connector. This variant would extend every other 8BX Bayshore Express bus to the current terminal at Powell and North Point streets, rather than ending all service at Broadway. Under this Variant, the 8BX Bayshore Express would increase the a.m. and p.m. peak period service frequency from 8 minutes to 7 minutes in the a.m. peak and 7.5 minutes to 7 minutes in the p.m. peak. This variant is essentially maintaining existing conditions north of Broadway except as it relates to frequency. Please see the Service Variant shown on the revised 8BX Bayshore Express Service Improvement map.

11 Downtown Connector and 27 Folsom Supplemental Service Variants

11 Downtown Connector Supplemental Service Variant 2

This supplemental service variant would include an additional route segment along the existing 12 Folsom-Pacific alignment south of the intersection of 11th and Folsom streets, and would not reroute the 27 Bryant to Folsom Street in the South of Market and Inner Mission, as proposed under the 27 Folsom Service Improvements. This variant for the 11 Downtown Connector would operate in both directions on Folsom Street between 11th and Cesar Chavez streets, as well as on the portions of Cesar Chavez, Valencia, and 24th streets currently served by the 12 Folsom-Pacific, and on the portions of South Van Ness, Capp, and Mission streets included as part of the terminal loop. Under this variant, the existing 12 Folsom-Pacific terminal at South Van Ness Avenue and 24th Street would be used. This supplemental service variant would be implemented with the 27 Folsom Supplemental Service Variant 3, described below. Please see the Service Variant shown on the revised 11 Downtown Connector Service Improvement map.

27 Folsom Supplemental Service Variant 3

This supplemental service variant would be implemented with the 11 Downtown Connector Variant 2. This variant would maintain the existing alignment of the 27 Bryant south of Market Street (i.e., along Bryant and Harrison streets) and south of 11th and Bryant streets (i.e., along Bryant Street). Under this variant the route would not be renamed the 27 Folsom, as proposed under the 27 Folsom Service Improvements. Please see the Service Variant shown on the revised 27 Folsom Service Improvement map.

17 Parkmerced Supplemental Service Variant

This supplemental service variant would include an alternate alignment along Brotherhood Way, rather than extending service south to serve Westlake Plaza. This variant would maintain service along Lake Merced Boulevard and provide new service along Brotherhood Way. The proposed alignment would operate on Lake Merced Boulevard between John Muir Drive and Brotherhood Way (i.e., the existing 18 46th Avenue route segment which is proposed to be eliminated as part of the 18 46th Avenue Service Improvements), and Brotherhood Way between Lake Merced Boulevard and Junipero Serra Boulevard. South of the intersection of Brotherhood Way and Junipero Serra Boulevard, this variant would operate on the existing 28 19th Avenue alignment, serve Daly City BART Station, and then return in the opposite direction on Junipero Serra Boulevard. North of the intersection of Brotherhood Way and Junipero Serra Boulevard, this variant would operate on Chumasero Drive, Font Boulevard, Lake Merced Boulevard, and Winston Drive between Lake Merced Boulevard and Buckingham Way. Between the intersection of Winston Drive and Buckingham Way and West Portal Station, this variant would operate on its current alignment and would continue to serve BART in both directions.

The 17 Parkmerced Supplemental Service Variant new transit street segments not currently served by any Muni route would be Font Boulevard between Lake Merced Boulevard and Arballo Drive, Chumasero Drive between Font Boulevard and Brotherhood Way, and Brotherhood Way between Junipero Serra and Laker Merced boulevards. Please see the Service Variant shown on the revised 17 Parkmerced Service Improvement map.

28 19th Avenue and 28L 19th Avenue Limited Supplemental Service Variants

28 19th Avenue Supplemental Service Variant

This supplemental service variant would maintain the existing routing of the 28 19th Avenue between the Golden Gate Bridge Toll Plaza Area and the intersection of Lombard and Laguna streets and extend all 28 19th Avenue service to Van Ness Avenue and North Point Street. The elimination of route segments on Laguna Street between Lombard and Beach streets, Beach Street between Laguna and Buchanan streets, Buchanan Street between Beach and Bay streets, and Bay Street between Laguna and Buchanan streets would be the same as those proposed as part of the 28 19th Avenue Service Improvements. The 43 Masonic, which as part of the 43 Masonic Service Improvements would be extended between the intersections of Chestnut/Fillmore streets and Marina Boulevard/Laguna Street, would provide service to Fort Mason. This supplemental service variant would be implemented with 28L 19th Avenue Limited Supplemental Service Variant, described below. Please see the Service Variant shown on the revised 28 19th Avenue Service Improvement map.

28L 19th Avenue Limited Supplemental Service Variant

This supplemental service variant would be implemented with the 28 19th Avenue Supplemental Service Variant. This variant would terminate at Park Presidio Boulevard and California Street and would not provide express service to the Presidio or Fort Mason. The elimination of route segments on California Street between Park Presidio Boulevard and Presidio Avenue, Presidio Avenue between California Street and Letterman Drive in the Presidio, Letterman Drive between Presidio Avenue and Lyon Street, Lombard Street between Lyon and Laguna streets, Laguna Street between Lombard and Beach streets, Beach Street between Laguna and Buchanan streets, Buchanan Street between Beach and Bay streets, and Bay Street between Laguna and Buchanan streets would be the same as those proposed as part of the 28L 19th Avenue Service Improvements. Please see the Service Variant shown on the revised 28L 19th Avenue Limited Service Improvement map.

33 Stanyan Supplemental Service Variant

This supplemental service variant would include an alternative alignment on 16th Street between Mission and Guerrero streets, and on Guerrero Street between 16th and 18th streets. Under this variant, the route segment on 18th Street between Valencia and Guerrero streets would be eliminated. The elimination of route segments on Mission Street between 16th and 18th streets, and 18th Street between Mission and Valencia streets would be the same as those proposed as part of the 33 Stanyan Service Improvements. This variant would include a Service-related Capital Improvement project (Overhead Wire Expansion.1 [OWE.1] Variant) to install two-way overhead wire infrastructure and underground duct banks on Guerrero Street between 16th and 18th streets in order to allow the 33 Stanyan to be rerouted from 18th to 16th streets via Guerrero Street rather than Valencia Street proposed as part of the 33 Stanyan Service Improvements.

The 33 Stanyan Supplemental Service Variant new transit street segment not currently served by any Muni route would be Guerrero Street between 16th and 18th streets. Please see the Service Variant shown on the revised 33 Stanyan Service Improvement map.

35 Eureka Supplemental Service Variants

35 Eureka Supplemental Service Variant 2

This supplemental service variant would include an alternative alignment for the route extension to the Glen Park BART Station. This variant would maintain the existing routing of the 35 Eureka on Digby Street between Diamond Heights Boulevard and Addison Street, on Farnum and Moffit streets between Digby and Bemis streets, and on Addison Street between Digby and Bemis streets. From the intersection of Bemis and Addison streets, outbound

service towards the Glen Park BART Station would be routed on Bemis Street between Addison and Miguel streets, Miguel Street between Bemis and Arlington streets, and Arlington Street between Miguel and Bosworth streets. Service would terminate on Bosworth Street across from the Glen Park BART Station between Arlington and Diamond streets. Inbound service towards the Castro Station would continue from the southern terminal on Bosworth Street via Diamond Street between Bosworth and Chenery streets, Chenery Street between Diamond and Miguel streets, Miguel Street between Chenery and Bemis streets, and Bemis Street between Miguel and Addison streets, where it would connect with the existing 35 Eureka route.

The 35 Eureka Supplemental Service Variant 2 new transit street segments not currently served by any Muni route would be Bemis Street between Addison and Miguel streets, Miguel Street between Bemis and Arlington streets, and Arlington Street between Miguel and Bosworth streets. Please see the Service Variant shown on the revised 35 Eureka Service Improvement map.

35 Eureka Supplemental Service Variant 3

This supplemental service variant would, similar to the 35 Eureka Service Variant 2, maintain the existing routing of the 35 Eureka on Digby, Farnum, Moffit, and Addison streets, but would include an alternative routing to the 35 Eureka Service Variant 2 in which two-way service would be provided on Chenery Street. This would replace the one-way transit service that is proposed for Arlington Street outbound towards the Glen Park BART Station and on Chenery Street inbound towards the Castro Station proposed under the 35 Eureka Service Variant 2.

The 35 Eureka Service Variant 3 new transit street segments not currently served by any Muni route would be Bemis Street between Addison and Miguel streets, and Miguel Street between Bemis and Chenery streets. Please see the Service Variant shown on the revised 35 Eureka Service Improvement map.

37 Corbett and 43 Masonic Supplemental Service Variants

37 Corbett Supplemental Service Variant 2

This supplemental service variant would provide service on segments of the current 6 Parnassus route that would be realigned to follow Haight and Stanyan streets as part of the proposed 6 Parnassus Service Improvements. This variant would maintain the existing routing on the northern segment of the 37 Corbett (i.e., the new 32 Roosevelt route would not be implemented) and would provide an alternative alignment on Frederick Street between Cole Street and Masonic Avenue, and on Masonic Avenue between Frederick and Haight

streets. This variant would use the existing 6 Parnassus terminal at Haight Street and Masonic Avenue. This variant could be implemented on its own or in conjunction with the 43 Masonic Supplemental Service Variant, described below.

The 37 Corbett Supplemental Service Variant 2 new transit street segment not currently served by any Muni route would be Frederick Street between Clayton and Cole streets. Please see the Service Variant shown on the revised 37 Corbett Service Improvement map.

43 Masonic Supplemental Service Variant

This supplemental service variant could be implemented on its own or in conjunction with the 37 Corbett Supplemental Service Variant 2. This variant would include an alternative alignment on Masonic Avenue between Haight and Frederick streets, and on Frederick Street between Masonic Avenue and Cole Street to provide service on segments of the current 6 Parnassus route that would be realigned to follow Haight and Stanyan streets as part of the proposed 6 Parnassus Service Improvements. This variant would eliminate the route segments on Haight Street between Masonic Avenue and Cole Street, and Cole Street between Haight and Frederick streets.

The 43 Masonic Supplemental Service Variant new transit street segment not currently served by any Muni route would be Frederick Street between Clayton and Cole streets. Please see the Service Variant shown on the revised 43 Masonic Service Improvement map.

SERVICE-RELATED CAPITAL IMPROVEMENT VARIANT

The 33 Stanyan Supplemental Service Variant would include a Service-related Capital Improvement project, Overhead Wire Expansion.1 Variant, or OWE.1 Variant, to install two-way overhead wire infrastructure and underground duct bank on Guerrero Street between 16th and 18th streets. The OWE.1 Variant would allow the 33 Stanyan to be rerouted from 18th to 16th streets via Guerrero Street rather than Valencia Street as proposed under the 33 Stanyan Service Improvements.

ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION

The proposed Supplemental Service Variants and the OWE.1 Variant would modify the proposed routes, and, on some routes, increase the midday or peak hour service frequency. In some cases, new transit street segments not currently served by any Muni route would be served under the proposed Supplemental Service Variants (e.g. Brotherhood Way under 17 Parkmerced Supplemental Service Variant) and, in other cases, an existing route segment would be reestablished (e.g. north of Broadway segment under the 8X and 8BX Bayshore Express Supplemental Service Variants). The 33 Stanyan Supplemental Service Variant

would require an alteration to the proposed Service-Related Capital Improvement project identified as OWE.1., The proposed OWE.1 Variant would require placement of new overhead utility wires and related infrastructure on the segment of Guerrero Street between 16th and 18th streets (i.e., instead of on Valencia street between 16th and 18th streets as proposed as part of the OWE.1) to allow the 33 Stanyan to operate on Guerrero Street instead of Mission Street.

The proposed new variants to Service Improvements and Service-related Capital Improvements were analyzed in relation to the analysis of the TEP in each of the environmental topics in the Draft EIR and in the Initial Study to determine whether they would result in any new or substantially more severe significant impacts, or whether any new mitigation measures would be required.

DRAFT EIR

Transportation

Supplemental Service Variants

Existing Plus Project Impacts

Implementation of the Supplemental Service Variants would result in minor construction activities such as curb ramps in limited locations to accommodate new bus stops, and therefore construction would be very limited. Further, due to the temporary nature of construction, their impacts on the transportation network, similar to the Service Improvements, would be considered less than significant (see Impact TR-1 on EIR pp. 4.2-66 to 4.2-71).

Transit Impacts. A number of the Supplemental Service Variants would extend service along a portion of its current alignment that would be eliminated as part of the Service Improvements (e.g., 8X Bayshore Express Service Variant, 8BX Bayshore Express Service Variant, 27 Folsom Service Variant 3, and 28 19th Avenue Service Variant) or along the alignment of other existing routes (e.g., the 11 Downtown Connector along the 12 Folsom-Pacific route), and some Service Variants would also introduce service on streets that currently do not have transit (e.g., the 17 Parkmerced Service Variant, 33 Stanyan Service Variant, 35 Eureka Service Variant 2, 35 Eureka Service Variant 3, 37 Corbett Service Variant 2, and the 43 Masonic Service Variant). The 28L 19th Avenue Limited Service Variant would terminate service at Park Presidio Boulevard and California Street, and would not provide express service to the Presidio or Fort Mason as proposed under the 28L 19th Avenue Limited Service Improvements.

- The 8X Bayshore Express Service Variant, 8BX Bayshore Express Service Variant, 11 Downtown Connector Service Variant, 27 Folsom Service Variant 3, and the 28 19th Avenue Service Variant would extend service along the alignment of existing routes; would use existing bus stops and terminal facilities; and therefore, transit conditions would remain similar to Existing conditions.
- The 28L 19th Avenue Limited Service Variant would terminate service at Park Presidio Boulevard and California Street, and would not provide express service to the Presidio or Fort Mason.
- The 17 Parkmerced Service Variant, 35 Eureka Service Variant 2, 35 Eureka Service Variant 3, 37 Corbett Service Variant 2, and the 43 Masonic Service Variant would include alternate route alignments that utilize existing routes and also introduce transit service onto streets that did not previously have transit running on them. On streets where buses currently travel, and on streets that currently do not have transit, such as Font Boulevard, Brotherhood Way, Chumasero Drive, and Bemis, Miguel, Arlington and Frederick streets, the proposed realignments would add up to four buses per hour per direction, onto these streets, with the exception of the 43 Masonic Service Variant, which would add up to eight buses per hour per direction. With these proposed changes to transit service, transit and traffic conditions on these streets would remain similar to Existing conditions and would not cause a substantial increase in delays to other routes that may intersect with these routes. The 17 Parkmerced Service Variant would not include the 17 Parkmerced Service Improvements routing onto John Daly Boulevard, and therefore would not serve the Westlake Center in Daly City. SamTrans Route 122 connects the Stonestown and Westlake shopping centers via Lake Merced Boulevard.
- The 33 Stanyan Service Variant, which would reroute service from Mission Street to Guerrero Street would reduce the number of buses on the two-block segment of Mission Street between 16th and 18th streets, which would facilitate travel for the 14 Mission, 14L Mission Limited, and 14X Mission Express on that segment of Mission Street. The proposed relocation to Guerrero Street, which has two travel lanes in each direction and generally less congestion than on Mission or Valencia streets for this two-block segment during peak periods, would not substantially affect the operations of the 33 Stanyan.

As discussed in Impact TR-18 on EIR pp. 4.2-121 to 4.2-162 and as identified in Tables 12 and 13 on EIR pp. 4.2-122 to 4.2-135, the transit capacity utilization during the a.m. and p.m. peak hours for the Existing plus Service Improvements conditions for the affected routes would be less than Muni's 85 percent capacity utilization standard. Implementation of the Supplemental Service Variants would not substantially affect the transit capacity utilization, as the maximum load point for these routes is typically not in the vicinity of the alternate alignment (for example, for the 8X Bayshore Express and 8BX Bayshore Express routes, the maximum load point for the Service Improvements is located south of Market Street, and the proposed Service Variants would extend service north of Broadway), and implementation of the Supplemental Service Variants would not substantially affect ridership at the maximum load point or cause the maximum load point to change. Because some of the Supplemental Service Variants would retain service on existing routes which were eliminated with the

Service Improvements, they may result in a lower capacity utilization on other routes. For the 8X Bayshore Express Service Variant, 8AX Bayshore Express Service Variant, and the 8BX Bayshore Express Service Variant, which include increased frequency of service, conditions along the routes would generally become less crowded than identified in Tables 12 and 13 on EIR pp. 4.2-122 to 4.2-135.

Overall, the proposed service variants add to the capacity of the transit system and as such, would not increase capacity utilization beyond what is reported in Tables 12 and 13 on EIR pp. 4.2-122 to 4.2-135. For the above reasons, the impacts of implementing the Supplemental Service Variants on transit capacity and operations, similar to the Service Improvements, would be less than significant.

Traffic Impacts. An increase in transit service along a route or change in route alignment, including associated changes for affected bus stops, as discussed in Impact TR-18 on EIR pp. 4.2-121 to 4.2-162 would increase the potential for conflicts between transit vehicles and other vehicular traffic in some locations; however, the addition of transit vehicles on these existing routes, even at intersections operating poorly under Existing conditions (i.e., intersections operating at LOS E or LOS F conditions), would not substantially change traffic conditions along the route. Tables 16 and 17 on EIR pp. 4.2-180 to 4.2-186 include the traffic operating conditions for the study intersections for Existing plus Service Improvements conditions for the a.m. and p.m. peak hours, respectively. As indicated in these tables, with the proposed changes in service headways, new routes, and route realignments for all Service Improvements, all study intersections would operate with similar delay and at the same LOS as under Existing conditions. Similar conditions (delay and LOS) would be anticipated at these and other City intersections with implementation of the Supplemental Service Variants.

The 8X Bayshore Express Service Variant, 8BX Bayshore Express Service Variant, 11 Downtown Connector Service Variant 2, 17 Parkmerced, 27 Folsom Service Variant 3, and the 28 19th Avenue Service Variant would extend service along the existing alignment or along the alignment of other existing routes, utilizing existing bus stops and terminal facilities. The 28 19th Avenue Service Variant would extend all 28 19th Avenue service north to the intersection of Van Ness Avenue/North Point Street, as analyzed in the EIR as part of the 28L 19th Avenue Limited Service Improvements. The 28L 19th Avenue Limited under this variant would terminate service at Park Presidio Boulevard and California Street, and would not provide express service to the Presidio or Fort Mason. Therefore, for these Supplemental Service Variants, traffic conditions would remain similar to Existing conditions.

The 17 Parkmerced Service Variant, 33 Stanyan Service Variant, 35 Eureka Service Variant 2, 35 Eureka Service Variant 3, 37 Corbett Service Variant 2, and the 43 Masonic

Service Variant would introduce transit service onto streets that did not previously have transit running on them, including:

- The 17 Parkmerced Service Variant new transit street segments not currently served by any Muni route would be Font Boulevard between Lake Merced Boulevard and Arballo Drive (2 travel lanes in each direction), Chumasero Drive between Font Boulevard and Brotherhood Way (1 travel lane in each direction), and Brotherhood Way between Junipero Serra and Lake Merced boulevards (2 travel lanes in each direction). The addition of transit service to these streets would not substantially change traffic conditions on these streets, and conditions would be similar to Existing conditions on adjacent street segments on which the 17 Parkmerced and the 18 46th Avenue routes currently travel.
- The 33 Stanyan Service Variant introduce new transit service on Guerrero Street (instead of Valencia Street) between 16th and 18th streets. It is not anticipated that the alternate alignment on Guerrero Street between 18th and 16th streets would substantially affect traffic operations at and of the intersections in the segment because the addition of four buses per hour would not change the intersection operating conditions or LOS (i.e., the intersection of 16th Street/Guerrero Street currently operates at LOS C under Existing conditions).
- The 35 Eureka Service Variant 2 new transit street segments not currently served by any Muni route would be Bemis Street between Addison and Miguel streets, Miguel Street between Bemis and Arlington streets, and Arlington Street between Miguel and Bosworth streets. Bemis, Miguel, and Arlington streets are two-way with one travel lane in each direction, and intersections along the proposed realignment are either all-way stop-controlled or two-way stop-controlled. Traffic conditions for the 35 Eureka Service Variant 2 would be similar to Existing conditions.
- The 35 Eureka Service Variant 3 would, similar to the 35 Eureka Service Variant 2, maintain the existing routing of the 35 Eureka on Digby, Farnum, Moffit, and Addison streets, but would include an alternative routing to the 35 Eureka Service Variant 2 in which two-way service would be provided on Chenery Street. This would replace the one-way transit service that is proposed for Arlington Street outbound towards the Glen Park BART Station, and on Chenery Street inbound towards the Castro Station under the 35 Eureka Service Variant 2. The 35 Eureka Service Variant 3 new transit street segments not currently served by any Muni route would be Bemis Street between Addison and Miguel streets, and Miguel Street between Bemis and Chenery streets. Chenery Street has one travel lane in each direction, and intersections are either all-way stop-controlled or two-way stop-controlled. Traffic and parking conditions for the 35 Eureka Service Variant 3 would be similar to the Service Improvements and to Existing conditions.
- The 37 Corbett Service Variant 2 and 43 Masonic new transit street segment not currently served by any Muni route would be the two-block segment (about 630 feet) of Frederick Street between Clayton and Cole streets. Traffic conditions with the addition of transit service to this segment would be similar to those on Frederick Street east of Clayton Street, and would be similar to Existing conditions.

The 8X Bayshore Express Service Variant, 8AX Bayshore Express Service Variant, and 8BX Bayshore Express Service Variant frequency changes would increase transit service along

these routes, which would increase the potential for conflicts between transit vehicles and other vehicular traffic. However, the addition of transit vehicles on existing routes, even at intersections operating poorly under Existing conditions (that is, intersections operating at LOS E or LOS F conditions), would not increase overall traffic volumes as to substantially adversely change traffic conditions along the route.

Overall, while the Supplemental Service Variants would add transit service on streets similar to those the routes currently operate along, the introduction of transit service would add relatively small numbers of transit vehicles to roadways in relation to the amount of traffic currently on the streets, and as a result, would not substantially affect traffic operations, and the impacts of the Supplemental Service Variants to traffic operations, similar to the Service Improvements, would be less than significant.

Pedestrian Impacts. Implementation of the Supplemental Service Variants would not result in overcrowding of sidewalks or create potentially hazardous conditions for pedestrians. The proposed changes in service headways for the 8X Bayshore Express Service Variant, 8AX Bayshore Express Service Variant, and the 8BX Bayshore Express Service Variant could result in an increase in the number of buses along these routes, which could result in an increased potential for pedestrian, bicycle, and transit conflicts; however, this increased service would result in one additional bus per hour along these existing routes, and would not result in hazardous conditions.

With the proposed Supplemental Service Variants, which retain service along route segments eliminated as part of the Service Improvements, the physical effort required to reach transit would be similar to or the same as for Existing conditions. Specifically:

- The 8X Bayshore Express Service Variant and the 8BX Bayshore Express Service Variant would retain service on existing routes between Broadway and North Point Street without requiring transfers to the 11 Downtown Connector. Pedestrian access to transit service on Columbus Avenue and on Powell, Bay, and North Point streets would be similar to Existing conditions.
- The 11 Downtown Connector Service Variant 2 would retain service on Folsom Street along the existing 12 Folsom-Pacific route. The 11 Downtown Connector Service Variant 2 is linked to the 27 Bryant Service Variant 3, which would retain the existing routing of the 27 Bryant south of Market Street. Under these two Service Variants, pedestrian access to transit along Folsom and Bryant streets would remain similar to Existing conditions.
- The 17 Parkmerced Service Variant would provide service to the Daly City Bart Station on street segments not currently served by Muni routes, such as Brotherhood Way. Routing along Brotherhood Way and Lake Merced Boulevard would shorten the distance pedestrians would need to walk to access transit from the Arballo, Garces and Gonzalez drives segments that would be no longer be served under the 17 Parkmerced Service Improvements.

- The 28 19th Avenue Service Variant would retain 28 19th Avenue service between the Marina and the Golden Gate Bridge toll plaza (without requiring transfers to the 28L 19th Avenue Limited south of the Presidio as would be required with the 28 19th Avenue Service Improvements and 28L 19th Avenue Limited Service Improvements) and pedestrian conditions would be similar to Existing conditions. Additionally, under the 28 19th Avenue Service Variant, the 28 19th Avenue route would be extended (not just when not served by the 28L 19th Avenue Limited) to the intersection of Van Ness Avenue/North Point Street. Under the 28L 19th Avenue Limited Service Variant, the 28L 19th Avenue Limited route segment north of California Street would be eliminated, and therefore the 28L 19th Avenue Limited Service Variant would eliminate service to the Presidio. Removing service would cause some riders to walk further, increasing the physical effort to reach nearby transit, which for some transit patrons may pose an inconvenience. As for the Service Improvements, the 43 Masonic, which would be extended between the intersection of Chestnut/Fillmore and Marina Boulevard/Laguna Street as part of the Service Improvements, would provide service to Fort Mason.
- The 33 Stanyan Service Variant would route transit service from Valencia Street, as proposed under the Service Improvements to Guerrero Street between 16th and 18th streets. It is not anticipated that the alternate alignment on Guerrero Street between 18th and 16th streets would substantially affect pedestrian conditions or access to the 33 Stanyan route.
- The 35 Eureka Service Variant 2 and 35 Eureka Service Variant 3 would retain service along the 35 Eureka route, and pedestrian access to transit on Fanum, Moffitt, Bemis and Addison streets would be the same as for Existing conditions. In addition, the 35 Eureka Service Variant 2 would introduce transit service onto Miguel and Arlington streets that are not currently served by any Muni route.
- The 37 Corbett Service Variant 2 and 43 Masonic Service Variant would provide service on streets currently served by the 6 Parnassus, and therefore pedestrian conditions on these streets would be similar to Existing conditions.

The route realignments would not result in substantial overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to a particular site and adjoining areas, and therefore, the impacts of the Supplemental Service Variants on pedestrians, similar to the Service Improvements, would be less than significant.

Bicycle Impacts. The Supplemental Service Variants would increase the number of transit vehicles along some routes; however, an increase of a few buses an hour along a route would not be noticeable and would not substantially affect bicycle travel along the route. As noted above, the 17 Parkmerced Service Variant, 33 Stanyan Service Variant, 35 Eureka Service Variant 2, 37 Corbett Service Variant 2, and the 43 Masonic Service Variant would introduce transit onto streets that currently do not have any transit; however, streets are designed to accommodate all users, and the presence of both transit and bicycles on the same street would not be considered a safety hazard. Some transit routes with Supplemental Service Variants overlap with the bicycle route network or other bicycle

facilities, and may introduce transit service on streets that currently do not have transit, which could result in an increased potential for pedestrian, bicycle, and transit conflicts. Specifically:

- The 17 Parkmerced Service Variant would introduce transit service to Font Boulevard between Lake Merced Boulevard and Arballo Drive (Bicycle Route 90 – Class III facility) which currently does not have transit but is part of the bicycle route network. Conditions for bicyclists on Font Boulevard would be similar to those where the 17 Parkmerced currently runs on Font Boulevard between Arballo and Chumasero drives.
- The 35 Eureka Service Variant 2 would introduce transit service onto Miguel Street between Bemis and Arlington Streets, and the one-block segment of Miguel Street between Chenery and Arlington streets is part of Bicycle Route 66 (Class III facility). The 35 Eureka Service Variant 3 would introduce transit service onto Miguel Street only between Bemis and Chenery streets. The 35 Eureka Service Variant 2 and 35 Eureka Service Variant 3 would also travel on Bosworth, Diamond and Chenery streets which are part of Bicycle Route 45 and Bicycle Route 55. The 36 Teresita, 44 O'Shaughnessy, and 52 Excelsior routes currently run along these streets, and therefore conditions for bicyclists would be similar to Existing conditions.
- The 33 Stanyan Service Variant, 37 Corbett Service Variant 2, and 43 Masonic Service Variant would not introduce transit service onto designated bicycle network streets.

The overlap in service with bicycle routes described above would not affect the operation of the bicycle facilities, and the typical increase in a few buses per hour would not substantially affect bicycle travel along the route, or substantially interfere with bicycle facilities or accessibility. Therefore, the impacts of the Supplemental Service Variants on bicycle facilities and operations, similar to the Service Improvements, would be less than significant.

Loading Impacts. Changes associated with the Supplemental Service Variants would generally affect streets that currently have transit service (i.e., the 8X Bayshore Express Service Variant, 8AX Bayshore Express Service Variant, 8BX Bayshore Express Service Variant, 11 Downtown Connector Service Variant 2, 27 Folsom Service Variant 3, 28 19th Avenue Service Variant, 28L 19th Avenue Limited Service Variant and the 35 Eureka Service Variant 3) and would not change the existing on-street commercial loading supply. In instances where route realignments introduce transit service onto streets that do not have any transit (i.e., the 17 Parkmerced Service Variant, 33 Stanyan Service Variant, 35 Eureka Service Variant 2, 37 Corbett Service Variant 2, and 43 Masonic Service Variant), up to five parking spaces may be removed (in most locations only one to two parking spaces). Most of these streets are residential streets with the exception of Guerrero Street, and therefore, this parking removal would not affect commercial loading spaces, or any commercial loading spaces could be relocated adjacent to its existing location. Therefore, the impacts of the Supplemental Service Variants on loading, similar to the Service Improvements, would be less than significant.

Emergency Vehicle Access Impacts. The proposed Supplemental Service Variants would not result in changes to the right-of-way or number of travel lanes along the proposed alternate alignments, or substantially change traffic operations along the routes. Emergency vehicle access would remain similar to Existing conditions, and therefore the impacts of the Supplemental Service Variants on emergency vehicle access, similar to the Service Improvements, would be less than significant.

Parking Impacts. The Supplemental Service Variants would generally affect streets that currently have transit service and would not change the existing on-street parking supply (i.e., the 8X Bayshore Express Service Variant, 8AX Bayshore Express Service Variant, 8BX Bayshore Express Service Variant, 11 Downtown Connector Service Variant 2, 27 Folsom Service Variant 3, 28 19th Avenue Service Variant, 28L 19th Avenue Limited Service Variant, and 35 Eureka Service Variant 3). For the Supplemental Service Variants that introduce transit onto streets that currently do not have any transit (i.e., the 17 Parkmerced Service Variant, 33 Stanyan Service Variant, 35 Eureka Service Variant 2, and 43 Masonic Service Variant), requiring new or relocated transit stops, up to five parking spaces may be removed (in most locations only two parking spaces may be removed) to accommodate new or relocated transit stops. In other locations, due to transit service relocation or transit stop removal, on-street parking may be added. Although the loss of parking may be an inconvenience to private auto drivers in some locations, the parking removal associated with the Supplemental Service Variants to accommodate new or relocated transit stops, would be minor and, similar to the Service Improvements, parking impacts would be less than significant.

OWE.1 Variant

The OWE.1 Variant would support the 33 Stanyan Service Variant, and includes new overhead wiring on Guerrero Street between 16th and 18th streets (i.e., instead of on Valencia street between 16th and 18th streets as proposed as part of the OWE.1). Implementation of the OWE.1 Variant would not, in isolation, result in new transit trips and therefore would not increase transit demand.

Implementation of overhead wire infrastructure for the OWE.1 Variant would not remove any mixed-flow travel lanes or bicycle lanes, nor substantially affect existing traffic and bicycle operations along 16th and Guerrero streets, and would not result in potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility. Emergency vehicle access along 16th and Guerrero streets would remain similar to Existing conditions.

As discussed in Impact TR-19 on EIR pp. 4.2-163 to 4.2-168, installation of the poles on sidewalks for the overhead wires would not materially affect the existing pedestrian

environment, as they would be located in the area of the sidewalk where street lights and other street furniture are located, and installation of these poles would not result in substantial sidewalk overcrowding or create potentially hazardous conditions. The OWE.1 Variant would not affect any on-street commercial loading spaces or on-street parking supply along 16th or Guerrero streets. Therefore, the OWE.1 Variant, similar to the OWE.1 project, would not result in significant impacts to local or regional transit, traffic operations, pedestrians and bicyclists, loading, emergency vehicle access, or parking.

Cumulative Impacts

Transit Impacts. As discussed in Impact C-TR-1 on EIR pp. 4.2-267 to 4.2-271, under 2035 Cumulative conditions, in combination with past, present, and reasonably foreseeable development in San Francisco, the Service Improvements would result in a significant transit impact on the Mission corridor within the Southeast screenline. As noted above, it is not anticipated that the Service Variants would result in substantial changes in ridership that would affect capacity utilization presented in the EIR, and therefore, the 2035 Cumulative conditions with the Supplemental Service Variants would be similar to those identified in the EIR for the Service Improvements.

Providing additional capacity and reducing peak hour capacity utilization to less than the capacity utilization standard as identified in Mitigation Measure M-C-TR-1: SFMTA Monitoring of Muni Service on EIR p. 4.2-271, would reduce the cumulative impact on the affected corridor to a less-than-significant level. However, because the SFMTA cannot commit to future funding appropriations nor be certain of its ability to provide additional service citywide to maintain the capacity utilization standard, among other service goals, the feasibility of this mitigation measure is uncertain. Therefore, the cumulative impact on transit of the Supplemental Service Variants, similar to the Service Improvements, would be considered significant and unavoidable.

Traffic Impacts. Cumulative traffic impacts associated with implementation of the Supplemental Service Variants, in combination with past, present, and reasonably foreseeable development in San Francisco would be similar to those identified in Impact C-TR-11 on EIR pp. 4.2-282 to 4.2-291 for the Service Improvements. The Supplemental Service Variants would not affect traffic conditions at any of the 78 study intersections, with the exception of the intersection of 16th/Guerrero streets which is projected to operate at LOS E during the p.m. peak hour under 2035 Cumulative conditions. The 33 Stanyan Service Variant would add up to eight buses during the p.m. peak hour and would have less-than-significant contributions to this intersection, and the cumulative traffic impact under 2035 Cumulative conditions would, similar to the Service Improvements, be less than significant.

Pedestrian and Bicycle Impacts. Cumulative pedestrian and bicycle impacts associated with implementation of the Supplemental Service Variants, in combination with past, present, and reasonably foreseeable development in San Francisco would be similar to those identified in Impact C-TR-40 on EIR pp. 4.2-298 to 4.2-302 for the Service Improvements. The proposed Supplemental Service Variants would result in an increase in transit vehicles along some routes and may introduce transit service on streets that currently do not have transit, which could result in an increased potential for pedestrian, bicycle, and transit conflicts. However, this transit service, in combination with past, present, and reasonably foreseeable development in San Francisco, would not result in new hazardous conditions for pedestrians and would not result in substantial overcrowding on public sidewalks, or otherwise interfere with pedestrian accessibility to a particular side and adjoining areas under cumulative conditions.

Some transit routes with Supplemental Service Variants would overlap with the bicycle route network or other bicycle facilities. However, this overlap in service with bicycle routes, in combination with past, present, and reasonably foreseeable development in San Francisco, would not affect the operation of the bicycle facilities, and the typical increase in a few buses per hour as well as the increase in numbers of bicyclists as a result of citywide growth or changes in mode would not substantially affect bicycle travel along the routes. Although with additional buses and bicyclists, there would be increased conflicts between bicycles and buses, the Service Variants would not result in hazardous conditions for bicyclists or otherwise substantially interfere with bicycle facilities or accessibility. Therefore, the Supplemental Service Variants, similar to the Service Improvements, would have less than significant cumulative pedestrian and bicycle impacts.

Loading and Parking Impacts. Cumulative loading and parking impacts associated with implementation of the Supplemental Service Variants, in combination with past, present, and reasonably foreseeable development in San Francisco would be similar to those identified in Impact C-TR-46 on EIR pp. 4.2-309 to 4.2-310 and Impact C-TR-50 on EIR pp. 4.2-313 to 4.2-315 for the Service Improvements. The Supplemental Service Variants would not result in substantial on-street parking removal, and would similarly not affect commercial loading spaces or passenger loading/unloading zones (commercial loading spaces could be relocated adjacent to its existing location). For the proposed route realignments, some on-street parking spaces would be removed for new transit stops (two to five spaces per stop), and some parking spaces would be added where transit stops are removed. The parking removal would not be concentrated in one location and also would not be substantial. Therefore, the Supplemental Service Variants, similar to the Service Improvements, in combination with past, present, and reasonably foreseeable development in San Francisco, would have a less than significant cumulative loading and parking impacts.

Noise

The proposed Supplemental Service Variants, described above, were evaluated to determine whether implementation of these proposed variants would result in significant noise impacts beyond those evaluated in the EIR or result in any new significant impacts.

The proposed Supplemental Service Variants could result in an increase in the ambient noise levels due to increases in transit vehicle frequency or changes in routes, particularly where the route changes result in transit vehicles operating on streets currently without transit service.

The following sections provide operational and construction noise analysis associated with the Variants.

Supplemental Service Variants

The operational noise impact from transit vehicles was determined in the EIR using the Federal Transit Administration (FTA) Noise Impact Assessment Spreadsheet (see EIR pp. 4.3-16 to 4.3-20 and 4.3-43). The FTA Guidelines define three levels of potential noise impacts of a transit project on the environment: No Impact, Moderate, and Severe, as explained on EIR pp. 4.3-16 to 4.3-20. For the analysis in the EIR, noise impacts below the moderate threshold are considered less than significant (see Table 28, p. 4.3-21 and discussion on pp. 4.3-24 and 4.3-25).

The EIR includes the assessment of roadway segments with the largest increase in transit trips in low (55 to 59 dBA[1] Ldn[2]), medium (60 to 69 dBA Ldn), and high (70 dBA Ldn and greater) ambient noise environments using the FTA Noise Impact Assessment Spreadsheet to determine the increase in the ambient noise level and its FTA impact level. Then, if no significant impact was found, roadway segments with similar ambient noise levels and smaller numbers of increased transit trips were presumed to not have a significant noise impact from the planned service changes for those segments. The potential increase in ambient noise levels generated by the TEP components, including the Service Improvements, was found to be less than significant in the EIR based on a detailed analysis presented in the EIR on pp. 4.3-24 to 4.3-54 for operational noise impacts.

[1] A-weighted decibel refers to a scale of noise measurement that approximates the range of sensitivity of the human ear to sounds of different frequencies.

[2] Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, for planning purposes, an increment of 10 dB is added to nighttime (10:00 p.m. to 7:00 a.m.) noise levels to form a 24-hour noise descriptor called the day-night noise level (Ldn).

The potential noise impact from the proposed Supplemental Service Variants would not result in a significant impact, since none of the proposed changes would result in a larger increase in the number of transit vehicles trips, in the specific ambient noise level environments evaluated, beyond that evaluated in the EIR.

For example, the proposed 17 Parkmerced Service Variant would include an alternate alignment along Brotherhood Way between Junipero Serra and Lake Merced boulevards. The SFMTA does not currently use Brotherhood Way on any existing route. Based on the City and County of San Francisco's 2009 Background Noise Map (see Figure 26, EIR p. 4.3-8), the ambient noise level along that section of Brotherhood Way ranges from 65 to 74 dBA Ldn. The proposed 17 Parkmerced Service Variant would result in 120 motor coach trips per day (both inbound and outbound). As shown in Table 31 on EIR p. 4.3-38, the EIR evaluated the noise impacts from the TEP on 16th Street between Mission Street and Potrero Avenue, where implementation of the TEP would result in an increase in 289 motor coaches and 51 trolley coaches per day in an existing 65 dBA Ldn environment. The EIR found that there would be a 1 dBA Leq[3] and a 1 dBA Ldn increase in noise (see the discussion on EIR pp. 4.3-43 to 4.3-44 and Table 32 on EIR p. 4.3-46). These increases in ambient noise on this segment of 16th Street would be below the significance criteria presented in the EIR on Table 28, p. 4.3-21, and therefore would be less than significant. The 120 motor coaches added to Brotherhood Way with the proposed Supplemental Service Variants would be fewer than the number evaluated in Table 31 for 16th Street between Mission Street and Potrero Avenue in a similar ambient noise environment; therefore, the noise impact on Brotherhood Way also would be less than significant, as determined in Impact NO-3.

Each of the Supplemental Service Variants was reviewed to confirm that none would add a larger number of transit vehicles than the representative locations analyzed in the EIR. The conclusion in Impact NO-3, on EIR pp. 4.3-35 to 4.3-48, that noise impacts would be less than significant, would continue to be applicable.

OWE.1 Variant

The proposed new overhead wire (OWE.1 Variant) Service-related Capital Improvement to reroute the 33 Stanyan onto Guerrero Street would be similar to the noise impacts from overhead wire expansions evaluated in the EIR (see EIR pp. 4.3-25 through 4.3-32). Since the OWE.1 Variant would not involve installing bypass wire along an existing transit route, the construction activity would not be anticipated to include substantial night construction activity and the construction of the OWE-related infrastructure would occur during normal working hours. The noise impact from construction would be temporary and the City considers

[3] The Leq is the constant sound level that would contain the same acoustic energy as the varying sound level during a 1-hour period.

temporary noise from construction performed in compliance with the San Francisco Noise Ordinance, Article 2.4 of the San Francisco Public Works Code/DPW Order No. 176-707, and the SFMTA Blue Book to be less than significant. As shown on Page 4.3-32, Table 29 of the EIR, the construction equipment used for TEP construction projects, including Service-related Capital Improvements, would not emit noise in excess of 80 dBA at 100 feet. Therefore, since construction activities performed in implementing the OWE-1 Variant would be performed with adherence to the San Francisco Noise Ordinance, including limiting the noise levels from individual pieces of construction equipment (other than impact tools) to 80 dBA at a distance of 100 feet, equipping impact tools with both intake and exhaust muffled, and obtaining a noise permit for night work from DPW, as well as compliance with the Public Works Code and other DPW regulations, the temporary construction noise impact would be less than significant, as determined in Impact NO-1.

Cumulative Noise Impacts

As explained on EIR pp. 4.3-51 to 4.3-54, short-term noise and vibration effects from constructing any TEP components would not contribute considerably to cumulative construction noise impacts from any nearby construction projects. The TEP construction contractors would be required to comply with the San Francisco Noise Ordinance (described on EIR pp. 4.3-14 to 4.3-15), as for all construction projects in the City. In addition, Department of Public Works Order No. 176,707, Regulations for Excavating and Restoring Streets in San Francisco, would apply to construction of the TEP, further regulating construction noise (see EIR p. 4.3-15). Construction of the OWE.1 Variant would involve the same types of construction activities as analyzed for the Service-related Capital Improvements, described on EIR pp. 4.3-30 to 4.3-31. The limited construction expected for the Supplemental Service Variants, typically the addition of curb ramps, would be the same as that analyzed in the EIR for the Service Improvements. Neither of the types of projects would contribute to significant cumulative noise or vibration impacts, and the conclusion that these impacts would be less than significant in EIR Impact Statement C-NO-1 on p. 4.3-51 remains applicable.

Operational noise from the TEP Service Improvements and Service Variants was evaluated in the EIR in combination with other transportation-related noise sources modeled in the City's Background Noise Levels – 2009 noise map, and in relation to increases in traffic volumes from forecast growth in population and employment in the future. The EIR concludes that operational noise from the Service Improvements and Service Variants would not be expected to contribute considerably to future noise levels, and cumulative impacts would be less than significant (EIR p. 4.3-53). The Supplemental Service Variants would result in the same types of operation noise as the Service Improvements and Service Variants analyzed in the EIR, would not result in a doubling of traffic volumes on any service street, and the conclusion in the EIR in Impact Statement C-NO-1 on p. 4.3-51 remains

applicable. As stated on EIR p. 4.3-53, once constructed, the Service-related Capital Improvements would not result in operational noise or vibration impacts and would not contribute to future noise or vibration levels; this conclusion is applicable to the OWE.1 Variant.

Summary

In summary, the proposed Supplemental Service Variants and Service-related Capital Improvement were evaluated to determine whether they would result in an increase in noise above ambient noise levels. The evaluation found that the proposed Supplemental Service Variants and additional Service-related Capital Improvement would not change the conclusions of the noise impact analysis performed for the EIR. The increases in noise would remain below the thresholds of significance and would not result in a substantial increase in permanent noise levels along affected transit routes above existing ambient conditions from operational noise impact or a substantial temporary or periodic increase in noise levels above existing ambient conditions from construction activities.

Air Quality

The proposed Supplemental Service Variants and OWE.1 Variant were evaluated to determine whether implementation of these proposed variants would result in air quality impacts beyond those evaluated in the EIR, and whether any new significant impacts would occur.

The proposed Supplemental Service Variants would 1) increase diesel-fueled transit vehicle miles traveled (VMT) and therefore result in an increase in the emissions of criteria pollutants (reactive organic gases [ROG], nitrogen oxides [NOx], and particulate matter [PM10 and PM2.5]); and 2) increase the number of motor coach trips along some street segments, due to increases in motor coach frequency or changes in routes, and therefore may increase localized concentrations of diesel particulate matter (DPM) and PM2.5. The Service-related Capital Improvement could result in air quality impacts if the proposed construction activities result in more activity, and thus more air pollutant emissions, than was evaluated in the EIR.

The following sections provide operational and construction air quality analysis associated with the implementation of the Variants.

Supplemental Service Variants

Criteria Pollutants

The air quality impact of criteria pollutant emissions was evaluated in the EIR by comparing the estimated change in emissions of ROG, NOx, PM_{10}, and $PM_{2.5}$ between baseline

conditions and conditions with implementation of either the TTRP Moderate Alternative plus Service Improvements or the TTRP Expanded Alternative plus Service Improvements, and comparing that change in emissions to the thresholds of significance listed below (see EIR p. 4.4-23):

- Increase in ROG – 54 pounds per day and 10 tons per year
- Increase in NOx – 54 pounds per day and 10 tons per year
- Increase in PM_{10} – 82 pounds per day and 15 tons per year
- Increase in $PM_{2.5}$ – 54 average pounds per day and 10 tons per year

The change in criteria pollutant emissions was estimated in the EIR by determining the change in SFMTA's diesel and diesel electric-hybrid motor coach and privately-owned vehicle VMT that would result from implementation of the TEP and calculating the associated change in criteria pollutant emissions using appropriate emissions factors for these types of vehicles. Implementation of the TEP would result in an increase in diesel and diesel electric-hybrid motor coach VMT due to the increase in operating frequency or operating hours of transit vehicles. The increase in VMT from transit vehicles is offset by lower privately-owned vehicle VMT from an expected mode shift from privately-owned vehicles to public transit due to improvements and efficiency in the transit service.

The EIR found that implementation of the TEP TTRP Moderate Alternative or TTRP Expanded Alternative would not result in emissions of criteria pollutants in excess of the threshold of significance (see discussion on EIR pp. 4.4-36 to 4.4-38, pp. 4.4-43 to 4.4-47, and Table 43 on p. 4.4-46). The EIR concluded that implementation of the TEP would reduce the emissions of ROG, PM_{10}, and $PM_{2.5}$ below baseline conditions; the emissions of NOx would increase but would remain below the significance thresholds of 54 average pounds per day and annual maximum of 10 tons per year. The criteria pollutant emission estimations accounted for the expected mode shift from privately-owned vehicles to public transit and the replacement of standard diesel-fueled motor coaches with new hybrid electric motor coaches, which occurred in 2013.

Since the proposed Supplemental Service Variants would increase diesel-fueled transit VMT beyond the VMT evaluated in the EIR, and therefore would result in increased emissions of criteria pollutants from transit vehicles, the change in criteria pollutant emissions was recalculated using the new estimated diesel and diesel electric-hybrid motor coach VMT.

The proposed Supplemental Service Variants would result in an increase of 723 daily weekday miles for diesel and diesel electric-hybrid motor coaches.[4] This increase in VMT would reduce the expected decrease in ROG emissions from 14 to 12 pounds per day (lbs/day) and 2.5 to 2.1 tons per year (tons/year) for the TTRP Moderate Alternative and from 22 to 19 lbs/day and 2.5 to 2.1 tons/yr for the TTRP Expanded Alternative. NOx emissions would increase from 18 to 38 lbs/day and 3.3 to 6.3 tons/yr for the TTRP Moderate Alternative and from 12 to 33 lbs/day and 2.3 to 5.3 tons/yr for the TTRP Expanded Alternative. Changes in PM10 and PM2.5 emission would be less than a pound per day and a ton per year.

Therefore, implementation of the TEP with the Supplemental Service Variants would still result in the emissions of ROG, PM_{10}, and $PM_{2.5}$ being reduced below baseline conditions; the emissions of NOx would increase but would remain below the significance thresholds of 54 average lbs/day and annual maximum of 10 tons/yr. The impact of the proposed project with respect to operational criteria air pollutant would still be less than significant, as determined in Impact AQ-3 in the EIR. In addition, the SFMTA has received 50 additional diesel electric-hybrid motor coaches, which will reduce emissions of criteria pollutants to levels below those estimated in the EIR.[5]

Toxic Air Contaminants and $PM_{2.5}$

The change of routes or increase in frequency proposed for specific Supplemental Service Variants would result in new or additional diesel-fueled motor coach trips on some streets, and therefore could result in a localized air quality impact. The air quality impact from localized emissions of DPM and $PM_{2.5}$ were evaluated in the EIR by modeling the air dispersion of these pollutants for the roadway section with the largest increase in diesel-fueled motor coaches. The resultant air concentrations of DPM and $PM_{2.5}$ were used in health risk calculations to determine if the maximally exposed individual's health risk exceeded the significance thresholds for excess cancer risk of ten per one million population. The increase in annual average $PM_{2.5}$ concentration was estimated and compared against a threshold of significance of 0.3 micrograms per cubic meter ($\mu g/m^3$). The EIR found that the proposed TEP would not result in a significant impact from localized DPM and $PM_{2.5}$ concentrations (see Table 44 and discussion on EIR pp. 4.4-47 to 4.4-49).

[4] SFMTA 2014. Calculations based on an Email from Grahm Satterwhite, SFMTA, to Debra Dwyer, San Francisco Planning Department, February 26, 2014. A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.0558E.

[5] SFMTA, 2014. Email from Jeffrey Flynn, SFMTA to Debra Dwyer, San Francisco Planning Department, February 11, 2014. A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.0558E.

As presented in the EIR on p. 4.4-47 to 4.4-48, implementation of the TEP would result in the greatest daily increase in motor coach frequency along 23rd Street between Utah and Kansas streets; the number of motor coaches along this segment of the roadway would increase by 448 motor coaches per day. The evaluation performed in the EIR found that the maximum increase in diesel-fueled motor coaches for the proposed project would not expose sensitive receptors to concentrations of air pollutants that would result in an increase in health risks or $PM_{2.5}$ concentrations above the thresholds of significance. The EIR therefore concluded that operational health risks would be less than significant. None of the Supplemental Service Variants would result in an increase of diesel-fueled motor coach trips greater than the 448 trips per day used in the analysis in the EIR.[6] Therefore, implementation of the TEP with the Supplemental Service Variants would also be less than significant, as determined in Impact AQ-4 in the EIR.

OWE.1 Variant

The proposed new overhead wire (OWE.1) Service-related Capital Improvement to reroute the 33 Stanyan onto Guerrero Street falls within the parameters of air quality construction impacts evaluated in the Air Quality Technical Report[7] prepared for the EIR air quality analysis. The representative maximum construction scenario developed for analysis included overhead wire installation OWE.4 and was shown to produce emissions of criteria pollutants considerably below significance thresholds, as shown in Table 39 on EIR p. 4.4-39. To evaluate the potential regional criteria pollutant air quality impact from multiple construction projects being implemented under the TEP at the same time, it was assumed in the EIR that up to three construction projects could occur at the same time within the City and that emissions from each of the three would equal the representative maximum construction scenario evaluated. Three TEP components with construction scenarios of the same magnitude as the representative maximum scenario, under construction at the same time throughout the City, were determined to result in emissions that would be below the significance thresholds, as shown in Table 40 on EIR p. 4.4-40. The increase excess cancer risk and increase in average annual $PM_{2.5}$ concentrations were also evaluated for the maximum construction scenario and were determined to be below the significance thresholds, as shown on Table 41 on EIR p. 4.4-43. Construction of the OWE.1 Variant would not result in air quality impacts in excess of the construction scenarios evaluated in the

[6] Fehr & Peers, 2014. Email from Eric Womeldorff, Fehr & Peers, to Debra Dwyer, San Francisco Planning Department, March 7, 2014. A copy of this email is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.0558E.

[7] BASELINE Environmental Consulting, Final Air Quality Technical Report, Transit Effectiveness Project, May 10, 2013. A copy of this report is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.0558E.

EIR and; therefore, the emissions would be less than significant, as determined in Impact AQ-1 and Impact AQ-2 in the EIR.

Cumulative Air Quality Impacts

As explained in the EIR on pp. 4.4-27 and 4.4-52, regional air quality impacts are by their nature a cumulative impact. No single project by itself would be of sufficient size to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. The analysis of the TEP with the Supplemental Service Variants and OWE.1 Variant presented above shows that the TEP would not result in emissions of criteria pollutants in excess of thresholds of significance. Therefore, the conclusion in Impact Statement C-AQ-1 on EIR p. 4.4-52 that construction and operation of the TEP would result in less-than-significant cumulative air quality impacts with respect to criteria pollutants is applicable to the proposed project with the Supplemental Service Variants and OWE.1 Variant.

The analysis of excess cancer risk and $PM_{2.5}$ concentrations for localized health risks presented above shows that the thresholds of significance would not be exceeded with either construction or operation of the TEP including the Supplemental Service Variants and the OWE.1 Variant. The BAAQMD considers projects that do not exceed the established thresholds to not contribute considerably to cumulatively significant levels of health risk. Therefore, the conclusion in the EIR, that construction and operation of the TEP, in combination with other past, present, and reasonably foreseeable projects, would not generate emissions of $PM_{2.5}$ or toxic air contaminants at levels that would expose sensitive receptors to substantial pollutant concentrations in Impact Statement C-AQ-2 on EIR p. 4.4-52, remains the same. The Supplemental Service Variants and OWE.1 Variant would not contribute considerably to significant cumulative air quality impacts related to localized health risks.

Summary

In summary, the proposed Supplemental Service Variants would not change the conclusions of the air quality impact analysis performed for the EIR. The emissions of criteria pollutants would remain below the thresholds of significance and would not result in a violation of air quality standards or contribute substantially to an existing or projected air quality violation nor result in a cumulatively considerable net increase of any criteria air pollutant for which the project region is in nonattainment under an applicable ambient air quality standard. The proposed Supplemental Service Variants would also not result in an increase in health risk due to localized air pollutant concentrations above what was evaluated in the EIR and therefore would not generate emissions of $PM_{2.5}$ or toxic air contaminants, including DPM, at levels that would expose sensitive receptors to substantial pollutant concentrations.

The construction activities proposed under the OWE.1 Variant Service-related Capital Improvement would not exceed the maximum construction activity used in the EIR to evaluate air quality impacts from construction, which were found to be less than significant. Therefore, construction of the OWE.1 Variant would not result in a violation of air quality standards or contribute substantially to an existing or projected air quality violation; would not result in a cumulatively considerable net increase of any criteria air pollutant for which the project region is in nonattainment under an applicable ambient air quality standard; and would not generate emissions of $PM_{2.5}$ or toxic air contaminants, including DPM, at levels that would expose sensitive receptors to substantial pollutant concentrations.

INITIAL STUDY

The Planning Department distributed a Notice of Availability and an Initial Study on January 23, 2013. The Initial Study determined that the proposed project would have either no impact, a less-than-significant impact, or a less-than-significant impact with implementation of mitigation measures in the following environmental topic areas: Land Use and Land Use Planning; Aesthetics; Population and Housing; Cultural and Paleontological Resources; Greenhouse Gas Emissions; Wind and Shadow; Recreation; Utilities and Service Systems; Public Services; Biological Resources; Geology and Soils; Hydrology and Water Quality; Hazards and Hazardous Materials; Mineral and Energy Resources; and Agricultural and Forest Resources. Each of these topics is discussed briefly below.

Land Use and Land Use Planning

The proposed Supplemental Service Variants would be located primarily in the public right-of-way on various street corridors throughout the City. As with the proposed Service Improvements, the Supplemental Service Variants would be constructed and operated within the City's established street grid, would not alter the established street grid, and would not permanently close any streets or sidewalks. Each of the proposed Supplemental Service Variants has been developed in coordination with the City's transportation-related plans and programs, including the *Transit First* Policy. The Supplemental Service Variants would provide new transit access on streets not currently served by transit, including Brotherhood Way between Lake Merced Boulevard and Sagamore Street, Guerrero Street between 16th and 18th streets, Bemis Street between Addison and Miguel streets, Miguel Street between Bemis and Arlington streets, and Arlington Street between Miguel and Bosworth streets. Implementation of the Supplemental Service Variants would not introduce any new land uses. Therefore, the conclusions in the Initial Study regarding physically dividing an established community, conflicts with applicable land use plans, and impacts on existing character would be the same as those discussed in the Initial Study on pp. 178 to 181 with regard to the Service Improvements, and impacts would be less than significant.

The OWE-1 Variant supporting the 33 Stanyan Supplemental Service Variant would require the installation of overhead utility wires and related infrastructure on the segment of Guerrero Street between 16th and 18th streets. While these physical infrastructure improvements may affect how residents perceive a particular street, as with the proposed project analyzed in the Initial Study on p. 181, these changes would not substantially affect the existing character along this segment of Guerrero Street and the impact would be less than significant.

Implementation of the Supplemental Service Variants and OWE.1 Variant would result in less-than-significant impacts on land use and land use planning, and would not change the analysis or conclusions discussed on Initial Study pp. 179-181. In addition, the proposed Supplemental Service Variants would not change any of the conclusions related to combined or cumulative impacts on land use and land use planning on pp. 182-183.

Aesthetics

The proposed Supplemental Service Variants would either result in increased service frequency, changes to existing route alignments, provision of transit service on streets not currently served by Muni, or a combination of these. As discussed on Initial Study p. 185, implementation of the Service Improvements would have the visual effect of altering the location, frequency, and pattern of transit vehicles on City streets, including the provision of transit service along streets where buses do not currently operate. The visual effect of these proposed changes would be transitory and would be considered a less-than-significant impact. Implementation of the proposed Supplemental Service Variants would not result in any change to the aesthetics impact analysis in the Initial Study.

As further stated on Initial Study p. 185, project construction activities would be temporary and short-term in duration and would not, in themselves, necessitate the construction of fixed structures that could have a significant impact related to scenic vistas, scenic resources, visual character and quality, and light and glare. The OWE.1 Variant that would support the 33 Stanyan Supplemental Service Variant would require the placement of overhead utility wires and related infrastructure on the segment of Guerrero Street between 16th and 18th streets. This segment of Guerrero Street is not noted for “Excellent Quality of Street Views” in the Urban Design Element of the *General Plan*, and, similar to the Initial Study findings for project-level OWE.1, OWE.2, OWE.3, and OWE.5 (Initial Study p. 188), this service-related capital improvement variant would not have a substantial adverse effect on a scenic vista.

Accordingly, the proposed Supplemental Service Variants and the project-level OWE.1 Variant would not create any significant aesthetics impacts and would not change any of the conclusions related to combined aesthetic impacts (Initial Study pp. 192-193) or cumulative aesthetic impacts (Initial Study pp. 193-194), and no new mitigation measures would be required.

Population and Housing

Similar to the proposed Service Improvements, implementation of the Supplemental Service Variants and OWE.1 Variant would not, by themselves or in combination with the other TEP components, induce or result in population and housing effects. The proposed alternate alignments, additional route segments and changes to service frequencies that would be implemented with the Supplemental Service Variants would occur within the existing public right-of-way, and would not extend or improve existing roads, utilities, or other infrastructure improvements. The Supplemental Service Variants would provide new transit access on streets not currently served by transit, including the 17 Parkmerced, 33 Stanyan (Variant 2), 35 Eureka (Variant 2), 37 Corbett (Variant 2) and 43 Masonic variants. As with the proposed Service Improvements and Service-related Capital Improvements analyzed in the Initial Study on pp. 197 to 200, new transit access on these route variants would have less-than-significant impacts on substantial population or employment growth beyond growth that has already been planned for and anticipated within Citywide and regional projections; and would not displace existing housing units, create demand for additional housing or displace a substantial number of people necessitating the construction of replacement housing. The proposed Supplemental Service Variants and OWE.1 Variant also would not change any of the conclusions related to combined or cumulative impacts on population and housing.

For the reasons stated above, implementation of the Supplemental Service Variants would result in less-than-significant impacts on population and housing, and would not change the analysis or conclusions of the Initial Study.

Cultural and Paleontological Resources

Architectural Resources

The proposed Supplemental Service Variants would either result in increased service frequency, changes to existing route alignments, provision of transit service on streets not currently served by Muni, or a combination of these. As discussed on Initial Study p. 202, the proposed Service Improvements would involve operational changes to the frequency and route alignments of Muni service. These types of changes would be transitory in nature and would have a less-than-significant impact on cultural, archeological, or paleontological resources. Implementation of the proposed Supplemental Service Variants would not result in any change to the impact analysis in the Initial Study.

The limited construction activities for new bus stops and curb ramps associated with implementation of the proposed Supplemental Service Variants and the OWE.1 Variant would occur within the public right-of-way. The OWE.1 Variant proposed for the segment of Guerrero Street between 16th and 18th streets would not result in the attachment of new

overhead utility wires to any buildings (i.e., overhead wires would be attached to newly placed poles). As discussed on Initial Study pp. 209-212, construction activities related to implementation of the Service Improvements and sites proposed for Service-Related Capital Improvements would occur in the public right-of-way and would not result in any direct physical impacts on known historic architectural resources such as distinctive or historically significant street paving material, historically significant street furniture, landmark street trees, or on unidentified historic architectural resources. The limited construction activities associated with the implementation of the proposed Supplemental Service Variants and the OWE.1 Variant would not result in any change to the impact analysis in the Initial Study.

Archeological Resources

The depth of excavation for the new curb ramps associated with implementation of the proposed Supplemental Service Variants would be approximately 2 feet below ground surface (bgs) for curb and sidewalk changes as identified on Initial Study pp. 217-218 for the Service Improvements. As discussed on Initial Study pp. 218-226 under Impact CP-2, in order to to avoid any potential adverse impact to archaeological resources where the presence of the resource cannot be known, foreseen, or predicted, the standard Accidental Discovery Archaeological Mitigation Measure, M-CP-2a, would be implemented for all TEP components. This mitigation measure would therefore be applicable to the Supplemental Service Variants.

The depth of excavation for the placement of overhead wire support poles and duct bank for the OWE.1 Variant would be approximately 12 feet bgs (see Initial Study pp. 217-218). As discussed on Initial Study p. 221 under Impact CP-3, the installation of overhead wire support poles and duct banks along a two-block portion of Valencia Street (OWE.1) would be constructed in the Mission Dolores area, in which there is a potential for significant archaeological resources from the Hispanic Period, and would therefore have the potential to adversely impact significant archeological resources unless additional identification and evaluation techniques are implemented. The OWE.1 Variant is also located in the Mission Dolores Area; therefore, Mitigation Measure M-CP-2b (Archeological Monitoring) would be applicable to the OWE.1 Variant. The text of Mitigation Measure M-CP-2b, in EIR Summary Table S-2 on p. S-59, has been revised to add the OWE.1 Variant to the list of identified projects near the beginning of the mitigation measure. The relevant pages of Table S-2 are presented in Attachment E, Staff-Initiated Text Changes.

With implementation of the mitigation measures, the impacts of these variants would be less than significant, as for other components of the TEP, and the conclusions in the Initial Study regarding archaeological resources would not change.

Paleontological Resources

As discussed on Initial Study pp. 226-227, the probability of encountering significant paleontological resources in the course of project construction would be low due to the shallow excavation depths of TEP construction activities (i.e. up to 12 feet bgs) and the previous ground disturbance that is common within the public right-of-way. The limited construction activities associated with the Supplemental Service Variants and the OWE.1 Variant would also have a low probability of encountering significant paleontological resources. However, the presence of shallow paleontological resources within areas of excavation under the proposed project cannot be conclusively ruled out. Accordingly, Mitigation Measure M-CP-3 (Paleontological Resources Accidental Discovery) would be applicable to the proposed Supplemental Service Variants and the OWE.1 Variant, and the impacts on paleontological resources would remain less than significant with mitigation.

In addition, the proposed Supplemental Service Variants and the OWE.1 Variant would not change any of the conclusions related to combined cultural and paleontological resource impacts (Initial Study pp. 228-229) or cumulative cultural and paleontological resource impacts (Initial Study pp. 229-230).

Greenhouse Gas Emissions

The proposed Supplemental Service Variants, similar to the proposed Service Improvements, would result in changes to route alignments, changes to the frequency of service, and the provision of transit service on street segments not currently served by Muni. As discussed under Impact C-GG-1 on Initial Study pp. 245-256, the construction vehicles and equipment used to implement the proposed TEP components would temporarily lead to increases in GHGs and direct emissions from transit vehicles would increase due to frequency of service for biodiesel-fueled motor coaches (standard biodiesel buses and biodiesel hybrid-electric buses) and the corresponding increase in transit vehicle miles traveled. The construction activities associated with the implementation of the proposed Supplemental Service Variants and the OWE.1 Variant would be similar to those identified for the TEP components; however, the increase in transit service frequency on some of the Supplement Service Variants routes (e.g., the 8AX and 8BX Bayshore Express routes) would lead to a slight increase in vehicle miles traveled for diesel and diesel electric-hybrid motor coaches (an increase of 723 daily weekday miles). As with the proposed TEP components, the ordinances identified in Table 10 of the Initial Study (pp. 248-252) to reduce GHG emissions would apply to implementation of the proposed Supplemental Service Variants and the OWE.1 Variant as part of the TEP. As a result, the TEP with the addition of the Supplemental Service Variants and OWE.1 Variant would not impair the State's ability to meet statewide GHG reduction targets or impact the City's ability to meet San Francisco's local GHG reduction targets.

Wind and Shadow

Similar to the proposed Service Improvements, the proposed Supplemental Service Variants relate to transit operations and would not have any direct effects on wind and shadow (see Initial Study pp. 257-258).

The proposed OWE.1 Variant would result in the placement of new above-grade overhead wire support poles along Guerrero Street between 16th and 18th streets to support the 33 Stanyan Supplemental Service Variant. As discussed on Initial Study pp. 258-259, overhead wire support poles would not have sufficient mass to substantially alter local wind patterns or to create substantial new shadow. Therefore, implementation of the proposed OWE.1 Variant would not result in any change to the impact analysis in the Initial Study.

Recreation

The proposed Supplemental Service Variants, similar to the proposed Service Improvements, would result in changes to route alignments, changes to the frequency of service, and the provision of transit service on street segments not currently served by Muni. Implementation of the proposed Supplemental Service Variants and the OWE.1 Variant would involve the same types of route modifications and construction activities as the TEP Service Improvements and Service-Related Capital Improvements. The Supplemental Service Variants and OWE.1 Variant would not result in significant changes in access to recreational facilities, would not substantially increase the use of recreational facilities or require the construction or expansion of recreational facilities, and would not involve any physical changes to recreational facilities. Therefore, implementation of the Supplemental Service Variants and the OWE.1 Variant would not result in any change to the impact analysis in the Initial Study and impacts on recreational facilities would be less than significant, as discussed on Initial Study pp. 261 to 265 .

In addition, the proposed Supplemental Service Variants and the OWE.1 Variant would not change any of the conclusions related to combined recreation impacts (Initial Study p. 265) or cumulative recreation impacts (Initial Study pp. 265-266).

Utilities and Service Systems

As with the proposed TEP components analyzed in the Initial Study, the proposed Supplemental Service Variants and the OWE.1 Variant would not result in new residential units and businesses, would be implemented within the existing public right-of-way, and would not substantially increase the amount of impervious surfaces (as the public right-of-way is generally a paved surface). Similar to the proposed Service Improvements, the proposed Supplemental Service Variants relate to transit operations and would have no

effects on utilities and service systems except for the additional water used for maintenance of the 60 transit vehicles that would be added to the Muni fleet. Implementation of the proposed Supplemental Service Variants and the OWE.1 Variant would involve the same type of route modifications and construction activities as the TEP Service Improvements and Service-Related Capital Improvements. Therefore, implementation of the Supplemental Service Variants and the OWE.1 Variant would not result in any change to the impact analysis or conclusions under Impacts UT-1 to UT-3 on Initial Study pp. 268-273.

As discussed under Impact UT-4 on Initial Study pp. 273-274, no new residential, commercial, or industrial solid waste would be generated as a result of the proposed TEP components. However, construction activities associated with the TEP components would generate construction debris and waste and the excavated soils and debris from construction would be transported off-site to landfill sites. Compliance with the Green Building Ordinance, which requires the development of a Construction and Demolition Debris Management Plan, would minimize the volume of excavated soils and construction debris sent to landfill sites. Implementation of the proposed Supplemental Service Variants and the OWE.1 Variant would involve the same type of construction activities and would be subject to the same Construction and Demolition Debris Management Plan. Therefore, implementation of the Supplemental Service Variants and the OWE.1 Variant would not result in any change to the solid waste impact analysis or conclusions.

In addition, the proposed Supplemental Service Variants and the OWE.1 Variant would not change any of the conclusions related to combined utilities and service systems impacts (Initial Study p. 275) or cumulative utilities and service systems impacts (Initial Study pp. 275-276).

Public Services

Police Services

Implementation of the proposed Supplemental Service Variants and OWE.1 Variant would not result in a substantial increase in residential population or introduce new commercial, office, or industrial uses into San Francisco and, therefore, would not generate demand for new services provided by the San Francisco Police Department (SFPD). The increase in service hours and the addition of up to 60 service vehicles, a portion of which could be directly attributed to the Supplemental Service Variants, would generate a negligible increase in the demand for police services for traffic incidents, such as accidents, injuries, and crimes committed on vehicles. SFMTA has a Security, Investigations and Enforcement Unit and Emergency Preparedness Unit that provide overall security, enforcement and emergency services to ensure minimize reliance on SFPD services. As with the proposed Service

Improvements, the added service hours and increase in service vehicles associated with the Supplemental Service Variants would have less-than-significant impacts on police services.

Fire Protection and Emergency Services

The Supplemental Service Variants would not result in increased residential population or introduce new commercial, office, or industrial uses into San Francisco. The TEP would include an additional 150 to 200 new SFMTA employees. The proportion of these new employees attributable to the Supplemental Service Variants and OWE.1 Variant would be negligible, and would have less-than-significant impacts on the SFFD, as concluded in the Initial Study on pp. 280-281. As with the proposed Service Improvements, implementation of the Supplemental Service Variants would result in less-than-significant impacts on the demand for new fire suppression and emergency medical services.

Schools

The proposed Supplemental Service Variants and OWE.1 Variant would not introduce new residential units, population or employment growth that would increase the demand for new schools or school facilities. Impacts on school facilities attributable to the Supplemental Service Variants would be less than significant.

Libraries

The demand for libraries is driven largely through the increase in residential units and population in a community. The proposed Supplemental Service Variants would not introduce new residential units or population growth, and would not increase the number of additional SFMTA employees required to implement the TEP beyond the 150-200 analyzed in the Initial Study. The increase, if any attributable to the Supplemental Service Variants would be minor, and would not generate a demand for new libraries.

For these reasons, as with the proposed Service Improvements and Service-related Capital Improvements, implementation of the Supplemental Service Variants and OWE.1 Variant would result in less-than-significant impacts on public services and would not change the analysis or conclusions of the Initial Study discussed on pp. 276-284. The proposed Supplemental Service Variants also would not change any of the conclusions related to combined or cumulative impacts on public services.

Biological Resources

The Supplemental Service Variants would operate transit within the existing public right-of-way in a dense urban setting, which in general, does not support or provide habitat for rare or endangered species or sensitive natural communities. As with the proposed Service

Improvements, some of the Supplemental Service Variants would add transit service to street segments that do not now provide transit service; however none, of these new segments is adjacent to a natural area with special status species. Similar to the proposed Service Improvements, these new street segments are within the existing right-of-way where other vehicular traffic current operates and the Supplemental Service Variants would result in a less-than-significant impact on any nearby biological resources.

The OWE.1 Variant would involve installation of two-way overhead wire infrastructure on Guerrero Street between 16th and 18th streets. As discussed on Initial Study pp. 288- 289, installation of support poles would vary in height from 26 to 30 feet and would be placed approximately every 90 to 100 feet along a street segment. In a dense urban setting such as Guerrero Street between 16th and 18th streets, overhead wires would not create hazards to birds or interfere with their migration and would have less-than-significant impacts on biological resources.

The proposed Supplemental Service Variants would not result in any impacts to trees as they would involve operational changes to transit service, which would occur on paved streets. The OWE.1 Variant could require removal of trees. As stated on p. 290 of the Initial Study, the TEP has been designed to minimize the removal of trees for construction of the Service-related Capital Improvements. However, in the event that street tree removal is necessary, the SFMTA would comply with the requirements of the Urban Forestry Ordinance and the Planning Code, and thus would have less-than significant impacts concerning conflicts with the City's adopted plans concerning the preservation of trees or any local policies or ordinances protecting biological resources, as stated on Initial Study pp. 289-290.

Therefore, implementation of the Supplemental Service Variants and OWE.1 Variant would result in less-than-significant significant impacts on biological resources and would not conflict with local policies or ordinances related to biological resources. Implementation of the proposed Supplemental Service Variants would not change any of the conclusions related to combined or cumulative impacts discussed on biological resources.

Geology and Soils

Similar to the proposed Service Improvements, implementation of almost all of the Supplemental Service Variants would involve minimal construction, consisting of curb ramps. The 33 Stanyan Supplemental Service Variant would include a Service-Related Capital Improvement project, the OWE.1 Variant, to install two-way overhead wire infrastructure and underground duct bank on Guerrero Street between 16th and 18th streets. All construction would be located within the existing City right-of-way. As with the proposed Service Improvements, all physical improvements associated with the Supplemental Service Variants and OWE.1 Variant would be required to comply with engineering requirements as part of the

DPW permitting process and engineering design specifications followed by the SFMTA. Therefore, as for the Service Improvements and Service-related Capital Improvements analyzed in the Initial Study, construction and implementation of the Supplemental Service Variants and the OWE.1 Variant would have less-than-significant impacts related to geology and soils. In addition, since there are no known fault zones or designated Alquist-Priolo Earthquake Fault Zones in the City, implementation of the Supplemental Service Variants and OWE.1 Variant would have no direct impact on people or structures with respect to rupture of a known earthquake fault.

For these reasons, construction and implementation of the Supplemental Service Variants and OWE.1 Variant would result in less-than-significant impacts on geology and soils, and would not change the analysis or conclusions discussed on Initial Study pp. 292-303. The proposed Supplemental Service Variants also would not change any of the conclusions related to combined or cumulative effects on geology and soils.

Hydrology and Water Quality

The proposed Supplemental Service Variants, similar to the proposed Service Improvements, would result in changes to route alignments, changes to the frequency of service, and the provision of transit service on street segments not currently served by Muni. As discussed on Initial Study pp. 306-313 under Impacts HY-1, HY-2, and HY-3, implementation of the proposed Service Improvements, including minor construction to install a limited number of curb ramps, and construction of Service-related Capital Improvements would result in less-than-significant impacts on water quality, wastewater discharge, the capacity of the combined sewer system, groundwater supplies, groundwater recharge, and existing drainage patterns. Implementation of the proposed Supplemental Service Variants and the OWE.1 Variant would involve the same type of construction activities, would be subject to the same controls and regulations related to construction activities (e.g., the 2008 Bayside and 2009 Oceanside National Pollution Discharge Elimination System permits; Article 2, Section 2.4.13(7) of the Public Works Code; and the San Francisco Green Building Ordinance), and would employ construction Best Management Practices. Therefore, implementation of the Supplemental Service Variants and the OWE.1 Variant would not result in any change to the impact analysis or conclusions in the Initial Study.

The proposed Supplemental Service Variants and the OWE.1 Variant are located outside of mapped flood zones, special flood hazard areas, tsunami hazard zones, and reservoir failure inundation areas and would not involve the construction of any habitable structures. As with the project-level TEP components that require excavation in the public-right-of-way and where the potential for flooding is a concern, construction related to the implementation of the Supplemental Service Variants and the OWE-1 Variant would also be subject San Francisco Public Utility Commission and Department of Public Works permit requirements. Therefore,

implementation of the Supplemental Service Variants and the OWE-1 Variant, similar to the project-level TEP components, would not result in the exposure of people or structures to substantial risk of loss due to flooding or inundation due to seiche, tsunami, mudflow, or failure of a reservoir. Implementation of the Supplemental Service Variants and the OWE.1 Variant would not result in any change to the analysis of the TEP components or the conclusions in Impacts HY-4 and HY-5 on Initial Study pp. 313-318.

In addition, the proposed Supplemental Service Variants and the OWE.1 Variant would not change any of the conclusions related to combined hydrology and water quality impacts (Initial Study p. 319) or cumulative hydrology and water quality impacts (Initial Study pp. 319-320).

Hazards and Hazardous Materials

As with the proposed TEP project components, construction of curb ramps related to the proposed Supplemental Service Variants and construction of the OWE.1 Variant overhead wires and duct banks would occur with the existing public right-of-way and would likely require the routine use, storage and disposal of hazardous materials (i.e., motor fuels, oils, solvents, lubricants, traffic striping and asphalt coating, and contaminated soils). Similar to the proposed TEP components, construction related to the Supplemental Service Variants and construction of the OWE.1 Variant facilities would be required to comply with the federal, state, and local regulations identified under Impact HZ-1 on Initial Study pp. 326-328. Mitigation Measure M-HZ-1: Hazardous Materials Testing would be applicable to any construction related to the Supplemental Service Variants or OWE.1 Variant and would ensure that potentially significant impacts from release of hazardous materials during construction are reduced to less-than-significant levels, similar to the construction of other TEP components. Implementation of Mitigation Measure M-HZ-1 would also ensure that any potential effects related to hazardous emissions or hazardous materials near schools would be reduced to a less-than-significant level, as described under Impact HZ-2 on Initial Study pp. 329-330. Furthermore, as with the TEP components, the construction activities for the proposed Supplemental Service Variants and the OWE.1 Variant would not be located on or directly affect industrial parcels or other reported hazardous materials sites and the shallow excavation depths (between 2 to 12 feet bgs) would not be anticipated to encounter groundwater, which could lead to the migration of contamination into specific excavation zone and result in the exposure of the public or the environment to a significant hazard (see discussion under Impact HZ-3 on Initial Study pp. 330-331). Therefore, implementation of the Supplemental Service Variants and the OWE.1 Variant would not result in any change to the impact analysis or conclusions in the Initial Study.

In addition, the proposed Supplemental Service Variants and the OWE.1 Variant would not change any of the conclusions related to combined hazards and hazardous materials

impacts (Initial Study p. 333) or cumulative hazards and hazardous materials impacts (Initial Study pp. 333-334).

Mineral and Energy Resources

The Supplemental Service Variants and OWE.1 Variant would be implemented primarily within the public right-of-way. As discussed on Initial Study p. 336, there are no designated mineral resource recovery sites within the City and County of San Francisco project area. Therefore, as for the TEP components analyzed in the Initial Study, construction and implementation of the Supplemental Service Variants and OWE.1 Variant would have no impact on the loss of a known mineral resources, or a locally-important mineral resource recovery site.

As with the TEP components analyzed in the Initial Study, construction of curb ramps for the Supplemental Service Variants and overhead wire facilities for the OWE.1 Variant would result in increased fuel and water and energy use for the construction vehicles and equipment, and water for construction site activities, such as dust control and equipment wash downs. However, as stated on Initial Study pp. 337-338, the amounts of fuel and energy used during construction would be typical of public works projects and would have less-than-significant impacts on the use of fuel, water or energy, and would not use these resources in a wasteful manner.

For these reasons, implementation of the Supplemental Service Variants and the OWE.1 Variant would result no or less-than-significant impacts on mineral and energy resources and would not change the analysis or conclusions discussed in the Initial Study on pp. 335-340. The proposed Supplemental Service Variants and OWE.1 Variant also would not change any of the conclusions related to combined or cumulative impact on mineral and energy resources.

Agriculture and Forest Resources

No land within the City is zoned for agricultural or forest uses and the public right-of-way, where TEP components would be located, does not contain agricultural or forest uses or proposed locations zoned for such uses. Therefore, as discussed on Initial Study pp. 342-343, implementation of the proposed Supplemental Service Variants, including OWE-1 related to the proposed 33 Stanyan Service Variant, would have no impact on agriculture or forest resources and would not change the analysis or conclusions pertaining to Agriculture and Forest Resources in the Initial Study.

CONCLUSION

The proposed Supplemental Service Variants and the proposed OWE.1 Variant related to the 33 Stanyan Supplemental Service Variant were evaluated to determine whether they would change the analyses and conclusions contained in the Transit Effectiveness Project EIR and its Initial Study. No new significant impacts were identified, the additions to the TEP would not result in any significant impacts identified in the EIR becoming more severe, no new mitigation measures would be required, and no mitigation measures that the EIR explained may be infeasible have become feasible as a result of these additions to the proposed project.

ATTACHMENTS

Attachment A: Revised Service Improvement Maps

Attachment B: Staff-Initiated Text Changes Related to Supplemental Service Variants and OWE.1 Variant

ATTACHMENT A: REVISED SERVICE IMPROVEMENT MAPS

Summary of Recommendations for 8X Bayshore

-Proposed eliminated segments north of Pacific Avenue would be Bay and North Point streets between Powell and Kearny streets, Kearny Street between Bay and North Point streets, Powell Street between Columbus Avenue and North Point Street, Columbus Avenue between Powell Street and Pacific Avenue, and Stockton Street between Green Street and Broadway.

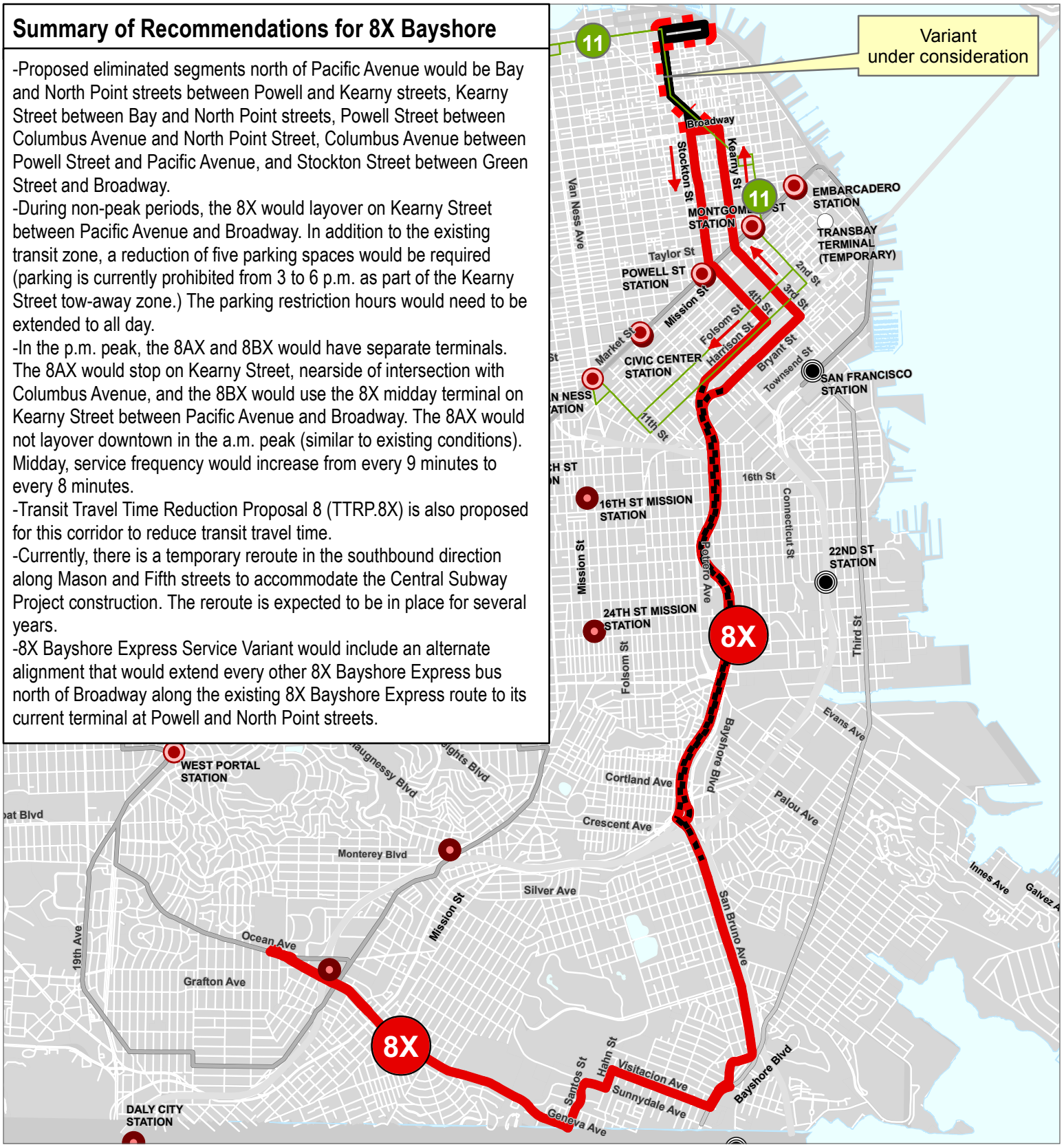
-During non-peak periods, the 8X would layover on Kearny Street between Pacific Avenue and Broadway. In addition to the existing transit zone, a reduction of five parking spaces would be required (parking is currently prohibited from 3 to 6 p.m. as part of the Kearny Street tow-away zone.) The parking restriction hours would need to be extended to all day.

-In the p.m. peak, the 8AX and 8BX would have separate terminals. The 8AX would stop on Kearny Street, nearside of intersection with Columbus Avenue, and the 8BX would use the 8X midday terminal on Kearny Street between Pacific Avenue and Broadway. The 8AX would not layover downtown in the a.m. peak (similar to existing conditions). Midday, service frequency would increase from every 9 minutes to every 8 minutes.

-Transit Travel Time Reduction Proposal 8 (TTRP.8X) is also proposed for this corridor to reduce transit travel time.

-Currently, there is a temporary reroute in the southbound direction along Mason and Fifth streets to accommodate the Central Subway Project construction. The reroute is expected to be in place for several years.

-8X Bayshore Express Service Variant would include an alternate alignment that would extend every other 8X Bayshore Express bus north of Broadway along the existing 8X Bayshore Express route to its current terminal at Powell and North Point streets.



Line 8X - Bayshore Express (Revised)

Recommended Route Alignment

Legend

- Recommended Rapid Route
- Rail Network
- Segment Proposed for Elimination
- Express Segment (no stops)
- Muni Metro Stations
- BART Stations
- Caltrain Stations

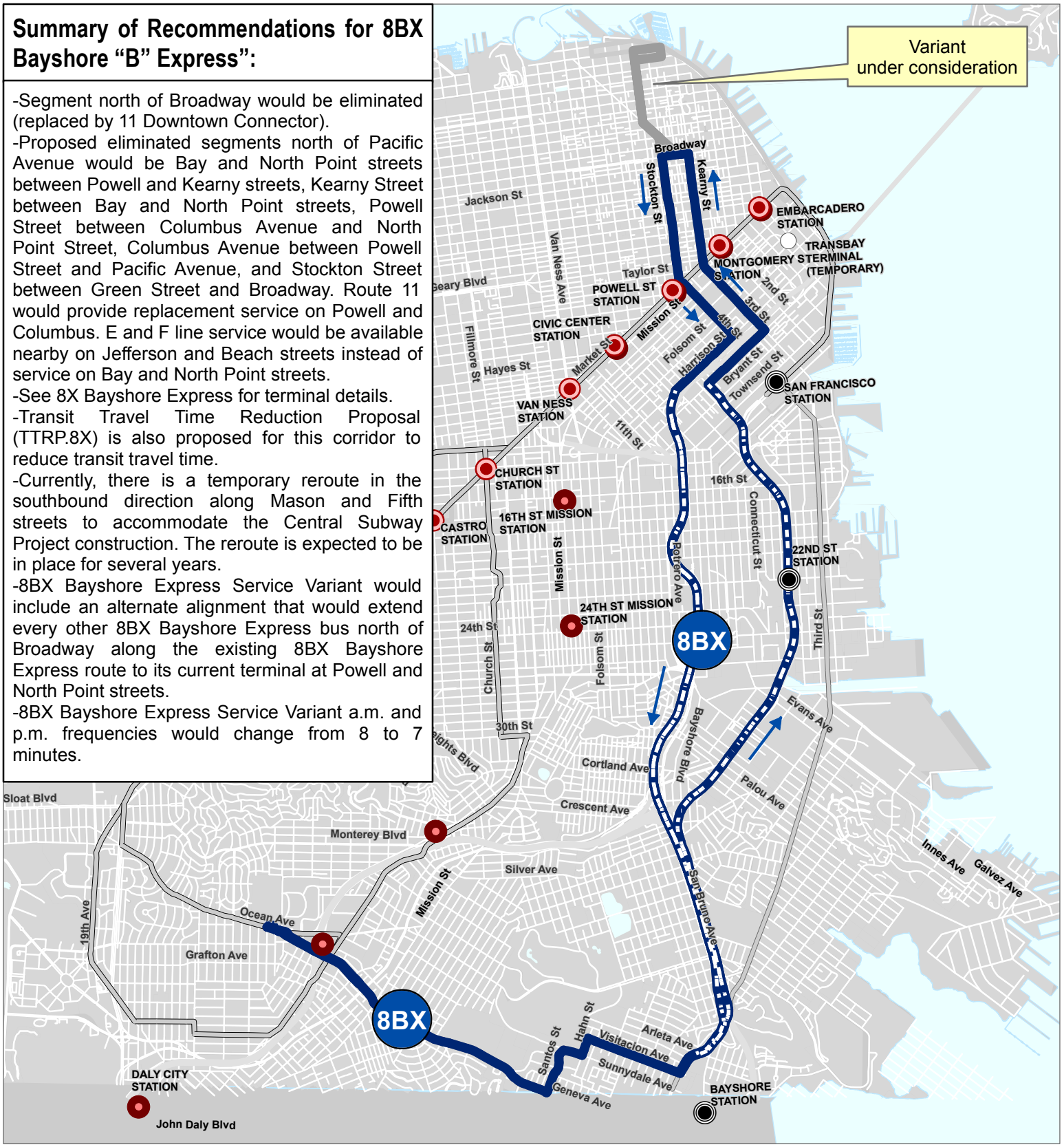
SFMTA | Municipal Transportation Agency

Map Updated
February 2014

0 0.5 1 Miles

Summary of Recommendations for 8BX Bayshore "B" Express":

-Segment north of Broadway would be eliminated (replaced by 11 Downtown Connector).
-Proposed eliminated segments north of Pacific Avenue would be Bay and North Point streets between Powell and Kearny streets, Kearny Street between Bay and North Point streets, Powell Street between Columbus Avenue and North Point Street, Columbus Avenue between Powell Street and Pacific Avenue, and Stockton Street between Green Street and Broadway. Route 11 would provide replacement service on Powell and Columbus. E and F line service would be available nearby on Jefferson and Beach streets instead of service on Bay and North Point streets.
-See 8X Bayshore Express for terminal details.
-Transit Travel Time Reduction Proposal (TTRP.8X) is also proposed for this corridor to reduce transit travel time.
-Currently, there is a temporary reroute in the southbound direction along Mason and Fifth streets to accommodate the Central Subway Project construction. The reroute is expected to be in place for several years.
-8BX Bayshore Express Service Variant would include an alternate alignment that would extend every other 8BX Bayshore Express bus north of Broadway along the existing 8BX Bayshore Express route to its current terminal at Powell and North Point streets.
-8BX Bayshore Express Service Variant a.m. and p.m. frequencies would change from 8 to 7 minutes.



Line 8BX - Bayshore "B" Express (Revised)
Recommended Route Alignment

Legend

- Recommended Specialized Services Route
- Non-Stop Segment
- Segment Proposed for Elimination
- Rail Network
- Muni Metro Stations
- BART Stations
- Caltrain Stations

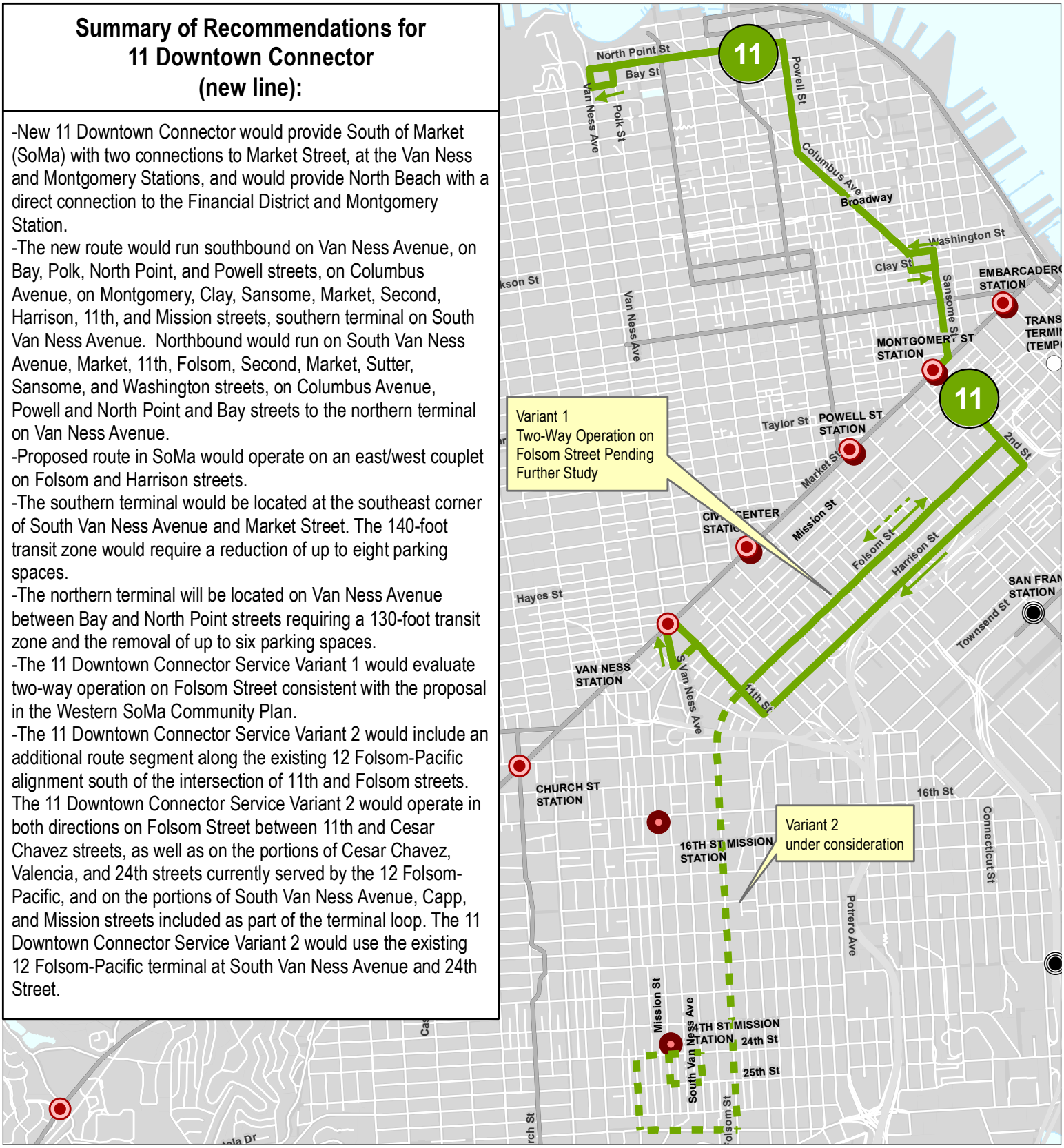
0 0.5 1 Miles

SFMTA | Municipal Transportation Agency

Map Updated
March 2014

Summary of Recommendations for 11 Downtown Connector (new line):

-New 11 Downtown Connector would provide South of Market (SoMa) with two connections to Market Street, at the Van Ness and Montgomery Stations, and would provide North Beach with a direct connection to the Financial District and Montgomery Station.
-The new route would run southbound on Van Ness Avenue, on Bay, Polk, North Point, and Powell streets, on Columbus Avenue, on Montgomery, Clay, Sansome, Market, Second, Harrison, 11th, and Mission streets, southern terminal on South Van Ness Avenue. Northbound would run on South Van Ness Avenue, Market, 11th, Folsom, Second, Market, Sutter, Sansome, and Washington streets, on Columbus Avenue, Powell and North Point and Bay streets to the northern terminal on Van Ness Avenue.
-Proposed route in SoMa would operate on an east/west couplet on Folsom and Harrison streets.
-The southern terminal would be located at the southeast corner of South Van Ness Avenue and Market Street. The 140-foot transit zone would require a reduction of up to eight parking spaces.
-The northern terminal will be located on Van Ness Avenue between Bay and North Point streets requiring a 130-foot transit zone and the removal of up to six parking spaces.
-The 11 Downtown Connector Service Variant 1 would evaluate two-way operation on Folsom Street consistent with the proposal in the Western SoMa Community Plan.
-The 11 Downtown Connector Service Variant 2 would include an additional route segment along the existing 12 Folsom-Pacific alignment south of the intersection of 11th and Folsom streets. The 11 Downtown Connector Service Variant 2 would operate in both directions on Folsom Street between 11th and Cesar Chavez streets, as well as on the portions of Cesar Chavez, Valencia, and 24th streets currently served by the 12 Folsom-Pacific, and on the portions of South Van Ness Avenue, Capp, and Mission streets included as part of the terminal loop. The 11 Downtown Connector Service Variant 2 would use the existing 12 Folsom-Pacific terminal at South Van Ness Avenue and 24th Street.



Line 11 - Downtown Connector (Revised)

Recommended Route Alignment

Legend

- Recommended Local Route
- Potentail Route Variation
- Rail Network
- Muni Metro Stations
- BART Stations
- Caltrain Stations

0 0.5 1 Miles

SFMTA | Municipal Transportation Agency

Map Updated
February 2014

Summary of Recommendations for 17 Parkmerced:

-Would replace existing Route 18 segment around Lake Merced via John Muir Drive and Skyline Boulevard. The Daly City portion of the route would make limited stops at key destinations.

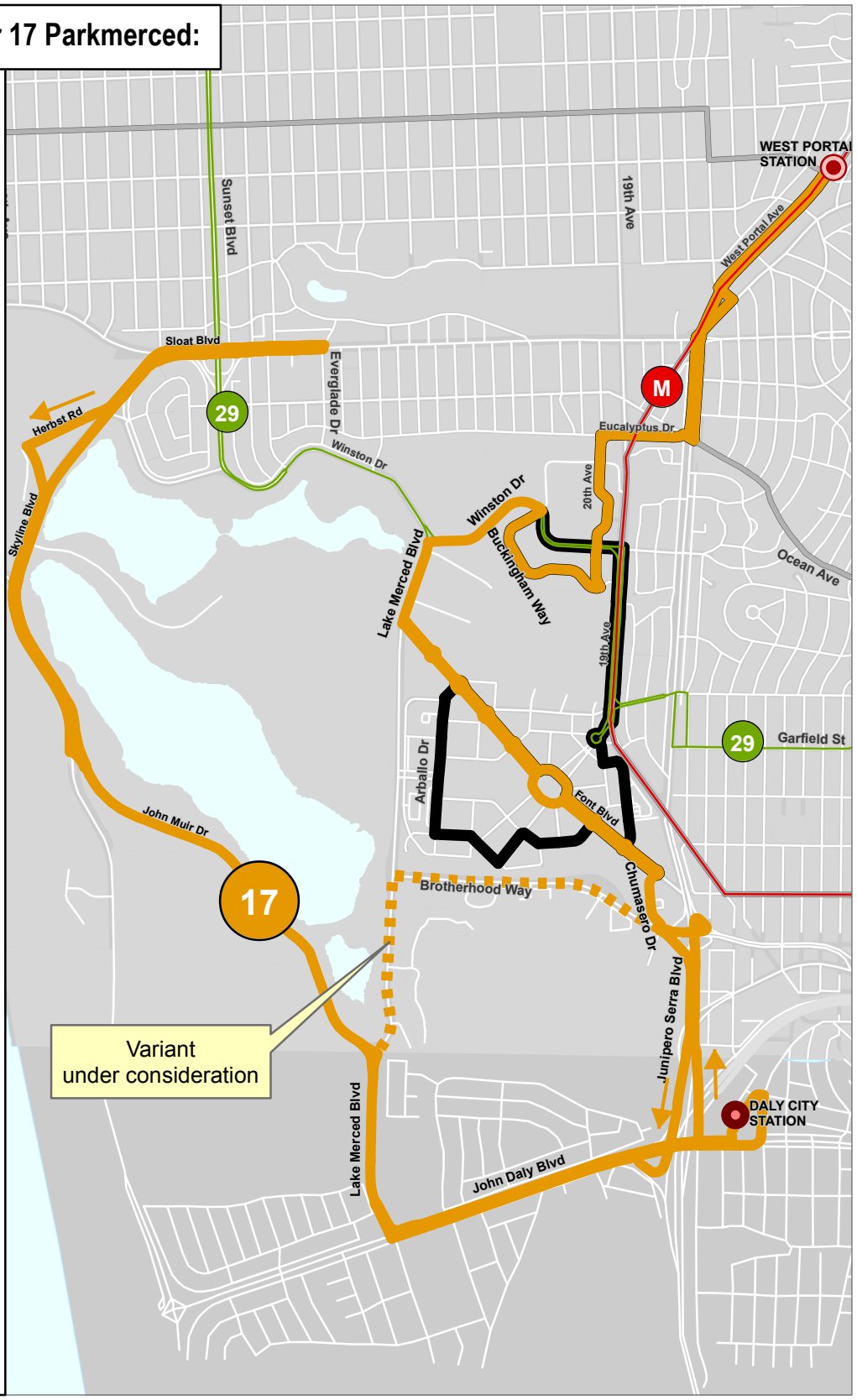
-One-way loop on Arballo, Garces, and Gonzalez drives in Parkmerced would be replaced by two-way service on Font Boulevard to simplify route.

-New street segments would be from Font Boulevard and Arballo Drive via Font Boulevard, Chumasero Drive, Junipero Serra Boulevard, John Daly Boulevard, Daly City BART, John Daly Boulevard, Lake Merced Boulevard, John Muir Drive, and Skyline Boulevard, Herbst Road (toward West Portal only), Skyline and Sloat boulevards to Everglade Drive.

-The bus would terminate near Lakeshore Plaza on the south side of Sloat Boulevard at Havenside Drive and would require removing up to four parking spaces. At the other end of the route, the route would terminate at its current West Portal Station location.

-•17 Parkmerced Service Variant would include an alternate alignment along Brotherhood Way, rather than extending service south to serve Westlake Plaza. North of the intersection of John Muir Drive/Lake Merced Boulevard, the 17 Parkmerced would extend along the existing 18 46th Avenue alignment on Lake Merced Boulevard between John Muir Drive and Brotherhood Way, on Brotherhood Way between John Muir Drive and Junipero Serra Boulevard, South of the intersection of Brotherhood Way/Junipero Serra Boulevard, the 17 Parkmerced would operate along the existing 28 19th Avenue alignment and would serve the Daly City BART Station, and then return in the opposite direction on Junipero Serra Boulevard. North of the Intersection of Brotherhood Way and Junipero Serra Boulevard, the 17 Parkmerced would serve Chumasera Drive, Font Boulevard, Lake Merced Boulevard, and Winston Drive between Lake Merced Boulevard and Buckingham Way. Between the intersection of Winston Drive and Buckingham Way and the West Portal Station, the 17 Parkmerced would operate on its current alignment.

-17 Parkmerced Service Variant new transit street segments include Font Boulevard between Lake Merced Boulevard and Arballo Drive, Chumasero Drive between Font Boulevard and Brotherhood Way, and Brotherhood Way between Junipero Serra and Lake Merced boulevards.



Line 17 - Park Merced (Revised)

Recommended Route Alignment

Legend

- Recommended Community Route
- Segment would be covered by another recommended route
- Segment Proposed for Elimination
- Rail Network
- Muni Metro Stations
- BART Stations
- Caltrain Stations

0 0.3 0.6 Miles

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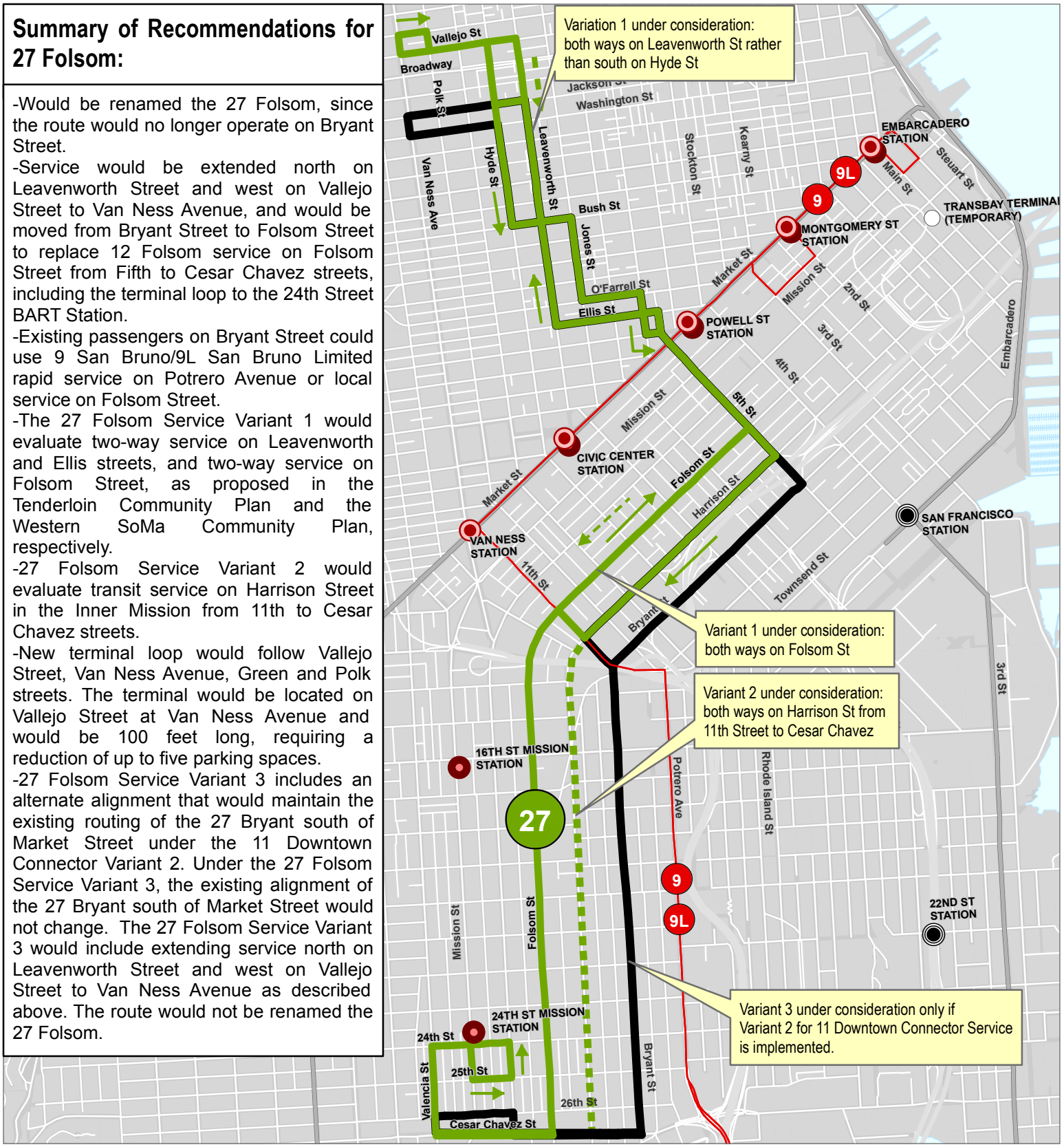
Map Updated
February 2014

Summary of Recommendations for 27 Folsom:

-Would be renamed the 27 Folsom, since the route would no longer operate on Bryant Street.
-Service would be extended north on Leavenworth Street and west on Vallejo Street to Van Ness Avenue, and would be moved from Bryant Street to Folsom Street to replace 12 Folsom service on Folsom Street from Fifth to Cesar Chavez streets, including the terminal loop to the 24th Street BART Station.
-Existing passengers on Bryant Street could use 9 San Bruno/9L San Bruno Limited rapid service on Potrero Avenue or local service on Folsom Street.
-The 27 Folsom Service Variant 1 would evaluate two-way service on Leavenworth and Ellis streets, and two-way service on Folsom Street, as proposed in the Tenderloin Community Plan and the Western SoMa Community Plan, respectively.
-27 Folsom Service Variant 2 would evaluate transit service on Harrison Street in the Inner Mission from 11th to Cesar Chavez streets.
-New terminal loop would follow Vallejo Street, Van Ness Avenue, Green and Polk streets. The terminal would be located on Vallejo Street at Van Ness Avenue and would be 100 feet long, requiring a reduction of up to five parking spaces.
-27 Folsom Service Variant 3 includes an alternate alignment that would maintain the existing routing of the 27 Bryant south of Market Street under the 11 Downtown Connector Variant 2. Under the 27 Folsom Service Variant 3, the existing alignment of the 27 Bryant south of Market Street would not change. The 27 Folsom Service Variant 3 would include extending service north on Leavenworth Street and west on Vallejo Street to Van Ness Avenue as described above. The route would not be renamed the 27 Folsom.



Line 27 - Folsom (Revised)
Recommended Route Alignment

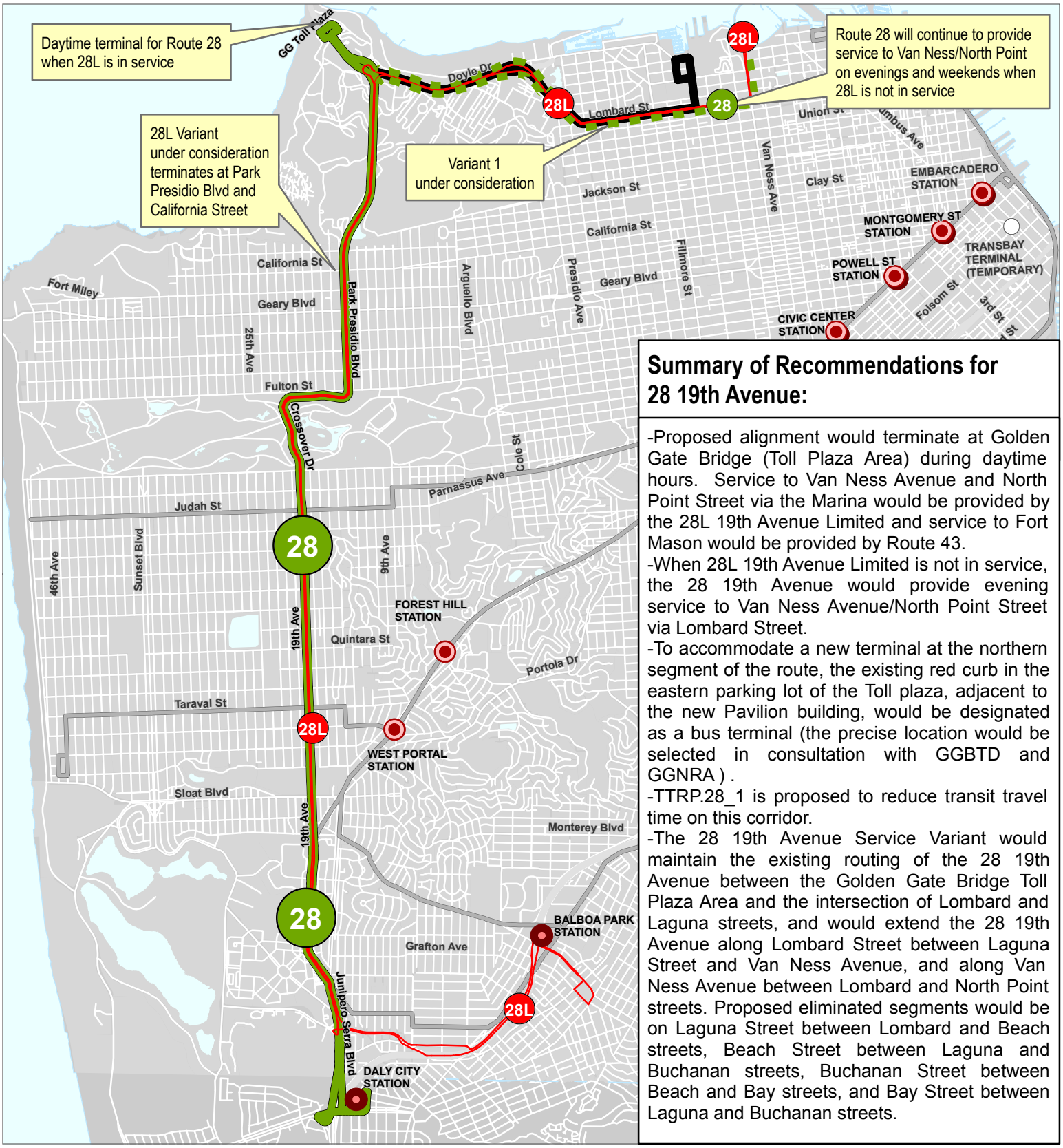
Legend

- Recommended Local Route
- Potential Route Variation
- Segment would be covered by another recommended route
- Segment Proposed for Elimination
- Rail Network
- Muni Metro Stations
- BART Stations
- Caltrain Stations

0 0.25 0.5 Miles

SFMTA | Municipal Transportation Agency

Map Updated
March 2014



Summary of Recommendations for 28 19th Avenue:

-Proposed alignment would terminate at Golden Gate Bridge (Toll Plaza Area) during daytime hours. Service to Van Ness Avenue and North Point Street via the Marina would be provided by the 28L 19th Avenue Limited and service to Fort Mason would be provided by Route 43.

-When 28L 19th Avenue Limited is not in service, the 28 19th Avenue would provide evening service to Van Ness Avenue/North Point Street via Lombard Street.

-To accommodate a new terminal at the northern segment of the route, the existing red curb in the eastern parking lot of the Toll plaza, adjacent to the new Pavilion building, would be designated as a bus terminal (the precise location would be selected in consultation with GGBTD and GGNRA) .

-TTRP.28_1 is proposed to reduce transit travel time on this corridor.

-The 28 19th Avenue Service Variant would maintain the existing routing of the 28 19th Avenue between the Golden Gate Bridge Toll Plaza Area and the intersection of Lombard and Laguna streets, and would extend the 28 19th Avenue along Lombard Street between Laguna Street and Van Ness Avenue, and along Van Ness Avenue between Lombard and North Point streets. Proposed eliminated segments would be on Laguna Street between Lombard and Beach streets, Beach Street between Laguna and Buchanan streets, Buchanan Street between Beach and Bay streets, and Bay Street between Laguna and Buchanan streets.

Line 28 - 19th Ave (Revised)
Recommended Route Alignment

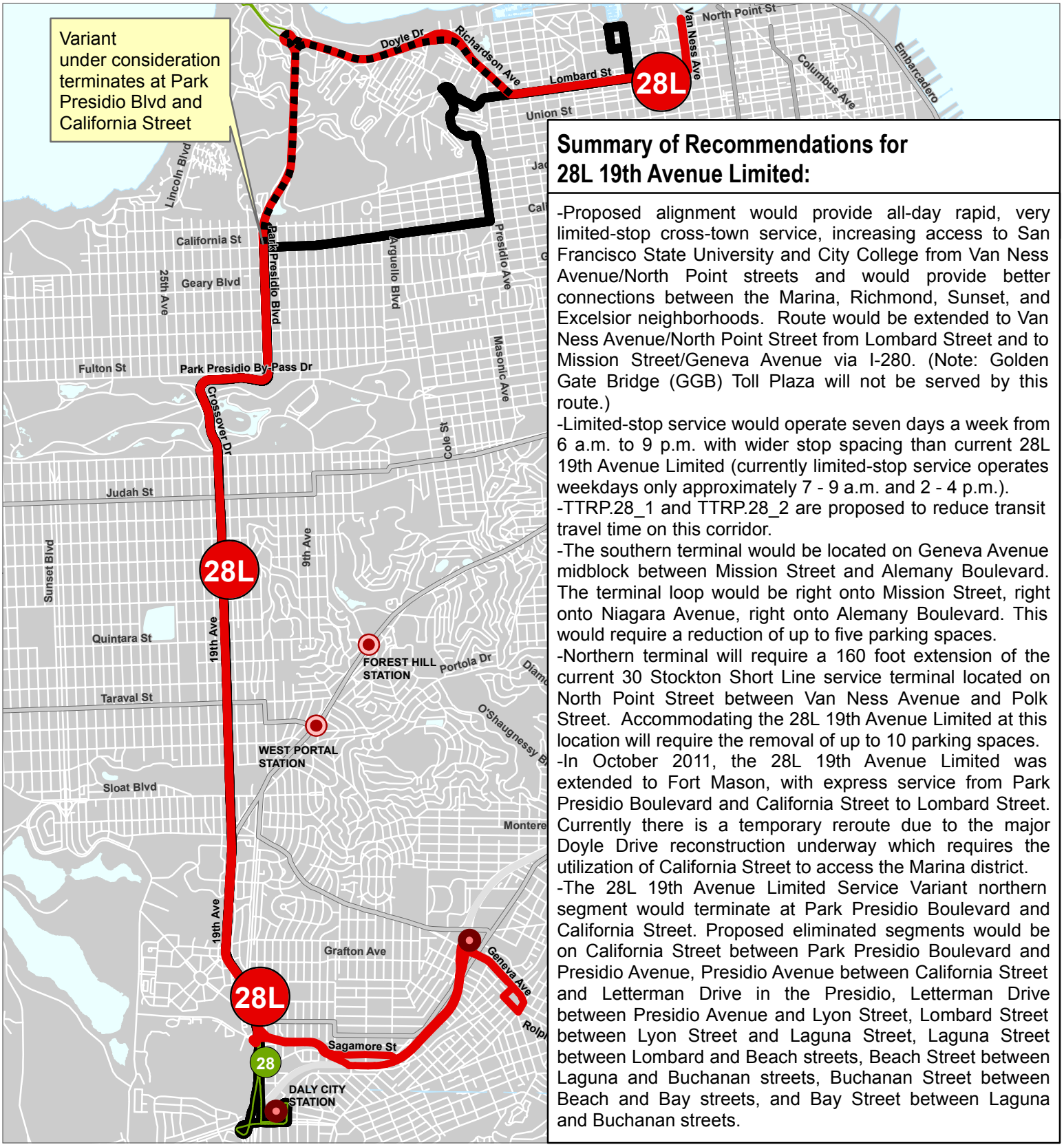
Legend

- Recommended Local Route
- Segment would be covered by another recommended route
- Segment Proposed for Elimination
- Rail Network
- Muni Metro Stations
- BART Stations
- Caltrain Stations

SFMTA | Municipal Transportation Agency

0 0.5 1 Miles

Map Updated
February 2014



Summary of Recommendations for 28L 19th Avenue Limited:

-Proposed alignment would provide all-day rapid, very limited-stop cross-town service, increasing access to San Francisco State University and City College from Van Ness Avenue/North Point streets and would provide better connections between the Marina, Richmond, Sunset, and Excelsior neighborhoods. Route would be extended to Van Ness Avenue/North Point Street from Lombard Street and to Mission Street/Geneva Avenue via I-280. (Note: Golden Gate Bridge (GGB) Toll Plaza will not be served by this route.)

-Limited-stop service would operate seven days a week from 6 a.m. to 9 p.m. with wider stop spacing than current 28L 19th Avenue Limited (currently limited-stop service operates weekdays only approximately 7 - 9 a.m. and 2 - 4 p.m.).

-TTRP.28_1 and TTRP.28_2 are proposed to reduce transit travel time on this corridor.

-The southern terminal would be located on Geneva Avenue midblock between Mission Street and Alemany Boulevard. The terminal loop would be right onto Mission Street, right onto Niagara Avenue, right onto Alemany Boulevard. This would require a reduction of up to five parking spaces.

-Northern terminal will require a 160 foot extension of the current 30 Stockton Short Line service terminal located on North Point Street between Van Ness Avenue and Polk Street. Accommodating the 28L 19th Avenue Limited at this location will require the removal of up to 10 parking spaces.

-In October 2011, the 28L 19th Avenue Limited was extended to Fort Mason, with express service from Park Presidio Boulevard and California Street to Lombard Street. Currently there is a temporary reroute due to the major Doyle Drive reconstruction underway which requires the utilization of California Street to access the Marina district.

-The 28L 19th Avenue Limited Service Variant northern segment would terminate at Park Presidio Boulevard and California Street. Proposed eliminated segments would be on California Street between Park Presidio Boulevard and Presidio Avenue, Presidio Avenue between California Street and Letterman Drive in the Presidio, Letterman Drive between Presidio Avenue and Lyon Street, Lombard Street between Lyon Street and Laguna Street, Laguna Street between Lombard and Beach streets, Beach Street between Laguna and Buchanan streets, Buchanan Street between Beach and Bay streets, and Bay Street between Laguna and Buchanan streets.

Line 28L - 19th Ave Limited (Revised)
Recommended Route Alignment

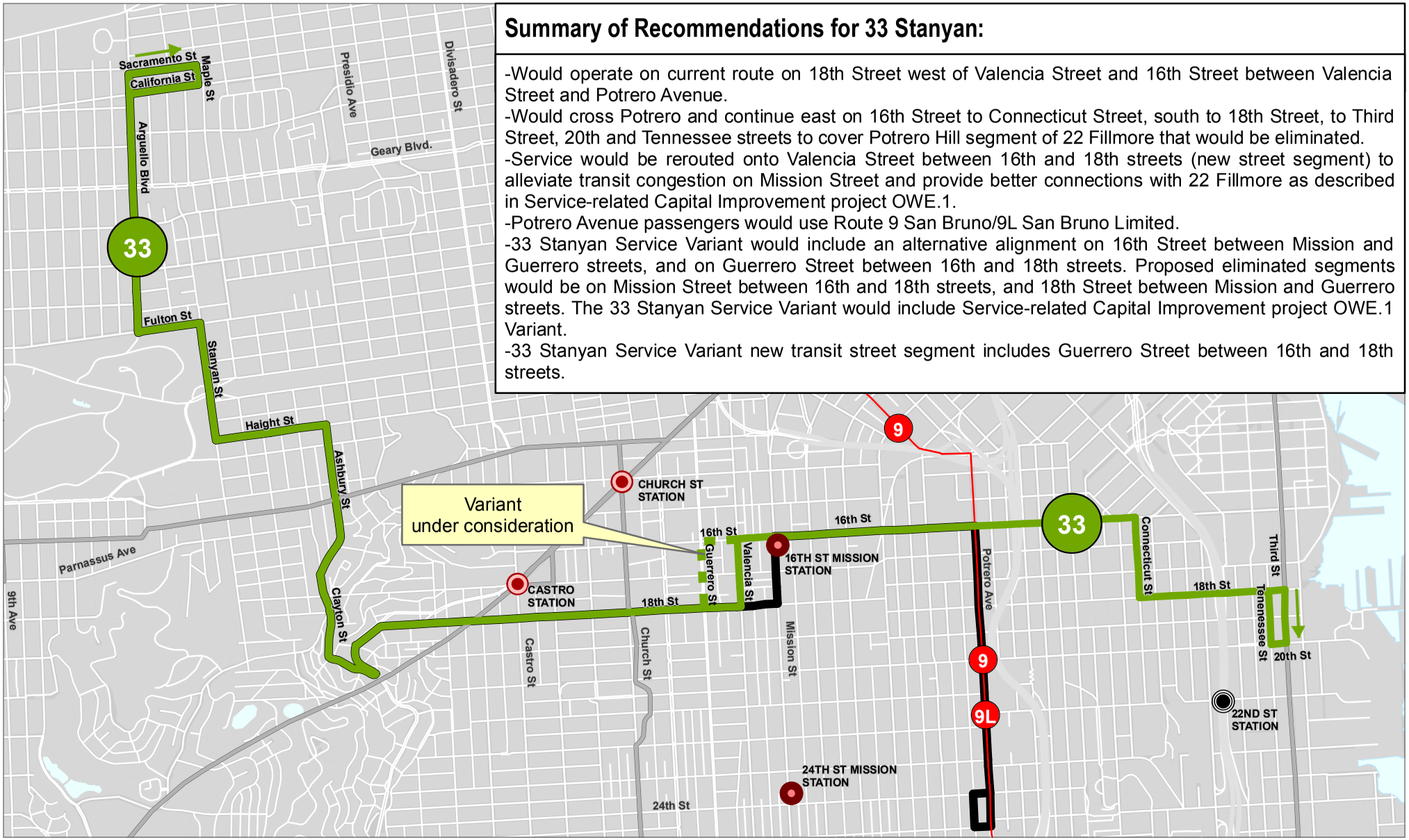
Legend

- Recommended Rapid Route
- Recommended Express Route
- Segment Proposed for Elimination
- Segment would be covered by another recommended route
- Rail Network
- Muni Metro Stations
- BART Stations
- Caltrain Stations

0 0.5 1 Miles

SFMTA | Municipal Transportation Agency

Map Updated
February 2014



Line 33 - Stanyan (Revised)

Recommended Route Alignment

SFMTA | Municipal Transportation Agency

Legend

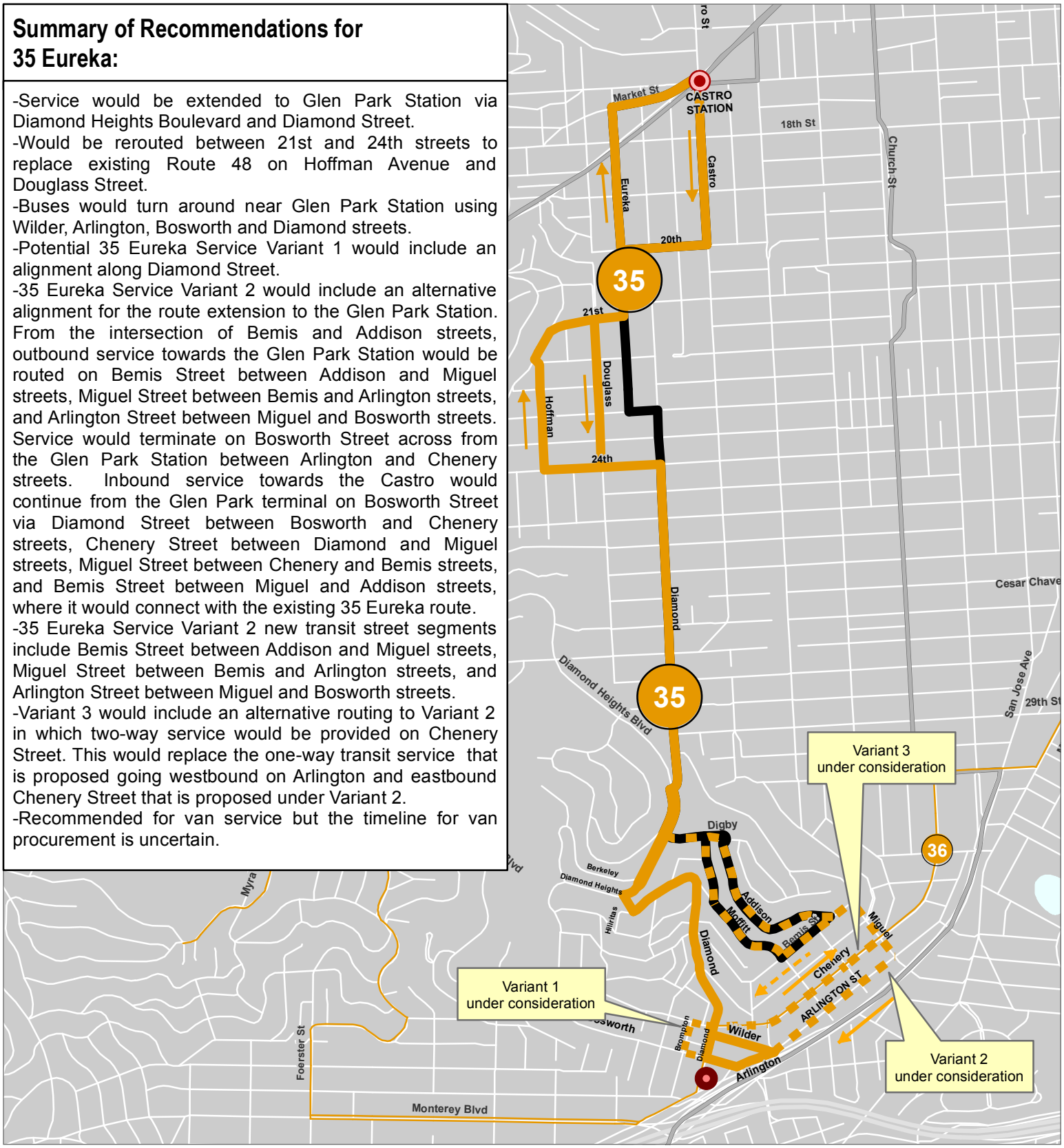
- Recommended Local Route
- Segment would be covered by another recommended route
- Segment Proposed for Elimination
- Rail Network
- Muni Metro Stations
- BART Stations
- Caltrain Stations

Map Updated
February 2014

0 0.25 0.5 Miles

Summary of Recommendations for 35 Eureka:

-Service would be extended to Glen Park Station via Diamond Heights Boulevard and Diamond Street.
-Would be rerouted between 21st and 24th streets to replace existing Route 48 on Hoffman Avenue and Douglass Street.
-Buses would turn around near Glen Park Station using Wilder, Arlington, Bosworth and Diamond streets.
-Potential 35 Eureka Service Variant 1 would include an alignment along Diamond Street.
-35 Eureka Service Variant 2 would include an alternative alignment for the route extension to the Glen Park Station. From the intersection of Bemis and Addison streets, outbound service towards the Glen Park Station would be routed on Bemis Street between Addison and Miguel streets, Miguel Street between Bemis and Arlington streets, and Arlington Street between Miguel and Bosworth streets. Service would terminate on Bosworth Street across from the Glen Park Station between Arlington and Chenery streets. Inbound service towards the Castro would continue from the Glen Park terminal on Bosworth Street via Diamond Street between Bosworth and Chenery streets, Chenery Street between Diamond and Miguel streets, Miguel Street between Chenery and Bemis streets, and Bemis Street between Miguel and Addison streets, where it would connect with the existing 35 Eureka route.
-35 Eureka Service Variant 2 new transit street segments include Bemis Street between Addison and Miguel streets, Miguel Street between Bemis and Arlington streets, and Arlington Street between Miguel and Bosworth streets.
-Variant 3 would include an alternative routing to Variant 2 in which two-way service would be provided on Chenery Street. This would replace the one-way transit service that is proposed going westbound on Arlington and eastbound Chenery Street that is proposed under Variant 2.
-Recommended for van service but the timeline for van procurement is uncertain.



Line 35 - Eureka (Revised)
Recommended Route Alignment

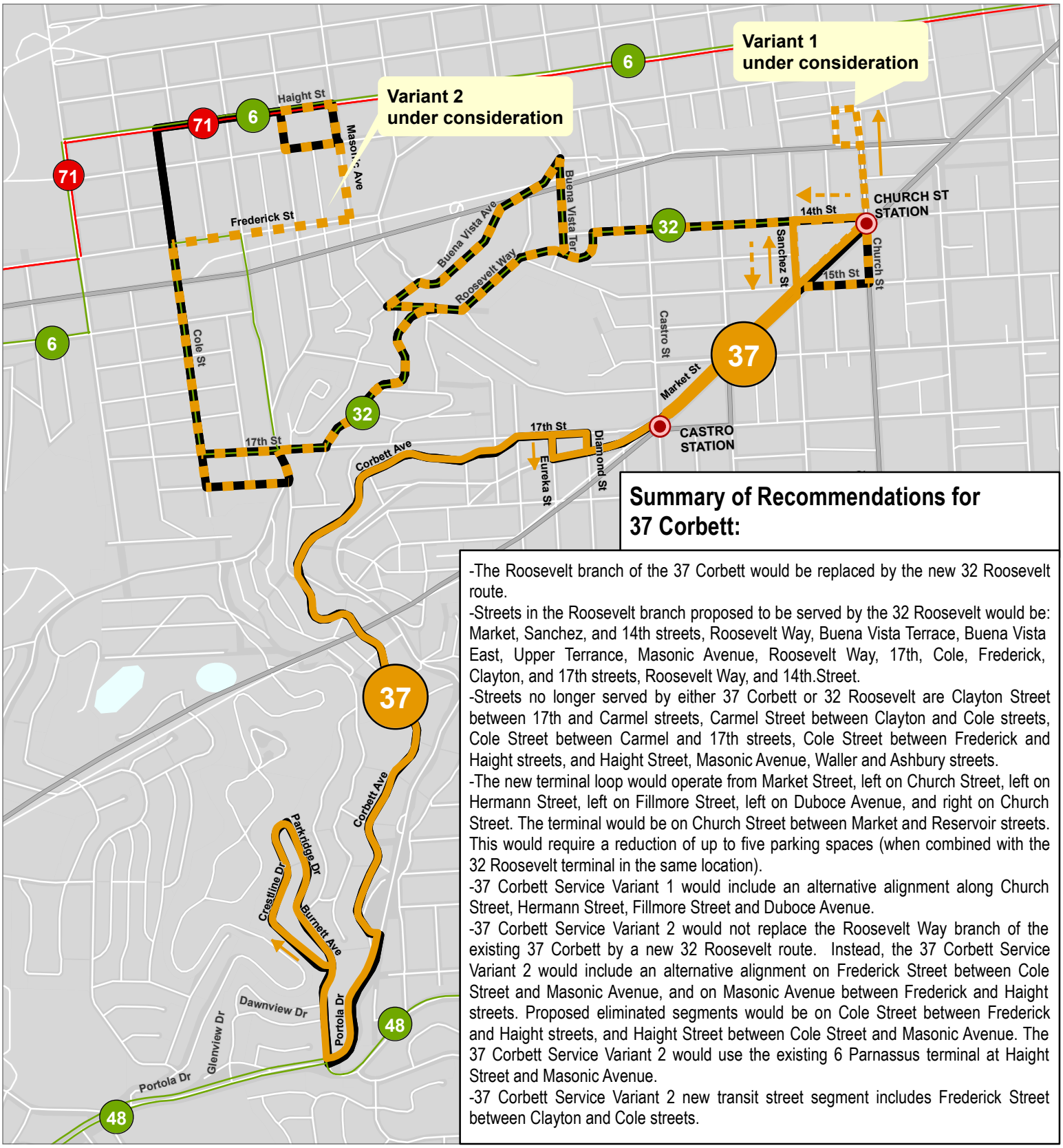
Legend

- Recommended Community Route
- Segment Proposed for Elimination
- Potential Route Variant
- Nearby Alternative Route
- Rail Network
- Muni Metro Stations
- BART Stations
- Caltrain Stations

0 0.125 0.25 0.5 Miles

SFMTA | Municipal Transportation Agency

Map Updated
February 2014



Summary of Recommendations for 37 Corbett:

-The Roosevelt branch of the 37 Corbett would be replaced by the new 32 Roosevelt route.
-Streets in the Roosevelt branch proposed to be served by the 32 Roosevelt would be: Market, Sanchez, and 14th streets, Roosevelt Way, Buena Vista Terrace, Buena Vista East, Upper Terrance, Masonic Avenue, Roosevelt Way, 17th, Cole, Frederick, Clayton, and 17th streets, Roosevelt Way, and 14th.Street.
-Streets no longer served by either 37 Corbett or 32 Roosevelt are Clayton Street between 17th and Carmel streets, Carmel Street between Clayton and Cole streets, Cole Street between Carmel and 17th streets, Cole Street between Frederick and Haight streets, and Haight Street, Masonic Avenue, Waller and Ashbury streets.
-The new terminal loop would operate from Market Street, left on Church Street, left on Hermann Street, left on Fillmore Street, left on Duboce Avenue, and right on Church Street. The terminal would be on Church Street between Market and Reservoir streets. This would require a reduction of up to five parking spaces (when combined with the 32 Roosevelt terminal in the same location).
-37 Corbett Service Variant 1 would include an alternative alignment along Church Street, Hermann Street, Fillmore Street and Duboce Avenue.
-37 Corbett Service Variant 2 would not replace the Roosevelt Way branch of the existing 37 Corbett by a new 32 Roosevelt route. Instead, the 37 Corbett Service Variant 2 would include an alternative alignment on Frederick Street between Cole Street and Masonic Avenue, and on Masonic Avenue between Frederick and Haight streets. Proposed eliminated segments would be on Cole Street between Frederick and Haight streets, and Haight Street between Cole Street and Masonic Avenue. The 37 Corbett Service Variant 2 would use the existing 6 Parnassus terminal at Haight Street and Masonic Avenue.
-37 Corbett Service Variant 2 new transit street segment includes Frederick Street between Clayton and Cole streets.

Line 37 - Corbett (Revised)
Recommended Route Alignment

Map Updated
February 2014

0 0.125 0.25 Miles

Legend

- Recommended Community Route
- Potential Route Variation
- Segment would be covered by another recommended route
- Segment Proposed for Elimination
- Rail Network
- Muni Metro Stations
- BART Stations
- Caltrain Stations

SFMTA | Municipal Transportation Agency

Summary of Recommendations for 43 Masonic:

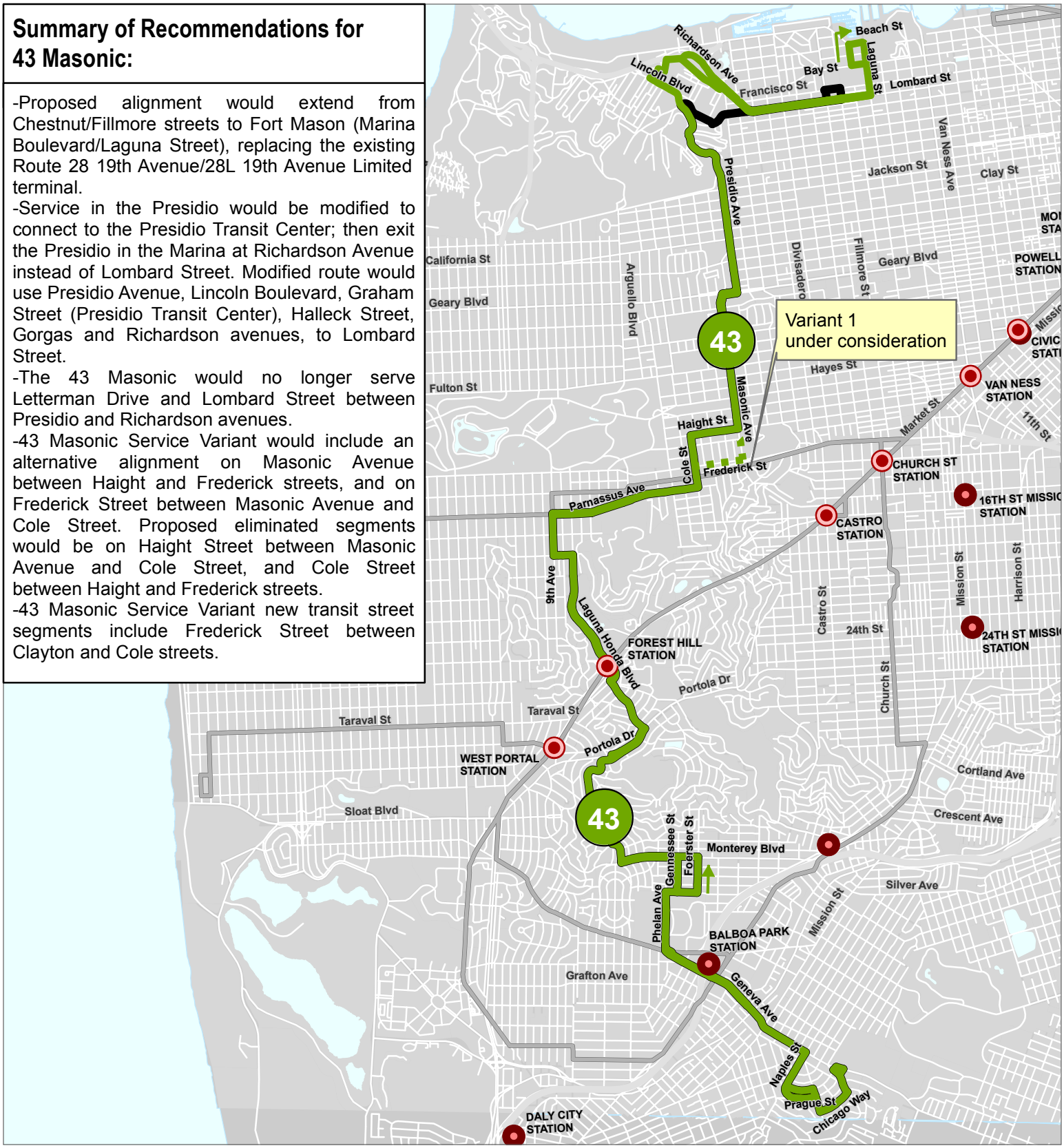
-Proposed alignment would extend from Chestnut/Fillmore streets to Fort Mason (Marina Boulevard/Laguna Street), replacing the existing Route 28 19th Avenue/28L 19th Avenue Limited terminal.

-Service in the Presidio would be modified to connect to the Presidio Transit Center; then exit the Presidio in the Marina at Richardson Avenue instead of Lombard Street. Modified route would use Presidio Avenue, Lincoln Boulevard, Graham Street (Presidio Transit Center), Halleck Street, Gorgas and Richardson avenues, to Lombard Street.

-The 43 Masonic would no longer serve Letterman Drive and Lombard Street between Presidio and Richardson avenues.

-43 Masonic Service Variant would include an alternative alignment on Masonic Avenue between Haight and Frederick streets, and on Frederick Street between Masonic Avenue and Cole Street. Proposed eliminated segments would be on Haight Street between Masonic Avenue and Cole Street, and Cole Street between Haight and Frederick streets.

-43 Masonic Service Variant new transit street segments include Frederick Street between Clayton and Cole streets.



Line 43 - Masonic (Revised)
Recommended Route Alignment

Legend

- Recommended Local Route
- Segment Proposed for Elimination
- Rail Network
- Muni Metro Stations
- BART Stations
- Caltrain Stations

0 0.5 1 Miles

SFMTA | Municipal Transportation Agency

Map Updated
February 2014

ATTACHMENT B: STAFF-INTIATED TEXT CHANGES

DRAFT EIR REVISIONS

This attachment presents text and table changes for the *Transit Effectiveness Project Draft Environmental Impact Report*. These changes result from introduction of new Service Variants and a new Service-related Capital Improvement variant which are based on comments received on the Draft EIR and the ongoing Transit Effectiveness Project (TEP) outreach efforts.

SUMMARY

Archaeology Mitigation Measure M-CP-2b, in Table S-2 on EIR pp. S-58 through S-63, has been revised to clarify application of the measure to any TEP component proposed in an archaeologically sensitive area, as well as the specific TEP components listed in the measure. Only the initial pages of the archaeology Mitigation Measure in Table S-2 are shown, as the remainder of Mitigation Measure M-CP-2b is not changed.

CHAPTER 2, PROJECT DESCRIPTION

The first paragraph under subsection 2.4.2.1 Service Variants on EIR p. 2-9 has been revised as follows:

> Proposed Service Variants would modify portions of some routes, modify the frequency of transit service on some routes, or change the type of vehicle used on some routes. Service Variants are being considered for the following Service Improvements routes: 2 Clement, 5 Fulton, 8X/8BX/8AX Bayshore Express Routes, 11 Downtown Connector, 16X Noriega Express, 17 Parkmerced, 22 Fillmore, 27 Folsom, 28/28L 19th Avenue, 32 Roosevelt, 33 Stanyan, 35 Eureka, 37 Corbett, 43 Masonic, and 71L Haight-Noriega Limited.

Table 7, Summary of Proposed Service Improvements, on EIR pp. 2-59 to 2-62 has been revised to provide information on the proposed Supplemental Service Variants. The new text is underlined. The revised table follows the revisions to Table S-1.

The last paragraph on p. 2-63 has been revised as follows:

> Several variants to the Service Improvements (Service Variants) are under consideration by the SFMTA to maintain flexibility with respect to phasing and the implementation of the proposed Service Improvements on ~~11~~ 15 routes. Proposed variants to the Service Improvements would either modify the proposed route, modify the frequency of service on the proposed route, or change the type of proposed transit vehicle. Therefore, each Service Variant would in other respects be to the same as the …

Table 8, Description of Proposed Service Improvements, has been revised to provide information on the proposed Supplemental Service Variants on EIR pp. 2-72 to 2-73, 2-75, 2-78, 2-82 to 2-85, 2-87 to 2-90, and 2-92. The new text is underlined. The revisions to Table 8 begin on page Attachment B-8, following revised Table 7.

Table S-2: Summary of Significant Impacts and Mitigation Measures Identified in the Initial Study

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
CP-2: The proposed project could cause a substantial adverse change in the significance of an archaeological resource pursuant to *CEQA Guidelines* § 15064.5.	**Significant**	**Mitigation Measure M-CP-2a: Accidental Discovery of Archeological Resources** The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines §15064.5(a)(c). The project sponsor shall distribute the Planning Department archaeological and paleontological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); and to any utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken, each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet. Should any indication of an archaeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken. If the ERO determines that an archaeological resource may be present within the project site, the project sponsor shall retain the services of an archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. The archaeological consultant shall advise the ERO as to whether the discovery is an archaeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archaeological resource is present, the archaeological consultant shall identify and evaluate the archaeological resource. The archaeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor. Measures might include: preservation in situ of the archaeological resource, an archaeological monitoring program, or an archaeological testing program. If an archaeological monitoring program or archaeological testing program is required, it shall be	Less than Significant with Mitigation

Table S-2: Summary of Significant Impacts and Mitigation Measures Identified in the Initial Study (cont.)

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
		consistent with the Environmental Planning division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archaeological resource is at risk from vandalism, looting, or other damaging actions. The project archaeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archaeological resource and describing the archaeological and historical research methods employed in the archaeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archaeological resource shall be provided in a separate removable insert within the final report. Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound copy, one unbound copy, and one unlocked searchable Portable Document Format (PDF) copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the NRHP/CRHR. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above. **Mitigation Measure M-CP-2b: Archaeological Monitoring** Based on the reasonable potential that archaeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. Once engineering design details for the identified projects (OWE.1, OWE.1 Variant, SCI.2, TTRP.9 and TTRP.22_2) are known, the project sponsor shall consult with the Planning Department archeologist regarding the specific aspects of these proposals that would require monitoring. If required by the Planning Department archeologist, the project sponsor shall retain the services of an archaeological consultant from the pool of qualified archaeological consultants	

Table 7: Summary of Proposed Service Improvements*

Transit Route	New Route	Route Elimination	Change to Route Alignment	Change to Headway	Change to Vehicle Type	Other Changes[1]
E Embarcadero	X					
F Market-Wharves				X		
J Church				X		X
K-T Ingleside-Third				X		
L Taraval				X		
M Ocean View				X		
N Judah				X		[5]
1 California				X		
1AX California Express						X
1BX California Express			X			X
2 Clement			[4]	X		X
3 Jackson		X				
5 Fulton			X	X	[2]	[5]
5L Fulton Limited	X					[5]
6 Parnassus			X			
8X Bayshore Express			X[4]	X		[5]
8AX Bayshore Express				X		[5]
8BX Bayshore Express			X[4]	X		[5]
9 San Bruno						X
9L San Bruno Limited				X		X
10 Sansome (formerly 10 Townsend)			X	X		X

Table 7: Summary of Proposed Service Improvements (cont.)

Transit Route	New Route	Route Elimination	Change to Route Alignment	Change to Headway	Change to Vehicle Type	Other Changes[1]
11 Downtown Connector	X		[4]			
12 Folsom-Pacific		X				
14 Mission					X	[5]
14L Mission Limited				X	X	[5]
14X Mission Express				X		[5]
16X Noriega Express			X[4]			X
17 Parkmerced			X[4]	X		X
18 46th Avenue			X			
19 Polk			X			X
21 Hayes				X		
22 Fillmore			X[4]	X	[2]	[5]
23 Monterey			X			
24 Divisadero				X		
27 Bryant			X[4]			X
28 19th Avenue			X[4]	X		[5]
28L 19th Avenue Limited			X[4]	X		[5]
29 Sunset			X	X		
30 Stockton					X	[5]
30X Marina Express				X		
31 Balboa				X		
31AX Balboa Express						X

Table 7: Summary of Proposed Service Improvements (cont.)

Transit Route	New Route	Route Elimination	Change to Route Alignment	Change to Headway	Change to Vehicle Type	Other Changes[1]
31BX Balboa Express						X
32 Roosevelt	X		[4]			
33 Stanyan			X[4]			
35 Eureka			X[4]	X	X	
36 Teresita			X	X	X	
37 Corbett			X[4]	X	X	
38 Geary				X		
38 Geary Short				X		
38L Geary Limited				X		
38AX Geary Express						X
38BX Geary Express				X		X
41 Union				X		
43 Masonic			X[4]	X		
44 O'Shaughnessy				X		
45 Union-Stockton						[5]
47 Van Ness			X	X		
48 Quintara-24th Street			X	X		X
49 Van Ness-Mission		X				
49L Van Ness-Mission Limited	X				X	
52 Excelsior			X	X		X
54 Felton			X	X		
56 Rutland			X	X	X	

Table 7: Summary of Proposed Service Improvements (cont.)

Transit Route	New Route	Route Elimination	Change to Route Alignment	Change to Headway	Change to Vehicle Type	Other Changes[1]
58 24th Street	X					
66 Quintara					X	
71/71L Haight-Noriega[3]			X[4]	X		X
76 Marin Headlands (Sundays Only)			X			X
91 Owl A			X			
91 Owl B			X			

Notes:

* The 39 Coit, 67 Bernal Heights, 80X Gateway Express, 81X Caltrain Express, 82X Levi Express, 83X Mid-Market Express, 88 BART Shuttle, 90 Owl, and 108 Treasure Island do not have any changes associated with them and, therefore are not listed.

[1] "Other Changes" includes miscellaneous service improvements such as new express service stops, and expanding limited-stop service to Sundays, and the addition of a day of service for a route.

[2] The 5 Fulton shortline, and 22 Fillmore have Service Variants related to a change in vehicle type.

[3] Currently, the 71L Haight-Noriega Limited operates in the peak direction during the weekday peak period only, covering the same route as the 71 Haight-Noriega local service. The limited stop area is between Haight Street and Masonic Avenue and Market Street and 11th Street/Van Ness Avenue. As part of the TEP, there would no longer be 71 Haight-Noriega local service. Instead, all service on this route would be provided by the 71L Haight-Noriega Limited. See the 71L Haight-Noriega Limited route map in the Service Improvement Maps in the Initial Study, Appendix 2 to the EIR, for more information.

[4] The 2 Clement, 8X Bayshore Express, 8AX Bayshore Express, 8BX Bayshore Express, ~~10 Sansome,~~ 11 Downtown Connector, 16X Noriega Express, 17 Parkmerced, 22 Fillmore, 27 Bryant, 28 19th Ave, 28L 19th Ave. Ltd., 32 Roosevelt, 33 Stanyan, 35 Eureka, 37 Roosevelt, 43 Masonic, and 71L Haight-Noriega Limited have Service Variants related to a route change. The 33 Stanyan would have a route change as part of the 22 Fillmore Variant 1.

[5] "Other Changes", such as stop relocation and elimination, are planned along a portion of this route as part of a project-level TTRP. See associated project-level TTRP for a detailed description of these changes.

Table 8: Description of Proposed Service Improvements

Transit Line (Type of Change)	Description of Proposed Service Change	a.m. Existing	a.m. Proposed	p.m. Existing	p.m. Proposed
		Change to Peak Period -Headway [1, 2] (Minutes)			
8X Bayshore Express (Alignment Change)	• Segment north of Broadway would be eliminated (replaced by 11 Downtown Connector). Proposed eliminated segments north of Pacific Avenue would be Bay and North Point streets between Powell and Kearny streets, Kearny Street between Bay and North Point streets, Powell Street between Columbus Avenue and North Point Street, Columbus Avenue between Powell Street and Pacific Avenue, and Stockton Street between Green Street and Broadway. Route 11 Downtown Connector would provide replacement service on Powell Street and Columbus Avenue. E and F Line service would be available nearby on Jefferson and Beach streets instead of service on Bay and North Point streets. • Midday frequency would change from 9 to 8 minutes • During non-peak periods, the 8X would layover on Kearny Street between Pacific Avenue and Broadway. In addition to the existing transit zone, a reduction of five parking spaces would be required (parking is currently prohibited from 3 to 6 p.m. as part of the Kearny Street tow-away zone.) The parking restriction hours would need to be extended to all day. • In the p.m. peak, the 8AX and 8BX would have separate terminals. The 8AX would stop on Kearny Street, nearside of the intersection with Columbus Avenue, and the 8BX would use the 8X midday terminal on Kearny Street between Pacific Avenue and Broadway. The 8AX would not layover Downtown in the a.m. peak (similar to existing conditions). • TTRP.8X is also proposed for this corridor to reduce transit travel time. • Currently, there is a temporary reroute in the southbound direction along Mason and Fifth streets to accommodate the Central Subway Project construction. The reroute is expected to be in place for several years. • <u>8X Bayshore Express Service Variant would include an alternate alignment that would extend every other 8X Bayshore Express bus north of Broadway along the existing 8X Bayshore Express route to its current terminal at Powell and North Point streets.</u> • <u>8X Bayshore Express Service Variant midday frequency would change from 9 to 7.5 minutes.</u>	7.5	No Change	7.5	No Change

Table 8: Description of Proposed Service Improvements (continued)

Transit Line (Type of Change)	Description of Proposed Service Change	a.m. Existing	a.m. Proposed	p.m. Existing	p.m. Proposed
		Change to Peak Period -Headway [1, 2] (Minutes)			
8AX Bayshore Express	• No route changes proposed. • See 8X Bayshore Express for terminal details. • TTRP.8X is also proposed for this corridor to reduce transit travel time. • Currently, there is a temporary reroute in the southbound direction along Mason and Fifth streets to accommodate the Central Subway Project construction. The reroute is expected to be in place for several years. • 8AX Bayshore Express Service Variant a.m. and p.m. frequencies would change from 7.5 to 7 minutes.	7.5	No Change	7.5	No Change
8BX Bayshore Express (Alignment Change)	• Segment north of Broadway would be eliminated (replaced by 11 Downtown Connector). • Proposed eliminated segments north of Pacific Avenue would be Bay and North Point streets between Powell and Kearny streets, Kearny Street between Bay and North Point streets, Powell Street between Columbus Avenue and North Point Street, Columbus Avenue between Powell Street and Pacific Avenue, and Stockton Street between Green Street and Broadway. Route 11 Downtown Connector would provide replacement service on Powell Street and Columbus Avenue. E Embarcadero and F Market & Wharves Lines service would be available nearby on Jefferson and Beach streets instead of service on Bay and North Point streets. • See 8X Bayshore Express for terminal details. • TTRP.8X is also proposed for this corridor to reduce transit travel time. • Currently, there is a temporary reroute in the southbound direction along Mason and Fifth streets to accommodate the Central Subway Project construction. The reroute is expected to be in place for several years. • 8BX Bayshore Express Service Variant would include an alternate alignment that would extend every other 8BX Bayshore Express bus north of Broadway along the existing 8BX Bayshore Express route to its current terminal at Powell and North Point streets. • 8BX Bayshore Express Service Variant a.m. frequency would change from 8 to 7 minutes and p.m. frequency would change from 7.5 to 7 minutes.	8	7.5	7.5	No Change

Table 8: Description of Proposed Service Improvements (continued)

Transit Line (Type of Change)	Description of Proposed Service Change	a.m. Existing	a.m. Proposed	p.m. Existing	p.m. Proposed
		Change to Peak Period -Headway [1, 2] (Minutes)			
11 Downtown Connector (New Route)	• New 11 Downtown Connector would provide SoMa with two connections to Market Street, at the Van Ness and Montgomery Stations, and would provide North Beach with a direct connection to the Financial District and Montgomery Station. • Southbound, the new route would run on Van Ness Avenue, Bay, Polk, North Point, and Powell streets, on Columbus Avenue, on Montgomery, Clay, Sansome, Market, Second, Harrison, 11th, and Mission streets, to a southern terminal on South Van Ness Avenue. Northbound (IB), the new route would run on South Van Ness Avenue, Market, 11th, Folsom, Second, Market, Sutter, Sansome, and Washington streets, on Columbus Avenue, Powell and North Point and Bay streets to the northern terminal on Van Ness Avenue. • Proposed route in SoMa would operate on an east/west couplet on Folsom and Harrison streets. • The southern terminal would be located at the southeast corner of South Van Ness Avenue and Market Street. The 140-foot transit zone would require a reduction of up to eight parking spaces. • The northern terminal will be located on Van Ness Avenue between Bay and North Point streets requiring a 130-foot transit zone and the removal of up to six parking spaces. • The 11 Downtown Connector Service Variant would evaluate two-way operation on Folsom Street consistent with the proposal in the Western SoMa Community Plan. • <u>The 11 Downtown Connector Service Variant 2 would include an additional route segment along the existing 12 Folsom-Pacific alignment south of the intersection of 11th and Folsom streets. The 11 Downtown Connector Service Variant 2 would operate in both directions on Folsom Street between 11th and Cesar Chavez streets, as well as on the portions of Cesar Chavez, Valencia, and 24th streets currently served by the 12 Folsom-Pacific, and on the portions of South Van Ness Avenue, Capp, and Mission streets included as part of the terminal loop. The 11 Downtown Connector Service Variant 2 would use the existing 12 Folsom-Pacific terminal at South Van Ness Avenue and 24th Street.</u>	N/A	12	N/A	12

Table 8: Description of Proposed Service Improvements (continued)

Transit Line (Type of Change)	Description of Proposed Service Change	a.m. Existing	a.m. Proposed	p.m. Existing	p.m. Proposed
		Change to Peak Period -Headway [1, 2] (Minutes)			
17 Parkmerced (Alignment Change)	• Would replace existing Route 18 46th Avenue segment around Lake Merced via John Muir Drive and Skyline Boulevard. The Daly City portion of the route would make limited stops at key destinations. • One-way loop on Arballo, Garces, and Gonzalez drives in Parkmerced would be replaced by two-way service on Font Boulevard to simplify route. • New street segments would be from Font Boulevard and Arballo Drive via Font Boulevard, Chumasero Drive, Junipero Serra Boulevard, John Daly Boulevard, Daly City BART, John Daly Boulevard, Lake Merced Boulevard, John Muir Drive, and Skyline Boulevard, Herbst Road (toward West Portal only), and Skyline and Sloat boulevards to Everglade Drive. • Midday frequency change from 30 to 20 minutes. • The bus would terminate near Lakeshore Plaza on the south side of Sloat Boulevard at Havenside Drive and would require removing up to four parking spaces. At the other end of the route, the route would terminate at its current West Portal Station location.	30	20	30	15

Table 8: Description of Proposed Service Improvements (continued)

Transit Line (Type of Change)	Description of Proposed Service Change	a.m. Existing	a.m. Proposed	p.m. Existing	p.m. Proposed
		Change to Peak Period -Headway [1, 2] (Minutes)			
17 Parkmerced (continued)	• 17 Parkmerced Service Variant would include an alternate alignment along Brotherhood Way, rather than extending service south to serve Westlake Plaza. The 17 Parkmerced Service Variant would extend along the existing 18 46th Avenue alignment on Lake Merced Boulevard between John Muir Drive and Brotherhood Way, and on Brotherhood Way between Lake Merced Boulevard and Junipero Serra Boulevard. South of the intersection of Brotherhood Way/Junipero Serra Boulevard, the 17 Parkmerced Service Variant would operate along the existing 28 19th Avenue alignment and would serve the Daly City BART Station, and then return in the opposite direction on Junipero Serra Boulevard. North of the Intersection of Brotherhood Way and Junipero Serra Boulevard, the 17 Parkmerced Service Variant would serve Chumasera Drive, Font Boulevard, Lake Merced Boulevard, and Winston Drive between Lake Merced Boulevard and Buckingham Way. Between the intersection of Winston Drive and Buckingham Way and the West Portal Station, the 17 Parkmerced would operate on its current alignment. • 17 Parkmerced Service Variant new transit street segments include Font Boulevard between Lake Merced Boulevard and Arballo Drive, Chumasero Drive between Font Boulevard and Brotherhood Way, and Brotherhood Way between Junipero Serra and Lake Merced boulevards.				

Table 8: Description of Proposed Service Improvements (continued)

Transit Line (Type of Change)	Description of Proposed Service Change	a.m. Existing	a.m. Proposed	p.m. Existing	p.m. Proposed
		Change to Peak Period -Headway [1, 2] (Minutes)			
27 Folsom (current 27 Bryant) (Alignment Change)	• Would be renamed the 27 Folsom since the route would no longer operate on Bryant Street. • Service would be extended north on Leavenworth Street and west on Vallejo Street to Van Ness Avenue, and would be moved from Bryant Street to Folsom Street to replace 12 Folsom service on Folsom Street from Fifth to Cesar Chavez streets, including the terminal loop to the 24th Street BART Station. • Existing passengers on Bryant Street could use 9 San Bruno/9L San Bruno Limited rapid service on Potrero Avenue or local service on Folsom Street. • The 27 Folsom Service Variant 1 would evaluate two-way service on Leavenworth and Ellis streets, and two-way service on Folsom Street, as proposed in the Tenderloin Community Plan and the Western SoMa Community Plan, respectively. • 27 Folsom Service Variant 2 would evaluate transit service on Harrison Street in the Inner Mission from 11th to Cesar Chavez streets. • New terminal loop would follow Vallejo Street, Van Ness Avenue, Green and Polk streets. The terminal would be located on Vallejo Street at Van Ness Avenue and would be 100 feet long, requiring a reduction of up to five parking spaces. • <u>27 Folsom Service Variant 3 includes an alternate alignment that would maintain the existing routing of the 27 Bryant south of Market Street under the 11 Downtown Connector Variant 2. Under the 27 Folsom Service Variant 3, the existing alignment of the 27 Bryant south of Market Street would not change. The 27 Folsom Service Variant 3 would include extending service north on Leavenworth Street and west on Vallejo Street to Van Ness Avenue as described above. The route would not be renamed the 27 Folsom.</u>	15	No Change	15	No Change

Table 8: Description of Proposed Service Improvements (continued)

Transit Line (Type of Change)	Description of Proposed Service Change	a.m. Existing	a.m. Proposed	p.m. Existing	p.m. Proposed
		Change to Peak Period -Headway [1, 2] (Minutes)			
28 19th Avenue (Alignment Change)	• Proposed alignment would terminate at Golden Gate Bridge (Toll Plaza Area) during daytime hours. Service to Van Ness Avenue and North Point Street via the Marina District would be provided by the 28L 19th Avenue Limited and service to Fort Mason would be provided by Route 43 Masonic. • When 28L 19th Avenue Limited is not in service, the 28 19th Avenue would provide evening service to Van Ness Avenue/North Point Street via Lombard Street. • Midday frequency change from 12 to 9 minutes. • To accommodate a new terminal at the northern segment of the route, the existing red curb in the eastern parking lot of the Toll plaza, adjacent to the new Pavilion building, would be designated as a bus terminal (the precise location would be selected in consultation with Golden Gate Bridge, Highway and Transportation District and Golden Gate National Recreation Area). • TTRP.28_1 is proposed to reduce transit travel time on this corridor. • <u>The 28 19th Avenue Service Variant would maintain the existing routing of the 28 19th Avenue between the Golden Gate Bridge Toll Plaza Area and the intersection of Lombard and Laguna streets, and would extend the 28 19th Avenue along Lombard Street between Laguna Street and Van Ness Avenue, and along Van Ness Avenue between Lombard and North Point streets. Proposed eliminated segments would continue to be on Laguna Street between Lombard and Beach streets, Beach Street between Laguna and Buchanan streets, Buchanan Street between Beach and Bay streets, and Bay Street between Laguna and Buchanan streets.</u>	11	9	10	9

Table 8: Description of Proposed Service Improvements (continued)

Transit Line (Type of Change)	Description of Proposed Service Change	a.m. Existing	a.m. Proposed	p.m. Existing	p.m. Proposed
		Change to Peak Period -Headway [1, 2] (Minutes)			
28L 19th Avenue Limited (Alignment Change)	• Proposed alignment would provide all-day rapid, very limited-stop cross-town service, increasing access to San Francisco State University and CCSF from Van Ness Avenue/North Point streets and would provide better connections between the Marina, Richmond, Sunset, and Excelsior neighborhoods. Route would be extended to Van Ness Avenue/North Point Street from Lombard Street and to Mission Street/Geneva Avenue via I-280. (Note: Golden Gate Bridge Toll Plaza would not be served by this route.) • New streets on northern segment are Lombard Street, between Laguna Street and Van Ness Avenue, and on sections of Alemany Boulevard, between Sagamore Street and San Jose Avenue; I-280 between Ocean and Sickles avenues exit, Brotherhood Way, between Junipero Serra Boulevard and Sagamore Street, on Niagara Avenue between Alemany Boulevard between Niagara and Geneva avenues (to accommodate the terminal loop). • Midday service would operate every 9 minutes. • Limited-stop service would operate seven days a week from 6 a.m. to 9 p.m. with wider stop spacing than current 28L 19th Avenue Limited (currently limited-stop service operates weekdays only approximately 7 - 9 a.m. and 2 - 4 p.m.). • TTRP.28_1 and TTRP.28_2 are proposed to reduce transit travel time on this corridor. • The southern terminal would be located on Geneva Avenue midblock between Mission Street and Alemany Boulevard. The terminal loop would be right onto Mission Street, right onto Niagara Avenue, and right onto Alemany Boulevard. This would require a reduction of up to five parking spaces. • Northern terminal will require a 160 foot extension of the current 30 Stockton short line service terminal located on North Point Street between Van Ness Avenue and Polk Street. Accommodating the 28L 19th Avenue Limited at this location will require the removal of up to 10 parking spaces.	12	9	N/A	N/A

Table 8: Description of Proposed Service Improvements (continued)

Transit Line (Type of Change)	Description of Proposed Service Change	a.m. Existing	a.m. Proposed	p.m. Existing	p.m. Proposed
		Change to Peak Period -Headway [1, 2] (Minutes)			
28L 19th Avenue Limited (continued)	• In October 2011, the 28L 19th Avenue Limited was extended to Fort Mason, with express service from Park Presidio Boulevard and California Street to Lombard Street. Currently there is a temporary reroute due to the major Doyle Drive reconstruction underway which requires the utilization of California Street to access the Marina District. • The 28L 19th Avenue Limited Service Variant northern segment would terminate at Park Presidio Boulevard and California Street. Proposed eliminated segments would be on California Street between Park Presidio Boulevard and Presidio Avenue, Presidio Avenue between California Street and Letterman Drive in the Presidio, Letterman Drive between Presidio Avenue and Lyon Street, Lombard Street between Lyon Street and Laguna Street, Laguna Street between Lombard and Beach streets, Beach Street between Laguna and Buchanan streets, Buchanan Street between Beach and Bay streets, and Bay Street between Laguna and Buchanan streets.				
32 Roosevelt (New Route)	• Proposed route would replace Roosevelt Way segment of Route 37 Corbett but would not extend north of Cole/Frederick streets. • Route would travel from Church and Market streets via Church Street left on Hermann Street, left on Fillmore Street, left on Duboce Avenue, right on Church Street, right on 14th Street, followed by Roosevelt Way, Buena Vista Terrace, Buena Vista East, Upper Terrace, Masonic Avenue, Roosevelt Way, then on 17th, Cole, Frederick, Clayton, and 17th streets, on Roosevelt Way onto to 14th Street and then, left onto Church Street. This would require modifying the existing no left turn restriction at Fillmore Street and Duboce Avenue to no left turns except Muni. • Terminal would be on Church Street between Market and Reservoir streets. This would require a reduction of up to five parking spaces (when combined with the 37 Corbett terminal in the same location). • 32 Roosevelt Service Variant would include an alternative alignment along Church Street, Hermann Street, Fillmore Street and Duboce Avenue. • Recommended for van service, but the timeline for van procurement is uncertain. • The new 32 Roosevelt route would not be provided under the 37 Corbett Service Variant 2.	N/A	20	N/A	20

Table 8: Description of Proposed Service Improvements (continued)

Transit Line (Type of Change)	Description of Proposed Service Change	a.m. Existing	a.m. Proposed	p.m. Existing	p.m. Proposed
		Change to Peak Period -Headway [1, 2] (Minutes)			
33 Stanyan (Alignment Change)	• Would operate on current route on 18th Street west of Valencia Street and 16th Street between Valencia Street and Potrero Avenue. • Would cross Potrero and continue east on 16th Street to Connecticut Street, south to 18th Street, to Third Street, 20th and Tennessee streets to cover Potrero Hill segment of 22 Fillmore that would be eliminated. • Service would be rerouted onto Valencia Street between 16th and 18th streets (new street segment) to alleviate transit congestion on Mission Street and provide better connections with 22 Fillmore as described in Service-related Capital Improvement project OWE.1. • Potrero Avenue passengers would use Route 9 San Bruno/9L San Bruno Limited. • <u>33 Stanyan Service Variant would include an alternative alignment on 16th Street between Mission and Guerrero streets, and on Guerrero Street between 16th and 18th streets. Proposed eliminated segments would be on Mission Street between 16th and 18th streets, and 18th Street between Mission and Guerrero streets. The 33 Stanyan Service Variant would include Service-related Capital Improvement project OWE.1 Variant.</u> • <u>33 Stanyan Service Variant new transit street segment includes Guerrero Street between 16th and 18th streets.</u>	15	No Change	15	No Change

Table 8: Description of Proposed Service Improvements (continued)

Transit Line (Type of Change)	Description of Proposed Service Change	a.m. Existing	a.m. Proposed	p.m. Existing	p.m. Proposed
		Change to Peak Period -Headway [1, 2] (Minutes)			
35 Eureka (Alignment Change)	• Service would be extended to Glen Park Station via Diamond Heights Boulevard and Diamond Street. • Would be rerouted between 21st and 24th streets to replace existing Route 48 Quintara on Hoffman Avenue and Douglass Street. • Buses would turn around near Glen Park Station using Wilder, Arlington, Bosworth and Diamond streets. • Segment along Farnum, Moffitt, Bemis, and Addison streets would be eliminated. • New transit street segments on Arlington Street between Bosworth and Wilder streets; Wilder Street, between Arlington and Diamond streets, and on 21st Street between Eureka and Douglass streets. • Midday frequency would change from 30 to 20 minutes. • Recommended for van service, but the timeline for van procurement is uncertain. • Potential 35 Eureka Service Variant would include an alignment along Diamond Street. • <u>35 Eureka Service Variant 2 would include an alternative alignment for the route extension to the Glen Park Station. From the intersection of Bemis and Addison streets, outbound service towards the Glen Park Station would be routed on Bemis Street between Addison and Miguel streets, Miguel Street between Bemis and Arlington streets, and Arlington Street between Miguel and Bosworth streets. Service would terminate on Bosworth Street across from the Glen Park Station between Arlington and Chenery streets. Inbound service towards the Castro would continue from the Glen Park terminal on Bosworth Street via Diamond Street between Bosworth and Chenery streets, Chenery Street between Diamond and Miguel streets, Miguel Street between Chenery and Bemis streets, and Bemis Street between Miguel and Addison streets, where it would connect with the existing 35 Eureka route.</u>	30	20	20	No Change

Table 8: Description of Proposed Service Improvements (continued)

Transit Line (Type of Change)	Description of Proposed Service Change	a.m. Existing	a.m. Proposed	p.m. Existing	p.m. Proposed
		Change to Peak Period -Headway [1, 2] (Minutes)			
35 Eureka (continued)	• 35 Eureka Service Variant 2 new transit street segments include Bemis Street between Addison and Miguel streets, Miguel Street between Bemis and Arlington streets, and Arlington Street between Miguel and Bosworth streets. • Variant 3 would include an alternative routing to Variant 2 in which two-way service would be provided on Chenery Street. This would replace the one-way transit service that is proposed going westbound on Arlington and eastbound on Chenery Street that is proposed under Variant 2.				
37 Corbett (Alignment Change)	• The Roosevelt Way branch of the 37 Corbett would be replaced by the new 32 Roosevelt route. • Streets in the Roosevelt Way branch proposed to be served by the 32 Roosevelt would be: Market, Sanchez, and 14th streets, Roosevelt Way, Buena Vista Terrace, Buena Vista East, Upper Terrace, Masonic Avenue, Roosevelt Way, 17th, Cole, Frederick, Clayton, and 17th streets, Roosevelt Way, and 14th. • Streets no longer served by either 37 Corbett or 32 Roosevelt are Clayton Street between 17th and Carmel streets, Carmel Street between Clayton and Cole streets, Cole Street between Carmel and 17th streets, Cole Street between Frederick and Haight streets, and Haight Street, Masonic Avenue, Waller and Ashbury streets. • The new terminal loop would operate from Market Street, left on Church Street, left on Hermann Street, left on Fillmore Street, left on Duboce Avenue, and right on Church Street. The terminal would be on Church Street between Market and Reservoir streets. This would require a reduction of up to five parking spaces (when combined with the 32 Roosevelt terminal in the same location). • 37 Corbett Service Variant would include an alternative alignment along Church Street, Hermann Street, Fillmore Street and Duboce Avenue.	15	No Change	20	15

Table 8: Description of Proposed Service Improvements (continued)

Transit Line (Type of Change)	Description of Proposed Service Change	a.m. Existing	a.m. Proposed	p.m. Existing	p.m. Proposed
		Change to Peak Period -Headway [1, 2] (Minutes)			
37 Corbett (continued)	• 37 Corbett Service Variant 2 would not replace the Roosevelt Way branch of the existing 37 Corbett with a new 32 Roosevelt route. Instead, the 37 Corbett Service Variant 2 would include an alternative alignment on Frederick Street between Cole Street and Masonic Avenue, and on Masonic Avenue between Frederick and Haight streets. Proposed eliminated segments would be on Cole Street between Frederick and Haight streets, and Haight Street between Cole Street and Masonic Avenue. The 37 Corbett Service Variant 2 would use the existing 6 Parnassus terminal at Haight Street and Masonic Avenue. • 37 Corbett Service Variant 2 new transit street segment includes Frederick Street between Clayton and Cole streets.				
43 Masonic (Alignment Change)	• Proposed alignment would extend from Chestnut/Fillmore streets to Fort Mason (Marina Boulevard/Laguna Street), replacing the existing Route 28 19th Avenue/28L 19th Avenue Limited terminal. • Service in the Presidio would be modified to connect to the Presidio Transit Center; then exit the Presidio in the Marina District at Richardson Avenue instead of Lombard Street. Modified route would use Presidio Avenue, Lincoln Boulevard, Graham Street (Presidio Transit Center), Halleck Street, Gorgas and Richardson avenues, to Lombard Street. • The 43 Masonic would no longer serve Letterman Drive and Lombard Street between Presidio and Richardson avenues. • 43 Masonic Service Variant would include an alternative alignment on Masonic Avenue between Haight and Frederick streets, and on Frederick Street between Masonic Avenue and Cole Street. Proposed eliminated segments would be on Haight Street between Masonic Avenue and Cole Street, and Cole Street between Haight and Frederick streets. • 43 Masonic Service Variant new transit street segments include Frederick Street between Clayton and Cole streets.	10	8	12	10

Notes:
1. The a.m. peak period is between 7 a.m. and 9 a.m.; the p.m. peak period is between 4 p.m. and 6 p.m., and the midday period is between 9 a.m. and 2 p.m. ‘
2. On some lines, the headways for the inbound and outbound directions during the peak period are different and an average of the two headways is shown. Also, the headways are rounded to the half a minute.

Table 9, Service Variants, on EIR p. 2-103 has been revised to provide information on the proposed Supplemental Service Variants. The new text is underlined as shown on the next pages.

The following text is added after the first paragraph on p. 2-106:

> The 33 Stanyan Supplemental Service Variant would include a Service-Related Capital Improvement project, Overhead Wire Expansion.1 Variant, or OWE.1 Variant, to install two-way overhead wire infrastructure and underground duct bank on Guerrero Street between 16th and 18th streets. The OWE.1 Variant would allow the 33 Stanyan to be rerouted from 18th to 16th streets via Guerrero Street rather than Valencia Street as proposed as part of the 33 Stanyan Service Improvements.

CHAPTER 4, ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION

SECTION 4.2, TRANSPORTATION AND CIRCULATION

On p. 4.2-41, the last sentence of the first paragraph under the heading Service Improvements and Service Variants has been revised as follows:

> Overall, the Service Improvements or Service Variants would add up to ~~350,000~~ 380,000 service hours annually to the current (2011) service level of 3,500,000 service hours – an ~~overall~~ approximate increase of 10 percent.

On p. 4.2-41, footnote 29 has been revised as follows:

> [29] Routes where alignment changes are proposed as part of the TEP include: 6 Parnassus, 8X Bayshore Express, 8BX Bayshore Express, 10 Sansome, 16X Noriega Express, 17 Parkmerced, 18 46th Avenue, 19 Polk, 22 Fillmore, 23 Monterey, 27 Folsom, 28 19th Avenue, 28L 19th Avenue Limited, 29 Sunset, 33 Stanyan, 35 Eureka, 36 Teresita, 37 Corbett, 43 Masonic, 47 Van Ness, 48 Quintara-24th Street, 52 Excelsior, 54 Felton, 56 Rutland, 76 Marin Headlands, and 91 Owl.

On p. 4.2-69, the sentence following the heading Overhead Wire Expansion (OWE) Projects has been revised as follows:

> **Overhead Wire Expansion (OWE) Projects**. Construction activities associated with the project-level OWE.1: New Overhead Wiring – Reroute 33 Stanyan onto Valencia Street, OWE.1 Variant: New Overhead Wiring – Reroute 33 Stanyan onto Guerrero Street, OWE.2: Bypass Wires at Various Terminal Locations, OWE.3: New Overhead Wiring – 6 Parnassus on Stanyan Street, OWE.4: 5 Fulton Limited/Local Bypass Wires, and OWE.5: 22 Fillmore Extension to Mission Bay projects, and program-level OWE.6: New Overhead Wiring – 6 Parnassus Extension to West Portal Station project are anticipated to each take between six and 12 months, depending on whether the project would require new poles and associated wire infrastructure (for example, as part of development within Mission Bay, the support poles for the new overhead wire have already been constructed on the segment of 16th Street between Seventh and Third streets)….

Table 9: Service Variants

Route	Description of Variant to Service Improvement
2 Clement	2 Clement Service Variant would include continuing route on California Street to Eighth Avenue, then south on Clement Street to Sixth Avenue, as well as an eastern terminal loop at Sansome Street.
5 Fulton short	5 Fulton Service Variant would include operation of 5 Fulton short-line as motor coach service, instead of trolley service, prior to the installation of bypass wires.
8X Bayshore Express	8X Bayshore Express Service Variant would include an alternate alignment that would extend every other 8X Bayshore Express bus north of Broadway on the existing 8X Bayshore Express route to the existing terminal at Powell and North Point streets. Midday frequency would change from 9 to 7.5 minutes.
8AX Bayshore Express	8AX Bayshore Express Service Variant would operate with increased service frequencies, from 7.5 minutes to 7 minutes, in the morning and afternoon peak periods.
8BX Bayshore Express	8BX Bayshore Express Service Variant would include an alternate alignment that would extend every other 8BX Bayshore Express bus north of Broadway on the existing 8BX Bayshore Express route to the existing terminal at Powell and North Point streets. Morning and afternoon peak period frequencies would change from 8 to 7 minutes in the a.m. peak period and from 7.5 to 7 minutes in the p.m. peak period.
11 Downtown Connector	11 Downtown Connector Service Variant 1 would include two-way service on Folsom, rather than Folsom (east) and Harrison (west) couplet.
11 Downtown Connector	11 Downtown Connector Service Variant 2 would include an additional route segment along the existing 12 Folsom –Pacific alignment south of 11th and Folsom streets. It would operate in both directions on Folsom Street between 11th and Cesar Chavez streets, as well as on the portions of Cesar Chavez, Valencia and 24th streets currently served by the 12 Folsom-Pacific, and on the portions of South Van Ness Avenue and Capp and Mission streets included in the terminal loop, using the existing terminal at South Van Ness Avenue and 24th Street.
16X Noriega Express	16X Noriega Express Service Variant would include two-way service on 22nd Avenue, rather than current 22nd/23rd Avenue couplet.
17 Parkmerced	17 Parkmerced Service Variant would include an alternate alignment along Brotherhood Way, rather than extending service south to serve Westlake Plaza. North of the intersection of John Muir Drive/Lake Merced Boulevard, the 17 Parkmerced would extend along the existing 18 46th Avenue alignment on Lake Merced Boulevard between John Muir Drive and Brotherhood Way, on Brotherhood Way between John Muir Drive and Junipero Serra Boulevard, South of the intersection of Brotherhood Way/Junipero Serra Boulevard, the 17 Parkmerced would operate along the existing 28 19th Avenue alignment and would serve the Daly City BART Station, and then return in the opposite direction on Junipero Serra Boulevard. North of the Intersection of Brotherhood Way and Junipero Serra Boulevard, the 17 Parkmerced would serve Chumasera Drive, Font Boulevard, Laker Merced Boulevard, and Winston Drive between Lake Merced Boulevard and Buckingham Way. Between the intersection of Winston Drive and Buckingham Way and the West Portal Station, the 17 Parkmerced would operate on its current alignment.

Table 9: Service Variants (cont.)

Route	Description of Variant to Service Improvement
22 Fillmore/ 33 Stanyan	22 Fillmore Service Variant 1 would include motor coach service to the Mission Bay terminus from the 16th Street BART Station and the reroute of the 33 Stanyan along the current 22 Fillmore route. The Mission Bay motor coach service would include a western terminal loop that would make a right on Mission Street, left on 15th Street, left on Valencia Street and back onto 16th Street to Mission Street. The eastern terminus would use the proposed 22 Fillmore terminal loop in Mission Bay. The 22 Fillmore trolley coach service would conduct a terminal loop by turning right on Kansas Street, right on 17th Street, right on Vermont Street and left on 16th Street.
22 Fillmore/33 Stanyan	22 Fillmore Service Variant 2 would include motor coach service between 16th Street BART Station and Mission Bay. However, instead of rerouting the 33 Stanyan to 18th Street, that segment would be covered by sending every other 22 Fillmore trolley coach to the current terminal at Third and 20th streets and having the other 22 Fillmore trolley coaches at the existing loop on Kansas, 17th and Vermont streets
27 Folsom	27 Folsom Service Variant 1 would include two-way service on Leavenworth and Ellis streets, and two-way service on Folsom Street.
27 Folsom	27 Folsom Service Variant 2 would include two-way service on Harrison Street from 11th to Cesar Chavez streets.
27 Folsom	27 Folsom Service Variant 3 would maintain the existing routing of the 27 Bryant south of Market Street under the 11 Downtown Connector Variant 2. The 27 Bryant would not be realigned from Bryant Street to Folsom Street, and the route would not be re-named the 27 Folsom.
28 19th Avenue	28 19th Avenue Service Variant would maintain the existing route of the 28 19th Avenue between the Golden Gate Bridge Toll Plaza Area and the intersection of Lombard and Laguna streets, and continue along Lombard Street between Laguna Street and Van Ness Avenue, and along Van Ness Avenue between Lombard and North Point streets. Proposed eliminated segments would be on Laguna Street between Lombard and Beach streets, Beach Street between Laguna and Buchanan streets, Buchanan Street between Beach and Bay streets, and Bay Street between Laguna and Buchanan streets.
28 19th Avenue Limited	The 28L 19th Avenue Limited Service Variant northern segment would terminate at Park Presidio Boulevard and California Street. Proposed eliminated segments would be on California Street between Park Presidio Boulevard and Presidio Avenue, Presidio Avenue between California Street and Letterman Drive in the Presidio, Letterman Drive between Presidio Avenue and Lyon Street, Lombard Street between Lyon Street and Laguna Street, Laguna Street between Lombard and Beach streets, Beach Street between Laguna and Buchanan streets, Buchanan Street between Beach and Bay streets, and Bay Street between Laguna and Buchanan streets.
32 Roosevelt	32 Roosevelt Service Variant would include an alternate eastern terminal loop along Church Street, Hermann Street, Fillmore Street and Duboce Avenue.
33 Stanyan	Service Variant 2 for 22 Fillmore would retain existing route for 33 Stanyan from Potrero Avenue to current southern terminus.
33 Stanyan	33 Stanyan Service Variant would include an alternative alignment on 16th Street between Mission and Guerrero streets, and on Guerrero Street between 16th and 18th streets to allow rerouting from 18th to 16th streets via Guerrero Street rather than Valencia Street.
35 Eureka	35 Eureka Service Variant 1 would include an alignment along Diamond Street.

Table 9: Service Variants (cont.)

Route	Description of Variant to Service Improvement
35 Eureka	35 Eureka Service Variant 2 would include an alternative alignment for the route extension to the Glen Park Station. From Bemis and Addison streets, outbound service towards the Glen Park Station would be routed on Bemis Street between Addison and Miguel streets, Miguel Street between Bemis and Arlington streets, and Arlington Street between Miguel and Bosworth streets. Service would terminate on Bosworth Street across from the Glen Park Station between Arlington and Chenery streets. Inbound service towards the Castro would continue from the Glen Park terminal on Bosworth Street via Diamond Street between Bosworth and Chenery streets, Chenery Street between Diamond and Miguel streets, Miguel Street between Chenery and Bemis streets, and Bemis Street between Miguel and Addison streets, where it would connect with the existing 35 Eureka route.
35 Eureka	35 Eureka Service Variant 3 would include an alternative routing to Variant 2 in which two-way service would be provided on Chenery Street. This would replace the one-way transit service proposed to go westbound on Arlington Street and eastbound on Chenery Street in Variant 2.
37 Corbett	37 Corbett Service Variant would include an alternate eastern terminal loop along Church Street, Hermann Street, Fillmore Street and Duboce Avenue.
37 Corbett	37 Corbett Service Variant 2 would not replace the Roosevelt Way branch of the existing 37 Corbett with a new 32 Roosevelt route. Instead, the 37 Corbett Service Variant 2 would include an alternative alignment on Frederick Street between Cole Street and Masonic Avenue, and on Masonic Avenue between Frederick and Haight streets. Proposed eliminated segments would be on Cole Street between Frederick and Haight streets, and Haight Street between Cole Street and Masonic Avenue. The 37 Corbett Service Variant 2 would use the existing 6 Parnassus terminal at Haight Street and Masonic Avenue.
43 Masonic	43 Masonic Service Variant would include an alternative alignment on Masonic Avenue between Haight and Frederick streets, and on Frederick Street between Masonic Avenue and Cole Street. Proposed eliminated segments would be on Haight Street between Masonic Avenue and Cole Street, and Cole Street between Haight and Frederick streets.
71L Haight - Noriega	71L Haight - Noriega Service Variant would include two-way service on 22nd Avenue, rather than current 22nd/23rd Avenue couplet.

On p. 4.2-117, the first sentence of the paragraph after the heading Subsection 4.2.4.6, Project-Level TEP Improvements Analysis, has been revised as follows:

> This section presents the assessment of transportation impacts resulting from implementation of the project-level components of the TEP, including the Service Improvements and Service Variants, project-level Service-related Capital Improvements and Service-related Capital Improvement Variants, and project-level TTRPs and TTRP Variants….

On p. 4.2-117, the second bulleted item has been revised as follows:

- Service-related Capital Improvements and Service-related Capital Improvement Variants: Impact TR-19

On p. 4.2-117, the first sentence of the last paragraph has been revised as follows:

> The SFMTA is proposing to add up to ~~350,000~~ 380,000 service hours on an annual basis as part of the proposed Service Improvements or Service Variants, which are anticipated to take effect between 2015 and 2019, pending resource availability.

On p. 4.2-119, the second bulleted item has been revised as follows:

- The 17 Parkmerced route would travel on the following roadways that do not currently have any transit service: Font Boulevard from Lake Merced Boulevard to Arballo Drive, Chumasero Drive from Font Boulevard to Brotherhood Way, Brotherhood Way between the 19th Avenue on- and off-ramps and Lake Merced ~~to Junipero Serra~~ Boulevard, John Daly Boulevard from Junipero Serra Boulevard to Lake Merced Boulevard, and Lake Merced Boulevard from John Daly Boulevard to John Muir Drive.

On p. 4.2-120, the following revisions have been made to the bulleted items, starting with the fourth item:

- The 33 Stanyan route would travel on the following roadways that do not currently have any transit service: Valencia Street between 18th and 16th streets, Guerrero Street between 18th and 16th streets, 16th Street between De Haro and Connecticut streets, and Connecticut Street between 16th and 17th streets.
- The 35 Eureka route would travel on the following roadways that do not currently have any transit service: 21st Street between Eureka and Douglass streets, Arlington Street between Bosworth and Wilder streets, ~~and~~ Wilder Street between Diamond and Arlington streets, Bemis Street between Addison and Miguel streets, Miguel Street between Bemis and Arlington streets, and Arlington Street between Miguel and Bosworth streets.
- The 37 Corbett route would travel on the following street that does not currently have any transit service: Sanchez Street between Market and 14th streets, and Frederick Street between Clayton and Cole streets.
- The 43 Masonic route would travel on the following roadways that do not currently have any transit service: Gorgas Avenue between Doyle Drive and Richardson Avenue, Lincoln Boulevard between Presidio Boulevard and Halleck Street, and

Halleck Street between Lincoln Boulevard and Doyle Drive, and Frederick Street between Clayton and Cole streets.

On p. 4.2-140, the heading before the last paragraph has been revised as follows:

17 Parkmerced and 17 Parkmerced Service Variant – Route changes on the 17 Parkmerced and 18 46th Avenue would result in minimal changes to transit operations in the area….

On p. 4.2-141, the following new paragraph has been added after the partial paragraph at the top of the page:

The 17 Parkmerced Service Variant would include an alternate route alignment that utilizes existing routes and also introduces transit service (up to four buses per hour) onto streets that did not previously have transit running on them, including Font Boulevard and Brotherhood Way. Therefore, with these proposed changes to transit service, transit and traffic conditions on these streets would remain similar to Existing conditions and would not cause a substantial increase in delays to other routes that may intersect with these routes.

On p. 4.2-141, the heading before the first full paragraph has been revised and a new paragraph has been added after that paragraph, as follows:

33 Stanyan and 33 Stanyan Service Variant – The rerouted 33 Stanyan service from Mission Street to Valencia Street would reduce the number of buses on the two-block segment of Mission Street between 16th and 18th streets, which would facilitate travel for the 14 Mission, 14L Mission Limited, and 14X Mission Express on that segment of Mission Street. The proposed relocation to Valencia Street, which has one travel lane in each direction and similar levels of congestion as Mission Street for this two-block segment during peak periods, would not substantially affect the operations of the 33 Stanyan.

The 33 Stanyan Service Variant, which would reroute service from Mission Street to Guerrero Street, would reduce the number of buses on the two-block segment of Mission Street between 16th and 18th streets. The proposed relocation to Guerrero Street, which has two travel lanes in each direction and generally less congestion than on Mission or Valencia streets for this two-block segment during peak periods, would not substantially affect the operations of the 33 Stanyan.

On p. 4.2-142, the sentence following the heading Traffic, Loading, Emergency Vehicle Access, and Parking Impacts has been revised:

Traffic, Loading, Emergency Vehicle Access, and Parking Impacts. Under the Service Improvements and Service Variants, additional LRVs and buses would primarily travel on streets and through intersections on which the lines/routes are already located and result in a minimal increase in the number of transit vehicles per hour on weekdays….

On p. 4.2-144, the following new paragraph has been added after the partial paragraph at the top of the page:

> The Service Improvements also include the 37 Corbett Service Variant 2 and the 43 Masonic Service Variant, which would provide service on the streets currently served by the 6 Parnassus, and would add transit service to Frederick Street between Clayton and Cole streets.

On p. 4.2-144, the heading before the next-to-last paragraph has been revised and a new paragraph has been after that paragraph, as follows:

> **8X Bayshore Express and 8BX Bayshore Express and associated Service Variants** – The 8X Bayshore Express and 8BX Bayshore Express routes would no longer continue north of Broadway, and this segment would be replaced by the new 11 Downtown Connector route. The layover for the 8X Bayshore Express and the terminals for the 8AX Bayshore Express and 8BX Bayshore Express would use existing bus zones and/or peak period tow-away lanes. Therefore, traffic conditions would be similar to those under Existing conditions, and the proposed service and route changes would not affect any parking or commercial loading spaces.
>
> The 8X Bayshore Express Service Variant and 8BX Bayshore Express Service Variant would retain service along the existing alignment between Broadway and North Point Street, and the existing bus stops and terminal facilities would be used. Therefore, for these Service Variants, traffic and parking conditions would remain similar to Existing conditions.

On p. 4.2-146, the following new paragraph has been added after the first full paragraph:

> The Service Improvements also include the 11 Downtown Connector Service Variant 2 and 27 Folsom Service Variant 3. The 11 Downtown Connector Service Variant 2 would include an additional route segment along the existing 12 Folsom-Pacific alignment south of the intersection of 11th and Folsom streets, and would not reroute the 27 Bryant to Folsom Street in the South of Market and Inner Mission. The 27 Folsom Service Variant 3 includes an alternate alignment that would maintain the existing routing and name of the 27 Bryant south of Market Street under the 11 Downtown Connector Service Variant 2. Under the 27 Folsom Service Variant 3, the existing alignment of the 27 Bryant south of Market Street would not be realigned from Bryant Street to Folsom Street, as proposed under the 27 Folsom Service Improvements.

On p. 4.2-147, the heading before the next-to-last paragraph has been revised as follows:

> **17 Parkmerced, 17 Parkmerced Service Variant, and 18 46th Avenue** – Proposed service on the 17 Parkmerced and 18 46th Avenue would be at 15-minute headways between buses in both directions during both peak periods….

On p. 4.2-148, the following new paragraph has been added after the partial paragraph at the top of the page:

> The Service Improvements also include the 17 Parkmerced Service Variant, which would add transit service to Font Boulevard between Lake Merced Boulevard and Arballo Drive (2 travel lanes in each direction), Chumasero Drive between Font Boulevard and Brotherhood Way (1 travel lane in each direction), and Brotherhood Way

between Junipero Serra and Lake Merced boulevards (2 travel lanes in each direction). The addition of transit service to these streets would not substantially change traffic conditions on these streets, and conditions would be similar to Existing conditions on adjacent street segments on which the 17 Parkmerced and the 18 46th Avenue routes currently travel.

On page 4.2-148, the heading before the last paragraph has been revised as follows:

28 19th Avenue and 28L 19th Avenue Limited and associated Service Variants – Service headway and route changes on the 28 19th Avenue and 28L 19th Avenue Limited would result in minimal changes to transit operations on these routes (one to two additional buses per peak hour) and would travel on streets that currently have transit….

On p. 4.2-149, the following new paragraph has been added after the first full paragraph:

The Service Improvements also include the 28 19th Avenue Service Variant and the 28L 19th Avenue Limited Service Variant. The 28 19th Avenue Service Variant would retain the existing routing of the 28 19th Avenue between the Golden Gate Bridge Toll Plaza Area and the intersection of Lombard and Laguna Streets and would extend service north to the intersection of Van Ness Avenue/North Point Street on streets that currently have transit, whereas the 28L 19th Avenue Limited Service Variant would terminate service at Park Presidio Boulevard and California Street, and would not provide express service to the Presidio or Fort Mason. Therefore, for these Service Variants, traffic and parking conditions would remain similar to Existing conditions.

On p. 4.2-149, a typographical error has been corrected in the last sentence on that page:

Neither change along the 32 Roosevelt or 37 Corbett routes would affect commercial loading spaces.

On p. 4.2-150, the following new paragraph has been added after the first full paragraph:

The Service Improvements also include 37 Corbett Service Variant 2 which would maintain the existing routing on the northern segment of the 37 Corbett (i.e., the 32 Roosevelt route would not be implemented) and would provide an alternative alignment on Frederick Street between Cole Street and Masonic Avenue, and on Masonic Avenue between Frederick and Haight streets, and would use the existing 6 Parnassus terminal at Haight Street and Masonic Avenue. The 37 Corbett Service Variant 2 would add transit service to the two-block segment (about 630 feet) of Frederick Street between Clayton and Cole streets. Traffic conditions with the addition of transit service to this segment would be similar to those on Frederick Street east of Clayton Street, and would be similar to Existing conditions.

On p. 4.2-150, the heading before the second paragraph has been revised as follows:

33 Stanyan and 33 Stanyan Service Variant – The two-block reroute of the 33 Stanyan from Mission Street to Valencia Street would alleviate transit congestion on the segment of Mission Street between 16th and 18th streets.

On p. 4.2-151, the following new paragraph has been added after the partial paragraph at the top of the page:

> The Service Improvements also include the 33 Stanyan Service Variant that would include an alternative alignment on 16th Street between Mission and Guerrero streets, and on Guerrero Street between 16th and 18th streets. It is not anticipated that the alternate alignment on Guerrero Street between 18th and 16th streets would substantially affect traffic operations at the intersections in this segment or Guerrero/18th streets because the addition of four buses per hour would not change the intersection operating conditions or LOS (i.e., the study intersection of 16th Street/Guerrero Street currently operates at LOS C under Existing conditions).

On p. 4.2-151, the heading before the first full paragraph has been revised as follows:

> **35 Eureka, ~~35 Eureka Service Variant,~~ and 36 Teresita and Associated Service Variants** – With the exception of the one-block segments of Arlington Street between Bosworth and Wilder streets, Wilder Street between Diamond and Arlington streets near the Glen Park BART Station, and the one-block segment of 21st Street between Douglass and Eureka streets, the 35 Eureka and 36 Teresita would travel primarily on streets and through intersections that transit currently uses….

On p. 4.2-151, the following two new paragraphs have been added after the first full paragraph:

> The 35 Eureka Service Variant 2 would maintain the existing routing of the 35 Eureka on Digby, Farnum, Moffit, and Addison streets, and would extend service from the intersection of Bemis and Addison streets, outbound towards the Glen Park BART Station via Bemis Street between Addison and Miguel streets, Miguel Street between Bemis and Arlington streets, and Arlington Street between Miguel and Bosworth streets. Service would terminate on Bosworth Street across from the Glen Park BART Station between Arlington and Diamond streets. Inbound service towards the Castro Station would continue from the southern terminal on Bosworth Street via Diamond Street between Bosworth and Chenery streets, Chenery Street between Diamond and Miguel streets, Miguel Street between Chenery and Bemis streets, and Bemis Street between Miguel and Addison streets, where it would connect with the existing 35 Eureka route. The 35 Eureka Service Variant 2 new transit street segments not currently served by any Muni route would be Bemis Street between Addison and Miguel streets, Miguel Street between Bemis and Arlington streets, and Arlington Street between Miguel and Bosworth streets. Bemis, Miguel, and Arlington streets are two-way with one travel lane in each direction, and intersections along the proposed realignment are either all-way stop-controlled or two-way stop-controlled. Traffic and parking conditions for the 35 Eureka Service Variant 2 would be similar to the Service Improvements and Existing conditions.
>
> The 35 Eureka Service Variant 3 would, similar to the 35 Eureka Service Variant 2, maintain the existing routing of the 35 Eureka on Digby, Farnum, Moffit, and Addison streets, but would include an alternative routing to the 35 Eureka Service Variant 2 in which two-way service would be provided on Chenery Street. This would replace the one-way transit service that is proposed for Arlington Street outbound towards the Glen Park BART Station, and on Chenery Street inbound towards the Castro Station under the 35 Eureka Service Variant 2. The 35 Eureka Service Variant 3 new transit street segments not currently served by any Muni route would be Bemis Street between Addison and Miguel streets, and Miguel Street between Bemis and Chenery streets.

Chenery Street has one travel lane in each direction, and intersections are either all-way stop-controlled or two-way stop-controlled. Traffic and parking conditions for the 35 Eureka Service Variant 3 would be similar to the Service Improvements and to Existing conditions.

On p. 4.2-151, the heading before the second full paragraph has been revised as follows:

43 Masonic and 43 Masonic Service Variant – The addition of up to two buses during the peak hours along the 43 Masonic route would not substantially affect traffic operations, even at intersections operating poorly under Existing conditions….

On p. 4.2-151, the following new paragraph has been added after the second full paragraph:

The Service Improvements also include the 43 Masonic Service Variant, which would include an alternative alignment on Masonic Avenue between Haight and Frederick streets, and on Frederick Street between Masonic Avenue and Cole Street. The 43 Masonic Service Variant would provide service on the segments of Masonic Avenue and Frederick Street that would be formerly served by the 6 Parnassus (i.e., the 6 Parnassus Service Improvements would follow Haight and Stanyan streets). The 43 Masonic Service Variant would provide transit service on a two-block segment currently not served by Muni (about 630 feet) of Frederick Street between Clayton and Cole streets. Traffic and parking conditions with the addition of transit service to this segment would be similar to those on Frederick Street east of Clayton Street, and would be similar to Existing conditions.

On p. 4.2-156, the following paragraph has been added after the second full paragraph:

The Service Improvements also include the 37 Corbett Service Variant 2 and the 43 Masonic Service Variant, which would provide service on the streets currently served by the 6 Parnassus, and would add transit service to Frederick Street between Clayton and Cole streets, which is not a designated bicycle route.

On p. 4.2-156, the heading before the third full paragraph has been revised as follows:

10 Sansome, 11 Downtown Connector, 12 Folsom-Pacific, ~~and~~ 27 Folsom and associated Service Variants – The proposed route changes would remove 10 Sansome service from Townsend Street (renaming the route from 10 Townsend to 10 Sansome), and the 27 Folsom service from 17th, Rhode Island, and Bryant streets….

On p. 4.2-158, the following new paragraph has been added after the partial paragraph at the top of the page:

The Service Improvements include the 11 Downtown Connector Service Variant 2 which would retain service on Folsom Street along the existing 12 Folsom-Pacific route, and 27 Folsom Service Variant 3 which would maintain the existing routing of the 27 Bryant south of Market Street. Under these two Service Variants, conditions for bicyclists along Folsom and Bryant streets would remain similar to Existing conditions.

On p. 4.2-158, the heading before the second full paragraph has been revised as follows:

17 Parkmerced, 17 Parkmerced Service Variant, and 18 46th Avenue – The 17 Parkmerced and 18 46th Avenue service changes would remove transit service on

segments of the 18 46th Avenue route, such as north of John Muir Drive, which would cause some riders to walk further to access nearby transit (namely the realigned 17 Parkmerced service).

On p. 4.2-158, the following new paragraph has been added after the second full paragraph:

> The Service Improvements also include the 17 Parkmerced Service Variant which would introduce transit service to Font Boulevard between Lake Merced Boulevard and Arballo Drive (Bicycle Route 90 – Class III facility), which currently does not have transit but is part of the Citywide bicycle route network, and on Brotherhood Way between Junipero Serra and Lake Merced boulevards, which currently does not have transit and is not part of the Citywide bicycle route network. Conditions for bicyclists on Font Boulevard would be similar to those where the 17 Parkmerced currently runs on Font Boulevard between Arballo and Chumasero drives.

On p. 4.2-160, the heading before the first full paragraph has been revised as follows:

> **32 Roosevelt and 37 Corbett and associated Service Variants** – The route changes on the 32 Roosevelt and 37 Corbett would provide transit service and passenger access on streets that currently do not have transit (i.e., Sanchez, Clayton, and Frederick streets).

On p. 4.2-160, the following new paragraph has been added after the first full paragraph:

> The 37 Corbett Service Variant 2 would introduce transit service onto Frederick Street between Clayton and Cole streets, which is not currently part of the Citywide designated bicycle network, and therefore, conditions for bicyclists along the alternative alignment would remain similar to conditions on adjacent streets and Existing conditions.

On p. 4.2-160, the heading before the second full paragraph has been revised and a new sentence has been added to the end of that paragraph, as follows:

> **33 Stanyan and 33 Stanyan Service Variant** – As part of the realignment, the 33 Stanyan route would also travel on streets that currently do not have transit service, including Valencia Street between 18th and 16th streets, 16th Street between De Haro and Connecticut streets, and Connecticut Street between 16th and 17th streets. Conditions on the new route segments would be similar to conditions to the west on 16th Street and to the south on Connecticut Street. Bicycle Route 40 (Class II) runs on 16th Street and Bicycle Route 45 (Class II bicycle lanes) runs on Valencia Street; however, new transit service would not affect the bicycle lane operations, and conditions would be similar to other locations in the City where transit routes overlap with bicycle routes. Passengers along Potrero Avenue would still be able to access the 9 San Bruno or 9L San Bruno Limited and transfer to the 33 Stanyan at 16th Street. The 33 Stanyan Service Variant, which would route the 33 Stanyan on Guerrero Street between 18th and 16th streets, would not introduce transit service onto designated bicycle network streets, and conditions for bicyclists would remain similar to Existing conditions.

On p. 4.2-160, the heading before the third full paragraph has been revised as follows:

> **35 Eureka and 36 Teresita and Associated Service Variants** – As a result of the realignment of the 35 Eureka, passengers along the segment of the 35 Eureka on Farnum, Moffitt, Bemis, and Addison streets would access the 35 Eureka via a short

walk (two to three blocks) to the remaining portions on Diamond Street. Service on the 36 Teresita along Warren Drive and Seventh Avenue would be eliminated.

On p. 4.2-160, the following two new paragraphs have been added after the third full paragraph:

> The 35 Eureka Service Variant 2 would introduce transit service onto Miguel Street between Bemis and Arlington Streets, and the one-block segment of Miguel Street between Chenery and Arlington streets is part of Bicycle Route 66 (Class III facility). The 35 Eureka would also travel on Bosworth, Diamond and Chenery streets which are part of Bicycle Route 45 and Bicycle Route 55. The 36 Teresita, 44 O'Shaughnessy, and 52 Excelsior routes currently run along these streets, and therefore conditions for bicyclists would be similar to Existing conditions.
>
> The 35 Eureka Service Variant 3 would introduce transit service onto Miguel Street between Bemis and Arlington Streets. The 35 Eureka Service Variant 3 would also travel on Bosworth, Diamond and Chenery streets which are part of Bicycle Route 45 and Bicycle Route 55. The 36 Teresita, 44 O'Shaughnessy, and 52 Excelsior routes currently run along these streets, and therefore conditions for bicyclists would be similar to Existing conditions.

On p. 4.2-160, the heading before the last paragraph has been revised as follows:

> **43 Masonic and 43 Masonic Service Variant** – Because the 43 Masonic would travel primarily on streets and through intersections on which the transit routes are located (i.e., either the 43 Masonic, the 28 19th Avenue, 28L 19th Avenue Limited, or the PresidiGo shuttle), and would not result in changes to the right-of-way, pedestrian facilities would not be affected and the bicycle network would not be changed.

On p. 4.2-161, the following new paragraph has been added after the first full paragraph:

> The 43 Masonic Service Variant would introduce transit service onto Frederick Street between Clayton and Cole streets, which is not currently part of the Citywide designated bicycle network, and therefore, conditions for bicyclists along the alternative alignment would remain similar to conditions on adjacent streets and Existing conditions.

On pp. 4.2-162 to 4.2-163, the sentence after the heading Project-Level Service-Related Capital Improvement Projects has been revised and a new third bulleted item has been added to the list at the top of p. 4.2-163. These revisions are shown below.

> The following section analyzes the impact of the seven project-level Service-related Capital Improvement projects and the Overhead Wire Expansion project OWE.1 Variant described in Chapter 2, Project Description, Section 2.5.2.2, on pp. 2-102 to 2-110, including:
>
> - TTPI.1: Persia Triangle Improvements
> - OWE.1: New Overhead Wiring – Reroute 33 Stanyan onto Valencia Street
> - OWE.1 Variant: New Overhead Wiring – Reroute 33 Stanyan onto Guerrero Street…

On p. 4.2-163, the impact statement for Impact TR-19 has been revised as follows:

> **Impact TR-19: Implementation of the project-level Service-related Capital Improvement projects (TTPI.2, OWE.1, OWE.1 Variant, OWE.2, OWE.3, OWE.4, OWE.5, and SCI.2) would not result in significant impacts to local or regional transit, traffic operations, pedestrians and bicyclists, loading, emergency vehicle access, or parking. (Less than Significant)**

On p. 4.2-163, the last paragraph, which continues on p. 4.2-164, has been revised as follows (footnote 55, referenced in this paragraph, is not shown here):

> The five project-level Overhead Wire Expansion projects (OWE.1, OWE.1 Variant, OWE.2, OWE.3, OWE.4, and OWE.5) would support the Service Improvements analyzed in Impact TR-18. These would include new overhead wiring to support the route realignment on the 33 Stanyan from Mission Street to Valencia Street between 16th and 18th streets (OWE.1), on Guerrero Street between 16th and 18th streets (OWE.1 Variant), and on the 6 Parnassus route (OWE.3), which is proposed to travel on Stanyan Street instead of Masonic Avenue between Haight Street and Parnassus Avenue. New overhead wiring for the 22 Fillmore extension to Mission Bay was evaluated in the Final Mission Bay Subsequent EIR (SEIR) in 1998 and is provided here for informational and cumulative context.[55] For OWE.5, the overhead wire support poles and underground conduit infrastructure have been or would be installed by developers along the corridor. The SFMTA would be responsible for installing the overhead wires. Bypass wires are proposed at terminals at Lyon and Union streets for the 41 Union and 45 Union-Stockton routes, at Presidio Avenue and Sacramento Street for the 1 California and 2 Clement routes (OWE.2), and on Fulton and McAllister streets to allow the new 5L Fulton Limited to bypass the 5 Fulton route (OWE.4).

On p. 4.2-164, the second full paragraph has been revised as follows:

> Implementation of the project-level Service-related Capital Improvement projects (TTPI.1, OWE.1, OWE.1 Variant, OWE.2, OWE.3, OWE.4, OWE.5, and SCI.2) would not, in isolation, result in new transit trips and therefore would not increase transit demand. Because these improvements would not affect transit capacity or operations, the impact of the project-level Service-related Capital Improvement projects (TTPI.1, OWE.1, OWE.1 Variant, OWE.2, OWE.3, OWE.4, OWE.5, and SCI.2) on local and regional transit would be less than significant.

On p. 4.2-164, the first sentence of last paragraph has been revised as follows:

> Implementation of overhead wire infrastructure for the ~~five~~ OWE projects would not remove any travel lanes nor substantially affect existing travel lane operations at intersections….

On p. 4.2-165, the second full paragraph has been revised as follows:

> As described above, the impact of the project-level Service-related Capital Improvement projects (TTPI.1, OWE.1, OWE.1 Variant, OWE.2, OWE.3, OWE.4, OWE.5, and SCI.2) on traffic operations would be less than significant.

On p. 4.2-165, the first sentence of the first paragraph after the heading Pedestrian Impacts has been revised as follows:

Pedestrian Impacts. Implementation of project-level Service-related Capital Improvement projects (TTPI.1, OWE.1, OWE.1 Variant, OWE.2, OWE.3, OWE.4, OWE.5, and SCI.2) would improve pedestrian conditions and would not result in overcrowding of sidewalks or create potentially hazardous conditions for pedestrians, as explained below….

On p. 4.2-165, the first sentence of the next-to-last paragraph has been revised as follows:

The installation of poles for the ~~five~~ OWE projects would add to the sidewalk furniture (for example, newspaper stands and mailboxes), which can reduce its effective width…

On p. 4.2-166, the first full paragraph has been revised as follows:

Considering the above, the impact of the project-level Service-related Capital Improvement projects (TTPI.1, OWE.1, OWE.1 Variant, OWE.2, OWE.3, OWE.4, OWE.5, and SCI.2) on pedestrians and pedestrian facilities would be less than significant.

On p. 4.2-166, the first sentence of the first paragraph after the heading Bicycle Impacts has been revised as follows:

Bicycle Impacts. Implementation of the project-level Service-related Capital Improvement projects (TTPI.1, OWE.1, OWE.1 Variant, OWE.2, OWE.3, OWE.4, OWE.5, and SCI.2) would not result in potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility.

On p. 4.2-166, the first sentence of the third full paragraph has been revised as follows:

Implementation of the overhead wire infrastructure as part of the ~~five~~ OWE projects would not remove any mixed-flow lanes or bicycle lanes.

On p. 4.2-167, the first full paragraph has been revised as follows:

In summary, the impact of the project-level Service-related Capital Improvement projects (TTPI.1, OWE.1, OWE.1 Variant, OWE.2, OWE.3, OWE.4, OWE.5, and SCI.2) on bicyclists and bicycle facilities would be less than significant.

On p. 4.2-167, the first sentence of the first paragraph after the heading Loading Impacts has been revised as follows:

Loading Impacts. Implementation of the project-level Service-related Capital Improvement projects (TTPI.1, OWE.1, OWE.1 Variant, OWE.2, OWE.3, OWE.4, OWE.5, and SCI.2) would not generate additional loading demand….

On p. 4.2-167, the third full paragraph has been revised as follows:

For the above reasons, the impact of the project-level Service-related Capital Improvement projects (TTPI.1, OWE.1, OWE.1 Variant, OWE.2, OWE.3, OWE.4, OWE.5, and SCI.2) on loading would be less than significant.

On p. 4.2-167, the first sentence of the first paragraph after the heading Emergency Vehicle Access Impacts has been revised as follows:

> **Emergency Vehicle Access Impacts.** Implementation of the project-level Service-related Capital Improvement projects (TTPI.1, OWE.1, OWE.1 Variant, OWE.2, OWE.3, OWE.4, OWE.5, and SCI.2) would not substantially affect traffic flow, and therefore, emergency vehicle access would remain similar to Existing conditions….

On p. 4.2-168, the first full paragraph has been revised as follows:

> For the reasons described above, the impact of the project-level Service-related Capital Improvement projects (TTPI.1, OWE.1, OWE.1 Variant, OWE.2, OWE.3, OWE.4, OWE.5, and SCI.2) on emergency vehicle access would be less than significant.

On p. 4.2-169, the first, third and last sentences of the paragraph after the heading Parking Impacts have been revised as follows:

> **Parking Impacts.** Implementation of the Service-related Capital Improvements (TTPI.1, OWE.1, OWE.1 Variant, OWE.2, OWE.3, OWE.4, OWE.5, and SCI.2) would result in the removal of a limited number of parking spaces as discussed below. Implementation of TTPI.1 Persia Triangle Improvements could result in elimination of up to five existing parking spaces on Persia and Ocean avenues. Other on-street parking spaces are available on Persia and Ocean avenues, and on Mission Street, and the area is well served by transit. Construction of the new overhead wiring (OWE.1, OWE.1 Variant, OWE.2, OWE.3, OWE.4, OWE.5) would not affect any on-street parking supply…. Overall, the Service-related Capital improvements (TTPI.1, OWE.1, OWE.1 Variant, OWE.2, OWE.3, OWE.4, OWE.5, and SCI.2) would result in less-than-significant parking impacts.