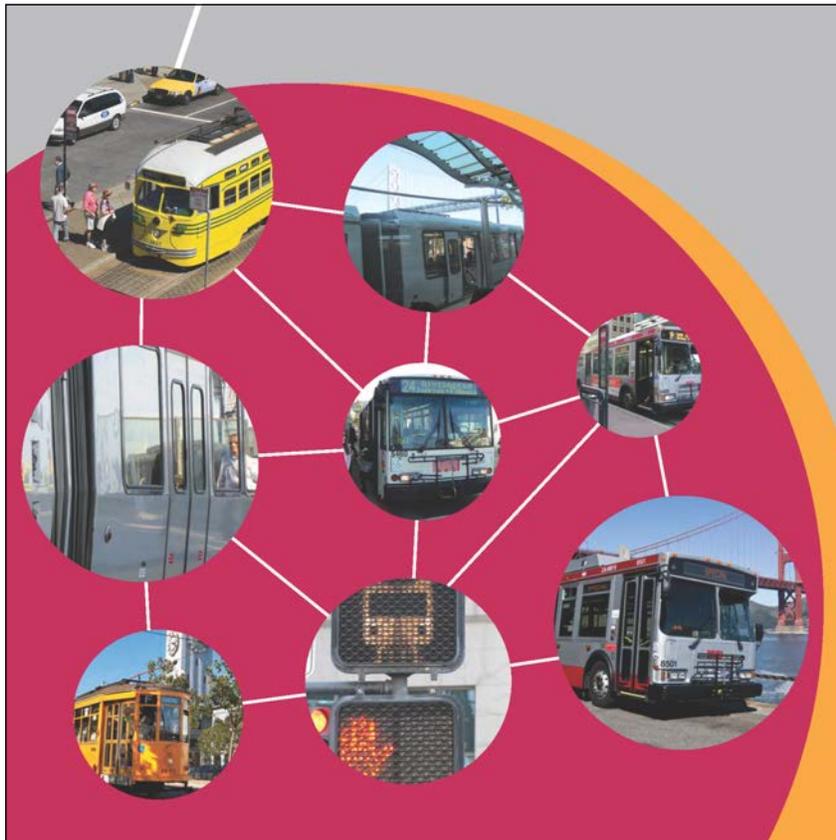




# TRANSIT EFFECTIVENESS PROJECT Final Environmental Impact Report

Volume 2 – Chapter 8: Responses to Comments



**City and County of San Francisco Planning Department  
Case No. 2011.0558E**

**State Clearinghouse No. 2011112030**

**Draft EIR Publication Date: July 10, 2013**

**Draft EIR Public Hearing Date: August 15, 2013**

**Draft EIR Public Review Period: July 11, 2013 – September 17, 2013**

**Final EIR Certification Hearing Date: March 27, 2014**





SAN FRANCISCO  
**PLANNING DEPARTMENT**

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**FINAL ENVIRONMENTAL IMPACT REPORT  
TRANSIT EFFECTIVENESS PROJECT  
PLANNING DEPARTMENT CASE NO. 2011.0558E**

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# 1. INTRODUCTION

## A. PURPOSE OF THIS RESPONSES TO COMMENTS DOCUMENT

The purpose of this Responses to Comments (RTC) document is to present comments submitted on the Draft Environmental Impact Report (Draft EIR) for the proposed Service Policy Framework (Policy Framework) and Transit Effectiveness Project (TEP), to respond in writing to comments on physical environmental issues, to explain updates or refinements to the TEP since publication of the Draft EIR on July 10, 2013, and to revise the Draft EIR as necessary to provide additional clarity. Pursuant to the California Environmental Quality Act (CEQA) and Public Resources Code §21091 (d)(2)(A) and (B), the Planning Department has considered the comments received, evaluated the issues raised, and herein provides written responses that fully address the comments on physical environmental issues raised by the commenters. This Responses to Comments document provides limited responses to comments received during the Draft EIR public review period that were not relevant to physical environmental issues, expressed support for or opposition to the proposed project, or otherwise raised concerns related to the merits of the proposed project; additional information about many of these concerns can be found in a document prepared by the San Francisco Municipal Transportation Agency (SFMTA) entitled, *A Community Guide to the Transit Effectiveness Project* (hereinafter referred to as the “Guide to the TEP”).<sup>1</sup> Also included in this Responses to Comments document are text changes initiated by the Planning Department staff as well as text changes made in response to comments on the Draft EIR.

The Draft EIR together with this Responses to Comments document constitute the Final Environmental Impact Report (Final EIR) for the proposed Policy Framework and the TEP, in fulfillment of CEQA requirements and consistent with *CEQA Guidelines* §15132.

## B. ENVIRONMENTAL REVIEW PROCESS

The San Francisco Planning Department prepared the Draft EIR for the TEP and made the document available for public review and comment in accordance with CEQA, the *CEQA Guidelines* in Title 14 of the California Code of Regulations (*CEQA Guidelines*), and Chapter 31 of the San Francisco Administrative Code (Administrative Code). The Draft EIR was published on July 10, 2013. A public comment period was held from July 11, 2013 to September 17, 2013 to solicit public comment on the adequacy and accuracy of information presented in the Draft EIR. Comments were made in written form during the public comment period and as oral testimony received at the public hearing on the Draft EIR before the

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<sup>1</sup> San Francisco Municipal Transportation Agency, *A Community Guide to the Transit Effectiveness Project*, March 2014. Available online at [www.sftep.com](http://www.sftep.com).

## Section 1: Introduction

Planning Commission held on August 15, 2013. The comments received during the public review period are the subject of this Responses to Comments document, which addresses all substantive written and oral comments on the Draft EIR. A complete transcript of proceedings from the public hearing on the Draft EIR and all written comments are included in their entirety in this document.

The Draft EIR and this Responses to Comments document have been presented to the Planning Commission, the SFMTA, the San Francisco Board of Supervisors, and the Recreation and Park Department; copies of the Responses to Comments document, or a link to the Web page from which the Responses to Comments may be downloaded, have been distributed to the agencies, organizations, and individuals who commented on the Draft EIR. The Planning Commission will hold a hearing on March 27, 2014 to consider the adequacy of the Final EIR. If the Planning Commission finds the EIR to be in compliance with CEQA requirements, it will certify the document as a Final EIR. The Final EIR will consist of the Draft EIR and this Responses to Comments document, which includes the comments received during the Draft EIR public review period, responses to the comments on physical environmental issues, updates or refinements to the TEP since publication of the Draft EIR, and any revisions to the Draft EIR that result from public agency and public comments and from staff-initiated text changes. The City decision-makers will consider the certified Final EIR, along with other information received during the public process, to determine whether to approve, modify, or disapprove the proposed project, and to specify the mitigation measures that will be required as conditions of project approvals in a Mitigation Monitoring and Reporting Program.

If the City decision-makers decide to approve the proposed project with the significant effects that are identified in the Final EIR, but which are not avoided or reduced to less-than-significant levels, they must indicate that any such unavoidable significant effects are acceptable due to overriding considerations as described in *CEQA Guidelines* § 15093. This is known as a Statement of Overriding Considerations. In preparing this Statement, the City must balance the benefits of a proposed project against its unavoidable environmental risks. If the benefits of a project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered acceptable (*CEQA Guidelines* § 15093). If an agency makes a Statement of Overriding Considerations, the statement must be included in the record of project approval.

## C. DOCUMENT ORGANIZATION

This Responses to Comments document consists of the following sections:

**Section 1, Introduction**, discusses the purpose of the Responses to Comments document, the environmental review process for the EIR, and the organization of the document.

**Section 2, Project Description Revisions**, presents new text to be incorporated into EIR Chapter 2, Project Description. It describes project updates, revisions and/or refinements that have been developed for certain Travel Time Reduction Proposals (TTRPs) since publication of the TEP Draft EIR. The project updates consist of new information that amplifies three TTRP descriptions previously presented in the Draft EIR at a program level by providing more detailed project-level descriptions for the TTRP.L (L Taraval), the TTRP.9 (9/9L San Bruno), and the TTRP.71\_1 (71L Haight-Noriega Limited). In addition, minor modifications for TTRP.N (N Judah) and TTRP.5 (5 Fulton/5L Fulton Limited) are described. This section also summarizes the potential environmental impacts associated with the project updates, explains that the environmental impacts are not substantially different from those identified in the Draft EIR, and refers the reader to the environmental analyses of the project updates presented as staff-initiated text changes in Section 5, Draft EIR Revisions, which summarize the detailed supplemental environmental analyses prepared for these project refinements.<sup>2</sup>

*CEQA Guidelines* §15088.5 requires recirculation of an EIR when “significant new information” is added to the EIR after publication of the Draft EIR and before certification. New information is “significant” if “... the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect ... that the project proponents have declined to implement.” Section 15088.5 further defines “significant new information” that triggers a requirement for recirculation as including, but not limited to, identification of a new significant impact, a substantial increase in the severity of an impact (unless mitigation is adopted to reduce the impact to a less-than-significant level), or identification of a new feasible alternative or mitigation measure that would lessen the environmental impacts of the proposed project that the project sponsor is unwilling to adopt. *CEQA Guidelines* §15088.5(d) states that recirculation is not required if “new information in the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.”

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<sup>2</sup> Fehr & Peers and LCW Consulting, TEP TIS – Supplemental Analysis for TTRP.L, TTRP.9 and TTRP.71\_1, Final Memorandum, December 30, 2013; BASELINE Environmental Consulting, Supplemental Air Quality Analysis for SFMTA Transit Effectiveness Project’s TTRP.L, TTRP.9, and TTRP.71, Memorandum to Debra Dwyer, February 19, 2014. These documents are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.0558E.

## Section 1: Introduction

The changes to the Draft EIR Project Description in Section 2 of this Responses to Comments document do not present significant new information with respect to the proposed project, would not result in any new significant environmental impacts or present new feasible alternatives or mitigation measures, and would not result in a substantial increase in the severity of a significant impact identified in the TEP Draft EIR. Therefore, recirculation of the Draft EIR pursuant to *CEQA Guidelines* §15088.5 is not required.

**Section 3, List of Persons Commenting**, presents the names of persons who provided comments on the Draft EIR. This section is made up of three tables: Public Agencies Commenting on the Draft EIR, Non-Governmental Organizations Commenting on the Draft EIR, and Individuals Commenting on the Draft EIR. Commenters are listed in alphabetical order within each category. These lists also show the commenter code (described below) and the format (i.e., public hearing transcript, letter, or email) and date of each set of comments.

**Section 4, Responses to Comments**, presents the substantive comments excerpted verbatim from the public hearing transcript and written comments. The comments are organized by topic, and by subtopic where appropriate. Comments appear as single-spaced text, and similar comments are grouped together by topic area. Comments are coded in the following way:

- Comments from agencies are designated by “A-” and an acronym of the agency’s name.
- Comments from non-governmental organizations are designated by “O-” and an acronym of the organization’s name.
- Comments from individuals are designated by “I-” and the commenter’s last name

In cases where a commenter has spoken at the public hearing and submitted written comments, or has submitted more than one letter or email, the commenter’s last name is followed by a sequential number by date of submission (e.g., I-Long1, I-Long2). A final number, in parentheses, at the end of the code keys each comment to the order of the bracketed comments within each written communication or set of transcript comments. Each transcript comment code also includes a page reference, in parentheses, that indicates the page(s) of the transcript on which the comment appears. Thus each discrete comment has a unique comment code. The coded comment excerpts in Section 4 tie in with the bracketed comments presented in Attachments A and B of this Responses to Comments document, described below.

Following each comment or group of comments on a topic are the Planning Department’s responses. The responses generally provide clarification of the Draft EIR text. The responses may also include revisions or additions to the Draft EIR. Such changes are

shown as indented text, with new text underlined and deleted material shown as ~~strikethrough~~ text.

**Section 5, Draft EIR Revisions**, presents text changes to the Draft EIR that may reflect text changes made as a result of a response to comments and/or staff-initiated text changes identified by Planning Department staff to update, correct, or clarify the Draft EIR text. Staff-initiated text changes are identified by an asterisk (\*) in the margin. The changes to the Draft EIR do not result in significant new information with respect to the proposed project, including any new significant environmental impacts or new mitigation measures. Therefore, recirculation of the Draft EIR pursuant to *CEQA Guidelines* §15088.5 is not required.

**Attachments** to this Responses to Comments document include copies of the letters and emails received by the Planning Department in their entirety (Attachment A: DEIR Comment Letters) and a complete transcript of the public hearing including exhibits (Attachment B: DEIR Public Hearing Transcript Comments). Comments are bracketed, coded, and numbered as described above. Attachment C: SFMTA Service Area Topographical Maps (EIR Appendix 5) consists of 20 color maps that show topography and street grades in the SFMTA service areas where certain service improvements or TTRPs are proposed under the TEP. Attachment C (EIR Appendix 5) is included in the Responses to Comments in response to public comments made on the Draft EIR. Attachment D: DEIR Comment Letters Received after the Close of the Public Comment Period consists of letters and emails received after the close of the public comment period.

This Responses to Comments document will be incorporated into the Final EIR as a new chapter, upon certification of the EIR. The changes to the EIR's text and figures called out in Section 2, Project Description Revisions, Section 4, Responses to Comments, and Section 5, Draft EIR Revisions, will be incorporated into the Final EIR text. Attachment C will be incorporated into the Final EIR as EIR Appendix 5.



## **2. PROJECT DESCRIPTION REVISIONS**

### **A. INTRODUCTION**

Since publication of the Transit Effectiveness Project (TEP) Draft EIR on July 10, 2013 the San Francisco Municipal Transportation Agency (SFMTA) has developed project-specific details for three of the nine program-level Travel Time Reduction Proposals (TTRPs) included in the Draft EIR – the TTRP.L (L Taraval), the TTRP.9 (9/9L San Bruno), and the TTRP.71\_1 (71 Haight). The program-level transportation analysis for the TTRP.L, TTRP. 9, and TTRP.71\_1 is included in the Draft EIR on EIR pp. 4.2-102 to 4.2-116, and the noise and air quality analyses in Draft EIR Sections 4.3 and 4.4 also included these TTRPs. The project-level TTRPs along these three Rapid Network transit corridors have been developed using the Transit Preferential Streets (TPS) Toolkit elements to reduce transit travel time. The TPS Toolkit elements are summarized in the Draft EIR, Chapter 2, Project Description, on EIR pp. 2-13 to 2-14, and described in detail on EIR pp. 2-23 to 2-53. They are analyzed in the Draft EIR on EIR pp. 4.2-67 to 4.2-68, and 4.2-67 to 4.2-97.

In addition, minor changes have been made to the project designs for the TTRP.5 (5 Fulton/5L Fulton Limited) and the TTRP.N (N Judah) since publication of the TEP Draft EIR.

This section of the Responses to Comments document provides detailed project-level descriptions of the TTRP.L, TTRP.9, and TTRP.71\_1 and explains the minor modifications to the TTRP.N and TTRP.5. The project-level TTRP details are presented as new text and graphics in EIR Chapter 2, Project Description. The revisions and clarifications for the TTRP.N and TTRP.5, TTRPs that are already described at a project level in the Draft EIR on pp. 2-117 to 2-128, are presented as revisions to the existing project description text in EIR Chapter 2. The new text and revised project description text are presented below by page and paragraph in the Draft EIR as well as in Section 5, Draft EIR Revisions, in this Responses to Comments document. The detailed descriptions of the three TTRPs are organized in the same order as in the Draft EIR; that is, they are presented in numeric order of the Muni line or route, beginning with the alphabetic designations for the light rail lines.

This section also includes a summary discussion of the relationship of the new project details to, and any differences from, the original project details in the Draft EIR and how the proposed revisions and clarifications affect the impact analyses presented in the Draft EIR, and explains how this information would affect the conclusions reached in the Draft EIR. The text revisions/additions for environmental impact analyses in the Transportation and Circulation, and Air Quality sections of EIR Chapter 4, Environmental Impacts, Setting, and

## Section 2: Project Description Revisions

Mitigation, are presented as staff-initiated text changes in Section 5, Draft EIR Revisions, of this Responses to Comments document. No text changes are necessary for the noise analysis in EIR Section 4.3.

TTRP.L, TTRP.9, and TTRP.71\_1 were analyzed at a program level in the Draft EIR on EIR pp. 4.2-102 to 4.2-116 for transportation and circulation, on EIR pp. 4.3-25 to 4.3-54 for noise and vibration, and on EIR pp. 4.4-38 to 4.4-55 for air quality. In addition, the TPS Toolkit elements used to develop the specific corridor designs presented here were also analyzed in detail on EIR pp. 4.2-81 to 4.2-97 for transportation and circulation and in the same sections above for noise, vibration and air quality. The project-level analysis for these three corridors presented on pp. RTC-5-57 to RTC-5-128 of this Responses to Comments document supplements the analysis provided in the Draft EIR and demonstrates that there would be no new significant impacts as a result of implementing these specific proposals.

*CEQA Guidelines* §15088.5 states that a lead agency is required to recirculate an EIR for public comment when significant new information is added to the EIR after public notice is given of the availability of the Draft EIR for public review. These guidelines identify the following as “significant new information” requiring recirculation:

- 1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- 2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- 3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project’s proponents decline to adopt it.
- 4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

The summary of the analysis of impacts for the three project-level TTRPs presented below and the minor changes to the TTRP.N and TTRP.5 demonstrate that none of the above conditions would apply to this EIR. Rather, the text added to the EIR in this Responses to Comments document serves to clarify or amplify information in the Draft EIR, and incorporates analysis of the project-level TTRP.L, TTRP.9, and TTRP.71\_1 into the Draft EIR. In summary, the new information presented in this section would not constitute significant new information, does not identify any new significant environmental impacts or require new mitigation measures, make existing mitigation measures feasible that were found to be infeasible, or substantially change any conclusions reached in the Draft EIR, and recirculation is not required.

**B. PROJECT DESCRIPTION REVISIONS**

Figure 3: Proposed Program- and Project-Level TTRP Rapid Network Corridors on EIR p. 2-16 has been revised to show three new project-level TTRPs for the following three proposed rapid network corridors – L Taraval, the 9/9L San Bruno, and the 71/71L Haight-Noriega. Revised Figure 3 is shown on p. RTC-2-6 following revised Table 4. Table 4: TEP Travel Time Reduction Proposals for the Rapid Network Corridors on EIR pp. 2-17 to 2-18 has been revised to show three new project-level TTRPs for the following three proposed rapid network corridors – L Taraval, the 9/9L San Bruno, and the 71/71L Haight-Noriega. New text is underlined and deleted text is shown in ~~strikethrough~~.

**Table 4: TEP Travel Time Reduction Proposals for the Rapid Network Corridors**

TEP Reference No.	Affected Routes: Corridor Description
<b>Program Level *</b>	
TTRP.1	1 California: along Drumm, Sacramento, Steiner, and California streets, 32 <sup>nd</sup> Avenue and Geary Boulevard (outbound), and along Geary Boulevard, 33 <sup>rd</sup> Avenue, Clement Street, 32 <sup>nd</sup> Avenue, California, Steiner, Sacramento, Gough and Clay streets (inbound), from the intersection of Geary Boulevard and 33 <sup>rd</sup> Avenue to the intersection of Clay and Drumm streets.
TTRP.9	<del>9 San Bruno/9L San Bruno Limited, along the following streets in two segments: Segment 1 - along 11<sup>th</sup> Street, Division Street, Potrero Avenue, Bayshore Boulevard, and Silver and San Bruno avenues. This part of the corridor extends from the intersection of Market and 11<sup>th</sup> streets to the intersection of San Bruno and Silver avenues. Segment 2 - Bayshore Boulevard, Sunnysdale Avenue, Schwerin Street, Geneva Avenue, Santos Street and Sunnysdale Avenue. This part of the corridor extends from the intersection of Visitacion Avenue and Bayshore Boulevard to the existing terminus at 2070 Sunnysdale Avenue, adjacent to the Gleneagles Golf Course in McLaren Park.</del>
TTRP.22_2	22 Fillmore: along Church, Hermann, and Fillmore streets, Broadway, and Steiner, Union, and Fillmore streets, from the intersection of 16 <sup>th</sup> and Church streets to the intersection of Bay and Fillmore streets.
TTRP.28_2	28L 19 <sup>th</sup> Avenue Limited: along Van Ness Avenue, Lombard Street and Richardson Avenue from Beach Street and Van Ness Avenue intersection to Lyon Street and Richardson Avenue (US 101 N) intersection.
TTRP.30_2	30 Stockton: along Chestnut, Broderick, Divisadero and Jefferson streets, from the intersection of Van Ness Avenue and Chestnut Street to the intersection of Jefferson/Broderick streets.
TTRP.71	<del>71L Haight-Noriega Limited and the 6 Parnassus: along Ortega Street, 47<sup>th</sup> Avenue, Noriega Street, 22<sup>nd</sup> Avenue, Lincoln Way, Frederick, Stanyan, and Haight streets (inbound), and along Haight, Stanyan, and Frederick streets, Lincoln Way, 23<sup>rd</sup> Avenue, Noriega Street, the Great Highway and Ortega Street (outbound), from the intersection of Ortega Street/48<sup>th</sup> Avenue to the intersection of Market/Gough streets.</del>

## Section 2: Project Description Revisions

TEP Reference No.	Affected Routes: Corridor Description
TTRP.K	K Ingleside: along Junipero Serra Boulevard and Ocean Avenue, from the intersection of Ocean Avenue and San Jose Avenue and Oneida Street (Balboa Park Station) to the intersection of Sloat/Junipero Serra boulevards.
TTRP.L	<del>L Taraval: along Ulloa Street, 15<sup>th</sup> Avenue, Taraval Street, 46<sup>th</sup> Avenue, Vicente Street, 47<sup>th</sup> Avenue, Wawona Street and 46<sup>th</sup> Avenue, from West Portal Avenue and Ulloa Street intersection (West Portal Station) to Wawona and 47<sup>th</sup> Avenue intersection.</del>
TTRP.M	M Ocean View: along 19 <sup>th</sup> Avenue, Parkmerced local streets, 19 <sup>th</sup> Avenue, Randolph Street, Orizaba Avenue, Broad Street and San Jose Avenue, from and the intersection of 19 <sup>th</sup> and Holloway avenues to the intersection of Geneva and San Jose avenues (Balboa Park Station).
<b>Project Level</b>	
TTRP.5	5 Fulton/5L Fulton Limited: along La Playa Street, Fulton Street, Central Avenue, and McAllister Street, from La Playa/Cabrillo streets intersection to Market/McAllister streets intersection.
TTRP.8X	8X Bayshore Express: along Geneva Avenue, Santos Street, Sunnydale Avenue, Hahn Street, Visitación Avenue, Bayshore Boulevard, and San Bruno Avenue from the intersection of Ocean/ Silver avenues to Silver/San Bruno avenues.
<u>TTRP.9**</u>	<u>9 San Bruno/9L San Bruno Limited, along the following streets in two segments: Segment 1 - along 11<sup>th</sup> Street, Division Street, Potrero Avenue, Bayshore Boulevard, and Silver and San Bruno avenues. This part of the corridor extends from the intersection of Market and 11<sup>th</sup> streets to the intersection of San Bruno and Silver avenues. Segment 2 - Bayshore Boulevard, Sunnydale Avenue, Schwerin Street, Geneva Avenue, Santos Street and Sunnydale Avenue. This part of the corridor extends from the intersection of Visitación Avenue and Bayshore Boulevard to the existing terminus at 2070 Sunnydale Avenue, adjacent to the Gleneagles Golf Course in McLaren Park.</u>
TTRP.14	14 Mission/14L Mission Limited: inbound along Mission Street, Main Street, Market Street and Steuart Street and outbound along Steuart Street, Mission Street, Otis Street, Mission Street, Flournoy Street, San Jose Avenue, and John Daly Boulevard, from the intersection of Steuart/ Mission streets to Daly City BART Station.
TTRP.22_1	22 Fillmore: along 16 <sup>th</sup> Street from the intersection of Church/16 <sup>th</sup> streets to the intersection of Third/ 16 <sup>th</sup> streets.
TTRP.28_1	28 19 <sup>th</sup> Avenue/28L 19 <sup>th</sup> Avenue Limited: along 19 <sup>th</sup> Avenue from Lincoln Way and 19 <sup>th</sup> Avenue intersection to Junipero Serra Boulevard and 19 <sup>th</sup> Avenue intersection.
TTRP.30_1	8X Bayshore Express, 30 Stockton and 45 Union: along Van Ness Avenue, North Point Street, Columbus Avenue, then along Stockton Street (inbound) and Sutter Street and Kearny Street (outbound), from Van Ness Avenue and Chestnut Street intersection to the intersection of Market/ Stockton streets (inbound) and the intersection of Market/ Kearny streets (outbound).

Section 2: Project Description Revisions

TEP Reference No.	Affected Routes: Corridor Description
<u>TTRP.71**</u>	<u>71L Haight-Noriega Limited and the 6 Parnassus: along Ortega Street, 47<sup>th</sup> Avenue, Noriega Street, 22<sup>nd</sup> Avenue, Lincoln Way, Frederick, Stanyan, and Haight streets (inbound), and along Haight, Stanyan, and Frederick streets, Lincoln Way, 23<sup>rd</sup> Avenue, Noriega Street, the Great Highway and Ortega Street (outbound), from the intersection of Ortega Street/48<sup>th</sup> Avenue to the intersection of Market/Gough streets.</u>
TTRP.J	J Church: along Church Street, right-of-way, Church Street, 30 <sup>th</sup> Street and San Jose Avenue, from Church Street and Duboce Avenue intersection to Geneva/San Jose avenues intersection [Balboa Park Station (Muni Metro and BART)].
<u>TTRP.L**</u>	<u>L Taraval: along Ulloa Street, 15<sup>th</sup> Avenue, Taraval Street, 46<sup>th</sup> Avenue, Vicente Street, 47<sup>th</sup> Avenue, Wawona Street and 46<sup>th</sup> Avenue, from West Portal Avenue and Ulloa Street intersection (West Portal Station) to Wawona and 47<sup>th</sup> Avenue intersection.</u>
TTRP.N	N Judah: along Judah Street, Ninth Avenue, Irving Street, Arguello Boulevard, and Carl Street, from the intersection of La Playa/ Judah streets to the intersection of Carl/Cole streets.
<p>Notes:</p> <p>* The <del>nine</del>-TTRPs listed as "Program Level" in this table are analyzed at a program level unless the specific locations of the TPS Toolkit elements along the corridors are not needed to evaluate a particular CEQA topic, in which case the program-level TTRPs are cleared at a project level for that specific topic.</p> <p>** <u>The TTRP.9, TTRP.71, and TTRP.L were analyzed at a program level in the Draft EIR. Subsequently, they were designed in detail in Fall 2013, and analyzed at a project level for the Final EIR; therefore, they are analyzed at both a program level and a project level, but are not listed and described twice in this table.</u></p>	

**TTRP.L: L Taraval**

The following text and figures to describe the project-level TTRP.L: L Taraval have been added to EIR p. 2-117 after the second paragraph. (as it is entirely new text, it is not underlined in order to make it easier to read):

**TTRP.L: L Taraval**

TTRP.L would provide transit improvements for the L Taraval light rail line along Ulloa Street, 15<sup>th</sup> Avenue, Taraval Street and 46<sup>th</sup> Avenue. The proposed project would implement TPS Toolkit elements in both the inbound and outbound directions, from the intersection of Ulloa Street and West Portal Avenue to the intersection of Ulloa Street and 46<sup>th</sup> Avenue. The inbound direction for this route is east toward West Portal Avenue and Ulloa Street (continuing downtown in the underground subway) and the outbound direction is west toward the Great Highway.

The TTRP.L project has a Moderate and an Expanded Alternative. The Moderate Alternative would include transit stop changes, pedestrian improvements, parking and turn restrictions, and traffic signal and stop sign changes. This alternative would replace stop signs with traffic signals at six intersections on Taraval Street and Ulloa Street. The Expanded Alternative



would include the same transit stop changes, pedestrian improvements, and parking and turn restrictions as the Moderate Alternative. Under the Expanded Alternative, pedestrian improvements would also be made at the intersection of Taraval Street at 44<sup>th</sup> Avenue and traffic signal and stop sign changes would also be different at four intersections. At two of the intersections along Taraval and Ulloa streets, existing stop signs would be replaced with pedestrian bulbs as described below, rather than traffic signals. At two additional intersections, the stop signs would be replaced with traffic calming measures as described below. The Expanded Alternative would also establish a new transit-only lane in both directions on Taraval Street from 15<sup>th</sup> to 46<sup>th</sup> avenues. Figure 8d (on p. RTC-2-12, below) shows the TTRP.L Expanded Alternative; the figure also has text summarizing how the Moderate Alternative differs from the Expanded Alternative.

Implementation of the improvements in the Moderate Alternative would result in an estimated net reduction of approximately 75 parking spaces and a net reduction of approximately 80 parking spaces in the Expanded Alternative. The parking spaces removed would result from the construction and extension of boarding islands, installation of transit bulbs, and the implementation of traffic calming measures. The Moderate Alternative would relocate two commercial loading spaces within 250 feet of their existing locations, while the Expanded Alternative would relocate three such spaces. No net reduction in commercial loading spaces would occur with implementation of either the Moderate Alternative or Expanded Alternative for TTRP.L.

Details of the two project alternatives for this corridor are provided below.

### **TTRP.L Moderate Alternative**

TPS Toolkit elements in the Moderate Alternative would include transit stop changes, pedestrian improvements, traffic signal and stop changes, and parking and turn restrictions.

**Transit Stop Changes (Moderate).** At Taraval Street and 15<sup>th</sup> Avenue, in the outbound direction a new nearside transit bulb (100 feet long) would be constructed on 15<sup>th</sup> Avenue, and the inbound stop would be moved from farside (15<sup>th</sup> Avenue) to nearside with a new 50-foot-long transit bulb on Taraval Street.

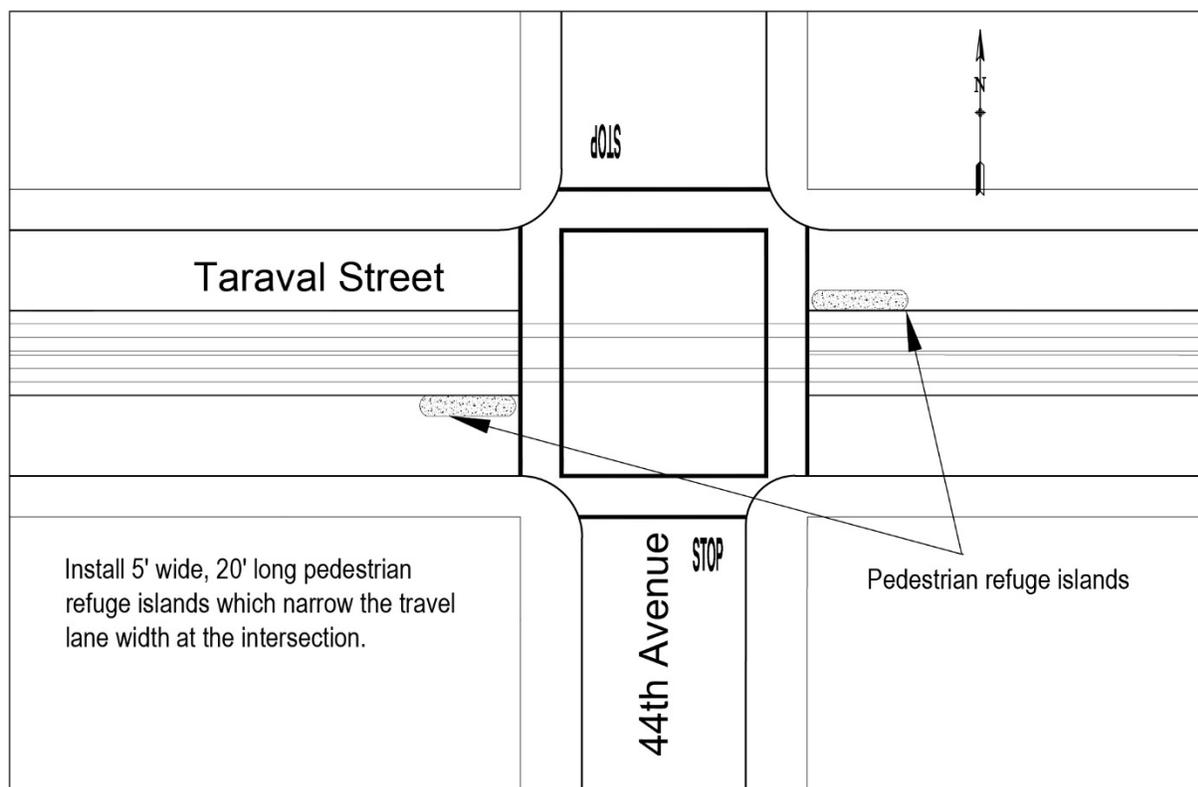
The nearside flag stops on Taraval Street at 17<sup>th</sup> Avenue in both directions would be relocated to 18<sup>th</sup> Avenue with new 210-foot long, nine-foot-wide boarding islands, each with an accessible platform for wheelchair accessibility. On Taraval Street, the inbound stop would be relocated to the nearside of 18<sup>th</sup> Avenue, and the outbound stop would be relocated to the farside of 18<sup>th</sup> Avenue.

The existing farside boarding island at the inbound stop on Taraval Street at 22<sup>nd</sup> Avenue would be extended by 115 feet to a total of 235 feet in length, with the accessible platform at this stop shifted 115 feet to the east. The outbound nearside flag stop on Taraval Street at 22<sup>nd</sup> Avenue would be moved to farside and replaced with a new 235-foot-long boarding island with an accessible platform.

## Section 2: Project Description Revisions

The nearside flag stops would be removed in the inbound and outbound directions on Taraval Street at 17<sup>th</sup>, 19<sup>th</sup>, 35<sup>th</sup>, and 44<sup>th</sup> avenues and on Ulloa Street at 15<sup>th</sup> and 46<sup>th</sup> avenues. The inbound nearside flag stop on Taraval Street and 24<sup>th</sup> Avenue and the outbound farside boarding island and accessible platform on Taraval Street at 23<sup>rd</sup> Avenue would be removed.

**Pedestrian Improvements (Moderate):** On Taraval Street at 44<sup>th</sup> Avenue, a five-foot-wide, 20-foot-long pedestrian refuge island would be added between the mixed-flow travel lane and the transit-only lane in the inbound and outbound directions. Figure 8a shows the proposed change.



SOURCE: SFMTA, Turnstone Consulting

(New) FIGURE 8a - TTRP.L TARAVAL STREET AND 44TH AVENUE IMPROVEMENTS

**Traffic Signal and Stop Sign Changes (Moderate).** The all-way stop signs would be replaced with traffic signals at the intersections of Taraval Street and 17<sup>th</sup>, 18<sup>th</sup>, and 35<sup>th</sup> avenues.

**Parking and Turn Restrictions (Moderate).** At the intersection of Sunset Boulevard and Taraval Street, there would be no left turn restrictions at all times in both the eastbound and westbound directions.

*The following Transit Stop Changes and Traffic Signal and Stop Sign Changes are part of the Moderate Alternative and are not part of the Expanded Alternative.*

**Transit Stop Changes (Moderate Only).** The inbound and outbound nearside flag stops on Taraval Street at 26<sup>th</sup>, 28<sup>th</sup>, 30<sup>th</sup>, 32<sup>nd</sup>, and 40<sup>th</sup> avenues

would be replaced with new 150-foot-long nearside boarding islands. The inbound and outbound nearside flag stops on Taraval Street at 42<sup>nd</sup> Avenue would be replaced with new 240-foot-long boarding islands each with an accessible platform.

**Traffic Signal and Stop Sign Changes (Moderate Only).** The all-way stop signs would be replaced with traffic signals at the intersections of 15<sup>th</sup> Avenue and Ulloa Street, 22<sup>nd</sup> Avenue and Taraval Street, 24<sup>th</sup> Avenue and Taraval Street.

#### **TTRP.L Expanded Alternative**

**Transit Stop Changes, Traffic Signal and Stop Sign Changes, Pedestrian Improvements, and Parking and Turn Restrictions (Expanded).** The Expanded Alternative would include the same proposed transit stop changes, traffic signal and stop sign changes, pedestrian improvements, and parking and turn restrictions as the Moderate Alternative, except for several transit stop changes and traffic signal and stop sign changes noted above as Moderate Only.

**Transit Stop Changes (Expanded).** The inbound and outbound nearside flag stops would be replaced with 150-foot-long boarding islands and also would be moved to the farside on Taraval Street at 26<sup>th</sup>, 28<sup>th</sup>, 30<sup>th</sup>, 32<sup>nd</sup>, and 40<sup>th</sup> and 42<sup>nd</sup> avenues.

**Traffic Signal and Stop Sign Changes (Expanded).** In addition to the traffic signal and stop sign changes proposed under the Moderate Alternative, this alternative would convert the existing all-way stop-controlled intersections on Ulloa Street at 15<sup>th</sup> Avenue, on Taraval Street at the intersections of 22<sup>nd</sup>, 24<sup>th</sup>, and 42<sup>nd</sup> avenues, and on Ulloa Street at 46<sup>th</sup> Avenue to two-way stop-sign controlled intersections. At these cross-streets, the Ulloa Street and Taraval Street approaches would no longer have stop signs, and additional traffic calming measures would be implemented on Ulloa Street and on Taraval Street. The traffic calming measures at each intersection (noted below) would consist of the following:

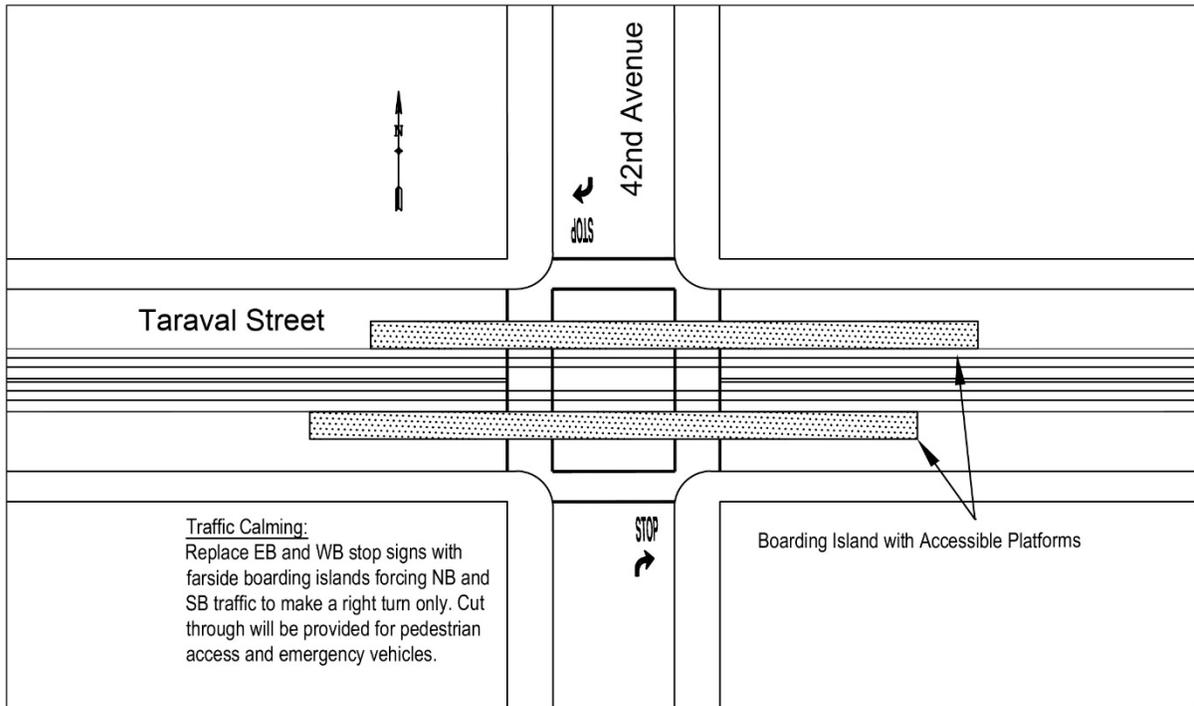
Ulloa Street/15<sup>th</sup> Avenue: A traffic calming, channelizing island would be added in the intersection which would eliminate all through movements forcing a right turn only for all directions, except for southbound traffic, which would be required to make either a right turn or left turn. Figure 8b shows the proposed change for this intersection.

Taraval Street/22<sup>nd</sup> Avenue: On Taraval Street, pedestrian bulbs would be installed on the northeast and southwest corners. The stop signs for eastbound and westbound traffic on Taraval Street would be removed.

Taraval Street/24<sup>th</sup> Avenue: On Taraval Street, pedestrian bulbs would be installed on the northeast and southwest corners. The stop signs for eastbound and westbound traffic on Taraval Street would be removed.

Taraval Street/42<sup>nd</sup> Avenue: On Taraval Street, two 9-foot-wide, 150-foot-long transit boarding islands would be installed and extended through the





SOURCE: SFMTA, Turnstone Consulting

(New) FIGURE 8c - TTRP.L TRAFFIC CALMING AT TARAVAL STREET AND 42ND AVENUE EXPANDED ALTERNATIVE

single curbside mixed-flow lane in both directions of this portion of Taraval Street, with the exception that trucks would be permitted in the transit-only lanes in both directions on Taraval Street between 17<sup>th</sup> and 18<sup>th</sup> avenues. The Safeway grocery store at 730 Taraval Street has a truck loading area accessed from Taraval Street where large trucks make their deliveries. These trucks make a southbound right turn from 17<sup>th</sup> Avenue onto westbound Taraval Street and then, back into the loading area. Due to the truck turning radius for large trucks and the back-in maneuver required to enter the loading area, these trucks would need to enter the transit-only lane in order make these maneuvers.

Figure 8d shows the TTRP.L Expanded Alternative and narrative text describes the difference between the Moderate and Expanded Alternatives.

Please see information and additional graphics illustrating the TTRP.L project at the SFMTA Web site, online at <http://www.sftepc.com>.

**TTRP.N: N Judah**

The following text amendments are for the TTRP.N: N Judah project description to address minor design revisions.

A new sentence has been inserted after the second sentence in the fourth paragraph on EIR p. 2-117 as follows (new text is underlined):

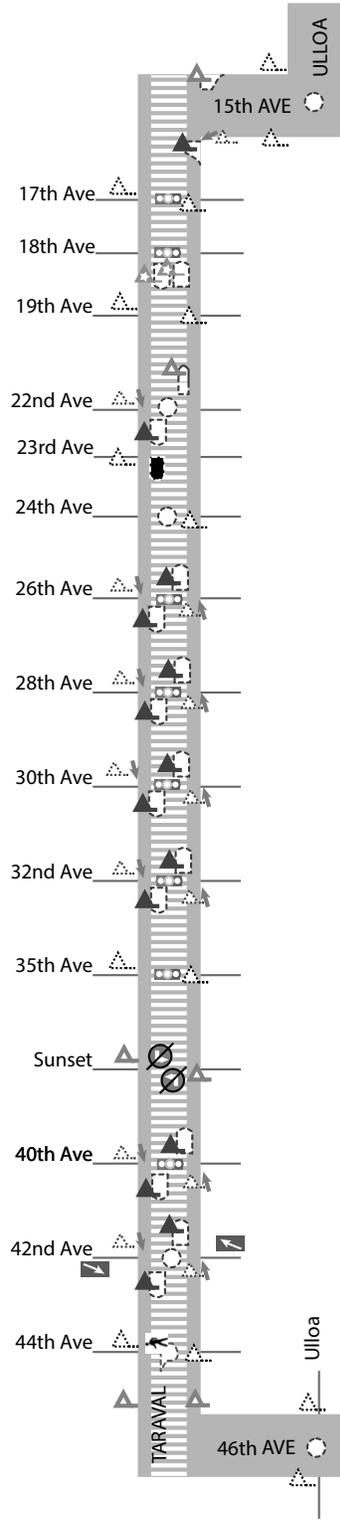
# L TARAVAL

TRAVEL TIME REDUCTION PROPOSAL Expanded Alternative

## SEGMENT PROPOSALS

- Existing Stop
- Stop Removal
- Stop Relocation
- New Transit Bulb
- New Pedestrian Refuge Island
- New Boarding Island
- Extend Boarding Island
- New Traffic Signal
- Remove Stop Signs and Replace with Traffic Calming Measure
- New Stop
- No Left-Turn Restriction
- Center Transit-Only Lanes (both directions)
- Remove Exist. Boarding Island
- Right-Turn Only Restrictions

**Moderate Alternative**  
 The Moderate Alternative would include the same transit stop changes, parking and turn restrictions and traffic signal changes as the Expanded Alternative, except the following: The stop signs at 15th Avenue and Ulloa Street and on Taraval at 22nd and 24th avenues would be replaced by a traffic signal. Also, the stop signs on Taraval Street at 26th, 28th, 30th, 32nd, 40th, 42nd avenues would remain and the transit stops would remain nearside with new transit boarding islands, and traffic from 42nd Avenue would not be subject to right-turn only restrictions at Taraval.



SOURCE: SFMTA, Turnstone Consulting

## TRANSIT EFFECTIVENESS PROJECT

(New) FIGURE 8d - TTRP.L EXPANDED ALTERNATIVE

...The Moderate Alternative would include transit stop changes, pedestrian improvements, and parking and turn restrictions. The SFMTA may consider adding bicycle corrals at locations where pedestrian or transit bulbs are proposed. This alternative would also replace stop signs with traffic signals at seven intersections on Judah Street and one intersection on Irving Street. ...

The first sentence of the fifth paragraph on EIR p. 2-117 has been revised as follows (deleted text is shown in ~~strikethrough~~ and new text is underlined):

Implementation of the improvements in the Moderate Alternative would result in an estimated net reduction of 120 ~~140~~ parking spaces and a net reduction of up to 130 ~~120~~ parking spaces in the Expanded Alternative....

A new sentence has been inserted before the last sentence in the third paragraph on EIR p. 2-119 as follows (new text is underlined):

...The existing outbound boarding island at 19<sup>th</sup> Avenue would be extended to 225 feet so that it would connect to the existing accessible platform located on Judah Street at 18<sup>th</sup> Avenue. The existing inbound and outbound boarding islands on Judah Street at 28<sup>th</sup> Avenue would each be extended from 60 feet to 240 feet and include accessible platforms for wheelchair access. A new 115-foot transit boarding island would be installed at the nearside inbound stop on Judah Street at 48<sup>th</sup> Avenue.

#### **TTRP.5: 5 Fulton/5L Fulton Limited**

The following text amendments are for the TTRP.5: 5 Fulton/5L Fulton Limited project description to address minor design revisions and refinements as a result of the implementation of the pilot project on this corridor.

The first and second paragraphs on EIR p. 2-123 have been revised as follows (deleted text is shown in ~~strikethrough~~ and new text is underlined):

The TTRP.5 project has a Moderate and an Expanded Alternative. The Moderate Alternative would include transit stop changes, pedestrian improvements, parking and turn restrictions, and traffic signal and stop sign changes. This alternative would replace stop signs at six intersections on McAllister Street and two intersections on Fulton Street with traffic signals, and would relocate transit stops at two of the intersections on McAllister Street from nearside to farside in conjunction with the proposals to signalize these intersections. ~~The transit stops at the intersection of McAllister Street and Central Avenue would be relocated from farside to nearside.~~ The Expanded Alternative would include the same improvements as the Moderate Alternative, with the following differences. At two intersections along Fulton Street where pedestrian bulbs are proposed under the Moderate Alternative, pedestrian refuge islands would be built under the Expanded Alternative in conjunction with the proposal to reconfigure the travel lanes as follows: a segment of Fulton Street between Stanyan Street and Central Avenue would be reduced from four lanes to three lanes to provide a center left-turn lane by

## Section 2: Project Description Revisions

removing a westbound travel lane; a segment of Fulton Street between Central Avenue and Baker Street would have one westbound travel lane removed; and parking on the north side of the street would be converted from parallel to perpendicular parking. and ~~Stop~~ signs would be replaced with traffic-calming measures instead of traffic signals at six intersections on McAllister Street and transit stops would not be extended instead of relocated at two of these intersections.

Implementation of the improvements in the Moderate Alternative would result in an estimated net reduction of up to ~~100~~ 80 parking spaces. There would be an estimated net reduction of up to ~~110~~ 145 parking spaces with implementation of the Expanded Alternative. These totals include 10 spaces that would not be available ~~during peak-hours due to part-time tow-away restrictions from 7 a.m. to 3-5 p.m. on weekdays on the east side of Central Avenue between Fulton and McAllister streets and from 6 a.m. to 8 p.m. on weekdays on the south side of Howard Street between Beale and Fremont streets.~~ Implementation of improvements in either the Moderate or Expanded Alternative would not result in a reduction to the number of loading spaces.

The last paragraph starting on EIR p. 2-123 and continuing on EIR p. 2-124 has been revised as follows (deleted text is shown in ~~strikethrough~~ and new text is underlined):

***Transit Stop Changes (Moderate).*** New transit bulbs would be constructed at outbound stops on McAllister Street at Larkin Street, at Van Ness Avenue ~~and Central avenues~~, and at Fillmore Street ~~and Divisadero streets~~, and on Fulton Street at Arguello and Park Presidio boulevards, at Sixth, Eighth, 28<sup>th</sup>, 33<sup>rd</sup>, 40<sup>th</sup>, 43<sup>rd</sup>, and 46<sup>th</sup> avenues, and at 25<sup>th</sup> Avenue/Crossover Drive. In the inbound direction, transit bulbs would be constructed on McAllister Street at Van Ness Avenue ~~and Central avenues~~ and at Fillmore Street ~~and Divisadero streets~~, and on Fulton Street at Park Presidio Boulevard and at Masonic, Sixth, 25<sup>th</sup>, 28<sup>th</sup>, 33<sup>rd</sup>, 37<sup>th</sup>, 40<sup>th</sup>, 43<sup>rd</sup>, and 46<sup>th</sup> avenues. The new transit bulbs on McAllister Street at Larkin ~~and~~ Fillmore ~~and Divisadero~~ streets, and Van Ness Avenue and on Fulton Street at Arguello Boulevard (outbound only), Masonic and Sixth avenues (both inbound only) would be 130 feet long. Transit bulbs at the intersections along Fulton Street at Park Presidio Boulevard, and Sixth (outbound), Eighth (outbound only), 25<sup>th</sup>, 28<sup>th</sup>, 33<sup>rd</sup>, 37<sup>th</sup> (inbound only), 40<sup>th</sup>, 43<sup>rd</sup>, 46<sup>th</sup> avenues would be 65 feet long. The existing 115-foot transit bulb on Fulton Street at Arguello Boulevard in the eastbound direction would be extended to 130 feet. ~~The transit bulbs on McAllister Street at Central Avenue would be 55 feet long and would be located at the nearside of the intersection in conjunction with stop optimizations.~~ The inbound transit bulb at Fulton Street and 33<sup>rd</sup> Avenue would be located at the mid-intersection. All of the other transit bulbs would be located at the farside of intersections.

The first full paragraph on EIR p. 2-124 has been revised as follows (deleted text is shown in ~~strikethrough~~ and new text is underlined):

Stops would be lengthened at outbound locations on McAllister Street at Hyde Street (from 75 feet to 100 feet), at Divisadero Street (from 75 feet to 185 feet).

## Section 2: Project Description Revisions

at Gough Street (from 65 feet to 100 feet) and at Baker Street (from 80 feet to 120 feet), and on Fulton Street at Masonic Avenue (from 80 feet to 185 feet), at Clayton Street (from 75 feet to 120 feet), at Parker Avenue/Shrader Street (from 85 feet to 165 feet), at 4<sup>th</sup> Avenue (from 75 feet to 100 feet), at 10<sup>th</sup> Avenue (from 90 feet to 100 feet), at 18<sup>th</sup> Avenue (from 80 feet to 100 feet), at 22<sup>nd</sup> Avenue (from 75 feet to 100 feet), at 36<sup>th</sup> Avenue (from 75 feet to 100 feet) and at La Playa Street (from 75 feet to 160 feet). Stops would be lengthened at inbound locations on McAllister Street at Leavenworth Street (from 100 feet to 120 feet), at Divisadero Street (from 65 feet to 185 feet) and at Baker Street (from 70 feet to 120 feet), and on Fulton Street at Clayton Street (from 75 feet to 100 feet), at Parker Avenue/Shrader Street (from 80 feet to 165 feet), at Stanyan Street (from 70 feet to 145 feet), at 4<sup>th</sup> Avenue (from 75 feet to 100 feet), at 10<sup>th</sup> Avenue (from 90 feet to 100 feet), at 22<sup>nd</sup> Avenue (from 75 feet to 100 feet) and at 30<sup>th</sup> Avenue (from 80 feet to 100 feet).

The second full paragraph on EIR p. 2-124 has been revised as follows (deleted text is shown in ~~strikethrough~~ and new text is underlined):

~~The inbound stops on McAllister Street at Gough Street and at Divisadero Street, and on Fulton Street at Park Presidio Boulevard and at Masonic, 18<sup>th</sup>, 37<sup>th</sup> and 43<sup>rd</sup> avenues, and the outbound stops on Fulton Street at 28<sup>th</sup>, 30<sup>th</sup>, 40<sup>th</sup> and 43<sup>rd</sup> avenues and McAllister Street at Divisadero Street would be relocated from nearside to farside of the intersection. In conjunction with the proposal to signalize the intersections on McAllister Street at Laguna and Pierce streets, the stops at these intersections would be moved from nearside to farside. The inbound and outbound stops at the intersection of McAllister Street and Central Avenue would be relocated from farside to nearside.~~

The first sentence in the third paragraph on EIR p. 2-124 has been revised as follows (new text is underlined):

The inbound and outbound stops on McAllister Street at Central Avenue, and at Polk, Octavia, Webster, and Broderick streets, and on Fulton Street at 12<sup>th</sup>, 16<sup>th</sup>, and 20<sup>th</sup> avenues, the inbound stop on Fulton Street at 36<sup>th</sup> Avenue, and the outbound stop on Fulton Street at 38<sup>th</sup> Avenue would be removed.....

A new paragraph has been added before the first paragraph on EIR p. 2-125 as follows (new text is underlined):

New transit stops would be added in the inbound and outbound directions on McAllister Street at Lyon Street (both 100-foot-long bus zones would be located farside in conjunction with replacing the all-way stop controls with a traffic signal).

The first paragraph on EIR p. 2-125 has been revised as follows (new text is underlined):

***Pedestrian Improvements (Moderate).*** Pedestrian bulbs would be constructed on Fulton Street at Ashbury, Clayton, and Cole streets to shorten the crosswalk distance.

## Section 2: Project Description Revisions

The first sentence in the second paragraph on EIR p. 2-125 has been revised as follows (deleted text is shown in ~~strikethrough~~ and new text is underlined):

***Parking and Turn Restrictions (Moderate).*** Right-turn pockets would be added in both the eastbound directions at the intersections of McAllister Street with Fillmore Street, and Divisadero streets; in the westbound direction on McAllister Street at its intersections with Fillmore (70 feet long in the westbound direction) and Divisadero streets; and in the eastbound direction on Fulton Street at its intersection with Masonic Avenue....

The third paragraph on EIR p. 2-125 has been revised as follows (deleted text is shown in ~~strikethrough~~ and new text is underlined):

A part-time tow-away zone (i.e., 7 a.m. to 5 3 p.m.) would be established on the entire east side of Central Avenue between Fulton and McAllister streets.

The second-to-last sentence in the seventh paragraph on EIR p. 2-125 has been deleted (deleted text is shown in ~~strikethrough~~):

***Transit Stop Changes (Expanded).*** .... ~~The existing transit stops at the intersection of McAllister Street and Central Avenue would remain farside in conjunction with replacing stop signs with a pedestrian bulb at this intersection.~~ Stops would be lengthened at outbound locations on McAllister Street at Laguna Street (from 75 feet to 120 feet) and at Pierce Street (from 75 feet to 120 feet) and at inbound locations on McAllister Street at Laguna Street (from 75 feet to 120 feet) and at Pierce Street (from 65 feet to 120 feet).

A new paragraph has been added above the first full paragraph on EIR p. 2-126 (new text underlined):

***Parking and Turn Restrictions (Expanded).*** Sixty-foot-long right-turn pockets would be added in both directions on McAllister Street at Divisadero Street in conjunction with moving transit stops from the nearside to the farside of this intersection.

The following two sentences have been inserted after the first sentence in the first full paragraph on EIR p. 2-126 as follows (new text is underlined):

***Lane Modification (Expanded).*** The number of mixed-flow lanes on Fulton Street between Central Avenue and Stanyan Street would be reduced from four lanes (two lanes in each direction) to three (one lane in each direction with a two-way left-turn lane in the center). The segment of Fulton Street between Central Avenue and Baker Street would have one westbound travel lane removed and parking on the north side of the street would be converted from parallel to perpendicular parking. The proposed lane modifications on Fulton Street between Central Avenue and Baker Street would result in the addition of 20 perpendicular parking spaces. See Figure 10, which shows an example of the existing and proposed roadway modifications.

Figure 11: TTRP.5 Expanded Alternative on EIR p. 2-128 has been revised to show that under the Moderate and Expanded Alternatives new inbound and outbound stops would be located at McAllister and Lyon streets, and that one westbound travel lane on Fulton Street (between Central Avenue and Baker Street) would be removed as part of the Expanded Alternative only. Additionally, text on the figure describing how the Moderate Alternative would differ from the Expanded Alternative has been revised to indicate the following: the existing inbound and outbound bus stops at McAllister and Divisadero streets would remain nearside and would be expanded, and right-turn pockets would not be added to McAllister Street at Divisadero Street. Revised Figure 11 is shown on the following page.

### **TTRP.9: 9 San Bruno**

The following text for the project-level TTRP.9: 9 San Bruno and 9L San Bruno Limited project description has been added to EIR p. 2-135 after the first paragraph, and two new footnotes have been added, designated as “[fn]” because new footnote numbers are not yet established (as this is entirely new text, it is not underlined in order to make the new text easier to read):

#### **TTRP.9: 9 San Bruno and 9L San Bruno Limited**

TTRP.9 would provide transit improvements for the portion of the 9 San Bruno and 9L San Bruno Limited bus routes along the 11<sup>th</sup> and Division streets, Potrero Avenue, and Bayshore Boulevard corridors. The proposed project would implement specified TPS Toolkit elements in both the inbound and outbound directions, from the intersection of Market and 11<sup>th</sup> streets to the intersection of Bayshore Boulevard and Silver Avenue. The inbound direction for this route is north towards Downtown and the SoMa Area and the outbound direction is south towards the Silver Terrace neighborhood.

The TTRP.9 project has a Moderate and an Expanded Alternative. The Moderate Alternative would include transit stop changes, lane modifications, parking and turn restrictions, and pedestrian improvements. The Expanded Alternative would include the same transit stop changes, lane modifications, parking and turn restrictions, and pedestrian improvements as the TTRP.9 Moderate Alternative except that the Moderate Alternative would not include sidewalk widening on the portion of Potrero Avenue between 22<sup>nd</sup> and 24<sup>th</sup> streets. The Moderate Alternative would, however, add buffers to the existing bicycle lanes along this segment. Within this segment, the Expanded Alternative would include a widened sidewalk along the east side of Potrero

### 5 FULTON (Revised)

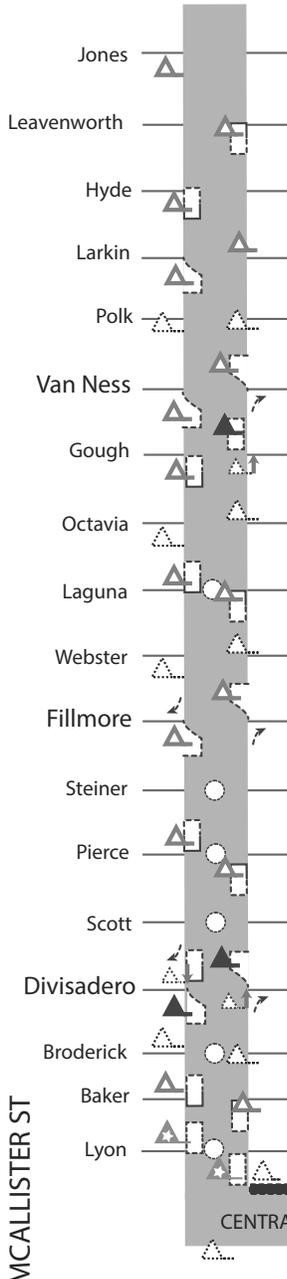
#### TRAVEL TIME REDUCTION PROPOSAL Expanded Alternative

Both the Expanded and Moderate Alternatives also include a part-time tow-away bus zone at the terminal on Howard Street between Beale and Fremont Streets, not shown on this map. The proposed 5L Fulton Limited would provide limited service between 8th Avenue and Jones, serving only the stops shown in bold.

#### Moderate Alternative

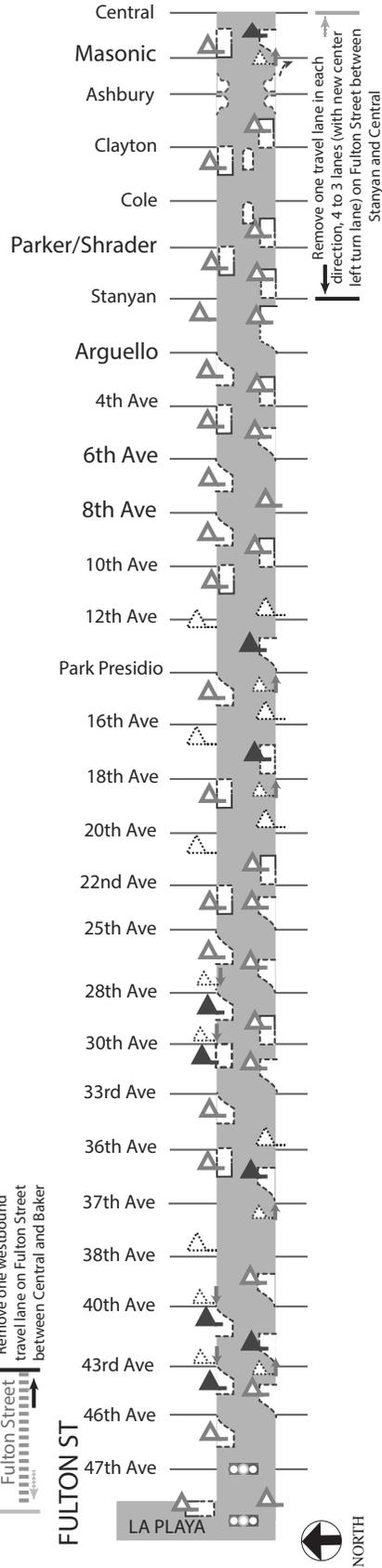
This alternative would include the installation of pedestrian bulbs on Fulton Street at Clayton and Cole streets, instead of the pedestrian refuge islands proposed in the Expanded Alternative. This alternative would also include replacing the stop signs with traffic signals on McAllister Street at Steiner, Scott, Broderick, Laguna, Pierce, and Lyon streets, instead of the traffic calming measures proposed in the Expanded Alternative. At McAllister/Laguna and McAllister/Pierce, the bus stops at these two intersections would be optimized from nearside to far side. The bus zones at McAllister/Divisadero would remain nearside and would be extended; right turn pockets would not be included at this intersection. The bus zones at McAllister/Lyon would be located far side. The inbound stop at Gough/McAllister would not be relocated from nearside to far side. Additionally, this alternative would not include any lane removals on Fulton Street between Stanyan and Baker.

#### MCALLISTER ST



Remove one westbound travel lane on Fulton Street between Central and Baker

#### FULTON ST



SOURCE: SFMTA, Turnstone Consulting

### TRANSIT EFFECTIVENESS PROJECT

(Revised) FIGURE 11 - TTRP.5 EXPANDED ALTERNATIVE

Avenue, and parking along the east side of Potrero Avenue would be removed to widen the sidewalk. The Expanded Alternative would not include adding buffers to the existing bicycle lanes between 22<sup>nd</sup> and 24<sup>th</sup> streets. Both alternatives would include the removal of an existing transit-only lane from the inbound (northbound) direction on Potrero Avenue between 200 feet north of 24<sup>th</sup> Street and 21<sup>st</sup> Street. A transit-only lane would be added between 18<sup>th</sup> and 24<sup>th</sup> streets in the southbound direction in the Expanded Alternative. Figure 14e (on p. RTC-2-27, below) shows the TTRP.9 Expanded Alternative. Narrative text on the figure describes differences between the Expanded and Moderate Alternatives.

Implementation of the improvements under the Moderate Alternative would include the estimated removal of up to 30 parking spaces within the corridor; under the Expanded Alternative up to 55 parking spaces would be removed. Two commercial loading spaces would be relocated to within 250 feet of their existing locations under either the Moderate or Expanded Alternative. There would be no net loss of commercial loading spaces under either alternative. No passenger loading/unloading zones would be affected by these proposals.

Details of the two alternatives are provided below.

### **TTRP.9 Moderate Alternative**

The Moderate Alternative would include transit stop changes, lane modifications, parking and turn restrictions, and pedestrian improvements

**Transit Stop Changes (Moderate).** Transit bulbs would be added in the following locations and would be 90 feet in length, except as noted below. Transit bulbs would be constructed in the outbound (southbound) direction on 11<sup>th</sup> Street at Market and Harrison (110-foot-long) streets, on Potrero Avenue at 16<sup>th</sup> and 24<sup>th</sup> streets, and on Bayshore Boulevard at Oakdale and Cortland avenues. In the inbound (northbound) direction, transit bulbs would be constructed at the existing stops on Bayshore Boulevard at Cortland and Oakdale avenues, on Potrero Avenue at 16<sup>th</sup> Street, and on 11<sup>th</sup> Street at Harrison (110-foot-long) and Market streets. An existing transit bulb would be removed in the inbound direction at Potrero Avenue located farside of a midblock signalized crosswalk between 22<sup>nd</sup> and 23<sup>rd</sup> streets and would be replaced with a 100-foot-long transit zone.

Transit stops would be reconfigured in the outbound (southbound) direction at the following locations. An existing flag stop on Potrero Avenue at Alameda Street would be changed to an 80-foot-long bus zone and moved to the farside of the intersection. The transit zone on Bayshore Boulevard at Oakdale Avenue would be changed to a 90-foot-long transit bulb and moved to the farside of the intersection. On Bayshore Boulevard at Cortland Street the existing 95-foot-long transit zone would be changed to a 90-foot-long transit bulb and relocated from the nearside to the farside of the intersection. Transit stops in the inbound (northbound) direction would be relocated from the nearside to the farside of the intersection on Bayshore Boulevard at

## Section 2: Project Description Revisions

Oakdale Avenue (90-foot-long transit bulb) and on Bayshore Boulevard at Jerrold Street where the existing stop would be moved approximately 550 feet to the south and would be converted from a flag stop to a 35-foot-long transit bulb.

Existing transit stops on Potrero Avenue would be consolidated into one new stop that would be located at 80-foot-long transit zones on the farside of the intersection in both directions at the following locations. The stops on Potrero Avenue at 17<sup>th</sup> and 18<sup>th</sup> streets would be consolidated into one at Mariposa Street in both directions. In the inbound direction, two closely spaced stops at 20<sup>th</sup> and 22<sup>nd</sup> streets would be consolidated into one new farside stop at 21<sup>st</sup> Street. In the outbound direction, the stops on Potrero Avenue at 20<sup>th</sup> and 22<sup>nd</sup> streets would be consolidated into the existing stop at 21<sup>st</sup> Street. A new stop at 19<sup>th</sup> Street would be created (in both directions, 80-foot-long transit zone on the farside of the intersection) to maintain two-block stop spacing between the new stops at Mariposa and 21<sup>st</sup> streets. A new stop (80-foot-long transit zone) would be added in the outbound direction midblock on Potrero Avenue between 22<sup>nd</sup> and 23<sup>rd</sup> streets, on the farside of the existing midblock signalized crosswalk, to serve San Francisco General Hospital.

Outbound stops would be removed on 11<sup>th</sup> Street at Howard Street, on Potrero Avenue at 23<sup>rd</sup> and 25<sup>th</sup> streets and on Bayshore Boulevard at Alemany Boulevard. Inbound stops would be removed on 11<sup>th</sup> Street at Mission and Howard streets and on Bayshore Boulevard at Alemany Boulevard.

**Parking and Turn Restrictions (Moderate).** Turn restrictions would be implemented on 23<sup>rd</sup> Street at Potrero Avenue limiting eastbound traffic to right turns only and westbound traffic to left and right turns only (no through movement). The signal timing would be reconfigured from a four-phase signal to a three-phase signal, removing the split phase for 23<sup>rd</sup> Street.<sup>[fnA]</sup>

[New Footnote]

[fnA] In describing traffic signal characteristics, a signal phase is the right-of-way interval (i.e., the green phase) in a signal cycle that is assigned to an independent traffic movement (e.g., an exclusive green phase for a left turn movement) or combination of movements (e.g., northbound and southbound movements having a green phase at the same time). Split phasing is when two opposing approaches have a green phase consecutively (e.g., the eastbound approach has a green phase while the westbound approach is stopped, then the westbound approach has a green phase while the eastbound approach is stopped) rather than both approaches moving concurrently. The existing signal timing at the intersection of Potrero Avenue/23<sup>rd</sup> Street currently has four phases: Potrero Avenue northbound/southbound, Potrero Avenue exclusive southbound left turn, 23<sup>rd</sup> Street westbound and 23<sup>rd</sup> Street eastbound. The proposed improvements would restrict the eastbound approach to a right-turn only movement, eliminating the need for separate eastbound and westbound green phases. Thus, the signal timing at the intersection of Potrero Avenue/23<sup>rd</sup> Street would be reconfigured from the existing four-phase signal to a three-phase signal, with Potrero Avenue northbound/southbound, Potrero Avenue exclusive southbound left turn, and 23<sup>rd</sup>

## Section 2: Project Description Revisions

Street westbound. A stop sign would control the required right turn from eastbound 23<sup>rd</sup> Street.

**Lane Modifications (Moderate).** A side-running transit-only lane would be established in the outbound (southbound) direction on Potrero Avenue between 18<sup>th</sup> Street and the farside of 24<sup>th</sup> Street by removing some of the parking spaces along both sides of Potrero Avenue and altering the existing lane widths. The existing side-running transit-only lane in the inbound (northbound) direction on Potrero Avenue between 200 feet north of 24<sup>th</sup> Street and 21<sup>st</sup> Street would be removed.

A 2-foot-wide buffer would be added to the northbound and southbound bicycle lanes on Potrero Avenue between 17<sup>th</sup> and 22<sup>nd</sup> streets, and between 24<sup>th</sup> and 25<sup>th</sup> streets.

**Pedestrian Improvements (Moderate).** Pedestrian bulbs would be installed on Potrero Avenue to shorten the crosswalk distance at the signalized crossings at Alameda Street (northwest and southeast corners), 15<sup>th</sup> (northwest, southwest, and southeast corners), 16<sup>th</sup> (northwest and southeast corners), 17<sup>th</sup> (all four corners), at Mariposa (northwest and southeast corners), at 18<sup>th</sup> (northwest, northeast, and southwest corners), at 19<sup>th</sup> (northwest corner), at 20<sup>th</sup> (northwest, northeast and southwest corners), at 21<sup>st</sup> (northwest corner), and at 25<sup>th</sup> (northwest and northeast corners) streets.

The existing pedestrian bulb on Potrero Avenue at 24<sup>th</sup> Street (northwest corner) would be removed.

Pedestrian refuge islands would be installed at all intersection crosswalks from 17<sup>th</sup> to 25<sup>th</sup> streets.

A new crosswalk to provide pedestrian access across Potrero Avenue would be installed on the north side of the Potrero Avenue and 23<sup>rd</sup> Street east leg intersection.<sup>[fnB]</sup>

[New Footnote]

[fnB] The Potrero Avenue and 23<sup>rd</sup> Street intersection is offset with the west leg north of the east leg. For this analysis 23<sup>rd</sup> Street west refers to the leg to the west, and 23<sup>rd</sup> Street east the leg to the east of Potrero Avenue.

The sidewalk on the east side of Potrero Avenue from 21<sup>st</sup> Street to 60 feet south would be widened from 9 to 15 feet by removing the parking lane on the east side of the street.

*The following Lane Modifications are part of the Moderate Alternative and are not part of the Expanded Alternative.*

**Transit Stop Changes (Moderate Only).** A 90-foot-long transit bulb would be constructed at the existing farside stop in the inbound (northbound) direction on Potrero Avenue at 24<sup>th</sup> Street.

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**Lane Modifications (Moderate Only).** A 2-foot-wide buffer would be added to the northbound and southbound bicycle lanes on Potrero Avenue between 22<sup>nd</sup> and 24<sup>th</sup> streets.

**Pedestrian Improvements (Moderate Only).** Pedestrian bulbs would be installed on Potrero Avenue to shorten the crosswalk distance at the signalized crossings at 22<sup>nd</sup> Street east of Potrero Avenue (northeast and southeast corners), at 22<sup>nd</sup> Street west of Potrero Avenue (all four corners), at the new outbound stop and existing inbound stop between 22<sup>nd</sup> and 23<sup>rd</sup> streets (midblock on the west and east side of Potrero Avenue), and at 23<sup>rd</sup> Street (northeast, southwest, and southeast corners).

### **TTRP.9 Expanded Alternative**

**Transit Stop Changes, Lane Modifications, Parking and Turn Restrictions, Pedestrian Improvements, and Traffic Signal and Stop Sign Changes.** The Expanded Alternative would include the same transit stop changes, lane modifications, parking and turn restrictions, and pedestrian improvements as the TTRP.9 Moderate Alternative. The TTRP.9 Expanded Alternative would not include the 2-foot-wide buffer to be added to the bicycle lanes on Potrero Avenue between 22<sup>nd</sup> and 24<sup>th</sup> streets that is proposed in the TTRP.9 Moderate Alternative. The TTRP.9 Expanded Alternative also would differ from the TTRP.9 Moderate Alternative in the pedestrian improvements proposed, as indicated below.

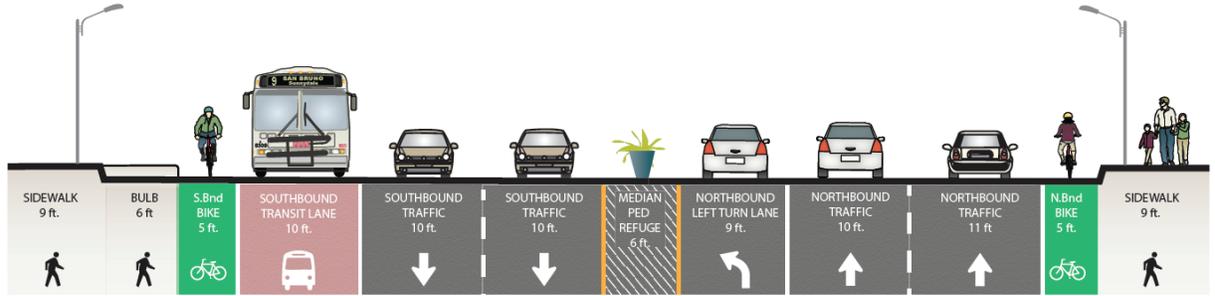
**Pedestrian Improvements (Expanded Only).** Pedestrian bulbs would be installed on Potrero Avenue to shorten the crosswalk distance at the signalized crossings at 22<sup>nd</sup> Street east of Potrero Avenue (northeast corner), at 22<sup>nd</sup> Street west of Potrero Avenue (northwest and southwest corners), at the new outbound stop between 22<sup>nd</sup> and 23<sup>rd</sup> streets (midblock on the west side of Potrero Avenue), and at 23<sup>rd</sup> Street (southwest corner). On the segment of Potrero Avenue between 22<sup>nd</sup> and 24<sup>th</sup> streets, the Expanded Alternative would widen the sidewalk on the east side of Potrero Avenue from 9 to 15 feet.

Figures 14a and 14b present the common design elements on Potrero Avenue between 17<sup>th</sup> and 25<sup>th</sup> streets for the Moderate and Expanded Alternatives for the intersection and midblock locations, respectively. Figures 14c and 14d present the typical block cross-section at the intersection and midblock on Potrero Avenue between 22<sup>nd</sup> and 24<sup>th</sup> streets for the TTRP.9 Moderate Alternative and TTRP.9 Expanded Alternative, respectively.<sup>[fnC]</sup>

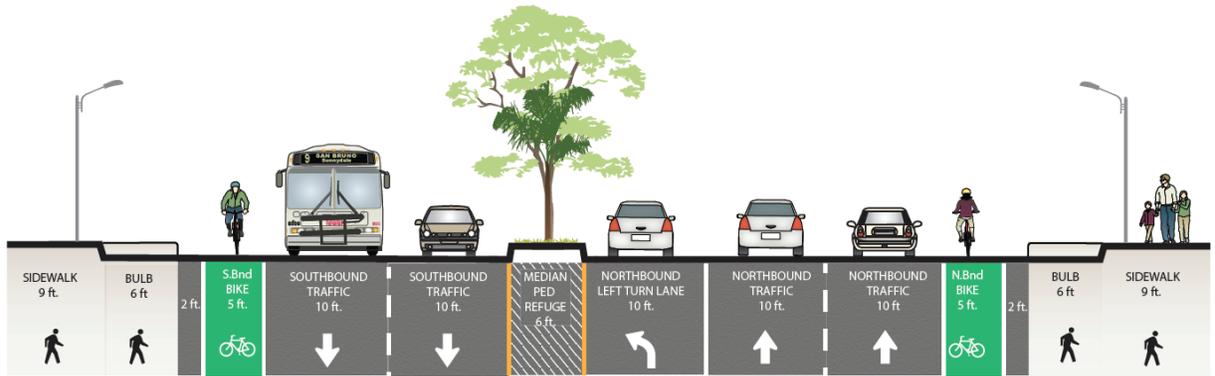
Figure 14e shows the TTRP.9 Expanded Alternative and includes narrative description of the differences between the Moderate and Expanded Alternative.



**POTRERO AVENUE FACING NORTH**  
**17<sup>TH</sup> TO 18<sup>TH</sup>, INTERSECTION**



**POTRERO AVENUE FACING NORTH**  
**18<sup>TH</sup> TO 22<sup>ND</sup>, INTERSECTION**



**POTRERO AVENUE FACING NORTH**  
**24<sup>TH</sup> TO 25<sup>TH</sup>, INTERSECTION**

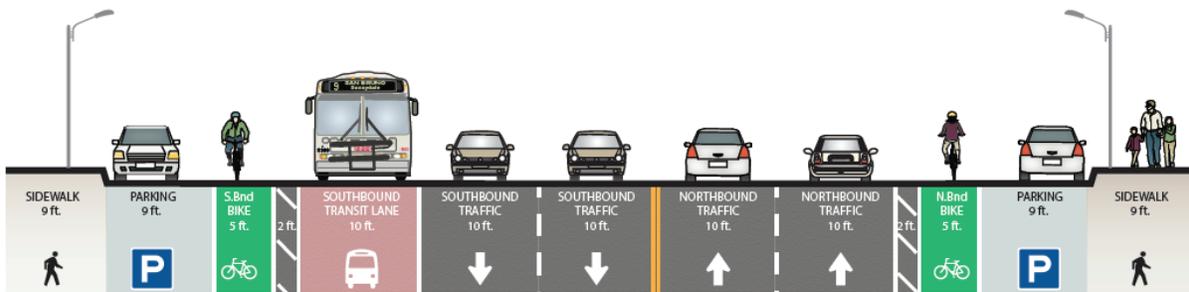
SOURCE: SFMTA, Turnstone Consulting

**TRANSIT EFFECTIVENESS PROJECT**

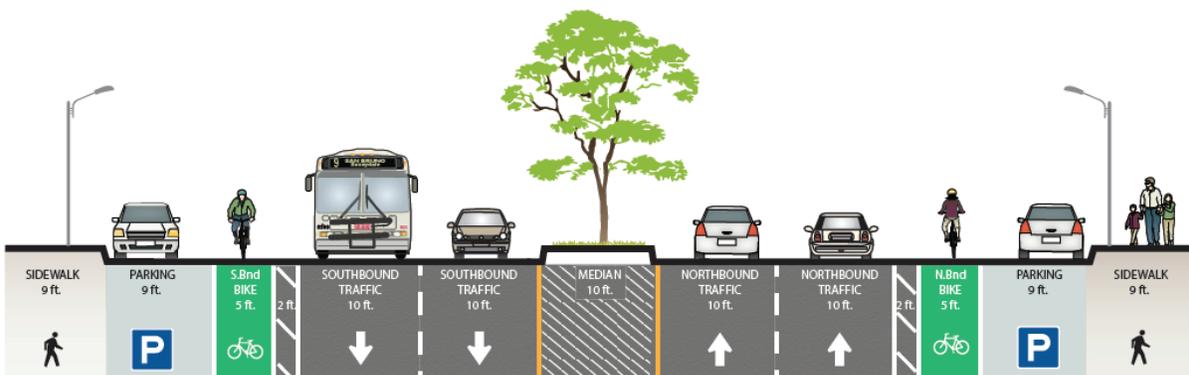
(New) FIGURE 14a - TTRP.9 POTRERO AVENUE COMMON INTERSECTION DESIGN ELEMENTS, 17TH TO 25TH STREETS MODERATE AND EXPANDED ALTERNATIVES



**POTRERO AVENUE FACING NORTH**  
**17<sup>TH</sup> TO 18<sup>TH</sup>, MIDBLOCK**



**POTRERO AVENUE FACING NORTH**  
**18<sup>TH</sup> TO 22<sup>ND</sup>, MIDBLOCK**



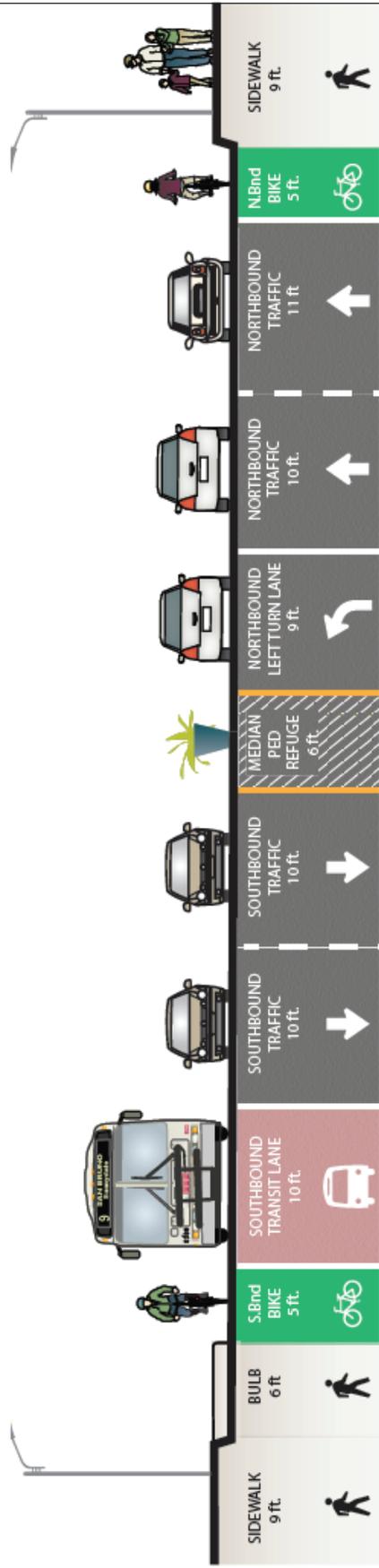
**POTRERO AVENUE FACING NORTH**  
**24<sup>TH</sup> TO 25<sup>TH</sup>, MIDBLOCK**

SOURCE: SFMTA, Turnstone Consulting

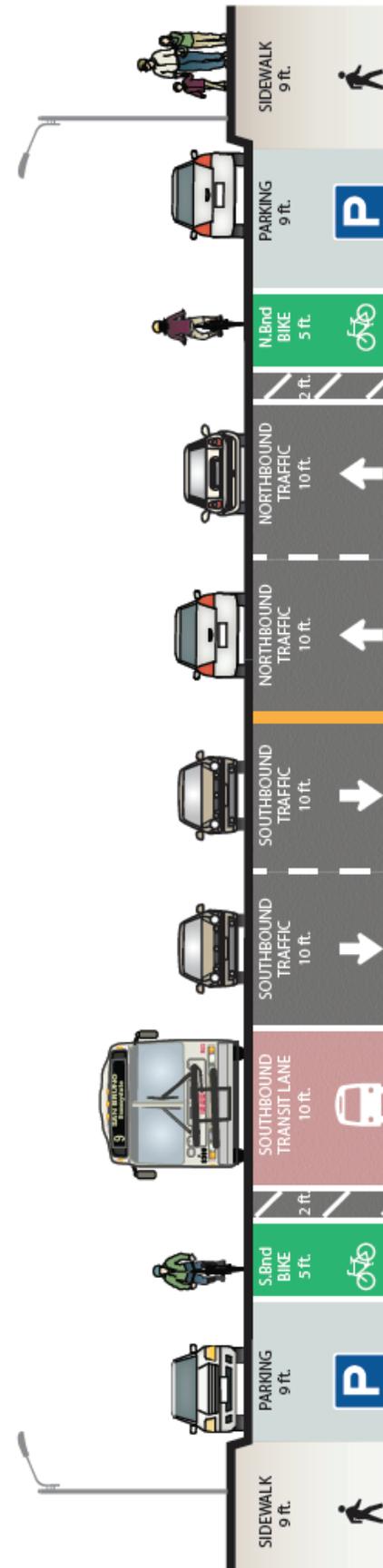
**TRANSIT EFFECTIVENESS PROJECT**

(New) FIGURE 14b - TTRP.9 POTRERO AVENUE COMMON MIDBLOCK DESIGN ELEMENTS, 17TH TO 25TH STREETS MODERATE AND EXPANDED ALTERNATIVES

# INTERSECTION



# MIDBLOCK

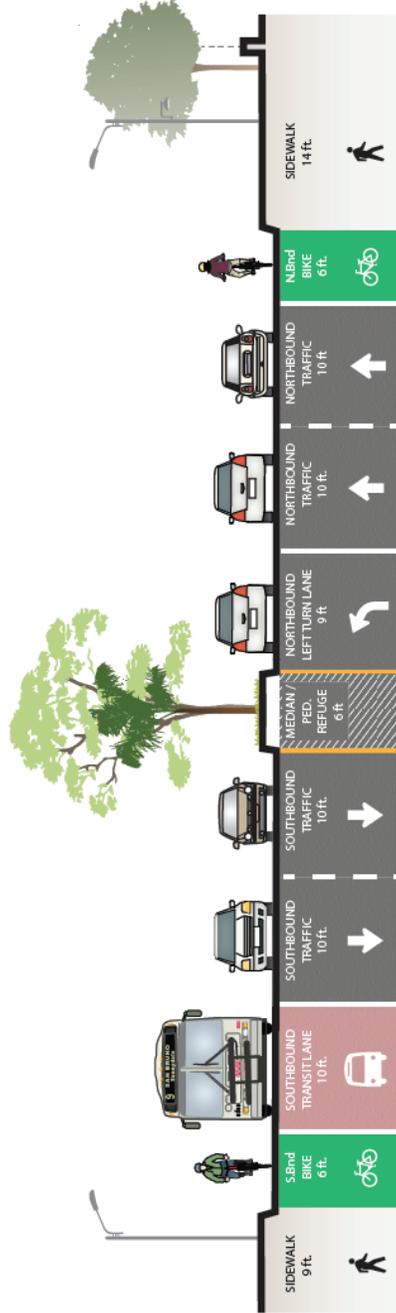


SOURCE: SFMTA, Turnstone Consulting

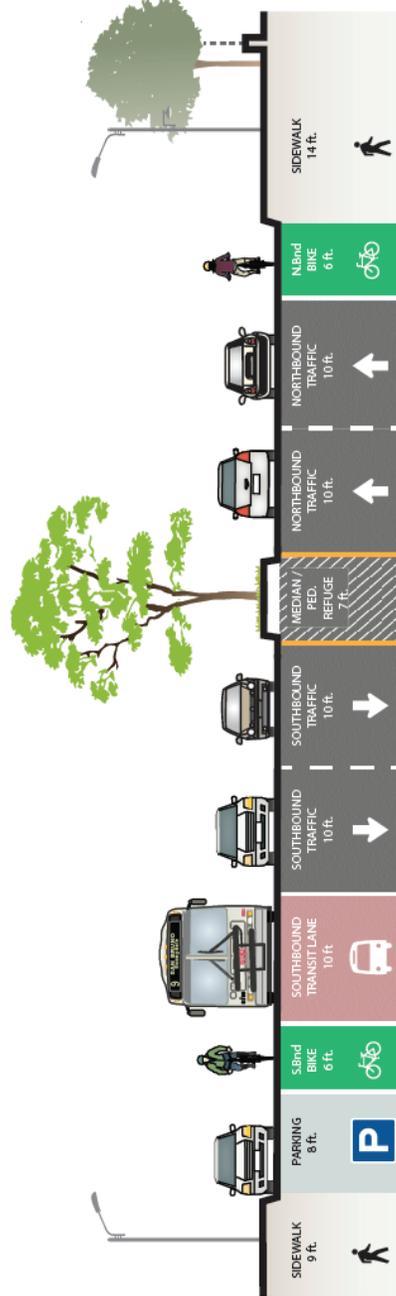
## TRANSIT EFFECTIVENESS PROJECT

(New) FIGURE 14-c - TTRP.9 POTRERO AVENUE TYPICAL BLOCK, 22ND TO 24TH STREETS MODERATE ALTERNATIVE

# INTERSECTION



# MIDBLOCK



SOURCE: SFMTA, Turnstone Consulting

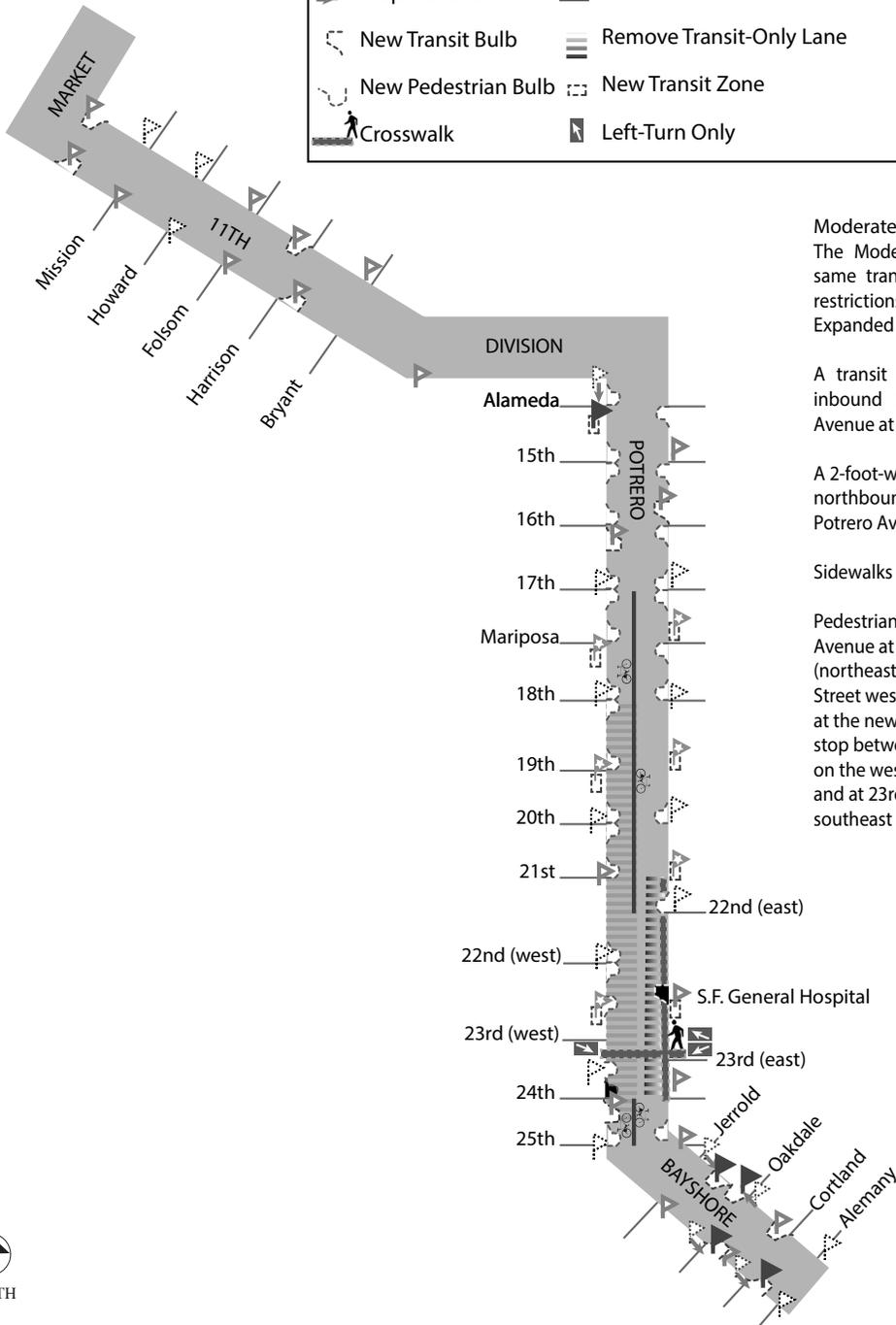
## TRANSIT EFFECTIVENESS PROJECT

(New) FIGURE 14d - TTRP:9 POTRERO AVENUE TYPICAL BLOCK, 22ND TO 24TH STREETS EXPANDED ALTERNATIVE

# 9/9L SAN BRUNO

TRAVEL TIME REDUCTION PROPOSAL Expanded Alternative

SEGMENT PROPOSALS					
	Existing Stop		Transit-Only Lane		Right-Turn Only
	Stop Removal		Bus Queue Jump		New Stop
	Stop Relocation		Add buffers to bike lanes		Remove Transit Bulb
	New Transit Bulb		Remove Transit-Only Lane		Widen Sidewalk
	New Pedestrian Bulb		New Transit Zone		
	Crosswalk		Left-Turn Only		



### Moderate Alternative

The Moderate Alternative would include the same transit stop changes, parking and turn restrictions, and traffic signal changes as the Expanded Alternative, except for the following:

A transit bulb would be constructed in the inbound (northbound) direction on Potrero Avenue at 24th Street.

A 2-foot-wide buffer would be added to the northbound and southbound bike lanes on Potrero Avenue between 22nd and 24th streets.

Sidewalks would not be widened.

Pedestrian bulbs would be installed on Potrero Avenue at 22nd Street east of Potrero Avenue (northeast and southeast corners), at 22nd Street west of Potrero Avenue (all four corners), at the new outbound stop and existing inbound stop between 22nd and 23rd streets (midblock on the west and east side of Potrero Avenue), and at 23rd Street (northeast, southwest, and southeast corners).



SOURCE: SFMTA, Turnstone Consulting

## TRANSIT EFFECTIVENESS PROJECT

(New) FIGURE 14e - TTRP.9 EXPANDED ALTERNATIVE

## Section 2: Project Description Revisions

[New Footnote]

[fnC] Medians illustrated in Figure 14d for the TTRP.9 Expanded Alternative are associated with the median improvements on Potrero Avenue between Cesar Chavez and Division streets planned as part of the Mission District Streetscape Plan Project, San Francisco Planning Department Case File 2008.1075. Available online at [http://www.sf-planning.org/ftp/files/MEA/Final\\_042810\\_PMDSP\\_2PM.pdf](http://www.sf-planning.org/ftp/files/MEA/Final_042810_PMDSP_2PM.pdf). Accessed December 10, 2013.

Please see information and additional graphics illustrating the TTRP.9 project at the SFMTA Web site, online at <http://www.sftepa.com>.

### **TTRP.30\_1: 8X Bayshore Express, 30 Stockton, and 45 Union-Stockton**

The following text amendments are for the TTRP.30\_1: 8X Bayshore Express, 30 Stockton, and 45 Union-Stockton project description to address minor design revisions and refinements as a result of the proposed implementation of the Columbus Avenue Streetscape Project on this corridor.

A new sentence has been inserted at the end of the second paragraph on EIR p. 2-156 as follows (new text is underlined):

...The inbound direction for this route is south towards Market Street and the outbound direction is north towards North Point Street. On the east side of Columbus Avenue (outbound direction) for the entire block between Union and Powell street the sidewalk would be widened by six feet to create a transit bulb at this existing stop location.

New text has been added to the second and third sentences of the third paragraph on EIR p. 2-156 as follows (new text is underlined):

The TTRP.30\_1 project has a Moderate and Expanded Alternative. The Moderate Alternative would include transit stop changes and sidewalk widening. The Expanded Alternative would include the same transit stop changes and sidewalk widening as the Moderate Alternative,...

New text has been added to the first full paragraph on EIR p. 2-157 as follows (new text is underlined):

The Moderate Alternative would include transit stop changes and sidewalk widening along the east side of Columbus Avenue between Union and Powell streets.

The second sentence of the second full paragraph on EIR p. 2-157 has been revised as follows (deleted text is shown in ~~strikethrough~~ and new text is underlined):

...Transit bulbs would be constructed for the outbound transit stops on North Point Street at Polk Street (65 feet long), on Columbus Avenue at North Point (55 feet long), Chestnut (65 feet long), and Greenwich (85 feet long including

20-foot-wide crosswalk width), and Union (130 feet long) streets, on Stockton Street at Columbus Avenue (55 feet long), and at Washington Street (55 feet long).

New text has been added between the third and fourth paragraphs on EIR p. 2-157 as follows (new text is underlined):

The existing sidewalk on the east side of Columbus Avenue (in the outbound direction) between Union and Powell streets, which includes an existing outbound transit stop at Union Street, would be extended six feet for the entire block (up to approximately 270 feet) in coordination with the Columbus Avenue Streetscape project proposed by the SFMTA. This extended sidewalk would serve as a transit bulb at the existing transit stop.

New text has been added to the first paragraph on EIR p. 2-158 as follows (new text is underlined):

The Expanded Alternative would include all the transit stop changes included in the Moderate Alternative as well as the sidewalk widening along the east side of Columbus Avenue between Union and Powell streets.

Figure 23: TTRP.30 Expanded Alternative on EIR p. 2-160 has been revised to show that under the Moderate and Expanded Alternatives sidewalk widening would occur on the east side of Columbus Avenue on the entire block between Union and Powell streets. Revised Figure 23 is shown on the following page.

### **TTRP.71\_1: 71 Haight-Noriega/71L Haight-Noriega Limited**

The following text for the project-level TTRP.71\_1: 71 Haight-Noriega and 71L Haight-Noriega Limited project description has been added to EIR p. 2-159 after the second paragraph, and a new footnote has been added, designated as “[fn]” because new footnote numbers are not yet established (this is entirely new text for the EIR, and it is not underlined in order to make it easier to read):

#### **TTRP.71\_1: 71 Haight-Noriega, 71L Haight-Noriega Limited, and 6 Parnassus**

TTRP.71\_1 would provide transit improvements for the 71L Haight-Noriega Limited and the 6 Parnassus routes along the Haight Street corridor.<sup>[fn]</sup> The proposed project would implement the specified TPS Toolkit elements in both the inbound and outbound directions, from the intersection of Haight and Laguna streets to the intersection of Haight and Stanyan streets. The inbound direction for these routes is east towards Downtown (i.e., toward Market Street) and the outbound direction is west toward the 48<sup>th</sup> Avenue terminus for the current 71 Haight-Noriega and 71L Haight-Noriega Limited; and 14<sup>th</sup> Avenue terminus for the existing 6 Parnassus. As part of the TEP Service

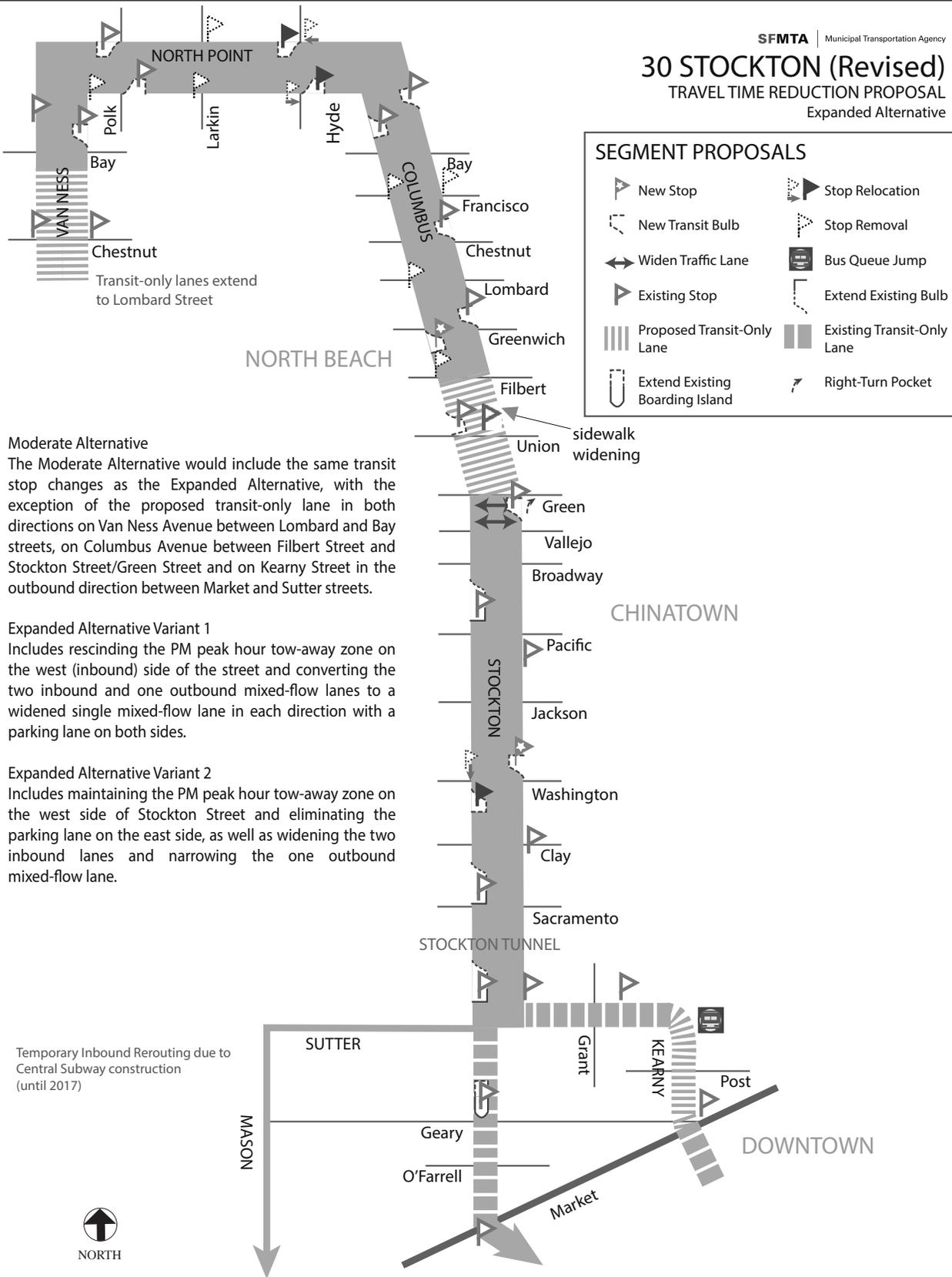
# 30 STOCKTON (Revised)

## TRAVEL TIME REDUCTION PROPOSAL

### Expanded Alternative

#### SEGMENT PROPOSALS

- New Stop
- New Transit Bulb
- Widen Traffic Lane
- Existing Stop
- Proposed Transit-Only Lane
- Extend Existing Boarding Island
- Stop Relocation
- Stop Removal
- Bus Queue Jump
- Extend Existing Bulb
- Existing Transit-Only Lane
- Right-Turn Pocket



#### Moderate Alternative

The Moderate Alternative would include the same transit stop changes as the Expanded Alternative, with the exception of the proposed transit-only lane in both directions on Van Ness Avenue between Lombard and Bay streets, on Columbus Avenue between Filbert Street and Stockton Street/Green Street and on Kearny Street in the outbound direction between Market and Sutter streets.

#### Expanded Alternative Variant 1

Includes rescinding the PM peak hour tow-away zone on the west (inbound) side of the street and converting the two inbound and one outbound mixed-flow lanes to a widened single mixed-flow lane in each direction with a parking lane on both sides.

#### Expanded Alternative Variant 2

Includes maintaining the PM peak hour tow-away zone on the west side of Stockton Street and eliminating the parking lane on the east side, as well as widening the two inbound lanes and narrowing the one outbound mixed-flow lane.

Temporary Inbound Rerouting due to Central Subway construction (until 2017)

SOURCE: SFMTA, Turnstone Consulting

### TRANSIT EFFECTIVENESS PROJECT

(Revised) FIGURE 23 - TTRP.30 EXPANDED ALTERNATIVE

Improvements, the 71 Haight-Noriega and 71L Haight-Noriega Limited would be consolidated into one limited all day service.

[New Footnote]

[fn] With implementation of the proposed TEP Service Improvements, the 71 Haight-Noriega local service would be discontinued, and the 71L Haight-Noriega Limited would operate as limited-stop service all day.

The TTRP.71\_1 has a Moderate and an Expanded Alternative. The Moderate Alternative would include transit stop changes, pedestrian improvements, parking and turn restrictions, lane modifications, and traffic signal and stop sign changes. This alternative would also include the replacement of stop signs at ten intersections on Haight Street with traffic signals, add a transit queue jump on Haight Street at Buchanan Street, and would relocate transit stops at three of the intersections on Haight Street from nearside to farside. The Expanded Alternative would include the same transit stop changes, pedestrian improvements, parking and turn restrictions, and traffic signal and stop sign changes as the Moderate Alternative, with the following difference: stop signs would be replaced with traffic calming measures instead of traffic signals at six of the ten intersections on Haight Street. Details of the two project alternatives for this corridor are provided below. Figure 23a (on p. RTC-2-34, below) presents a graphic representation of the TTRP.71\_1 Expanded Alternative; the figure also has text summarizing how the Moderate Alternative differs from the Expanded Alternative.

Implementation of the improvements in the Moderate Alternative would result in an estimated net reduction of about 45 parking spaces. There would be an estimated net reduction of about 60 parking spaces with implementation of the Expanded Alternative. Implementation of improvements in either the Moderate or Expanded Alternative would not result in a net change to the number of loading spaces. As part of both the Moderate and Expanded Alternatives, 15 yellow commercial loading zones and one white passenger loading zone would be relocated. The commercial loading zones would be relocated to within 250 feet of the existing loading zone locations.

### **TTRP.71\_1 Moderate Alternative**

TPS Toolkit elements in the Moderate Alternative include transit stop changes, pedestrian improvements, parking and turn restrictions, traffic signal and stop sign changes, and lane modifications.

**Transit Stop Changes (Moderate).** New 110-foot-long transit bulbs would be constructed on the farside of the intersection at the inbound and outbound stops on Haight Street at Fillmore and Divisadero streets, and in the inbound direction on Haight Street at Masonic Avenue and Stanyan Street. A new 110-foot-long transit bulb would also be constructed in the outbound direction on Haight Street midblock between Shrader and Stanyan streets.

The existing outbound farside bus zone at Haight and Laguna streets would be lengthened from 80 feet to 100 feet.

## Section 2: Project Description Revisions

The inbound and outbound stops on Haight Street at Clayton and Pierce streets and the outbound stop on Haight Street at Buchanan Street would be relocated from nearside to farside of the intersection. The new farside bus zones would be 100 feet long.

The inbound and outbound stops on Haight Street at Cole Street would be removed. Additionally, the new farside stops at Haight Street and Clayton Street would be converted to local-only stops. Therefore, after implementation of the proposed Service Improvements changes to the 6 Parnassus and 71 Haight-Noriega routes, the inbound and outbound stops on Clayton Street would be served by the 6 Parnassus but not by the 71L Haight-Noriega Limited.

The closely-spaced inbound and outbound stops at the intersection of Haight Street and Central/Buena Vista West and the intersection of Haight Street and Baker/Buena Vista East would be consolidated into new farside stops at Haight Street at Lyon Street in both directions.

**Pedestrian Improvements (Moderate).** Pedestrian bulbs would be constructed on the southwest corner of Haight Street at Baker/Buena Vista East Avenue, on the southwest and southeast corners of Haight Street at Belvedere Street, on the southeast corner of Haight Street and Cole Street, on the northwest corner of Haight Street and Cole Street, and on the northeast and southwest corners of Haight Street and Lyon Street.

**Parking and Turn Restrictions (Moderate).** Right-turn pockets would be added in the westbound direction on Haight Street at its intersections with Fillmore Street, Masonic Avenue, and Stanyan Street. In the eastbound direction, right-turn pockets would be added on Haight Street at the intersections of Buchanan Street and Fillmore Street. A left-turn pocket would be added in the eastbound direction on Haight Street at its intersection with Masonic Avenue. All of the above noted turn pockets would be 50 feet long, with the exception of the eastbound turn pocket at Buchanan Street, which would be 120 feet long.

A new left-turn restriction would be implemented in the westbound direction on Haight Street at the intersection with Masonic Avenue at all times. However, if the Service Improvement change for the 6 Parnassus to operate on Haight Street west of Masonic Avenue instead of its current route is not implemented, then the left-turn restriction would be modified to allow only Muni vehicles to make left turns at this intersection.

**Traffic Signal and Stop Sign Changes (Moderate).** Traffic signals would be installed on Haight Street at the following intersections: Buchanan Street, Broderick Street, Baker/Buena Vista East Avenue and at Clayton Street, which are currently intersections with all-way stop sign controls. At the intersection of Haight Street/Buchanan Street, a transit queue jump signal would be provided to allow buses stopped at the bus zone to pass stopped traffic at this intersection.

**Lane Modifications (Moderate).** At the intersection of Haight Street/Buchanan Street, a right-turn pocket would be added in eastbound direction to facilitate the proposed transit queue jump signal described above.

*The following Traffic Signal and Stop Sign Changes are part of the Moderate Alternative and are not part of the Expanded Alternative.*

**Traffic Signal and Stop Sign Changes (Moderate Only).** The all-way stop signs would be replaced with traffic signals at the following intersections with Haight Street: Laguna, Webster, Pierce, Scott, Central, and Shrader streets.

#### **TTRP.71\_1 Expanded Alternative**

**Transit Stop Changes, Pedestrian Improvements, Parking and Turn Restrictions, Lane Modifications, Traffic Signal and Stop Sign Changes, and Lane Modifications (Expanded).** The Expanded Alternative would include the same transit stop changes, pedestrian improvements, parking and turn restrictions, traffic signal and stop sign changes, and lane modifications as the Moderate Alternative, except for several traffic signal and stop sign changes noted above as Moderate Only. The Expanded Alternative also includes the following changes.

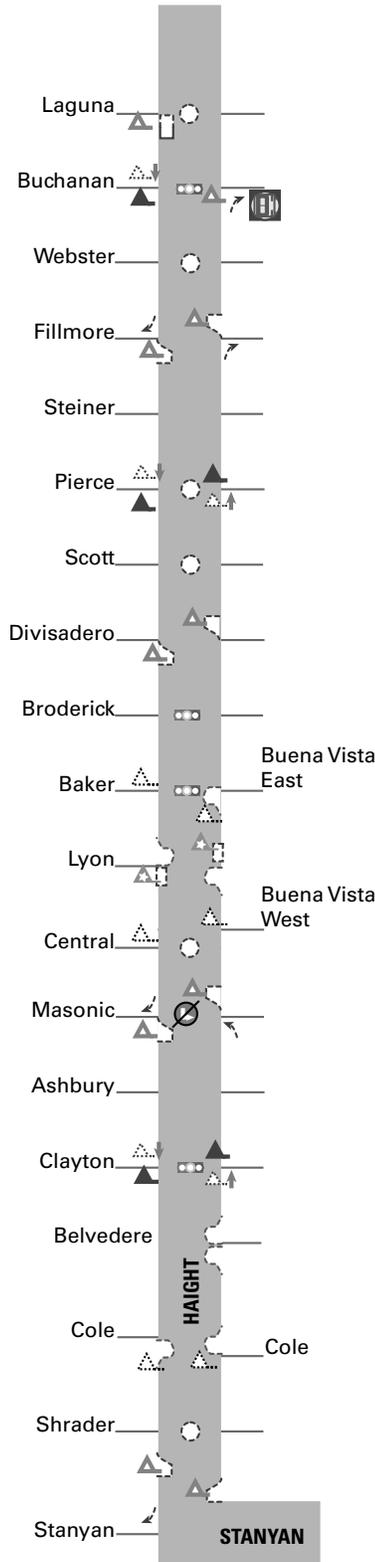
**Traffic Signal and Stop Sign Changes (Expanded).** The Expanded Alternative would include replacement of the all-way stop signs with traffic calming measures instead of the traffic signals proposed in the Moderate Alternative at the following intersections with Haight Street: Laguna, Webster, Pierce, Scott, Central, and Shrader streets. In conjunction with removing the stop signs facing Haight Street, the traffic calming measures would be installed and would include pedestrian bulbs at all four corners of each intersection, except at Pierce Street. At the intersection of Haight and Pierce streets, there would be pedestrian bulbs on the northeast and southwest corners and six-foot-long pedestrian refuge islands on both approaches of Haight Street.

Figure 23a shows TTRP.71\_1 Expanded Alternative and describes the differences between the Moderate and Expanded Alternatives. Please see information and additional graphics illustrating the TTRP.71\_1 project at the SFMTA Web site, online at <http://www.sftfep.com>.

# 71, 71L HAIGHT-NORIEGA

TRAVEL TIME REDUCTION PROPOSAL Expanded Alternative

SEGMENT PROPOSALS	
	Existing Stop
	Stop Removal
	Stop Relocation
	New Transit Bulb
	New Pedestrian Bulb
	Extend Bus Zone
	New Stop
	New Traffic Signal
	Remove Stop Signs on Haight Street and Replace with Traffic Calming Measure
	Turn Pocket
	Bus Queue Jump
	No Left-Turn Restriction



**Moderate Alternative**

The Moderate Alternative would include the same transit stop changes, pedestrian improvements, parking and turn restrictions, and traffic signal and stop sign changes as the Expanded Alternative, except that six intersections along Haight Street would be replaced with traffic signals, rather than traffic calming measures (Shradler, Central, Scott, Pierce, Webster and Laguna).

For both the Expanded and Moderate Alternative, the inbound/outbound stops at Haight/Clayton Streets would only serve the local route.



SOURCE: SFMTA, Turnstone Consulting

**TRANSIT EFFECTIVENESS PROJECT**

(New) FIGURE 23a - TTRP:71\_1 EXPANDED ALTERNATIVE

## C. SUMMARY OF ENVIRONMENTAL ANALYSIS FOR PROJECT DESCRIPTION REVISIONS

### Transportation and Circulation

The transportation and circulation impacts of the three additional project-level TTRPs described above, the TTRP.L, TTRP.9 and TTRP.71\_1, were analyzed in detail for both a Moderate Alternative and an Expanded Alternative in a memorandum supplementing the Final TEP Transportation Impact Study (referred to as the “TIS Supplemental Memo”).<sup>1</sup> The supplemental transportation analysis studied the same transportation issues as were studied in the TEP TIS and summarized in the Draft EIR. The supplemental analysis shows that these three project-level TTRPs would not result in any new significant transportation impacts not already identified in Section 4.2, Transportation and Circulation, in the Draft EIR (which presents an analysis of the TTRP.L, TTRP.9, and TTRP.71\_1 corridors at a programmatic level and also presents an analysis of the impacts of each of the Transit Preferential Streets Toolkit elements [TPS Toolkit elements] in Impacts TR-7 to TR-11 on EIR pp. 4.2-80 to 4.2-97 and Impacts TR-13 to TR-17 on EIR pp. 4.2-102 to 4.2-116) and would not require any new mitigation measures, nor would they result in significant impacts identified in the Draft EIR becoming substantially more severe. Recirculation of the new information and the analysis of transportation impacts of the three project-level TTRPs is therefore, not required. The text in Section 4.2 has been revised to include the results of the supplemental transportation analysis; these staff-initiated text changes are shown in Section 5, Revisions to the Draft EIR, in this Responses to Comments document. In the summary of impacts below, ‘project-level analysis’ refers to transportation impact analysis for both a Moderate Alternative and an Expanded Alternative for each of the three TTRPs (TTRP.L, TTRP.9, and TTRP.71\_1).

#### Transit Impacts of Project-Level TTRPs

The analysis of transit impacts for the TPS Toolkit elements presented in the EIR on pp. 4.2-81 to 4.2-82 and the program-level TTRP.L, TTRP.9, and TTRP.71\_1 presented in the EIR on pp. 4.2-103 to 4.2-105 in Impact TR-13 shows that implementation of the TPS Toolkit elements on the program-level TTRP corridors would have less-than-significant impacts on transit, and could have beneficial effects on transit service. These three TTRPs were already included in the project-level analysis of Muni ridership and capacity utilization and are listed in EIR Tables 12 and 13 on pp. 4.2-122 to 4.2-135, where no significant impacts on transit

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<sup>1</sup> Fehr & Peers and LCW Consulting, *TEP TIS – Supplemental Analysis for TTRP.L, TTRP.9 and TTRP.71\_1*, Final Memorandum, December 30, 2013. A copy of this document is available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.0558E.

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service were identified for the affected lines and routes (see also TIS Supplemental Memo pp. 31-34, 38-39, 46-49, 55-57, 63-65, and 71-73 ). The text in EIR Section 4.2 has been revised to add all three project-level TTRPs to the Transit Impacts discussion in Impacts TR-20 and TR-21 on EIR pp. 4.2-173 to 4.2-177, and the conclusions of less-than-significant transit impacts apply, as for the program-level analysis of these three TTRPs. No new significant impacts on transit were identified in the project-level analysis of the three additional project-level TTRPs.

### Traffic Impacts of Project-Level TTRPs

Traffic impacts of the TPS Toolkit elements are discussed on EIR pp. 4.2-91 to 4.2-95 in Impacts TR-8 and TR-9. Traffic impacts of the program-level TTRPs are discussed on EIR pp. 4.2-110 to 4.2-114 in Impacts TR-14 and TR-15. The analysis in Impacts TR-8 and TR-14 explains that significant impacts could potentially occur at intersections identified on the TTRP.9, TTRP.71\_1, and TTRP.L corridors with implementation of specific TPS Toolkit elements. Mitigation Measure M-TR-8: Optimization of Intersection Operations, on p. 4.2-92 is identified as a way to minimize the significant impact, but would not reduce the impact to less-than-significant levels at all locations. The analysis in Impacts TR-9 and TR-15 identifies less-than-significant traffic impacts with implementation of TPS Toolkit elements Transit Stop Changes, Parking and Turn Restrictions, and Traffic Signal and Stop Sign Changes along the program-level TTRP corridors. The analysis of the three TTRPs at a project level in the TIS Supplemental Memo added 8 new intersections to the 70 analyzed in the Draft EIR and re-analyzed one intersection (the intersection of Taraval Street/19<sup>th</sup> Avenue) to provide a project-level traffic analysis in the same detail as provided for the other eight project-level TTRPs. The analysis shows that the TTRP.L, TTRP.9, and TTRP.71\_1 Moderate and Expanded Alternatives would have less-than-significant traffic impacts (see TIS Supplemental Memo pp. 25-29 and pp. 33-34, 39-40, 49-50, 57-58, 65-66, and 73-75). Therefore, while the analysis of program-level TTRPs in the EIR identifies potentially significant traffic impacts, the project-level analysis of the TTRP.L, TTRP.9, and TTRP.71\_1 showed that this conclusion is conservative for these corridors, and no new significant traffic impacts would occur as a result of implementing the specific project-level designs proposed. The text and tables in Impacts TR-22 and TR-23 on EIR pp. 4.2-179 to 4.2-191 have been revised to add all three additional project-level TTRPs to the Traffic Impacts discussion in the EIR. Both remain less than significant when TTRP.L, TTRP.9 and TTRP.71\_1 are included in the analyses. No new significant traffic impacts were identified in the project-level analysis for these three TTRPs.

### Pedestrians, Bicycles, and Emergency Vehicle Access Impacts of Project-Level TTRPs

Impacts on pedestrians and bicyclists, and on emergency vehicle access with implementation of the TPS Toolkit elements and program-level TTRPs are analyzed in Impact TR-7 on EIR pp. 4.2-83 to 4.2-87 and 4.2-88 to 4.2-89 and in Impact TR-13 on EIR pp. 4.2-105 to 4.2-109. No significant impacts were identified for the TPS Toolkit elements or the program-level TTRPs. A project-level analysis was prepared for the three additional TTRPs in the TIS Supplemental Memo, and no significant impacts were identified for the TTRP.L, TTRP.9, and TTRP.71\_1 Moderate and Expanded alternatives (see TIS Supplemental Memo pp. 34-36, 41-43, 50-52, 58-60, 67-69, and 75-78). The conclusions of less-than-significant impacts on pedestrians, bicyclists, and emergency vehicle access for the program-level TTRPs remain the same for the three additional TTRPs analyzed at a project level. The text in Impacts TR-44, TR-45, TR-55, and TR-56 on EIR pp. 4.2-205 to 4.2-225, and 4.2-238 to 4.2-241 has been expanded to add the project-level analyses of the TTRP.L, TTRP.9 and TTRP.71\_1 Moderate and Expanded Alternatives. No new significant impacts on pedestrians, bicyclists, or emergency vehicle access were identified in the project-level analyses for these three TTRPs.

### Loading Impacts of Project-Level TTRPs

The analysis of the TPS Toolkit elements and program-level TTRPs in the EIR identified potentially significant loading impacts with implementation of TPS Toolkit categories Transit Stop Changes, Land Modifications, Parking and Turn Restrictions, and Pedestrian Improvements along the program-level TTRP corridors in Impacts TR-10 and TR-16 on EIR pp. 4.2-95 to 4.2-96 and 4.2-115 to 4.2-116. Less-than-significant impacts were identified with implementation of TPS Toolkit category Traffic Signal and Stop Sign Changes along program-level TTRP corridors in Impacts TR-11 and TR-17 on EIR pp. 4.2-96 to 4.2-97 and 4.2-116. The analysis of the three additional TTRPs at a project level shows that the program-level analysis was conservative for these TTRPs in that no significant loading impacts were identified (see TIS Supplemental Memo pp. 35, 42-43, 52, 59-60, 69, and 77). The text in Impacts TR-46 and TR-47 on EIR pp. 4.2-225 to 4.2-230 has been expanded to add project-level analyses of the TTRP.L, TTRP.9, and TTRP.71\_1 Moderate and Expanded Alternatives' loading impacts. No new significant loading impacts were identified in the project-level analyses for these three TTRPs.

### Parking Impacts of Project-Level TTRPs

Parking impacts of the TPS Toolkit elements and program-level TTRPs are analyzed in the EIR on pp. 4.2-89 to 4.2-91 in Impact TR-7 and pp. 4.2-109 to 4.2-110 in Impact TR-13. The analysis concludes that implementation of the TPS Toolkit elements along the program-level

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TTRP corridors would not increase parking demand. Although some on-street parking could be eliminated with implementation of the program-level TTRPs, the losses would in most cases be distributed along the length of a corridor, some of the resulting parking demand would be distributed along side streets on the corridor, and the loss of parking would not be expected to result in hazardous conditions or significant delays for traffic, transit, pedestrians or bicyclists. Thus, the program-level TTRPs would not result in significant parking impacts. The analysis of the three additional project-level TTRPs shows that they would not result in any significant parking impacts, confirming the conclusions in the program-level analysis (see TIS Supplemental Memo pp. 37-38, 44-45, 54-55, 61-62, 70-71, and 79-80). The text and tables in Impacts TR-47 and TR-58 on EIR pp. 4.2-242 to 4.2-265 have been expanded to add project-level analyses of the parking impacts that would result from implementation of the TTRP.L, TTRP.9, and TTRP.71\_1 Moderate and Expanded Alternatives. No new significant parking impacts were identified in the project-level analyses of these three TTRPs.

### Construction Impacts of Project-Level TTRPs

Construction impacts are analyzed in the EIR in Impact TR-1 on EIR pp. 4.2-66 to 4.2-71. The analysis includes both program-level and project-level components of the TEP. Therefore, the project-level construction impacts of the TTRP.L, TTRP.9, and TTRP.71\_1 Moderate and Expanded Alternatives are analyzed in the EIR and no further analysis is required. No new significant construction impacts were identified in the TIS Supplemental Memo (see pp. 36-37, 43-44, 53-54, 60-61, 69-70, and 78-79). The text on EIR p. 4.2-70 has been revised to include TTRP.L, TTRP.9, and TTRP.71\_1 in the listing of project-level TTRP corridors. Improvement Measure I-TR-1: Construction Measures, on EIR p. 4.2-70, would be applicable to the TTRP.L, TTRP.9, and TTRP.71\_1 Moderate and Expanded Alternatives, as for all other components of the TEP.

### Cumulative Impacts of Project-Level TTRPs

Impacts C-TR-2 and C-TR-3 on EIR pp. 4.2-272 to 4.2-276 identify significant and unavoidable cumulative transit impacts from implementation of either the TTRP Moderate and Expanded Alternatives on the Fulton/Hayes corridor within the Northwest screenline and on the Mission corridor within the Southeast screenline of the Downtown screenlines. The 2035 Cumulative analysis incorporated representative project-level scenarios for each of the program-level TTRPs, including TTRP.L, TTRP.9, and TTRP.71\_1 Moderate and Expanded Alternatives into the SF-CHAMP model; thus the cumulative transit and traffic impacts of the TTRPs were analyzed and presented at a project level of detail in the EIR. Therefore, there is no change in the analysis or conclusions in the EIR regarding cumulative transit impacts as a result of the additional design details for the TTRP.L, TTRP.9, and TTRP.71\_1 Moderate and Expanded Alternatives. Mitigation Measure M-C-TR-1: SFMTA Monitoring of

Muni Service, identified on EIR p. 4.2-271, would be applicable to both the program-level and project-level TTRPs.

The program-level TTRPs could result in significant cumulative traffic impacts at a number of study intersections along six of the corridors, including the TTRP.L, TTRP.9, and TTRP.71 corridors, as discussed in Impact C-TR-7 on EIR pp. 4.2-278 to 4.2-280. The analysis of the three additional project-level TTRPs in the TIS Supplemental Memo included eight additional intersections. The TTRP Moderate Alternative, including the three additional project-level TTRPs, would not contribute considerably to significant cumulative traffic impacts at any of the study intersections, including the eight additional locations analyzed in the TIS Supplemental Memo (Impact C-TR-12 on EIR p. 4.2-291 to 4.2-292). The TTRP Expanded Alternative, including the three additional project-level TTRPs, would result in significant cumulative traffic impacts at the same 13 study intersections as identified in the Draft EIR in Impacts C-TR-13 to C-TR37 on EIR pp.4.2-292 to 4.2-297, but would not result in significant cumulative traffic impacts at any new study intersections (Impacts C-TR-38 and C-TR-39 on EIR pp. 4.2-297 to 4.2-298). Therefore, the three additional project-level TTRPs would not result in new significant cumulative traffic impacts nor would they cause more severe significant cumulative traffic impacts than were already identified in the Draft EIR. The analysis of the three additional project-level TTRPs shows that the cumulative analysis of program-level TTRPs in Impact C-TR-7 presented a conservative result with regard to significant cumulative impacts, and that the specific project-level designs presented in this section for these three TTRPs would not, in fact, result in significant cumulative traffic impacts along their corridors. The text in Impacts C-TR-12 through C-TR-39 on EIR pp. 4.2-290 to 4.2-298 has been revised as appropriate to include the project-level TTRP.L, TTRP.9, and TTRP.71\_1 Moderate and Expanded Alternatives.

Neither the program-level TTRPs nor the project-level TTRPs would result in significant cumulative pedestrian or bicycle impacts, as explained in Impacts C-TR-40, C-TR-41, and C-TR-42 on EIR pp. 4.2-298 to 4.2-307. The TIS Supplemental Memo analyzes the TTRP.L, TTRP.9, and TTRP.71\_1 Moderate and Expanded Alternatives at a project level on pp. 88-90 and concludes that at a project level, these three TTRPs would not contribute considerably to significant cumulative pedestrian or bicycle impacts. The text on EIR pp. 4.2-302 to 4.2-307 has been revised to include the three additional project-level TTRPs in Impacts C-TR-41 and C-TR-42.

The analysis of cumulative loading impacts in Impact C-TR-43 on EIR pp. 4.2-307 to 4.2-308 identified potential significant cumulative loading impacts, depending on the number of on-street commercial loading spaces that would be removed as a result of implementation of some of the TPS Toolkit elements along the program-level TTRP corridors, and in consideration of other factors such as the amount of loading activity and availability of other

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nearby loading spaces. The analysis of the three additional project-level TTRPs found that neither the Moderate nor the Expanded Alternative would result in an increase in loading demand or a substantial reduction in the number of on-street commercial loading spaces, and therefore would not substantially alter the cumulative commercial loading environment along their corridors (see TIS Supplemental Memo p. 91). No new significant cumulative loading impacts would result from implementation of the three additional project-level TTRPs. The text of Impacts C-TR-47 and C-TR-48 on EIR pp. 4.2-310 and 4.2-311 has been revised to include the three additional project-level TTRPs.

The analysis of cumulative parking impacts in Impact C-TR-49 on EIR pp. 4.2-311 to 4.2-313 found that some of the TPS Toolkit elements, such as transit-only lanes, as applied in the program-level TTRPs may result in removing substantial numbers of on-street parking spaces. This may result in a decrease in parking that could not be replaced at some locations. The analysis of the other TPS Toolkit elements, such as transit stop changes, discussed in Impact C-TR-50 on EIR pp. 4.2-313 to 4.2-315 found that cumulative parking impacts would be less than significant. Parking loss along program-level TTRP corridors, in combination with parking expected to be lost due to growth and development, as well as due to implementation of other programs intended to promote alternative travel modes, could contribute considerably to a significant cumulative parking impact depending on the parking loss in consideration of other conditions in the vicinity. The analysis of parking impacts of the three project-level TTRPs indicates that they would not result in substantial losses in on-street parking along their corridors, and therefore would not contribute considerably to significant cumulative parking impacts (see TIS Supplemental Memo pp. 91-92). No new significant impacts would occur. The text in Impacts C-TR-51 on EIR pp. 4.2-315 to 4.2-316, and C-TR-53 on EIR pp. 4.2-319 to 4.2-320 has been revised to include the TTRP.L, TTRP.9, and TTRP.71\_1 Moderate and Expanded Alternatives.

### Traffic and Circulation Impacts of Modifications to TTRP.N and TTRP.5

The design modifications for the TTRP.N and TTRP.5 are minor, involving small changes in the numbers of parking spaces expected to be removed; clarifications and minor revisions to the proposals for boarding islands, transit bulbs, and lane modifications; and changes to a few transit stop locations. They were reviewed in relation to the analysis of transportation and circulation impacts, and no new impacts were identified. The revisions to EIR Section 4.2, Transportation and Circulation, update the information about numbers of parking spaces to be removed in Tables 19A and 19B on EIR pp. 4.2-244 and 4.2-256, and in the text on pp. 4.2-246, 4.2-247, 4.2-257, and 4.2-258. No additional revisions are needed to the EIR analysis and no new impacts would result from the minor design modifications for the TTRP.N and TTRP.5.

## Noise and Vibration

The analysis of noise and vibration impacts of the TEP in Section 4.3, Noise and Vibration, in the Draft EIR addressed the noise and vibration impacts of both program- and project-level components of the proposed project. The approach to the analysis of construction noise and vibration impacts, using representative types of construction equipment to install TPS Toolkit elements, adequately addresses the noise and vibration impacts of the three new project-level TTRPs, as they would include installation of the same TPS Toolkit elements as would the eight TTRPs analyzed at a project level in the Draft EIR and use the same construction equipment as analyzed in the Draft EIR Noise and Vibration section. No additional discussion is required for Impacts NO-1 and NO-2 in the Draft EIR on EIR pp. 4.3-25 to 4.3-35. As stated in the Draft EIR on EIR pp. 4.3-35 to 4.3-51, the operational noise and vibration impacts of the TEP would result from the additional transit vehicle trips due to service changes in the Service Improvements, including those from the L Taraval light rail line and the 9 San Bruno/9L San Bruno Limited and 71L Haight-Noriega Limited bus routes. The Service Improvements were analyzed at a project level in the EIR. Implementation of the TTRPs would not change the number of transit vehicle trips on these three TTRP routes, or any TTRP routes. The analysis on EIR pp. 4.3-35 to 4.3-51 with respect to operational noise and vibration addresses the noise and vibration impact of these TTRPs. Therefore, no new operational noise or vibration impacts would result from the project-level Moderate and Expanded Alternatives of the TTRP.L, TTRP.9, or TTRP.71\_1, and no revisions are needed in the Draft EIR under Impacts NO-3 or NO-4 on EIR pp. 4.3-35 to 4.3-51. The three project-level TTRPs would not contribute considerably to cumulative noise or vibration impacts, similar to the conclusion arrived at after analysis of the eight project-level TTRPs in the Draft EIR, and no revisions are needed in the discussion or conclusions of Impact C-NO-1.

The minor revisions to design details for the TTRP.N and TTRP.5 would not result in a change to the types of construction activities or equipment needed to implement either of these TTRPs, and therefore would not cause construction-related noise or vibration impacts different from those discussed in the EIR in Impacts NO-1 and NO-2 on EIR pp. 4.3-25 to 4.3-35. Operational noise and vibration changes would result from implementation of the Service Improvements, which were analyzed at a project level in Impacts NO-3 and NO-4 in the EIR on pp. 4.3-35 to 4.3-51. The revisions to the TTRP.N and TTRP.5 design details would not change the number of transit vehicles on either corridor, as explained above for the TTRP.L, TTRP.9 and TTRP.71\_1. Therefore no new operational noise or vibration impacts would occur and no revisions are needed to the discussion and conclusions in Impacts NO-3 and NO-4 in the EIR.

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### Air Quality

The three project-level TTRPs were evaluated to determine whether they would result in new or greater air pollutant emissions during construction or operation that would result in new significant air quality impacts.<sup>2</sup> The TTRPs would not include any changes in transit service; those changes are reflected in the analysis of the effects of the TEP's Service Improvements, which were analyzed at a project level in the Draft EIR and would not increase the number of transit trips for transit vehicles traveling on the L Taraval, 9 San Bruno/9L San Bruno Limited, and 71L Haight/Noriega Limited corridors. Therefore, there would be no change in the operational air quality impacts analysis or conclusions presented in Impacts AQ-3, AQ-4, or AQ-5 in the Draft EIR on pp. 4.4-43 to 4.4-52. The supplemental air quality analysis conducted for the TTRPs for the L, 9/9L, and 71L found that although two of these project-level TTRPs would involve more construction activities than the representative construction scenario analyzed in the Draft EIR, resulting in somewhat greater construction emissions than reported in the Draft EIR, the emissions would not exceed significance thresholds for criteria pollutants or toxic air contaminants, and no new significant impacts would occur. The text in Section 4.4, Air Quality, has been revised to include the results of this supplemental air quality analysis; these staff-initiated text changes are presented in Section 5, Revisions to the Draft EIR, in this Responses to Comments document.

The minor revisions to design details for the TTRP.N and TTRP.5 would not include any changes to transit service operations. As discussed above, the Service Improvements and Service Variants affect transit service operations and they are already fully analyzed in the EIR in Impacts AQ-3, AQ-4, and AQ-5 on pp.4.4-43 to 4.4-52. No additional analysis is needed to address the minor design changes to the TTRP.N and TTRP.5. As discussed above under Noise and Vibration, the minor revisions to the descriptions of the TTRP.N and TTRP.5 would not result in a change to the types of construction activities or equipment needed to implement either of these TTRPs, and therefore would not cause construction-related air emissions different from those discussed in the EIR in Impacts AQ-1 and AQ-2 on EIR pp. 4.4-38 to 4.4-43. No new impacts would result from the minor revisions to these two TTRPs, and no revisions to the EIR in Section 4.4, Air Quality, are needed.

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<sup>2</sup> BASELINE Environmental Consulting, *Supplemental Air Quality Analysis for SFMTA Transit Effectiveness Project's TTRP.L, TTRP.9, and TTRP.71*, Memorandum to Debra Dwyer, February 19, 2014. 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.

## **Other Environmental Topics**

The Initial Study, presented in Appendix 2 to the EIR, analyzed the impacts of the TEP for topics other than the three presented in the EIR (Transportation and Circulation, Noise and Vibration, and Air Quality). These analyses concluded that the program- and project-level components of the TEP would have no significant environmental impacts that could not be mitigated to less-than-significant levels for the topics eliminated from further analysis in the EIR. The addition of project level designs for Moderate and Expanded Alternatives for the three TTRPs in the Final EIR would not result in any new significant impacts in any of the Initial Study topics, nor would the minor design revisions for Moderate and Expanded Alternatives for the TTRP.N and TTRP.5. Mitigation Measures M-CP-2a: Accidental Discovery of Archaeological Resources and M-CP-3: Paleontological Resources Accidental Discovery would be applicable to the Moderate and Expanded Alternatives of the three project-level TTRPs, and would continue to apply to the modified TTRP.N and TTRP.5, similar to the other TEP components. Mitigation Measure M-CP-2b: Archaeological Monitoring would continue to be applicable to TTRP.9, as indicated on pp. 220 of the TEP Initial Study. These mitigation measures would reduce any significant impacts on cultural resources to less-than-significant levels. Mitigation Measure M-HZ-1: Hazardous Materials Soil Testing, would be applicable to the Moderate and Expanded TTRP Alternatives for these three project-level TTRPs as well as for TTRP.N and TTRP.5 as modified, and would reduce any hazards impacts to a less-than-significant level, as it would for the other TEP components.

As explained in Chapter 6, Alternatives, on EIR p. 6-1, the TTRP Moderate Alternative and the TTRP Expanded Alternative were analyzed at an equal level of detail in the EIR and Initial Study. While no new significant impacts were identified from either alternative with the addition of the three project-level TTRPs or the minor modifications to the TTRP.N and TTRP.5 since publication of the TEP Draft EIR, the summary of both alternatives and the transportation and air quality impacts have been updated to include appropriate information about the environmental impacts that would result with implementation of the project-level designs for the TTRP.L, TTRP.9, and TTRP.71\_1, and the modified TTRP.N and TTRP.5, in Section 5, Revisions to the Draft EIR, in this Responses to Comments document.

## **Conclusion**

In summary, the analysis of the three additional project-level TTRPs amplifies the information provided in the Draft EIR for the program-level analysis of these TTRPs. The supplemental analysis shows that no new significant impacts would occur other than those identified in the Draft EIR, no new mitigation measures would be necessary, and no significant impacts would be substantially more severe than identified in the Draft EIR. The analysis of the minor

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design changes to the TTRP.N and TTRP.5 also shows that no new significant impacts would occur, significant impacts identified in the EIR would not be substantially more severe, and no new mitigation measures would be necessary. No further analysis is necessary, and recirculation of the new information and new analyses of the three project-level TTRPs as well as the minor changes for the TTRP.N and the TTRP.5 is not required.

### 3. LIST OF PERSONS COMMENTING

Public agencies, non-governmental organizations, and individuals submitted written comments (letters and emails) on the Transit Effectiveness Project Draft EIR, which the City received during the public comment period from July 11, 2013 to September 17, 2013. In addition, the Planning Commission held a public hearing about the Draft EIR on August 15, 2013, and Commissioners, organizations, and individuals made oral comments at that hearing. These commenters are listed below in Tables 3.1 to 3.3, along with the corresponding commenter codes used in Section 4, Comments and Responses, to denote each set of comments. The comments are coded in the following way:

- Comments from agencies are designated by “A-” and an acronym of the agency’s name.
- Comments from non-governmental organizations are designated by “O-” and an acronym of the organization’s name.
- Comments from individuals are designated by “I-” and the commenter’s last name

Within each category, commenters are listed in alphabetical order. In cases where commenters have spoken at the public hearing and submitted written comments, or have submitted more than one letter or email, agency or organization acronyms or commenters’ last names are followed by a sequential number by date of submission.

**Table 3.1: Public Agencies Commenting on the Draft EIR**

<b>Commentor Code</b>	<b>Name of Agency Submitting Comments</b>	<b>Comment Format</b>	<b>Comment Date</b>
A-Farrell	Supervisor Mark Farrell, San Francisco Board of Supervisors	Letter	9/16/2013
A-GGBHTD	Ron Downing, Director of Planning, Golden Gate Bridge Highway and Transportation District	Letter	9/10/2013
A-PT	Mark Helmbrecht, Transportation Program Manager, Presidio Trust	Letter	8/9/2013
A-SFPC-Anto	Michael Antonini, San Francisco Planning Commission	Transcript	8/15/2013
A-SFPC-Bor	Gwyneth Borden, San Francisco Planning Commission	Transcript	8/15/2013
A-SFPC-Moore	Kathrin Moore, San Francisco Planning Commission	Transcript	8/15/2013
A-UCSF	Lori Yamauchi, Assistant Vice Chancellor, University of California San Francisco Campus Planning	Letter	9/17/2013

### Section 3: List of Persons Commenting

**Table 3.2: Non-Governmental Organizations Commenting on the Draft EIR**

<b>Commentor Code</b>	<b>Name of Organization Submitting Comments</b>	<b>Comment Format</b>	<b>Comment Date</b>
O-BSSF	Timothy Johnson, Head of School, The Bay School of San Francisco	Letter	9/3/2013
O-BVHA	Ryan Peterson, President, <i>et al.</i> , Bella Vista Homeowners Association	Email	8/3/2013
O-CAR	Mary Miles, Coalition for Adequate Review	Email	9/17/2013
O-CCHO	Peter Cohen, Council of Community Housing Organizations	Transcript	8/15/2013
O-CCSC	Priya Sawhney, Central City SRO Collaborative	Letter	9/18/2013
O-CCSJ1	Alexander Long et al., Concerned Citizens for Saving # 3 Jackson	Letter	9/16/2013
O-CCSJ2	Alexander Long et al., Concerned Citizens for Saving # 3 Jackson	Letter	9/16/2013
O-CHRC	Scott Plymale, Executive Director, Community Health Resource Center	Email	9/17/2013
O-CPC	Reverend John Weems, Pastor and Head of Staff, Calvary Presbyterian Church	Letter	8/21/2013
O-CTA	Wing Huo Leung, Community Tenants Association	Transcript	8/15/2013
O-CTRIP1	Phil Chin, Chinatown Transportation Research and Improvement Project	Transcript	8/15/2013
O-CTRIP2	Wil Din, Co-Chair, and Harvey Louie, Co-Chair, Chinatown Transportation Research and Improvement Project	Letter	9/17/2013
O-GPA	Michael Rice, President, Glen Park Association	Letter	9/11/2013
O-GPMA	Ric Lopez, President, Glen Park Merchants Association	Letter	9/17/2013
O-HVNA	Jason Henderson, Chair-Transportation and Planning Committee, Hayes Valley Neighborhood Association	Letter	9/10/2013
O-JC	Evelyn Jingco, General Manager, Jackson Court	Email	8/25/2013
O-LI	Christopher Hill, Operations Manager, Laurel Inn	Letter	8/29/2013
O-PEA	Arthur W. Allen, MD, President, Pacific Eye Associates	Letter	9/17/2013
O-PHAN	William L. Hudson, President, Presidio Heights Association of Neighbors	Letter	8/16/2013
O-PYRIA	Siu Ying Tsang, Vice President, Ping Yuen Residents Improvement Association	Transcript	8/15/2013
O-SC	Sue Vaughan, San Francisco Group Secretary, Sierra Club	Email	9/17/2013
O-SFUHS	James F. Chestnut, Chief Financial Officer/Community Liaison Officer, San Francisco University High School	Letter	8/17/2013
O-SFWGS	Cory Powers, Administrator, San Francisco Waldorf Grade School	Email	9/13/2013
O-SS	Ed McManis, Head of School, Sterne School	Letter	8/20/2013

Section 3: List of Persons Commenting

<b>Commentor Code</b>	<b>Name of Organization Submitting Comments</b>	<b>Comment Format</b>	<b>Comment Date</b>
O-SSFRA	Kathie Cheatham, Board President, The Sequoias – San Francisco Resident Association	Email	9/16/2013
O-TS	Nancy Doty, Chief Financial Officer, Town School for Boys	Email	9/16/2013

**Table 3.3: Individuals Commenting on the Draft EIR**

<b>Commentor Code</b>	<b>Name of Person Submitting Comments</b>	<b>Comment Format</b>	<b>Comment Date</b>
I-Annamanthodo	Guy Annamanthodo	Email	9/10/2013
I-Anonymous1	Anonymous1	Email	8/5/2013
I-Asner	Darby Asner	Email	9/15/2013
I-Baker	Robert Baker	Email	9/17/2013
I-Balsamo	Michael Balsamo	Email	8/25/2013
I-Barber	Troy Barber	Email	8/24/2013
I-Barnaby	Denise Barnaby	Email	9/17/2013
I-Barrett	Keith Barrett	Email	9/10/2013
I-Bartak	John Bartak	Letter	8/20/2013
I-Bastunas	Brandon Bastunas	Email	9/12/2013
I-Bechtel	Brian Bechtel	Email	8/8/2013
I-Beigel	Lynda Beigel	Email	8/31/2013
I-Bell	Susan and Joshua Bell	Letter	9/4/2013
I-Bender	Rich Bender	Letter	9/13/2013
I-Berg	David Berg	Email	9/16/2013
I-Bocci	Barbara Bocci	Transcript	8/15/2013
I-Bol	Morris Bol	Email	9/15/2013
I-Borchard1	Philipp Borchard	Email	8/30/2013
I-Borchard2	Philipp Borchard	Letter	9/8/2013
I-Bornheimer	Tom Bornheimer	Email	9/14/2013
I-Boyd	Adam Boyd	Email	8/15/2013
I-Bozanich1	Adam Bozanich	Email	8/14/2013
I-Bozanich2	Adam Bozanich	Transcript	8/15/2013
I-Britton	Burnett Britton	Email	9/15/2013
I-Bromberger	Seth Bromberger	Email	9/9/2013
I-Brown	Swan Brown	Email	9/15/2013
I-Browne	Sean Patrick Browne	Email	8/28/2013
I-Burnham	Betty Burnham	Email	9/16/2013
I-Burns	Josh Burns	Email	9/14/2013
I-Byrne	Lily Byrne	Email	9/6/2013
I-Cadenasso	Erin Cadenasso	Email	8/28/2013
I-Camus	Jeanne-Louise Camus	Email	9/19/2013
I-Carroll	Shannon Carroll	Email	8/31/2013
I-Cassidy1	Michaela W. Cassidy	Email	9/12/2013
I-Cassidy2	Michaela W. Cassidy	Letter	9/12/2013

### Section 3: List of Persons Commenting

<b>Commentor Code</b>	<b>Name of Person Submitting Comments</b>	<b>Comment Format</b>	<b>Comment Date</b>
I-Cauthen	Gerald Cauthen	Letter	8/15/2013
I-Chan	Paul Chan	Email	9/7/2013
I-Chenard	Rachelle Chenard	Email	9/16/2013
I-Chin	Stephen Chin	Email	9/16/2013
I-Chow	Barbara Chow	Email	7/22/2013
I-ChristensenB	Bob Christensen	Email	8/12/2013
I-ChristensenM	Mark Christensen	Transcript	8/15/2013
I-Clyde	Marie Clyde	Transcript	8/15/2013
I-Colamarino	Sophia Colamarino	Email & Letter	9/18/2013
I-Conde	Daniel Conde	Email	9/16/2013
I-Connelly	Kelly Connelly	Email	9/4/2013
I-Cook	Nancy Cook	Email	9/15/2013
I-Costello1	Shirley Costello	Email	9/17/2013
I-Costello2	Shirley Costello	Email	9/17/2013
I-Cox	Tonie Cox	Email	12/8/2013
I-Craig	Blair Craig	Email	9/16/2013
I-Crawford	Scott Crawford	Email	9/10/2013
I-Crickard	Lewis Crickard	Email	9/15/2013
I-Critchlow	Eric Critchlow	Email	9/14/2013
I-Cronbach	Michael Cronbach	Transcript	8/15/2013
I-Cuca	Yvette Cuca	Email	9/12/2013
I-Dachowski	Michael Dachowski	Email	9/15/2013
I-De	Hypocro De	Email	9/17/2013
I-DeFoor	Brad DeFoor	Email	9/16/2013
I-Demergasso	Bonnie Demergasso	Email	9/16/2013
I-D'Este	Judy D'Este	Email	9/15/2013
I-Dodds	Richard Dodds	Email	9/16/2013
I-Dollens	Grant Dollens	Email	9/16/2013
I-Dougherty	Michael Dougherty	Email	9/16/2013
I-Ehrlich	Peter Ehrlich	Email	7/14/2013
I-Elliott	Chance Elliott	Email	8/1/2013
I-Esgandarian	Gail Esgandarian	Email	9/11/2013
I-Esser	Meg Esser	Email	9/16/2013
I-Farooqui	Danyaal Farooqui	Email	9/16/2013
I-FarrellC	Casey Farrell	Email	9/8/2013
I-Feyer	Robert Feyer	Email	9/11/2013
I-Ford	Justin Ford	Email	9/10/2013
I-Frances	Barbara Frances	Email	9/11/2013
I-Francoeur	Robert Francoeur	Email	7/17/2013
I-Freemantle	Benjamin Freemantle	Email	9/7/2013
I-Friedman	Phyllis Friedman	Email	9/12/2013
I-FungH	Helen Fung	Email & Letter	9/17/2013
I-FungW	Wayne Fung	Email	9/14/2013
I-Gaddi	Anton Gaddi	Email	9/14/2013

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<b>Commentor Code</b>	<b>Name of Person Submitting Comments</b>	<b>Comment Format</b>	<b>Comment Date</b>
I-Ghosh	Samir Ghosh	Email	9/16/2013
I-Gibson	Nora L. Gibson	Email	8/27/2013
I-Goldie	Sarah and Pete Goldie	Email	8/17/2013
I-Goodman1	Aaron Goodman	Email	8/22/2013
I-Goodman2	Aaron Goodman	Letter	9/15/2013
I-Grcevich	Alison Grcevich	Email	9/17/2013
I-Greene	Toni Greene	Email	9/7/2013
I-Hague	Amburn Hague	Email	9/15/2013
I-Haile	Vera Haile	Letter	8/12/2013
I-Hall	Harriet Hall	Email	9/15/2013
I-HansenH	Helene Hansen	Email	9/9/2013
I-HansenM	Morten Hansen	Email	9/7/2013
I-Hardy	Thomas Rex Hardy	Email	9/16/2013
I-HarrisJ	Jeannette Harris	Email	9/10/2013
I-HarrisM	Mark Harris	Email	9/11/2013
I-HarrisR	Ralph Harris	Email	9/15/2013
I-Hearst	Margaret C. Hearst	Email	9/16/2013
I-Heineman	Margaret Heineman	Email	9/15/2013
I-Hemphill	Maria Sullivan Hemphill	Email	9/17/2013
I-Hestor	Sue Hestor	Transcript	8/15/2013
I-Hobi	Herman Hobi	Email	8/26/2013
I-Hogan	Kim Hogan	Email	9/16/2013
I-Hope	Andy Hope	Email	8/14/2013
I-Horcabas	Danielle Horcabas	Email	9/17/2013
I-Houghton	Donald Houghton	Email	9/16/2013
I-Hurford	Gina C. Hurford	Email	9/12/2013
I-Hutchins	Beverly J. Hutchins	Letter	7/14/2013
I-Hutchison	Jack Hutchison	Email	9/13/2013
I-Isyanova1	Victoria Isyanova	Email	7/11/2013
I-Isyanova2	Victoria Isyanova	Email	8/2/2013
I-Jeu	Karen Jeu	Email	9/17/2013
I-Jocelyn	Jocelyn	Email	8/28/2013
I-Johnson	Emily P. Johnson	Email	9/16/2013
I-JonesJanet	Janet Jones	Email	9/16/2013
I-JonesJosie	Josie L. Jones	Letter	8/27/2013
I-Kahn	Linda M. Kahn	Letter	8/16/2013
I-Kay	Renate and Ron Kay	Email	9/15/2013
I-KellyJ	Jean Kelly	Transcript	8/15/2013
I-KellyM	Michelle Kelly	Email	9/16/2013
I-KellyW	William Kelly	Transcript	8/15/2013
I-Kent	Dan Kent	Email	9/17/2013
I-Kilgore	David Kilgore and Jimmy Newell	Email	9/16/2013
I-Kirshenbaum	Daniela Kirshenbaum	Transcript	8/15/2013
I-Klein	Larry Klein	Email	9/17/2013

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<b>Commentor Code</b>	<b>Name of Person Submitting Comments</b>	<b>Comment Format</b>	<b>Comment Date</b>
I-Kline	Marilyn Kline	Email	9/10/2013
I-KochC	Caroline Koch	Email	9/7/2013
I-KochJ	Jennifer Koch	Email	9/8/2013
I-Koo	Kathleen & Gum Koo	Letter	8/15/2013
I-Kozma	Molly Kozma	Email	8/14/2013
I-Kuechler	Henry Kuechler	Letter	9/17/2013
I-Lambin	Alexandre Lambin	Email	9/16/2013
I-Lamm	Michael Lamm	Email	9/15/2013
I-Lao	Rong Hai Lao	Transcript	8/15/2013
I-Lawton	Julia Lawton	Email	8/28/2013
I-Lee	Ryan Lee	Email	9/8/2013
I-Leifer	Adrienne Leifer	Email	9/12/2013
I-LewisA	Andrea Lewis	Email	9/6/2013
I-LewisG	Geoff Lewis	Email	9/17/2013
I-LewisR	Rob Lewis	Email	9/6/2013
I-Ley	John Ley	Email	9/6/2013
I-Li1	F. Chaney Li	Email	9/16/2013
I-Li2	F. Chaney Li	Email	9/16/2013
I-Ligare	Christina Ligare	Email	9/16/2013
I-Ling	Hom Ling	Email	9/16/2013
I-Locatelli	Erik Locatelli	Email	9/15/2013
I-Long1	Alex Long	Email	7/19/2013
I-Long2	Alex Long	Email	7/25/2013
I-Long3	Alex Long	Transcript	8/15/2013
I-LongAnne	Anne Long	Transcript	8/15/2013
I-LongD	Daniel Long	Email	8/18/2013
I-Lopez	Cristina Lopez	Email	9/13/2013
I-Lowe	Barbara Lowe	Email	9/17/2013
I-Madamala	Kishan Madamala	Email	9/12/2013
I-Madson	David Madson	Email	9/16/2013
I-Marks	Gregory Marks	Email	9/16/2013
I-Marquez	Nick Marquez	Email	9/11/2013
I-Martin	Peter Martin	Letter	9/3/2013
I-Marutani	Greg Marutani	Email	9/17/2013
I-Massocca	Anne Marie Massocca	Email	9/16/2013
I-McCahon	Lisa McCahon	Email	8/1/2013
I-McGee	Donald L. McGee	Email	8/28/2013
I-McGraw	Michael McGraw	Email	8/18/2013
I-Miller	Jenn Raley Miller	Email	9/9/2013
I-Mitchell	Diana Mitchell	Email	8/8/2013
I-Monahan	Natasha Monahan	Email	9/19/2013
I-Moskal	Tom Moskal	Email	9/17/2013
I-Myers	Derek Myers	Email	9/17/2013
I-NebabJopet	Jopet Nebab	Email	9/16/2013

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<b>Commentor Code</b>	<b>Name of Person Submitting Comments</b>	<b>Comment Format</b>	<b>Comment Date</b>
I-NebabJosephine	Josephine Nebab	Email	9/16/2013
I-Nicco	Mark Nicco	Email	9/17/2013
I-Noble	Winifred Noble	Email	9/16/2013
I-Norby	Susan Anderson-Norby	Email	9/16/2013
I-OeyM	Mulyadi Oey	Email	9/16/2013
I-OeyY	Yuly Oey	Email	9/16/2013
I-Omalley	Wendy O'Malley	Email	9/13/2013
I-Ono	Hiroko Ono	Email	9/14/2013
I-Osano	Lori Osano	Email	9/16/2013
I-Palatucci	Blamid Keller Palatucci	Email	9/14/2013
I-Palmer	James Palmer	Email	9/16/2013
I-PanH	Henry Pan	Letter	9/16/2013
I-PanM	Miranda Pan	Email	9/6/2013
I-Parent	Gary Parent	Email	9/15/2013
I-Paszty	Barbara Paszty	Letter	9/17/2013
I-Patrick1	Patrick	Email	8/29/2013
I-Patrick2	Patrick	Email	9/16/2013
I-Paxton	John C. Paxton	Letter	9/16/2013
I-Peltz1	Steve Peltz	Email	9/12/2013
I-Peltz2	Steve Peltz	Email	9/13/2013
I-Pervez	Sunia Pervez	Email	9/16/2013
I-Peters	Brandon Peters	Email	9/2/2013
I-Pizzi	Christopher Pizzi and Sabra Zacharias	Email	9/11/2013
I-PowersJ	John Francis Powers	Email	9/16/2013
I-PowersJQ	JQ Powers	Email	9/13/2013
I-Preger	Leslie Preger	Email	9/15/2013
I-Preston	Ann Preston	Email	9/15/2013
I-Puin	Mitch Puin	Email	8/8/2013
I-Ramirez	Mario Ramirez	Email	7/12/2013
I-Ravel	Elise Ravel	Email	9/17/2013
I-Reed	John T. Reed	Email	8/6/2013
I-Rice	Jennifer Rice	Email	9/17/2013
I-Richter	Kathleen M. Richter	Letter	9/2/2013
I-RiekeA	Axel Rieke	Email	8/26/2013
I-RiekeR	Ruby Rieke	Email	8/14/2013
I-Ries	Joe Ries	Email	9/15/2013
I-Rodriguez	Suzannah Cowell Rodriguez	Email	9/16/2013
I-Rosen	Steven Rosen	Email	9/9/2013
I-RotenstreichH	Henry J. Rotenstreich	Email	9/16/2013
I-RotenstreichV	Victoria Rotenstreich	Email	9/16/2013
I-Sanford1	Patti Sanford	Email	9/16/2013
I-Sanford2	Patti Sanford	Email	9/17/2013
I-Savelson	David Savelson	Email	9/7/2013

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<b>Commentor Code</b>	<b>Name of Person Submitting Comments</b>	<b>Comment Format</b>	<b>Comment Date</b>
I-Scammell	Geoff Scammell	Email	9/15/2013
I-Schachter	Bart Schachter	Email	9/16/2013
I-Schaefer	Rob Schaefer	Email	9/17/2013
I-Seow	Andrew Seow	Email	8/7/2013
I-Seto	Abby Seto	Email	9/16/2013
I-Shapiro	Matthew Shapiro	Email	9/17/2013
I-Shutzer	Michelle Shutzer	Email	9/16/2013
I-Siegel	Sheri Siegel	Email	9/3/2013
I-SinshiGami	Maria J. SinshiGami	Email	9/17/2013
I-Sisson	Daniel Sisson	Email	7/29/2013
I-Smithwick	Michael Smithwick	Email	8/10/2013
I-Sommerich	Karen Sommerich	Email	9/16/2013
I-SooHooJ	Joyce Soo Hoo	Email	9/13/2013
I-SooHooL	Linda Soo Hoo	Email	9/11/2013
I-Soyster	Cynthia Soyster	Email	9/15/2013
I-Spikol	Aurora Gamboa-Spikol and Adolphe B. Spikol	Email	9/13/2013
I-Sternlieb	Sanford Sternlieb	Email	9/12/2013
I-Strahs	Mark Strahs	Email	9/4/2013
I-Strassner	Howard Strassner	Letter	8/29/2013
I-Stucky1	Shirley Stucky	Email	8/26/2013
I-Stucky2	Shirley Stucky	Email	9/17/2013
I-Sullivan	Jerome Sullivan	Email	9/12/2013
I-SwallowA	Andrew Swallow	Email	9/10/2013
I-SwallowL	Laura Swallow	Email	9/11/2013
I-Swaminathan	Laura Swaminathan	Email	8/6/2013
I-Sylvester	Erich Sylvester	Email	9/16/2013
I-Tananbaum	Dana Tananbaum	Email	9/16/2013
I-ThomasA	Alice Thomas	Email	9/17/2013
I-ThomasL	Linda Thomas	Email	9/6/2013
I-Thompson	Barbara Thompson	Email	9/15/2013
I-Thoron	Julia and Sam Thoron	Email	9/16/2013
I-Toomey	Nancy Toomey	Email	9/11/2013
I-Townsend	Randolph C. Townsend	Email	9/17/2013
I-Vega	Robert Vega	Email	9/14/2013
I-Wattis	Anne Wattis	Email	9/16/2013
I-Weber	Theodore Weber	Email	9/15/2013
I-Weiner1	Herbert Weiner	Transcript	8/15/2013
I-Weiner2	Herbert Weiner	Letter	9/16/2013
I-Weninger	Andrea Weninger	Email	9/6/2013
I-Wermer	Paul Wermer	Transcript	8/15/2013
I-Whitaker	Jamie Whitaker	Email & Letter	9/15/2013
I-Wickland	Timothy Wickland	Email	9/19/2013
I-Williams	Ashley Williams	Email	9/17/2013

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<b>Commentor Code</b>	<b>Name of Person Submitting Comments</b>	<b>Comment Format</b>	<b>Comment Date</b>
I-Wilson	Angus and Senta Wilson	Email	9/16/2013
I-Wizowski	Kathy Wizowski	Email	9/5/2013
I-Wolf	Eva Sheppard Wolf	Email	7/23/2013
I-WongH	Howard Wong	Letter	9/17/2013
I-WongT	TsaiChing Wong	Email	9/11/2013
I-Woodruff	Debra Woodruff	Email	9/8/2013
I-WooR	Russell Woo	Email	9/17/2013
I-WooS	Sharon Woo	Email	9/17/2013
I-Wunderling	Jan Wunderling	Email	9/17/2013
I-Yates	Tom Yates	Email	9/17/2013
I-Zeluck	Steve Zeluck	Email	9/8/2013
I-Zhang	Pei Juan Zhang	Transcript	8/15/2013
I-Ziman	Sasha Ziman	Email	9/18/2013



## 4. COMMENTS AND RESPONSES

### Organization of Comments and Responses

This section presents the comments received on the Draft EIR related to physical environmental issues and responses to those comments. Comments were made in written form during the public comment period and as oral testimony received at the public hearing on the Draft EIR before the Planning Commission held on August 15, 2013. Written and oral comments have been excerpted verbatim from the Draft EIR public hearing transcript, letters, and e-mails, coded as explained in Section 1, and grouped by their respective topic headings in generally the same order as presented in the Draft EIR. The overall organization of Section 4 is shown in the table below along with the prefix to the topic codes.

Within this section each topical section begins with a list of its subtopics. Subtopic headings begin with a prefix that corresponds to the topic title (e.g., the subtopic headings in Project Description begin with “PD-1” and are numbered sequentially within that topic). Each comment, or group of comments, is followed by a response that is numbered to correspond to the subtopic heading (for example, the comments under “Comment PD-1: Fleet Increase” are addressed by the response under “Response PD-1: Fleet Increase”). Comments on the Merits of the Project are also grouped together by subtopic (e.g., support, opposition, suggested variations, etc.); however, unlike under the other topical sections, these comments were responded to collectively under one global (or master) response.

Topic	Topic Code
4.A Project Description [PD]	
Fleet Increase	PD-1
Clarification	PD-2
Topography	PD-3
Block Length	PD-4
Purpose of TEP	PD-5
Service Improvements	PD-6
4.B Plans and Policies [PP]	
Consistency with Plans and Policies	PP-1
Coordination with City Projects	PP-2
4.C Cultural Resources [CP]	
Historic Transit-Served Neighborhoods	CP-1
4.D Transportation and Circulation [TR]	
Setting Information	TR-1
Methodology	TR-2
Mode Shift	TR-3

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<b>Topic</b>	<b>Topic Code</b>
Transit Capacity Utilization	TR-4
Transit Impacts	TR-5
Traffic Impacts	TR-6
Pedestrian Impacts/Safety	TR-7
Pedestrian Access	TR-8
Bicycle Impacts	TR-9
Emergency Response	TR-10
Parking Impacts	TR-11
Cumulative Transit	TR-12
Cumulative Traffic Impacts	TR-13
Cumulative Transit Mitigation	TR-14
Mitigation Measures	TR-15
<b>4.E Noise [NO]</b>	
Noise Impacts of the Proposed Project	NO-1
Existing Noise Setting	NO-2
<b>4.F Air Quality [AQ]</b>	
Emission Increases	AQ-1
<b>4.G Greenhouse Gas Emissions [GG]</b>	
Increase in Greenhouse Gas Emissions	GG-1
<b>4.H Alternatives [ALT]</b>	
Alternatives Considered and Rejected	ALT-1
Stop Consolidation	ALT-2
<b>4.I EIR Process [EP]</b>	
Purpose of CEQA/EIR	EP-1
Adequacy of EIR	EP-2
Public Participation Process	EP-3
Adequacy of Service Improvements Analysis	EP-4
EIR Baseline	EP-5
Notice and Outreach	EP-6
<b>4.J General [GEN]</b>	
Non-CEQA Comments	GEN-1
TEP Project Progress	GEN-2
General Comments	GEN-3
<b>4.K Merits of the Project [MER]</b>	
Support	MER-a
Opposition	MER-b
Suggested Variations	MER-c
Transit Access	MER-d
Stop Consolidation	MER-e

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<b>Topic</b>	<b>Topic Code</b>
General	MER-f
Economics	MER-g
Transit Fleet	MER-h

Copies of the written comment letters and emails, with comments related to physical environmental issues bracketed, are presented in Attachment A of this Responses to Comments document in their entirety. The complete transcript of the public hearing on the Draft EIR, with bracketed comments, is presented in Attachment B. The topic codes identified above are used to code each bracketed comment in Attachments A and B in order to identify its location within Section 4 and the related response to that comment.



## 4.A PROJECT DESCRIPTION

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The comments and corresponding responses in this section cover subjects related to EIR Chapter 2, Project Description. The following categories are addressed:

PD-1: Fleet Increase

PD-2: Clarification

PD-3: Topography

PD-4: Block Length

PD-5: Purpose of TEP

PD-6: Service Improvements

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### Comment PD-1: Fleet Increase

#### **I-Weiner1 (2) (pp. 15-16)**

*(Herbert Weiner, Public Hearing Transcript, August 15, 2013)*

...This project is basically flawed because it does not contemplate a net increase in buses to the presently existing fleet of transportation vehicles. While the Municipal Transit Agency may claim that it is adding new vehicles, it is also retiring buses and coaches at the same time. In essence a zero-sum solution exists while the population of the city and ridership grows without corresponding increase of services.

If MTA can spend exorbitant sums of money for consultants, bulb-outs, bike lanes, and the central subway, why can't it allocate funds for a net increase in transportation vehicles? Why must it pursue a foolish project where the neighborhoods will suffer in access to services which is reflected in altered and discontinued bus runs and bus stops?

#### **I-Weiner2 (10)**

*(Herbert Weiner, Letter, September 16, 2013)*

#### The Transit Effectiveness Project and its Flawed Foundations

The Transit Effective Project was a response to public frustration and legitimate anger over the lack of transportation services. The study itself was touted as the first major project in 25 years. But there was not to be in addition to the fleet itself, making it a zero sum solution. Buses without high ridership would be transferred to those with the heaviest. In essence, Peter was being robbed to pay Paul.

#### **I-Weiner2 (12)**

*(Herbert Weiner, Letter, September 16, 2013)*

It has been stated that the resources are unavailable for addition to the existing transportation fleet. But N Judah express lines were added last year. What about the money spent for consultation fees that could have been earmarked for new coaches? Why couldn't the lines most heavily used with the greatest demand have been added to without removal of coaches so necessary for the neighborhoods? Why not increase the amount of coaches to

## Section 4: Comments and Responses

### 4.A Project Description

the most heavily used runs over a period of time and not sacrifice buses and coaches that neighborhood residents dearly need? Instead of Federal grants for research which might yield information already known, why not get Federal money for more buses and drivers?

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#### **Response PD-1: Fleet Increase**

Comments express concern that no increase in the number of transit vehicles is contemplated as part of the TEP and suggest that to serve the Rapid Network, vehicles would be transferred from routes with lower ridership. The EIR explains on p. 2-63 that a net increase of approximately 60 additional transit vehicles would be needed to provide up to 350,000 additional annual service hours included in the TEP (discussed on EIR p. 2-57). These vehicles would be in addition to the SFMTA's on-going program of replacing existing diesel motor coaches with diesel hybrid-electric motor coaches (DHEBs) described in Section 4.2, Air Quality on p. 4.4-44 (see also Response AQ-1, Emission Increases, in Section 4.F, Air Quality, on pp. RTC-4.F-6 to RTC-4.F-13, regarding the replacement of motor coaches with DHEBs).

Some of the comments relate to the merits of the project and discuss the status of funding for transit. These are not comments on the physical environmental effects of the TEP, the environmental analysis in the EIR, or on the adequacy of the EIR. As project merit comments, responses are provided for information and may be considered by the decision-makers as they consider TEP approvals. See also Response MER in Section 4.K, Merits of the Proposed Project, on pp. RTC-4.K-94 to RTC-4.K-102 of this document.

Also, as noted by the commenter, some less heavily-used transit routes would be modified or eliminated and those riders would shift to alternate routes to provide more efficient use of transit resources. In Existing plus Project conditions, the impact of this shift to transit was shown to be less-than-significant as evidenced by the capacity utilization of the remaining and modified routes, due to increased frequency on the alternate routes as well as to existing capacity. The effects of the Service Improvements and Service Variants on transit are discussed in the EIR under Impact TR-18 on pp. 4.2-121 to 4.2-141.

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#### **Comment PD-2: Clarification**

##### **A-PT (3)**

*(Mark Helmbrecht, Transportation Program Manager, Presidio Trust, Letter, August 9, 2013)*

The service improvement map for the 43 route (Appendix A) illustrates the use of Richardson and Gorgas to enter and exit the Presidio; however the slip ramp allowing entrance to the

park directly from Richardson Avenue was demolished as part of the Doyle Drive reconstruction project. Entry to the park directly from Richardson Avenue will not be possible until the Girard Road interchange is constructed as part of the Doyle Drive reconstruction project.

**A-UCSF (1)**

*(Lori Yamauchi, Assistant Vice Chancellor UCSF Campus Planning, University of California San Francisco, Letter, September 17, 2013)*

In an effort to ensure that development and planning activities at Mission Bay are coordinated amongst pertinent agencies, the University has been meeting over the course of many years with staff of the Planning Department, the Office of Community Investment and Infrastructure, the Municipal Transportation Agency, and the Office of the City Attorney, among other agencies, regarding development proposals at Mission Bay. To further this coordinated planning effort, we offer the following comments on the TEP DEIR.

- 22 Fillmore, TIRP.22\_1: The intersection of 16th and 4th Streets is a gateway to the UCSF Mission Bay campus and is the major access point to the Medical Center at Mission Bay. The Expanded Alternative described on pp. 2-149 to 2-150 would preclude at the intersection of 16th and 4th Streets left turns into the Mission Bay campus, including the Medical Center at Mission Bay, due to the location and design of the median boarding islands. This proposed condition, if implemented, would greatly restrict access to the campus and would be particularly problematic for patients and visitors who travel to the Medical Center site by car and who may not be familiar with the site and alternative points of access. This may result in patients and visitors driving on nearby streets searching for the hospital, impacting our neighbors...

**O-CAR (3)**

*(Mary Miles, Coalition for Adequate Review, Email, September 17, 2013)*

**2. There is no Accurate Project Description.**

The DEIR presents a mish-mash of "variants," "alternatives," open-ended and speculative "options," which does not meet the requirement of an accurate, stable, and finite Project description. For example, the document states that "Moderate Alternative Variant 1" would remove up to 360 parking spaces on Mission Street between Cesar Chavez and Goethe streets, and 1,130 parking spaces on the entire corridor, but then says that "parking loss in this segment would not be considered substantial." (pp.4.2-251.) The removal of parking on that corridor is not listed at all in the Project description section. (pp.2-138-142.) Thus the public is misled by the Project description, which is inconsistent with the uncertain "Environmental Setting, Impacts, and Mitigation" section. The same is true of the entire DEIR, which, instead of presenting a description of the actual Project that is being proposed, states that the Project consists of "alternatives" and "options," again misleading the public.

**O-CTRIP1 (3) (p. 30)**

*(Phil Chin, Chinatown Transportation Research and Improvement Project, Public Hearing Transcript, August 15, 2013)*

And then finally we want to again caution that implementing transit-signal-priority technology can be both a good and a bad thing. In Chinatown over the last 36 years, we found that what we always try to do is reach a balance with the different uses. And if buses always get priority, that will create gridlock again.

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#### **O-GPA (8)**

*(Michael Rice, President, Glen Park Association, Letter, September 11, 2013)*

8. The TEP EIR states that the 35-Eureka is “recommended for van service, but the timeline for van procurement is uncertain.” The DEIR does not appear to discuss van service or timelines further. What is possible timeline for such conversion?

#### **O-SC (2)**

*(Sue Vaughan, San Francisco Group Secretary and Executive Committee, Linda Weiner, Executive Committee, Sierra Club, Email with Letter, September 17, 2013)*

The SC is concerned that the TEP was created without taking into consideration the Eastern Neighborhoods Plan or other neighborhood specific plans that call for greater density – such as the ones identified by Plan Bay Area as priority development areas (PDAs) – which intend to add 150,000 or more residents to San Francisco who will need expanded access to mass transit. The SC notes Tables 12 and 13 of the DEIR (pages 4-2-122 through 4-2-134) indicate that the SFMTA does not project significant increases in ridership;

#### **I-Balsamo (1)**

*(Michael Balsamo, Email, August 25, 2013)*

Upon review of the TTRP opportunities, I saw a lot of mention about the modifications of ROWs and bus routes as a means to improve transit time; however the document was scant about ways to improve the boarding and alighting times of transit (this is a major factor in some instances).

Can you please let me know how the TTRP addresses opportunities in improving the boarding and alighting times?

#### **I-Beigel (3)**

*(Lynda Beigel, Email, August 31, 2013)*

2. Where are the 6 and 43 being moved TO? if they are no longer using Frederick and the Presidio?

#### **I-Beigel (8)**

*(Lynda Beigel, Email, August 31, 2013)*

7. The proliferation of private corporate buses - eg. Bauer - blocks bus stops, increases noise and congestion, eg. on Haight Street, wears out streets, and should be better regulated -- it is truly annoying to see 3 or 4 pass when waiting for a MUNI vehicle! And they are largely empty!

#### **I-Cox (1)**

*(Toni Cox, Email, December 8, 2013)*

Is there a document that clearly outlines the proposed changes to the #52 and #35 bus lines? The information in the SFMTA site says that service will be improved, but your site says it will be cut. Considering that the changes were not publicized to the people served by those routes I'm a bit shocked that the public comment period is closed and that very little information is available. I've seen exactly one public notice posted and it is for a meeting that happened in October.

**I-Dollens (2)**

*(Grant Dollens, Email, September 16, 2013)*

One additional question I had is whether any other buses other than the #3 jackson use this section of Jackson street. Would the overhead wires be removed as well?

**I-Esgandarian (3)**

*(Gail Esgandarian, Email, September 11, 2013)*

**MY QUESTIONS:** If MUNI discontinues the #3 bus, will MUNI replace every #3 bus that they remove from the #3 route with a #2 bus using the #2 route? If that's the case, then that plan is actually preferable for me and I don't care if #3 is terminated.

However, if MUNI discontinues the #3 bus and leaves the #2 bus line "as is," i.e., with the same number of #2 buses that currently exist, I want both of you and MUNI to know that I **DEFINITELY DO NOT WANT MUNI TO DISCONTINUE THE #3 BUS IF THEY WILL NOT REPLACE EACH #3 BUS THAT THEY REMOVE WITH A #2 BUS**, especially during the hours of my commute, which I indicated above. As aforementioned, this will pose an extreme hardship on me.

**I-Ghosh (4)**

*(Samir Ghosh, Email, September 16, 2013)*

- With no sidewalk on the south side of Clipper St, there will be no opportunity to embark or disembark the 48 anywhere in between Douglass or Diamond Heights. Currently, we are able to [dis]embark at Grand View.

**I-Hutchison (2)**

*(Jack Hutchison, Email, September 13, 2013)*

Another concern I have about the completeness of the TEP DEIR (i.e., missing information) is as follows:

- When would the new bus stops be installed for the Richmond District Express Bus Routes? Given the DEIR's statement (page 4.2-143) that the purpose of the new bus stops is to improve connections to the Civic Center, I have to assume that the new bus stops would not be installed until the Van Ness Bus Rapid Transit is operational. That assumption is based on the fact that Bush and Pine streets are about 10 blocks from the Civic Center, and the existing Van Ness bus service is not good enough to attract riders to a connection/transfer with the express bus lines. I suspect that ridership projections for the Van Ness BRT assumed new riders induced to use the Richmond Express Buses. The TEP EIR should clarify the relationship (timing of implementation and shared ridership) between the new bus stops for the Richmond District Express Bus Routes and the Van Ness BRT.

**I-PanH (9)**

*(Henry Pan, Letter, September 16, 2013)*

**Program-Level Improvements** I understand that there are some routes that will undergo program-level improvements. While the routes and streets undergoing program-level improvements are mentioned in the EIR, why are the specifics aspects of the toolkit to be applied to these routes not?

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**I-PanH (12)**

*(Henry Pan, Letter, September 16, 2013)*

**L-Taraval:** I understand from the Transportation Plan that there are plans to convert the Taraval LRT into bus rapid transit. How much would this cost, and would the effects, if implemented, be favorable environmentally and operationally over LRVs?

**I-PanH (24)**

*(Henry Pan, Letter, September 16, 2013)*

Also, how long would the K, L, and M be affected when conduit is installed to extend the 6 to West Portal Station?

**I-PanH (28)**

*(Henry Pan, Letter, September 16, 2013)*

On page 2-74, it is mentioned frequencies for the 10 will be every six minutes east of Van Ness. However, a short-turn service was not mentioned to complement this. Has the short-turn service been eliminated, or has it been proposed to increase service throughout the route east of Van Ness, extending all the way to 24<sup>th</sup> and Mission, to six minutes? Please clarify.

**I-PanH (30)**

*(Henry Pan, Letter, September 16, 2013)*

In addition, the TEP calls for the 10 short-turn to use Franklin instead of Van Ness to reduce conflicts with Van Ness BRT. What is the conflict with Van Ness BRT? Is it because there is a proposed stop that would affect its operations?...

**I-PanH (32)**

*(Henry Pan, Letter, September 16, 2013)*

Also, on 4.2-156, the 10 operates on 17<sup>th</sup> and Rhode Island, not the 27.

**I-PanH (36)**

*(Henry Pan, Letter, September 16, 2013)*

**17-Parkmerced:** What route is slated for the 17 when the buses turn around at Lakeshore Shopping Center? Or would the buses deadhead to West Portal Station for another run and vice versa? Also, what stops are proposed when the 17 is in Daly City?

**I-PanH (43)**

*(Henry Pan, Letter, September 16, 2013)*

Also, on 4.2-156, it states the 27 operates on 17th and Rhode Island. This is incorrect, as the streets listed are currently served by the 10.

**I-Yates (1)**

*(Tom Yates, Email, September 17, 2013)*

As a denizen of San Francisco that lives near both Van Ness Avenue and Polk St, I am asking for your assistance in addressing community concerns regarding the Van Ness BRT project. My concerns are:

- The proposed Van Ness BRT project converting two-lanes on Van Ness to bus-only lanes is likely:
  - To be the least cost-efficient solution

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- The Van Ness BRT proposes "stop consolidation". Of the calculated 5-8 minute reduction in transit time, what portion can be attributed to "stop consolidation"?
- The Van Ness BRT proposes "priority signaling". Of the calculated 5-8 minute reduction in transit time, what portion can be attributed to "priority signaling"?
- To increase congestion not only on Van Ness, but also on nearby sides streets
  - The "mitigations" section of the EIR indicates this will happen. But these streets (Polk and Gough) are not designed for thru traffic. They are already bumper to bumper during rush hours, especially Gough southbound in the morning.
  - Diverting commuter traffic to side streets does not improve pedestrian safety.
  - If the proposed bike lane and "traffic easing" measures are implemented on Polk St, Polk becomes even less of a viable alternative and pedestrians are already highly at risk during rush hour(s) due to the excessive traffic congestion.
- The Van Ness BRT and Polk St project are being considered independently, despite the fact that these streets are one block apart and both projects focus on the Market - Lombard sections of the streets:
  - The Van Ness BRT EIR does not consider how the Polk St project changes affect the Van Ness corridor or the mitigations proposed in the EIR
  - The Polk St EIR does not consider how the Van Ness BRT project changes would affect traffic on Polk St

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**Response PD-2**

This group of comments generally raises questions and concerns regarding specific TEP components, asks about the timing of various components of the TEP and about coordination with the Van Ness bus rapid transit (BRT) project, and requests clarification of various project features in the proposed TEP. The comments state that the Project Description does not meet the requirements of CEQA and lacks appropriate detail. Other comments raise issues related to particular transit routes, including the 43 Masonic, 6 Parnassus, 2 Clement, 10 Sansome, 48 Quintara-24<sup>th</sup> Street, L Taraval, 17 Parkmerced, 27 Bryant, 35 Eureka, and 52 Excelsior.

Comments that indicate concern about lack of public notification of the availability of the Draft EIR and other CEQA documents and about public outreach regarding the TEP are responded to in Responses EP-3, Public Participation Process, and EP-6, Notice and Outreach, in Section 4.I, EIR Process, pp. RTC-4.I-18 to RTC-4.I-19 and pp. RTC-4.I-30 to RTC-4.I-32, respectively.

One comment states that the EIR does not have an accurate Project Description, with groups of alternatives, variants and options, and does not meet the requirements of CEQA. The

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*CEQA Guidelines* §15124 lists the information that is required for the Project Description in an EIR. A map showing the location and boundaries of the proposed project is required, and is provided in Figures 1a through 1d that show the boundaries of the City and the existing transit routes (EIR pp. 2-3 to 2-6). A statement of objectives of the proposed project is required, and is provided on EIR pp. 2-2 and 2-7. A general description of the project's technical, economic, and environmental characteristics is required, and is provided in an Overview in Section 2.4 (EIR pp. 2-7 to 2-15) and in detail in Section 2.5 (EIR pp. 2-15 to 2-159). Finally, §15124(d) requires a statement describing the intended uses of the EIR, including a list of agencies that will use the EIR and the approvals and permits required; this information is provided in Section 2.6 on EIR pp. 2-162 to 2-165.

The EIR Project Description chapter in the Draft EIR was 165 pages long (EIR Chapter 2) and includes a description of all TEP components; it presents detailed descriptions of project-level components of the TEP, including maps identifying the location of each of the TTRP corridor proposals as well as schematic drawings showing the location of Transit Preferential Streets (TPS) Toolkit items proposed for the project level Travel Time Reduction Proposals (TTRPs), presents detailed descriptions of each Service Improvement in Table 8 on EIR pp. 2-64 to 2-101, which also describes Service Variants, plus a map of each Service Improvement route change, including Service Variants, provided in Appendix 2 to the EIR, and provides general descriptions of the program-level components with detailed descriptions of each of the TPS Toolkit elements. The Project Description does not present "open-ended and speculative options," as stated in one comment.

A few of the TEP components include variants that would change one or two features of the component (such as Variant 1 for TTRP.30\_1 that would rescind the peak period tow-away zone on the west side of the street and convert the three lanes into two with one lane in each direction for a three-block segment, described on EIR p. 2-158). The EIR describes and analyzes two alternatives at equal level of detail: the TTRP Moderate Alternative and the TTRP Expanded Alternative. While this is more detailed information on project alternatives than typically provided in EIRs for land use development projects, there is nothing that prohibits providing an analysis of alternatives in equal detail, and the descriptions and analysis results are carefully identified so that it is clear which alternative is being discussed. There are no "options" identified in the Project Description as suggested by one of the commenters.

A comment specifically identifies a lack of detail about parking spaces on a segment of Mission Street, citing EIR pp. 2-138 to 2-142. The number of parking spaces expected to be removed as a result of the TTRP.14 for the Mission Street corridor is described in the Project Description on EIR p. 2-136, before the pages cited in the comment. Proposed changes to parking are also mentioned in the project description for other TEP components.

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A comment requests information about the proposed changes to the 35 Eureka and 52 Excelsior bus routes. These Service Improvements are described in Table 8 on EIR pp. 2-64 to 2-101. The 35 Eureka description is found on p. 2-89 and the 52 Excelsior description is found on p. 2-95. These and all other Service Improvements are also shown on route maps in an Appendix to the Initial Study, which is Appendix 2 to the EIR.

A comment asks about the timeline for converting a few routes from buses to vans. The Service Policy Framework Objective B, Action B.4 calls for aligning transit vehicle capacity with route demand (see Project Description, EIR p. 2-21). Thus, this will be an ongoing action for the SFMTA in managing the transit system, but has been identified for a selected number of routes. As noted in the comment and in the Project Description, Table 8, on EIR p. 2-89, the timeline for instituting van service on the 35 Eureka, as well as several other routes such as the 36 Teresita, is not yet known. Acquisition of appropriate vans will depend on the availability of funding. Shifting from a bus to a van would not result in any substantial differences in transportation impacts, as the transit capacity utilization analysis assumed that vans would be employed on the routes where they are recommended to provide a conservative analysis of potential capacity impacts. Replacing motor coaches with vans would not result in any increases in noise (see EIR p. 4.3-36); therefore, vans are not analyzed separately in this section of the impact analyses in Chapter 4 of the EIR. Vans are discussed on EIR p. 4.4-32 in the Air Quality section, where the text notes that smaller diesel vans would replace larger diesel buses on some routes. Because the timing of replacing buses with vans is not known, the emissions quantifications in the EIR Air Quality analysis assumed that standard motor coaches would continue to be used on all routes to provide a conservative result for this topic.

A comment expresses concern that Area Plans and the priority development areas in the Association of Bay Area Governments and Metropolitan Transportation Agency's *Plan Bay Area*,<sup>1</sup> all of which encourage greater density in the City, were not taken into account in developing the TEP. The TEP would accommodate some growth in ridership, but is not intended to accommodate all future population growth projected over the long term. The analysis of transit impacts in Section 4.2, Transportation and Circulation, does not conclude

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<sup>1</sup> *Plan Bay Area*, recently prepared by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) and approved in July 2013, includes 169 priority development areas (PDAs) throughout the region. PDAs are areas identified by local jurisdictions that have transit frequencies of at least 20 minutes during peak hours and that are planned for additional residential and commercial growth. *Plan Bay Area* is available on the internet at [http://mtc.ca.gov/planning/plan\\_bay\\_area/](http://mtc.ca.gov/planning/plan_bay_area/). The *Final Priority Development Area Development Feasibility and Readiness Assessment*, a Supplementary Report to the Plan Bay Area, is available at [http://onebayarea.org/pdf/final\\_supplemental\\_reports/FINAL\\_PBA\\_PDA\\_Development\\_Feasibility\\_and\\_Readiness.pdf](http://onebayarea.org/pdf/final_supplemental_reports/FINAL_PBA_PDA_Development_Feasibility_and_Readiness.pdf). Accessed February 28, 2014.

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that there would be a significant increase in ridership; Tables 12 and 13 support a conclusion that the increased ridership would not result in a significant impact on transit capacity – that is, transit ridership would not exceed the SFMTA capacity utilization standard of 85 percent with implementation of the TEP on most routes. As explained on EIR p. 4.2-137, “Because the capacity utilization standard exceedance with the Service Improvements would still be less than under Existing conditions, and/or because passengers would be able to utilize nearby routes that provide similar service...the impact of the Service Improvements on capacity utilization of these lines and routes would be considered less than significant.” The EIR also explains that with implementation of the TTRPs, and in combination with the Service Improvements, transit ridership and capacity utilization would increase over Existing conditions (p. 4.2-169). Thus, there would be an increase in ridership with the TEP compared to Existing conditions, but not to the extent that significant impacts on transit would occur.

A comment explains that the proposed extension of the 43 Masonic route into the Presidio would not be able to use the proposed route until the Girard Road interchange is constructed as part of the Doyle Drive reconstruction project. This comment is acknowledged. The timing of the Girard Road interchange during the ongoing Doyle Drive reconstruction would affect the timing of implementation of this Service Improvement component of the TEP.

One comment indicates that the proposed intersection configuration at 16<sup>th</sup> and 4<sup>th</sup> streets for the TTRP.22\_1 Expanded Alternative would affect access to the UCSF Mission Bay campus. The Project Description explains on EIR pp. 2-150 and 2-151 that a transit-only center lane would be provided on 16<sup>th</sup> Street in both directions between Bryant and 3<sup>rd</sup> streets, including the 4<sup>th</sup> Street intersection on the UCSF Mission Bay campus, and left turns from 16<sup>th</sup> Street would be prohibited at most of the intersections along this segment, including to 4<sup>th</sup> Street from the westbound direction, to facilitate use of this center-running transit lane. In proposing left-turn restrictions on 16<sup>th</sup> Street, SFMTA considered potential access challenges resulting from such restrictions and to the extent possible tried to design the proposal in a way that would minimize them. However, this was not always possible without substantially modifying the proposal in a way that would undermine its design. Nevertheless, the SFMTA has continued to work with UCSF on a design that is compatible with both projects. Preliminary analysis shows that maintaining left turns at the intersection of 16<sup>th</sup> and 4<sup>th</sup> streets could be feasible.

The traffic analysis found that the TTRP.22\_1 Expanded Alternative would not result in significant traffic impacts at the intersection of 16<sup>th</sup> and 4<sup>th</sup> streets (Impact TR-29, EIR pp. 4.2-195 to 4.2-196). Although patients and visitors who drive to the campus may be inconvenienced, that would not result in a significant traffic impact. UCSF could consider installing special signage and including information on its website regarding directions to the

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various parking facilities on the campus if it finds that patients and visitors are finding access confusing following implementation of this TEP component at 16<sup>th</sup> and 4<sup>th</sup> streets in the future.

As noted in Chapter 1, Introduction, in addition to the TEP, the SFMTA is pursuing other projects and programs to support transit service efficiency. One of those programs is a systemwide all-door boarding policy (Section 1.4, Relationship to Other Projects, EIR p. 1-6) that will improve boarding and alighting times, as suggested in a comment. Another program separate from the TEP that will improve boarding and alighting times is fare pre-payment systems (EIR p. 1-7). TEP components that would improve passenger boarding and alighting times include some of the TPS Toolkit elements like transit bulbs and transit boarding islands along light rail vehicle lines that eliminate the time needed for passengers to walk from the curb across the parking lane to board the light rail vehicle (LRV) (see Project Description, EIR p. 2-29) or provide passenger waiting areas immediately adjacent to the transit vehicle (EIR p. 2-31). Similarly, converting flag stops to transit zones would eliminate the need for passengers to walk between parked cars to access the transit vehicle (EIR p. 2-34).

One comment raises concerns regarding the impacts of the Transit Signal Priority (TSP) program and the potential to cause traffic congestion. The TSP program is not part of the TEP, but is a related SFMTA program, as explained in Chapter 1, Introduction, on EIR p. 1-7.

A comment asks to what streets the 6 Parnassus and 43 Masonic routes would move. As explained in the Project Description in Table 8, on EIR p. 2-71, the new alignment for the 6 Parnassus would follow Stanyan Street instead of Masonic Avenue between Haight Street and Parnassus Avenue. This means that the route would continue on Haight Street between Masonic Avenue and Stanyan Street. This change is also shown on the Service Improvement map for the 6 Parnassus in Appendix A of the Initial Study and attached to the Draft EIR in EIR Appendix 2. The 43 Masonic route would not change in the Haight/Ashbury neighborhood, but would extend further into the Presidio along Lincoln Boulevard and Richardson Avenue to Lombard Street, and would replace the existing 28 19<sup>th</sup> Avenue/ 28L 19<sup>th</sup> Avenue Limited route on Lombard Street between Fillmore and Laguna streets and turn north on Laguna Street to Fort Mason Center at the Marina Boulevard entrance, as explained in Table 8 on EIR p. 2-92. See also EIR p. 4.2-120 that lists the streets on the proposed 43 Masonic route alignment in the Presidio where transit service would be introduced along streets that currently do not have bus service, and see Appendix 2, Initial Study and Service Improvement Maps for a graphic showing each of the proposed routes and the segments proposed for elimination.

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The private buses that provide transit to Peninsula companies noted in one comment are not part of the SFMTA transit system; however, the SFMTA has been working on how to address their use of the transit infrastructure. Specifically, the SFMTA will launch a pilot in Summer 2014 to address commuter shuttles. The 18-month pilot aims to reduce impacts to Muni operations and other users while supporting the transportation benefits provided by shuttles.<sup>2</sup>

Key components of this pilot include:

- Pilot will test sharing a limited network of about 200 Muni stops (out of a total of about 3,000 Muni stops) with commuter shuttles.
- Shuttle service providers would pay for a permit to use these stops. The payment would recover SFMTA's costs associated with implementing the pilot, including enforcement.
- Shuttles would agree to comply with operating practices that minimize impacts on Muni and other users (such as yielding to Muni, pulling all the way to the curb, quick loading/unloading, staying off steep and narrow streets, etc.).
- Shuttle providers will be required to share data with the SFMTA that will enable the SFMTA to address problems that may arise, and help city to plan ahead to prevent conflicts.
- Shuttles will be required to display placards with unique identifiers that will aid in identification by enforcement and the public.
- All Muni stops not part of the shared network will be illegal to use and that prohibition on use of these stops will be enforced.
- SFMTA will evaluate the pilot for transportation system impacts and benefits, compliance, and costs.

The pilot program would address the regional shuttles serving commute trips between San Francisco and other cities, as well as the intra-San Francisco shuttles that provide commute trips within San Francisco.

A comment asks whether any other buses use the section of Jackson Street that would no longer be served by the 3 Jackson. No other buses in revenue service (meaning stopping to pick up and drop off transit riders/customers) use the segment of Jackson Street between Divisadero Street and Presidio Avenue. The 24 Divisadero uses Jackson Street between Divisadero and Fillmore streets and the 10 Townsend (to be re-named the 10 Sansome) travels on Jackson Street between Van Ness Avenue and Steiner Street, overlapping with the existing 3 Jackson route for one block between Fillmore and Steiner streets. However,

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<sup>2</sup> Information regarding the environmental review for this pilot program may be viewed at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1591E.

the overhead wires support non-revenue trolley buses traveling to the Presidio Division for storage and maintenance.

One comment asks whether every 3 Jackson bus would be replaced on the 2 Clement route, noting that if this is the case, the proposed changes would be preferable to existing conditions. As explained in the Project Description on EIR pp. 2-67 and 2-68, transit headways would be maintained on Sutter Street, where the 2 Clement and the 3 Jackson currently share the street, by adding supplemental trolley coach service on the 2 Clement between downtown (Sansome and Market streets) and Presidio Avenue. The a.m. and p.m. peak period headways would decrease on this segment of the 2 Clement from 12 minutes to 5 minutes with the proposed project (Table 8, EIR p. 2-67). This is also explained on EIR p. 4.2-139, where the text states that "...the frequency of the 2 Clement route would increase, but would maintain the existing combined frequency of the 2 Clement route and the 3 Jackson route..." See also Response TR-3 in Section 4.D, Transportation and Circulation, pp. RTC-4.D-17 to RTC-4.D-22.

One comment correctly notes that there is no sidewalk on the south side of Clipper Street along an undeveloped hillside between Douglass Street and Diamond Heights Boulevard/Portola Street. No new sidewalk is included in the TEP proposal. Current service on Grandview Avenue is drop-off only on demand. Sidewalks are present on the north side of the streets and on adjacent streets, and can be reached at both the Douglass Street and Diamond Heights Boulevard intersections. The exact inbound stops on the 48 Quintara route have not been determined by SFMTA, but if inbound stops are proposed on the farside of the Diamond Heights Boulevard intersection or the nearside of the Douglass Street intersection, SFMTA would improve and/or provide sidewalks directly adjacent to those stops.

A comment expresses concern about proposed new stops at Van Ness Avenue and Pine and Bush streets for the express bus routes serving the Richmond District and opines that they must be proposed to be installed after the Van Ness bus rapid transit (BRT) system is in operation. The Service Improvements for the 1AX and 1BX California Express, 31AX and 31BX Balboa Express, and 38AX and 38BX Geary Express routes would add new bus stops at the intersections of Pine and Bush streets with Van Ness Avenue, as described in Table 8 of the Project Description (EIR pp. 2-66, 2-87, and 2-91) to improve connections to Civic Center and the northern waterfront via the bus routes that use Van Ness Avenue (the 47 Van Ness and the new 49 Mission-Van Ness Limited that would be the Van Ness BRT on the Van Ness Avenue portion of the route). The timing of specific components of the TEP and its Service Improvements has not been established. In general, as explained in Section 2.5.4 on EIR p. 2-162, implementation of the TEP would be based on funding and resource availability, with implementation of the Service Improvements beginning in 2015. It would not be necessary to wait until the Van Ness BRT facilities are constructed (expected to

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be completed by early 2018) to implement the Service Improvements proposed for the Express routes serving the Richmond District, including the new stops at Pine and Bush streets. Although service is not as efficient on the existing 47 Van Ness and the existing 49 Mission-Van Ness routes as the proposed Van Ness BRT is expected to be, the existing routes do provide connections to the Civic Center and northeastern waterfront that would serve some riders of the various express buses that use Pine and Bush streets during the a.m. and p.m. peak periods. See also the discussion of these proposed new stops on Van Ness Avenue at Pine and Bush streets in Response TR-5, Transit Impacts, under “Transit Stops,” pp. RTC-4.D-44 to RTC-4.D-45.

A comment asks why the specific aspects of the TPS Toolkit have not been applied to the program-level TTRPs analyzed in the EIR. As explained in Chapter 2, Project Description, specific designs have not been developed for some of the Service-related Capital Improvements and Travel Time Reduction Proposals (see EIR p. 2-18). Therefore, the specific designs showing where individual elements of the TPS Toolkit would be installed cannot be described in the EIR for the program-level TTRPs at this time. However, the TPS Toolkit elements themselves are described in detail on EIR pp. 2-23 to 2-53, and the environmental impacts of the TPS Toolkit elements are analyzed at a program level in Chapter 4, Environmental Setting, Impacts, and Mitigation in Section 4.2, Transportation and Circulation on EIR pp. 4.2-80 to 4.2-102. Since the Draft EIR was published in July 2013, three of the nine program-level TTRPs for the TTRP.L, TTREP.9 and TTRP.71\_1 have been designed and are now described and analyzed at a project level of detail. Please refer to Section 2, Project Description Revisions, in this Responses to Comments document for detailed descriptions of the TTRP.L, TTRP.9 and TTRP.71\_1, and to Section 5, DEIR Revisions, for additional text discussing the impacts of these project-level TTRPs. The project-level analysis for these TTRPs supplements the program-level analysis provided for these TTRPs in the Draft EIR on pp. 4.2-102 to 4.2-116.

A comment asks about a plan to convert the L Taraval light rail route into a bus rapid transit route. The TEP does not include any bus rapid transit projects and none is proposed for the L Taraval route. The TTRP.L is one of the proposed TTRPs included in the TEP. It was described and analyzed at a program level in the Draft EIR, but has since been designed in detail and has been added to the EIR at a project level, as explained above. It is not proposed to be converted to a bus rapid transit route as part of the TEP; such a change would require removing the existing tracks and overhead wires along the route and replacing them with BRT facilities. However, as part of the Rapid Network the TTRP.L proposal would implement features to prioritize transit operations of the L light rail vehicles along this corridor.

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A comment asks how long the K, L, and M light rail lines would be affected by installation of overhead wire equipment for the proposed extension of the 6 Parnassus to the West Portal station. It is not clear that any of the light rail lines that use the West Portal station would be substantially affected by construction of overhead wires for the extension of the 6 Parnassus. The trolley bus system and the light rail system do not use the same overhead wires. Construction activities for the OWE projects, including the new overhead wire extension to West Portal for the 6 Parnassus (OWE.6), are generally described in the EIR on pp. 4.3-29 to 4.3-30. The specifics of the OWE.6 project have not yet been designed and the precise route for the extension has not yet been chosen. It is possible that a brief disruption of light rail service could occur during a portion of the time when overhead wires for the extension of the 6 Parnassus were installed; if so, temporary motor coach service would be provided for those lines.

A comment requests clarification of the headway changes proposed for only the portion of the 10 Sansome route that is east of Van Ness Avenue during the a.m. and p.m. weekday peak hours. The description on EIR p. 2-74 explains that the 10 Sansome route would continue to end at Van Ness Avenue with its terminal on Pacific Avenue in the evenings and on weekends. However, during the a.m. and p.m. peak periods the 10 Sansome would operate west of Van Ness Avenue to Jackson and Steiner streets with a headway of six minutes.

A comment asks for clarification as to why the 10 Sansome evening and weekend turnaround loop would use Franklin Street between Pacific Avenue and Washington Street instead of Van Ness Avenue, and notes that the reason given in the EIR is a conflict with the Van Ness BRT route. A stop is proposed for the Van Ness BRT in the southbound direction between Jackson Street and Pacific Avenue; the northbound BRT stop is proposed to be located between Pacific Avenue and Broadway. The existing evening and weekend service for the 10 Sansome route ends on Pacific Avenue at Van Ness Avenue and uses Polk Street southbound, Jackson Street, and then Van Ness Avenue northbound to loop around for the return trip back downtown on Pacific Avenue. The proposed route for weekends and evenings under the TEP would use Polk, Jackson, and Franklin streets to Pacific Avenue for the return trip, avoiding northbound Van Ness Avenue.

In addition, the existing 10 Townsend currently travels on southbound Van Ness Avenue for one block between Jackson Street and Pacific Avenue, making a left turn onto Van Ness Avenue from Pacific Avenue and a right turn from Van Ness Avenue onto Jackson Street. The existing 10 Townsend currently travels on northbound Van Ness Avenue for two blocks between Washington Street and Pacific Avenue, making a left turn onto Van Ness Avenue and a right turn from Van Ness Avenue onto Pacific Avenue. In order to reduce potential friction with Van Ness BRT operations, the 10 Sansome may turn left onto Polk Street and right onto Jackson Street in the outbound direction and turn left onto Polk Street from Washington Street and right onto Pacific Avenue from Polk Street in the inbound direction. Minor revisions have

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been made to the 10 Sansome map in EIR Appendix 2b (Appendix A to the Initial Study), Service Improvement Maps; the revised map is shown at the end of Section 5, Draft EIR Revisions, in this Responses to Comments document. Table 8 has been revised to clarify the information about the 10 Sansome provided above in response to the comment.

The text in Table 8, EIR p. 2-74, describing the proposed Service Improvement for the 10 Sansome, has been revised as shown on the following page (new text is underlined and deleted text is shown in ~~strike through~~):

**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 <sup>1, 2</sup> (Minutes)			
10 Sansome (currently 10 Townsend)  (Alignment Change)	<ul style="list-style-type: none"> <li>• 10 Townsend would be renamed the 10 Sansome, since service would be rerouted off of Townsend Street.</li> <li>• Service would continue to operate between Jackson and Steiner streets and 24<sup>th</sup> Street and Potrero Avenue via Potrero Hill, but would be rerouted at Fourth Street south of the Caltrain Station through the Mission Bay neighborhood. From Fourth Street, the route would extend through Mission Bay to new proposed street segments on Seventh Street between Mission Bay Boulevard and Irwin Street, on Irwin Street between Seventh and 16<sup>th</sup> streets, on 16<sup>th</sup> Street between Irwin and Connecticut streets, and on Connecticut Street between 16<sup>th</sup> and 17<sup>th</sup> streets.</li> <li>• The northern terminal would continue to be located on Jackson Street between Fillmore and Steiner streets. On the weekends and evenings, all trips would continue to terminate at Van Ness Avenue, but would use a slightly different route <u>from the existing one, which is a left turn onto Polk Street, right onto Jackson Street, and right onto northbound Van Ness Avenue. Instead, on weekends and evenings</u> From Jackson Street the route would continue right on Franklin Street and right on Pacific Avenue. The one block segment on Van Ness Avenue between Jackson Street and Pacific Avenue <u>under existing and TEP conditions</u> may be eliminated to reduce conflicts with the proposed Van Ness BRT Project. <u>This will be addressed as part of the Van Ness BRT study.</u></li> <li>• Proposed eliminated segments would be on Townsend Street between Fourth and Eighth streets, Rhode Island Street between Eighth and 17<sup>th</sup> streets, and 17<sup>th</sup> Street between Rhode Island and Connecticut streets. The segment on Townsend Street between Fourth and Eighth streets would be served by the rerouted 47 Van Ness route and the 83X Mid Market Express between Fourth and Eighth streets during limited hours.</li> <li>• Midday frequency would change from 20 to 12 minutes.</li> <li>• The southern terminal would be located at the existing 33 Stanyan terminal, located on 25<sup>th</sup> Street between Potrero Avenue and Hampshire Street.</li> </ul>	20	6 (east of Van Ness Avenue)	20	6 (east of Van Ness Avenue)

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The Line 10 – Sansome Service Improvement Map provided in Initial Study Appendix A, Service Improvement Maps, has been revised to clarify the embedded text and graphic for the weekend and evening variation on the existing loop on the northern segment of the route in the vicinity of Van Ness Avenue.

Comments note that the text on EIR p. 4.2-156 is incorrect; the 27 Bryant (to be re-named the 27 Folsom) does not operate on 17<sup>th</sup> and Rhode Island streets. The first sentence in the third full paragraph on EIR p. 4.2-156 incorrectly states that the 27 Folsom service would be eliminated from 17<sup>th</sup>, Rhode Island, and Bryant streets, although the paragraph later correctly explains that 10 Sansome service would be eliminated on portions of Rhode Island and 17<sup>th</sup> streets, and the EIR text correctly explains the proposed changes to the 27 Folsom route on EIR p. 4.2-157.

The first sentence in the third full paragraph on EIR p. 4.2-156 has been corrected to read as follows (new text is underlined and deleted text is shown in ~~strikeout~~):

**10 Sansome, 11 Downtown Connector, 12 Folsom-Pacific, and 27 Folsom** – 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 17<sup>th</sup>, and Rhode Island streets, and would remove 27 Folsom service from Bryant sStreets.~~ Some passengers may need to walk further to access these routes and some may be inconvenienced. Existing passengers on Bryant Street could also use the 9 San Bruno/9L San Bruno Limited service. ...

These corrections do not change the analysis or conclusions in the EIR.

The proposed changes to the 17 Parkmerced would extend the western portion of the route around Lake Merced and north to Sloat Boulevard, ending at Lakeshore Plaza. A comment asks how the bus would turn around at this terminal. This new portion of the route, covering a portion of the former 18 Sunset route, would travel both directions on Sloat Boulevard, John Muir Drive, Lake Merced Boulevard, and John Daly Boulevard in Daly City to the Daly City BART station. The bus would not deadhead<sup>3</sup> from Lakeshore Plaza to West Portal Station, but would turn around using the eastbound left turn pocket on Sloat Boulevard at Everglade Drive/Costanso Way, just east of the shopping center. Specific stops for this route in Daly City, other than at the Daly City BART station, have not yet been established.

One group of comments concerns details regarding the Van Ness BRT, specifically regarding the proposed BRT stops and time savings related to them and regarding the potential for the

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<sup>3</sup> The term deadhead means that instead of operating in both directions along a route, the bus would return to the terminal where it begins without picking up passengers on the return. The statement that the 17 route would not deadhead from Lakeshore Plaza to West Portal Station means that the 17 buses would provide transit service in both directions on the route, and would pick up passengers on its route back to West Portal Station.

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BRT to result in traffic being diverted to Polk Street and Gough Street, both of which the comment asserts are crowded, affecting bicycle and pedestrian traffic. These are not comments on the TEP EIR. The Van Ness BRT is a separate project from the TEP and is included in the TEP transportation analysis under the cumulative conditions. The Lead Agency for environmental review for the Van Ness BRT is the San Francisco County Transportation Authority (SFCTA). The SFCTA and Federal Transit Administration published the joint Draft Environmental Impact Statement/Environmental Impact Report in November 2011, with a public comment period from November 4 to December 23, 2011. The Final EIS/EIR was published in June 2013, including description of a locally-preferred alternative and responses to public comments submitted on the Draft EIS/EIR; this document was available for public comment during June and July 2013 as required for EISs by federal agencies, and a Notice of Determination was filed with the State Clearinghouse in September 2013. According to the schedule for this project on the SFMTA website, revenue service on the Van Ness BRT is expected begin in early 2018.<sup>4</sup> The SFMTA developed the TEP in consideration of and coordination with the Van Ness BRT project. In addition, the Van Ness BRT is included in the TEP EIR cumulative transportation analysis, as explained above.

TEP Service Improvements for the 49L Van Ness Limited described in the Project Description Table 8, EIR p. 2-95 and on the Appendix A Service Improvement map for the 49L Van Ness-Mission Limited would be supported and coordinated with the Van Ness BRT but may be implemented before the Van Ness BRT is constructed. Other BRT projects may be studied by the SFMTA in the future, such as along Geneva Avenue and Harney Way, or on 16<sup>th</sup> Street between Mission Bay and the 16<sup>th</sup>/Mission BART station on the 22 Fillmore route, both of which are listed in the SFMTA 2032 Capital Plan adopted by the SFMTA Board of Directors in October 2013 and published on the SFMTA website.<sup>5</sup> These potential BRT projects are also not part of the TEP.

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<sup>4</sup> San Francisco County Transportation Authority, "Van Ness Avenue Bus Rapid Transit Environmental Review," Project Timeline/Milestones, available at [www.sfcta.org/van-ness-avenue-bus-rapid-transit-environmental-review](http://www.sfcta.org/van-ness-avenue-bus-rapid-transit-environmental-review), accessed December 27, 2013.

<sup>5</sup> San Francisco Municipal Transportation Agency, *20-Year Capital Plan*, Draft, September 2013. Available on the SFMTA website at [http://www.sfmta.com/sites/default/files/SFMTA%202013%20-%202032%20Capital%20Plan\\_0.pdf](http://www.sfmta.com/sites/default/files/SFMTA%202013%20-%202032%20Capital%20Plan_0.pdf), accessed December 26, 2013.

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#### **Comment PD-3: Topography**

##### **A-SFPC-Anto (2) (pp 40-41)**

*(Michael Antonini, San Francisco Planning Commission, Public Hearing Transcript, August 15, 2013)*

...And that's the problem because, as was pointed out by Sue Hestor and others, we live in a dense, hilly environment. Even though we have a very small city geographically, moving from one place to another is really difficult. And I think more thought has to be given on major rapid transit lines that are similar to what we have coming from the western part of San Francisco under Twin Peaks and connecting with Market, because that's very effective because the feeder lines that go to all the small places -- the hilly spots that people live in -- feed into Forest Hill station and other places and don't have to make their own way downtown each -- or other parts of the city -- individually because they feed into this line that moves very quickly.

##### **A-SFPC-Bor (1) (p. 41)**

*(Gwyneth Borden, San Francisco Planning Commission, Public Hearing Transcript, August 15, 2013)*

I would say that to the extent that the EIR can look at things like grade and various streets along different transit lines and the grade difference across those lines, I think that would be something that the EIR should be able to mention.

##### **O-CPC (2)**

*(Rev. John Weems, Pastor and Head of Staff, Calvary Presbyterian Church, Letter, August 21, 2013)*

Because our area is extremely hilly, it will be difficult for our members and visitors to walk to the proposed alternate bus line, the #2 Clement, on Sutter Street. The option of taking the #22 Fillmore or the #24 Divisadero are not convenient for many, significantly increasing the length of their trip and possibly cause safety issues for the young and elderly.

##### **I-Bell (2)**

*(Susan Bell, Letter, September 4, 2013)*

We encourage you to consider the terrain and transfer times in the decision to discontinue the 3 Jackson. It may look like there is other nearby service, but it is frequently up or down a steep hill, which can be difficult to navigate with small children. Walking to California Street from our home on Jackson Street takes nearly 10 minutes, and up hill takes even longer. This will increase our commute times to school substantially. The 3 Jackson also connects us to the Fillmore neighborhood, Japantown, and Union Square, enabling us to access shops and restaurants quickly and easily....

##### **I-Frances (2)**

*(Barbara Frances, Email, September 11, 2013)*

I actually had a representative tell me that Presidio was flat? Have they ever taken the bus in this neighborhood?

##### **I-FunGH (2)**

*(Helen Fung, Email and Letter, September 17, 2013)*

- A. GEOGRAPHY: Merging #3 routes to #1California and #2 Clement have been mentioned as alternatives. This will create a VOID, i.e., no bus service to 9 **steep**

N/S blocks between California+Union and 8 *sloping* E/W blocks between Fillmore+Presidio. *Imagine the physical demand of carrying groceries & merchandise, seeking medical care or getting home after a drink at a restaurant without driving!*

**I-Hestor (1) (pp. 35-36)**

*(Sue Hestor, Public Hearing Transcript, August 15, 2013)*

The environmental review and the MTA think of this city as flat. It has mountains all over it. Going four blocks may mean traversing a steep hill going down and a steep hill going up. That is not unusual in this city. Any EIR that doesn't include topography maps at every point you're talking about Muni service is not a good EIR, because it doesn't provide the decision-makers -- MTA and the Planning Department -- with the ability to make effective decisions, because I don't assume I know every block in the city. But you have to when you make these decisions; and I'm talking to MTA as well as the Planning Department. And the information provided in the EIR should give that information to the decision-makers.

**I-Kuechler (2)**

*(Henry N. Kuechler IV, Letter, September 17, 2013)*

- A. Geography:** Merging #3 routes to # 1 California and #2 Clement have been mentioned as alternatives. This will create a VOID, i.e., no bus service to 9 **steep** N/S blocks between California Street and Union Street and 8 **sloping** E/W blocks between Fillmore Street and Presidio Avenue. *Imagine the physical demand of carrying groceries & merchandise, seeking medical care or getting home after a drink at a restaurant without driving!*

**I-LewisG (2)**

*(Geoff Lewis, Email, September 17, 2013)*

I strongly recommend that bus stops be provided on Clipper at or near the intersection with Grand View both for the outbound and inbound directions. Without these new stops, passengers would have to climb a significant distance up the steep hill on Clipper to reach a stop or descend a significant distance down Clipper to reach the next stop at Douglas. Residents, like myself, who live on Grand View or on adjoining streets within three or four blocks of Clipper who will be impacted by the re-routing, should reasonably expect to at least be able to walk along Grand View to Clipper and board a bus there.

**I-Long4 (3)**

*(Alex Long, Public Hearing Transcript, Exhibit #1 – Power Point Presentation Slides, August 15, 2013)*

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Our Neighborhood

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- Is quite hilly
  - 100 to 150 foot elevation change walking N to S between just Jackson and California

**I-LongD (1)**

*(Daniel Long, Email, August 18, 2013)*

I live almost at the top of an extremely steep hill – the last block of Elizabeth Street – and I am physically handicapped in that I am unable to climb the stairs to my house. Descending the hill from Grandview Avenue after exiting the 48 at 23rd Street is cumbersome and painful

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enough, but manageable thus far. I cannot afford to move nor can I afford the luxury of a car.

Please look into how extremely steep the last blocks of 23rd, Elizabeth, 24th, and 25th Streets off Grandview Avenue. They are as steep, if not steeper, than the famous block on Lombard (the "Crookedest Street"). The 48 bus that goes along Grandview Avenue and makes these stops are a God's end and lifeline for us. I would be more than happy to guide and host [you].~~eyu.~~

#### **I-Weiner2 (7)**

*(Herbert Weiner, Letter, September 16, 2013)*

#### The 6 Parnassus

The 6 Parnassus line will be extended to West Portal Station, excluding Masonic Avenue, Frederick and Clayton Streets and a portion of Parnassus Street on grounds of low ridership. Again, this places a great burden on those who utilize the service. While walking to destinations from these streets would seem a short distance without inconvenience to a normally healthy person, it is a hardship for the physically disadvantaged. This is being done to make the bus run faster. But the health and well being of the physically unfortunate is being sacrificed in the process. It should be noted that, in addition to the block being long, the portion of Masonic Avenue that is designated for deletion of service is on an inclined hill which would be very taxing, if not impossible, on the elderly and disabled. The TEP, on grounds of making the buses run faster, is willing to inflict cruel hardship on a significant portion of passengers. This is no way for the TEP or its parent MTA, which are designated to serve every citizen of San Francisco, to act.

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#### **Response PD-3: Topography**

Comments express concern that topography and slopes were not taken into consideration when the SFMTA established the various stop consolidations, realigned routes, and proposed route eliminations in the TEP. A comment also was made that this information regarding topographic conditions is not presented in the EIR. In particular, comments mention needing to walk up steep hills to access the 2 Clement or 1 California routes if the 3 Jackson route is eliminated, recommend bus stops on Clipper Street at Grandview Avenue for the 48 Quintara-24<sup>th</sup> Street route, express concern about loss of service on steep hills along Grandview Avenue and Douglass Street on the portion of the 48 Quintara-24<sup>th</sup> Street route proposed for elimination, and the hill along Masonic Avenue and Frederick Street where the 6 Parnassus route would be relocated to continue on Haight Street to Stanyan Street instead of operating on Masonic Avenue to Frederick Street, and Clayton Street to Parnassus Street.

Please see the Guide to the TEP for a discussion of the SFMTA's approach to the development of service change proposals, the SFMTA Stop Spacing Guidelines and their use, and how topography was considered in both. Also see the Guide to the TEP for a

discussion of the issues considered by the SFMTA in proposing to eliminate the 3 Jackson route.

To provide decision-makers and the public with additional detail and a geographic context for the topographic conditions in areas with steep streets that are served by transit, Attachment C to this Responses to Comments document, SFMTA Service Area Topographical Maps, has been added to the EIR as a new Appendix 5. These topographic maps show street grades in areas where the grade exceeds ten percent in relation to the transit routes and the proposed stop consolidations in those areas. This information does not change the analysis of impacts in the EIR, but provides additional information and more detail regarding the existing geographic setting for the proposed changes for use by decision-makers during their deliberations on the TEP, as well as decisions regarding implementation of individual TEP components as they are presented for approval and funding.

For the majority of route segments that are proposed to be eliminated in the Service Improvements component of the TEP, other existing routes provide similar service, although transfers would be required of most patrons. For example, service on Douglass and Hoffmann streets now provided by the 48 Quintara-24<sup>th</sup> Street route would be replaced by the modified 35 Eureka, as explained in Table 8 on EIR p. 2-94, and service on Masonic Avenue and Frederick and Clayton streets by the 6 Parnassus would be replaced in part by the existing 32 Roosevelt and 33 Stanyan routes. The realigned 6 Parnassus route would operate on Haight Street two blocks (approximately 975 feet) from its existing route, and downhill from Frederick Street in the Ashbury Heights neighborhood.

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#### **Comment PD-4: Block Length**

##### **I-Hestor (2) (p. 36)**

*(Sue Hestor, Public Hearing Transcript, August 15, 2013)*

Secondarily, the block lengths in the city are all over the place, because it's different in the Sunset going north-south and east-west and it's different in Chinatown. And the blocks South of Market are enormous. And the Planning Department environmental review is enraptured by the term "blocks" as a scope of distance. Every time you use the term "block" without involving feet and terrain, it disempowers the decision-maker. It disempowers the public that is trying to get informed. I don't think I'm going to become an expert on every block in this city by the time this EIR comes back. But if the tools are not provided, shame on environmental review and shame on MTA and shame on the consultant as well.

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**A-SFPC-Bor (2) (p. 41)**

*(Gwyneth Borden, San Francisco Planning Commission, Public Hearing Transcript, August 15, 2013)*

Also, in talking about blocks, maybe representing by mileage or like a quarter-mile, tenth of a mile. Just I think that those things when you're actually describing the physical condition would actually help a lot for making this EIR stronger.

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**Response PD-4: Block Length**

While discussions of transit and bicycle routes describe travel on various blocks throughout the City to provide locational information, distances in the EIR are often provided in blocks with no indication of feet or miles. As indicated in the comments, the length of City blocks varies throughout San Francisco. Therefore, in sentences where "block" is used as the only explanation for distance, approximate distance in feet has been added to clarify the information in the EIR; these distances are reasonable approximations developed by using accepted available technologies such as geographic information systems (GIS) and other Web-based mapping services such as Google Earth Pro. These additions do not change the analyses or conclusions in the EIR. Other minor editorial corrections have also been made in a few instances to provide clarification. Additionally, the EIR explains on p. 4.2-3 that the typical South of Market block is about four times the length of blocks in the North of Market area of downtown.

*Chapter 2, Project Description*

The following text has been added to the first sentence in the last paragraph on p. 2-109, continuing to p. 2-110 (footnote 27 is not reproduced) (new text is underlined):

The Sansome Street Contraflow Lane Extension (SCI.2) project would extend the existing southbound "transit-commercial"<sup>27</sup> contraflow lane three blocks to the north on Sansome Street from Washington Street to Broadway (approximately 1,000 feet). ...

The following text has been added to the third sentence in the last paragraph on p. 2-115 (footnote 29 in first sentence is not reproduced here) (new text is underlined):

An 18-month pilot project for the collection of data for a portion of the improvements being studied for the TTRP.J has undergone separate environmental review and was approved by the City Traffic Engineer on October 29, 2012. This pilot project would include the designation of a center-running transit-only lane in both directions of Church Street, between Duboce Avenue and 16<sup>th</sup> Street, for the exclusive use of transit vehicles: the J Church Line and the 22 Fillmore route, and taxis. The full-time

transit-only lane on this three-block segment of Church Street (approximately 1,800 feet) would be demarcated with red paint on the roadway surface. ...

*Section 4.2, Transportation and Circulation*

The first sentence of the first full paragraph on p. 4.2-57 has been revised as follows (new text is underlined):

The TTRP.14 Moderate Alternative (for both Variants 1 and 2) and TTRP.14 Expanded Alternative would not substantially affect bicycle conditions. Implementation of transit bulbs near 11<sup>th</sup> Street may delay bicyclists on Bicycle Route 30 (which runs westbound for a short two-block segment [approximately 1,100 feet] of Mission Street between Tenth Street and South Van Ness) as the bus would stop in the travel lane to pick up and drop off passengers. However, the increased delay would only occur when a bus is present at the stop. ...

The following text has been added to the second sentence of the second full paragraph on p. 4.2-70 (new text is underlined):

Construction duration for the implementation of project-level SCI.2: Sansome Street Contraflow Lane Extension project is anticipated to be between six and nine months. Construction activities would include restriping, the installation of signage, and the installation of two traffic signal mast-arm poles and six traffic signal poles within the three-block segment (approximately 1,000 feet). ...

The following text has been added to the second-to-last sentence of the first full paragraph on p. 4.2-86 (new text is underlined):

...In some instances, on streets where mixed-flow lanes are proposed to be removed to provide transit-only lanes, signed bicycle routes with bicycle lanes are often available on nearby parallel streets (for example, Valencia Street, which has bicycle lanes in both directions, is one block or approximately 600 feet west of Mission Street where a transit-only lane is proposed), providing nearby bicycle routes that avoid this increase in traffic in the remaining mixed-flow travel lanes.

The following text has been added to the first sentence in the first full paragraph on p. 4.2-107 (new text is underlined):

**Bicycle Impacts.** Implementation of TPS Toolkit elements along the program-level TTRP corridors would not directly affect bicycle facilities because the majority of the proposed TTRP segments are not designated bicycle routes (or only overlap bicycle

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routes in certain one-to-two block segments, [which could range from 300 to as much as 2,000 feet]) and do not have existing bicycle lanes.

The following text has been added to the first sentence in the first full paragraph on p. 4.2-141 (new text is underlined):

**33 Stanyan** – The rerouted 33 Stanyan service from Mission Street to Valencia Street would reduce the number of buses on the two-block segment (approximately 1,200 feet) of Mission Street between 16<sup>th</sup> and 18<sup>th</sup> streets, which would facilitate travel for the 14 Mission, 14L Mission Limited, and 14X Mission Express on that segment of Mission Street. ...

The following text has been added to the first sentence of the last paragraph on p. 4.2-143, extending to the top of p. 4.2-144 (new text is underlined):

**6 Parnassus, 71 Haight-Noriega/71L Haight-Noriega Limited and 71L Haight-Noriega Limited Service Variant** – The 6 Parnassus reroute would travel on streets and through intersections on which transit is currently located (for example, the 71 Haight-Noriega/71L Haight-Noriega Limited route on the section of Haight Street between Masonic Avenue and Stanyan Street), with the exception of a two-block segment (approximately 700 feet) of Stanyan Street between Frederick Street and Parnassus Avenue where currently no transit is located. ...

The following text has been added to the first sentence of the last paragraph on p. 4.2-144, extending to the top of p. 4.2-145 (new text is underlined, deleted text is shown in ~~strikethrough~~):

**10 Sansome, 11 Downtown Connector, and 27 Folsom and associated Service Variants** The 10 Sansome would mostly travel on streets and through intersections on which transit is currently located. The 10 Sansome service in the northern segment of the route would continue as under Existing conditions, with two exceptions. Weekend and evening service, which currently uses Van Ness Avenue between Jackson Street and Pacific Avenue to loop, would instead loop via Franklin Street. The one-block segment (approximately 300 feet) on Van Ness Avenue (between Jackson Street and Pacific Avenue) would be eliminated to reduce conflicts with the planned BRT service on Van Ness Avenue. ...

The second sentence of the first full paragraph on p. 4.2-145 has been revised as follows (footnote 50 at the end of the paragraph has not been reproduced here) (new text is underlined):

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With the exception of the northern segment, the new 11 Downtown Connector would predominantly travel on streets and through intersections on which transit is currently located, with similar service (replacing the 12 Folsom service in part). The exception is the one-block segment (approximately 500 feet) of Bay Street between Van Ness Avenue and Polk Street that would be used for the route turnaround. ...

The following text has been added to the third sentence of the last paragraph on p. 4.2-146, extending to the top of p. 4.2-147 (new text is underlined):

**16X Noriega Express and 16X Noriega Express Service Variant** – Adding 16X Noriega Express service to the portion of Market Street between Fourth and Spear streets would have only a marginal effect on the overall traffic conditions of this portion of the street. This portion of Market Street already accommodates a high volume of buses in the peak periods, and no new infrastructure would be required on Market Street. Service on the one block segment of Spear Street between Market and Mission streets (approximately 600 feet), Mission Street between Spear and Main streets (approximately 350 feet), and Main Street between Mission and Market streets (approximately 650 feet) would be similar in that a high volume of buses already uses these streets. ...

The following text has been added to the first sentence of the second full paragraph on p. 4.2-149 (footnote 53 has not been reproduced here) (new text is underlined):

**29 Sunset** – As part of the realignment of the 29 Sunset, transit service would be introduced on Persia Avenue for a short segment (one block, or approximately 250 feet) between Mission Street and Ocean Avenue. The Service Improvements would not result in the removal of parking; however, the TTPI.1 Persia Triangle Improvements to support the improvements would remove some parking related to a new transit stop. ...

The following text has been added to the first sentence of the second full paragraph on p. 4.2-150 (new text is underlined):

**33 Stanyan** – The two-block reroute (approximately 1,200 feet along Valencia Street) of the 33 Stanyan from Mission Street to Valencia Street (a distance of about 650 feet) would alleviate transit congestion on the segment of Mission Street between 16<sup>th</sup> and 18<sup>th</sup> streets. ...

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The following text has been added to the first sentence of the second full paragraph on p. 4.2-156 (new text is underlined):

The 6 Parnassus currently operates on Haight Street where Bicycle Route 30 (Class III, sharrows) runs for the one-block section between Pierce and Scott streets (approximately 450 feet); however, the Service Improvement changes to frequency would not substantially affect bicycle conditions on this block. ...

The following text has been added to the first full sentence in the partial paragraph at the top of p. 4.2-157 (new text is underlined):

... The 11 Downtown Connector would also travel on Polk Street between North Point and Bay streets and use the one-block segment of Polk Street (approximately 300 feet along Bicycle Route 25 – Class II/III, bicycle lanes/designated route) for the route turnaround. Overall, because conditions for bicyclists along the 11 Downtown Connector route would remain similar to Existing conditions, the new service would not result in hazardous conditions for bicyclists.

The following text has been added to the first sentence in the second full paragraph on p. 4.2-157 (new text is underlined):

As part of the new northern terminus/turnaround, the 27 Folsom would also travel on Polk Street for one block (approximately 300 feet) between Green and Vallejo streets, and on Green Street for one block (approximately 450 feet) between Polk Street and Van Ness Avenue. ...

The following revisions have been made to the first full paragraph on p. 4.2-159 (new text is underlined, deleted text is shown in ~~strikethrough~~):

As part of the Service Improvements the 19 Polk would be removed from Hyde Street between Eddy and McAllister streets, from Larkin Street between Geary and Market streets, from Geary Street between Larkin and Polk streets, and from Eddy Street between Hyde and Polk streets. Instead, the 19 Polk would be realigned to travel on Polk Street between Eddy and McAllister streets (three blocks or approximately 1,000 feet), and would connect with the 19 Polk route to the north on Polk Street. The realignment of a segment of the 19 Polk from Hyde and Larkin streets to Polk Street would not substantially affect bicycle travel on Polk Street, which is part of Bicycle Route 25 (Class II, bicycle lane in this segment) because conditions on this three-block segment would be similar to those immediately to the north on Polk Street (i.e., where the 19 Polk and Bicycle Route 25 currently overlap), because the new transit

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service would not substantially affect bicycle lane conditions ~~operating~~, and because conditions for bicyclists would remain similar to Existing conditions.

The following text has been added to the first sentence of the third full paragraph on p. 4.2-160 (new text is underlined):

**35 Eureka and 36 Teresita** – 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 or 36 Teresita via a short walk (one to four blocks or approximately 400 to 2,000 feet, depending on the starting location) to the remaining portions on Diamond Street. ...

The first full paragraph on p. 4.2-163, under Impact TR-19, has been revised as follows (new text is underlined):

**Transit Impacts.** The project-level Service-related Capital Improvement projects have been identified to support certain Service Improvements or Service Variants as described below. The TTPI.1: Persia Triangle Improvements project would reduce travel times on the 29 Sunset, and enhance access to the 29 Sunset and reduce delays at bus stops for both the 29 Sunset and the 49L Van Ness-Mission Limited. The TTPI.1 project would improve transit operations for the 29 Sunset by facilitating turning movements from Ocean Avenue to Persia Avenue, and accommodating the 29 Sunset service on Persia Avenue between Mission Street and Ocean Avenue for both the inbound and outbound routes. Currently, the inbound 29 Sunset route turns left from Persia Avenue westbound onto Mission Street southbound, and right onto Geneva Avenue westbound to the Balboa Park Station. With implementation of TTPI.1, the 29 Sunset route would be realigned so that the inbound (northbound) route could continue directly on Persia Avenue across Mission Street (one block or approximately 250 feet), and then turn left onto Ocean Avenue to proceed to the Balboa Park Station, and as a result, both the inbound and outbound routes would travel on the same streets. ...

The following text has been added to the last sentence of the first full paragraph on p. 4.2-164 (new text is underlined):

... Because the extension of the contraflow lane three blocks between Washington Street and Broadway (approximately 1,000 feet) would not substantially affect intersection operations as described below, it would also not affect transit routes running along this segment of Sansome Street in the northbound direction, including the 10 Sansome, 30X Marina Express, and Golden Gate Transit routes.

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The following text has been added to the first sentence of the first full paragraph on p. 4.2-165 (new text is underlined):

Implementation of SCI.2 would reduce the number of northbound travel lanes on the three-block segment (approximately 1,000 feet) of Sansome Street between Washington Street and Broadway from three lanes to two lanes (i.e., similar to the contraflow lane configuration south of Washington Street). ...

The following text has been added to the fifth sentence in the second full paragraph on p. 4.2-166 (new text is underlined):

... Inbound bus service would be added to the one-block segment (approximately 250 feet) of Persia Avenue between Mission Street and Ocean Avenue (outbound service already travels on this segment); however, Persia Avenue is not a designated bicycle route, and bicycle traffic on this non-bicycle network street is relatively low.

The following text has been added to the second-to-last sentence in the first full paragraph on p. 4.2-167 (new text is underlined):

... On the three-block segment of Sansome Street between Washington Street and Broadway (approximately 1,000 feet), there are 27 parking spaces, of which 10 are currently designated for commercial vehicle loading/unloading activities. With implementation of SCI.2, the Sansome Street Contraflow Lane Extension, up to 17 of these parking spaces would be converted to commercial loading spaces.

The following text has been added to the fifth sentence in the second full paragraph on p. 4.2-168 (new text is underlined):

... Construction of the new overhead wiring (OWE.1, OWE.2, OWE.3, OWE.4, OWE.5) would not affect any on-street parking supply. Implementation of SCI.2 would alter the use of vehicle parking spaces on the west side of the three-block segment of Sansome Street between Washington Street and Broadway (approximately 1,000 feet) by up to 17 parking spaces. On this three-block segment there are 27 existing parking spaces, of which 10 are currently designated for commercial vehicle loading/unloading activities. ...

The following text has been added to the first full paragraph on p. 4.2-179 (new text is underlined):

In addition, as part of TTRP.5 Expanded Alternative the number of lanes on Fulton Street between Stanyan Street and Central Avenue (six blocks or approximately

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2,900 feet) would be reduced from four lanes to three lanes to provide one lane in each direction with a center left-turn lane by removing a westbound travel lane, and additional left-turn, and, where feasible, right-turn pockets at the intersections located within this segment.

The following text has been added to the first sentence of the first paragraph under Impact TR-40 on p. 4.2-202, continuing to p. 4.2-203, under Impact TR-40 (new text is underlined):

TTRP.30\_1 Expanded Alternative Variant 1 would widen travel lanes on Stockton Street on the two-block segment between the intersections of Columbus Avenue/Green Street/Stockton Street and Stockton Street/Broadway (approximately 650 feet), resulting in one mixed-flow lane in each direction. ...

The following text has been added to the second sentence of the first full paragraph on p. 4.2-204, under Impact TR-42 (new text is underlined):

TTRP.30\_1 Expanded Alternative Variant 2 would be similar to TTRP.30\_1 Expanded Alternative. On the two-block segment of Stockton Street between the intersections of Columbus Avenue/Green Street/Stockton Street and Stockton Street/Broadway (approximately 650 feet), the p.m. peak period tow-away zone on the west side of Stockton Street would be maintained, and the parking lane on the east side of the street would be eliminated, allowing for widening of the two southbound mixed-flow lanes and narrowing of the one northbound mixed-flow lane. ...

The following text has been added to the first full paragraph on p. 4.2-225 (new text is underlined):

Implementation of TTRP.30\_1 Expanded Alternative Variant 1 and TTRP.30\_1 Expanded Alternative Variant 2 would widen mixed-flow lanes on Stockton Street for a two-block segment (approximately 650 feet), which would enhance bicycle travel on this Class III facility.

The following text has been added to the first sentence of the second full paragraph on p. 4.2-265 (new text is underlined):

**TTRP.30.1 Expanded Alternative Variant 2** – Under TTRP.30\_1 Expanded Alternative Variant 2, parking would be permanently eliminated on the west side of Stockton Street for the two block segment between the intersections of Green/Stockton streets and Stockton Street/Broadway (approximately 650 feet), for a total loss of 50 parking spaces on Stockton Street. ...

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**Comment PD-5: Purpose of TEP**

**I-Cauthen (2)**

*(Gerald Cauthen, Letter, August 15, 2013)*

However, as Planning Commissioners, it would be useful for you to take a minute to consider how recent regional demographic projections are likely to affect transportation in San Francisco.

ABAG projects that between 2010 and 2040 the Bay Area will grow by 2.1 million residents. The San Francisco Planning and Urban Research Association, Department of City Planning and the Mayor's office are all on record as eagerly seeking to locate as many of these newcomers to the Region in San Francisco as possible. Let's say...to be conservative...that San Francisco, with 10% of the Region's population, receives 10% of the new residents. That would come to 210,000 new residents by 2040, which translates to a 25% increase in the population of San Francisco, a demographic change of monumental proportions.

And in addition to the new residents, San Francisco would be struggling to accommodate the thousands of additional commuters attracted by its growing employment base.

Under the right circumstances, greater populations in cities benefit everyone. For one thing open space is preserved. For another, urban residents are less dependent on their automobiles than suburbanites. And finally, higher densities make it possible to provide needed public services more efficiently.

But this works only if City infrastructure keeps up.

So please stop and ask yourselves, what is being done in the public transit field to accommodate this large projected influx of residents, most of whom would presumably live in the downtown and southeastern part of San Francisco? Will the Central Subway help? Not really; the SFMTA projects that it will attract a mere 2,500 new patrons a day by 2035. The bridges, freeways and city streets? No, they are nearing capacity and already often gridlocked. More parking? No, that would just worsen the congestion. Muni Metro? With major changes, maybe... but peak period Muni subway crowding is already discouraging an estimated 35,000 would-be riders Muni a day from using the system. BART? No. In fact it is fast running out of transbay carrying capacity.

What about the TEP? Does it adequately address this problem? Also no. The TEP unfortunately focuses mostly on relatively small changes to a favored group of bus lines scattered throughout the city.

Is any element of DCP, MTA, CTA or the Mayor's office seriously addressing this oncoming population/commuter crunch? Again no.

In implementing changes to the Muni system, it is essential.....and required under CEQA.....to take into account effects of future anticipated growth and development.

Increased development in San Francisco must be accompanied by a commensurate increase in infrastructure.

**Response PD-5: Purpose of TEP**

The comment asks why the Transit Effectiveness Project (TEP) does not address San Francisco's share of the projected regional population growth and what transportation infrastructure will address this growth in the City.

This comment raises questions about the proposed project and does not comment on the project's environmental effects or the adequacy of the analyses in the EIR. Please refer to Response EP-2 in Section 4.I, EIR Process, pp. RTC-4.I-9 to RTC-4.I-16, and Response MER in Section 4.K, Merits of the Proposed Project, pp. RTC-4.K-94 to RTC-4.K-102, for a discussion of these issues.

The TEP has been developed to improve existing transit service in San Francisco, to attract more passengers, and to increase efficiency. The Objectives of the proposed project are listed in Chapter 2 of the EIR, on pp. 2-2 and 2-7. They are, in summary, to improve transit speed, reliability, and safety and reduce travel time; to make Muni more attractive and increase ridership; to improve cost-effectiveness; and to implement the Transit First Policy. TEP is one of several City efforts to improve the transportation system of the City.

The EIR accounts for the effects of the proposed project under future conditions, including projected population and employment growth to the year 2035, in the cumulative impact analyses of each CEQA Checklist topic in the Initial Study (Appendix 2 to the EIR) and in EIR Chapter 4. There is no requirement in CEQA that a proposed project include features intended to accommodate future growth and development.

The comment notes that a substantial amount of the projected population growth in San Francisco is expected to be in the eastern side of the City. If residential growth in and near Downtown continues as it has in the recent past, implementation of recent citywide plans such as the Bicycle Plan update and the Better Streets Plan as well as transportation infrastructure improvements in those areas such as those proposed by the TEP and the Central Subway, will improve conditions to allow many residents to walk or bicycle to work as well as to use transit.

The SFMTA 20-year Capital Plan, adopted by the SFMTA Board of Directors in October 2013, is the SFMTA long-term planning document that identifies needs for investing in the citywide transportation system, including the transit system, and establishes priorities for capital investments to meet the SFMTA strategic and long-term goals. It accounts for population and employment growth over time, and balances expansion of transit service to meet increased demand (due to both population growth and ridership growth not associated

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with population growth) with other demands on the transit system related to maintenance, efficiency, accessibility, and safety.

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#### **Comment PD-6: Service Improvements**

##### **I-PanH (4)**

*(Henry Pan, Letter, September 16, 2013)*

**Relocated Stops on Relocated Routes?** The DEIR does not indicate which stops will no longer be served, and where new bus stops will be implemented for routes not in the Rapid Network. This includes the 27 and the 35 routes. It would be handy to have a list of proposed locations for stops, to get an idea of who these bus lines will serve....

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#### **Response PD-6: Service Improvements**

The Service Improvements include some changes to route alignments that would both remove segments from a route and add other segments where no transit service currently operates, or extend or shorten a route. Stop consolidation is not proposed for the Service Improvements. However, transit stops along segments proposed to be eliminated from a route would be removed. New bus stops would be established for new route segments on a Service Improvement route and the locations would follow the SFMTA stop spacing guidelines.<sup>6</sup> The locations of new stops have not been established, but enough detail has been provided to adequately analyze the Service Improvements as part of this environmental review.

Stop consolidation, stop optimization, and stop removal are proposed for the TTRPs, and are described in detail in the Project Description in Section 2.5.2.3, Project-Level Travel Time Reduction Proposals, on pp. 2-110 to 2-160. Figures in that section of the Project Description illustrate the locations where existing stops would be relocated, where existing stops would be removed, and where new stops would be added. As indicated in the EIR, the specific designs for the program-level TTRPs have not yet been developed, but would consist of TPS Toolkit elements including stop consolidation; therefore, proposed stop locations are not yet known.

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<sup>6</sup> SFMTA, 2012. *Proposed Revisions to Transit Stop Spacing Guidelines*. 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.

## 4.B PLANS AND POLICIES

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The comments and corresponding responses in this section cover subjects related to EIR Chapter 3, Plans and Policies. The following categories are addressed:

PP-1: Consistency with Plans and Policies

PP-2: Coordination with City Projects

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### Comment PP-1: Consistency with Plans and Policies

#### **A-SFPC-Moore (2) (pp. 42-43)**

*(Kathrin Moore, San Francisco Planning Commission, Public Hearing Transcript, August 15, 2013)*

...that the most recent discussions on Plan SF are fully incorporated; that indeed the growth which is projected is clearly brought in line with transit effectiveness, because what I hear clearly is people's concerns about transit reduction does not necessarily mean transit effectiveness.

I would also like to suggest that -- I'd like to see a clear delineation that the land-use plans - - Market/Octavia, Eastern Neighborhoods -- where we are strongly striving for parking reduction and these neighborhoods not yet being fully realized -- or built out with the parking reduction -- I meant to say -- that that will potentially mean that we need to look for intensification of lines rather than reduction of lines in those areas. People will have fewer cars, so they will have to have a way, because we are planning these neighborhoods with transit-first in mind.

#### **O-GPA (11)**

*(Michael Rice, President, Glen Park Association, Letter, September 11, 2013)*

We also note that the Planning Department and SFMTA have been working for some time on design and implementation of circulation improvements called for in the adopted *Glen Park Community Plan*, particularly at the Diamond-Bosworth intersection serving all the current bus routes in Glen Park, and the BART station. The Final EIR should confirm that 35-Eureka service and, for that matter, the TEP as a whole is compatible with those plans.

#### **I-Goodman1 (1)**

*(Aaron Goodman, Email, August 22, 2013)*

I am concerned about the status of the SF TEP process and the 19th Ave. Transit Study (Chester Fung) is head of currently as we have not heard about the concerns raised on the future extension and lack of information regarding the Tier-5 portion and future platform and station stop and routing issues raised prior.

The TEP process proposes to change stops, eliminate stops and speed travel times, part of the concern is that the 19th Ave Transit Study and developer proposals at Parkmerced and SFSU-CSU ignore the extension out to Daly City Bart (Tier-5 Level Funding) and where and how station stops should be planned for currently and in the future.

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#### **I-Goodman1 (3)**

*(Aaron Goodman, Email, August 22, 2013)*

I need to discuss this further with the SFTEP planners and SFMTA/SFCTA people in regards to the submitted documents on the 19th Ave Transit Study to provide more pin-pointed comments for the SFTEP memo.

I would request that we receive input on whether the SFTEP issues and EIR have been coordinated with the 19th Ave Transit Study and concerns we raised on eliminating the northern end aerial platform design at Mercy H.S. since our routing differed greatly from the current ocean ave route, instead going down Sloat and turning on 20th St. through Stonestown and back up and over 19th Ave.

Thank you for any input and if a meeting is possible to discuss the issues and concerns of missing data and sections and station locations in the current 19th Ave. Transit Study.

#### **I-Goodman2 (1)**

*(Aaron Goodman, Email, September 15, 2013)*

I am writing to you regarding the concerns of the TEP and how prior and recent changes are **not** considering larger long-term planning issues in addition to legal challenges, and current capacity of systems in place.

#### **I-Paxton (1)**

*(Jon C. Paxton, Email, September 16, 2013)*

I am writing in support of retaining the 3 Jackson bus line. This letter is in addition to a separate "group letter" which I participated in, with the Concerned Citizens for Saving #3 Jackson.

I believe that the tentative findings in the Draft Environmental Impact Report are inadequate for a number of reasons. But I would like to articulate three reasons in particular:

(1) The Proposed Elimination of the 3 Jackson Controverses the City's Transit First Policy: Transit First works if there are adequate transit resources, making it convenient and desirable for people to abandon their cars in favor of public transportation. Eliminating an essential transit link, and extending transit time and hassle, works in opposition to that important City policy.

(2) Transit Hub: The 3 Jackson line terminates at the corner of Presidio and California, which has been designated as a transit hub, an important orchestration of many bus lines where people can move from one part of the City to another. However, the significance goes beyond transit - it also extends to land use policies, and other long-term planning. To remove the 3 Jackson is to diminish the effectiveness of the transit hub, as well as the other policies that have been around it.

#### **I-Whitaker (1)**

*(Jamie Whitaker, Email and Letter, September 15, 2013)*

The Draft EIR is insufficient, incomplete, and false to state in Chapter 3, Plans and Policies, that "*The TEP project was reviewed for its consistency with the following applicable plans and policies and no conflicts or inconsistencies were identified.*"

Specifically, the TEP project discriminates, ignores, and via a December 5, 2009 change in route to the 12-Folsom which eliminated the bus service east of 2nd Street, contributes to the increased chances of asthma in our kids and premature deaths of residents in the Rincon Hill

neighborhood. The *Transit First Policy*, *The Bay Area Air Quality Plan*, and the *Rincon Hill Community Plan* are all in conflict with the TEP project as the project proposes transit services that do not acknowledge the existence of the supposedly “transit-oriented development” neighborhood of Rincon Hill and the current public health problems posed by traffic congestion and air pollution in Rincon Hill. By willfully discriminating against Rincon Hill residents by not offering northeast to southwest bus service via a 4- block extension of the 11-Downtown Connector proposed bus line to Main Street (versus 2nd Street), the SFMTA’s TEP project, if approved as currently written, is effectively killing San Francisco residents by influencing residents of Rincon Hill to drive fossil fuel powered vehicles which add ozone, carbon, and particulate to the air – known carcinogens and poisons that are already at elevated concentrations in Rincon Hill – and adding to traffic congestion which delays transit service (works against the supposed goal of the TEP) and creates other negative externalities that impact community health.

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**Response PP-1: Consistency with Plans and Policies**

Comments express concerns about the consistency of the TEP with other known projects, plans, the City’s *Transit First Policy*, San Francisco neighborhood plans, and regional plans and policies.

One comment raises concerns that prior and recent changes have not considered larger long-term planning issues. EIR Chapter 1, Introduction, 1.4 Relationship to Other Projects, pp. 1-7 to 1-8, discusses how TEP project-level Service Improvements and TTRPs are being planned and coordinated with projects that have been completed or are currently being planned. Also, as discussed in EIR Chapter 3, Plans and Policies, pp. 3-1 to 3-2, the TEP was reviewed for consistency with the *Transit First Policy*, the *General Plan*, and a number of existing (e.g., San Francisco Bicycle Plan) and longer term planning efforts (e.g., The Sustainability Plan for the City of San Francisco). Also, refer to Response PP-2 on pp. RTC-4.B-9 to RTC-4.B.11 concerning coordination of the TEP with other City projects and community planning efforts. These comments are being provided to the decision-makers for informational purposes and for their consideration. These are not comments on the adequacy or accuracy of the TEP EIR, and no further response is required.

One comment refers to incorporation into the TEP planning process of “Plan SF,” which is believed to refer to the Plan Bay Area that was jointly approved in July 2013 by the Association of Bay Area Governments and the Metropolitan Transportation Commission. Additionally, this comment states that the growth projected in Plan Bay Area should be consistent with planning for the City’s transit effectiveness. For context, Plan Bay Area is a long-range integrated transportation and land-use/housing strategy through 2040 for the San Francisco Bay Area that was developed with input from representatives of all of the nine Bay

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Area counties, including the City and County of San Francisco. Plan Bay Area includes housing and employment projections for the City and County of San Francisco through 2040.

Plan Bay Area provides a strategy for meeting future growth and sustainability by proposing the inclusion of 80 percent of the region's future housing needs in Priority Development Areas (PDAs) that include neighborhoods within walking distance of frequent transit service. San Francisco has 10 designated PDAs, all of which would be served by the TTRP Rapid Network Corridors proposed in the TEP, except for Treasure Island, which will be served by a new ferry service, AC Transit, and an expanded 108 Treasure Island Muni route.

In addition, as a comment on the proposed project, the commenter notes that there is a need to look for intensification rather than reduction of Muni lines in areas covered by land use area plans such as the Market & Octavia Plan and the Eastern Neighborhoods Area plans, since (1) these are planned with transit-first in mind, and (2) the City is encouraging parking reduction in these areas. The Market & Octavia area and Eastern Neighborhoods areas are included among the designated San Francisco PDAs. These plan areas are within areas served by the proposed Rapid Network routes, which are the most frequent, heavily used bus routes and rail lines. These neighborhoods are in proximity to TTRP projects on the Rapid Network that are analyzed at a program- or project-level in the TEP EIR. The Market & Octavia plan area is located in proximity to the TTRP.22\_2 Fillmore (program level), and the TTRP.J, TTRP.5 Fulton, TTRP.9, and TTRP.14 (project level). The Eastern Neighborhoods plan areas are in proximity to the TTRP.9 for the 9 San Bruno (project level), the TTRP.14 for the 14 Mission and 14L Mission Limited (project level), and the TTRP.J Church (project level). The proposed TTRPs have been developed to improve transit reliability, improve travel times, and enhance the transit ridership experience, all of which are intended to make transit a more attractive travel mode than private vehicle use and reduce parking demand.

As noted in a comment, SFMTA staff worked with the Planning Department on development of the Glen Park Community Plan. The proposed Service Improvement in the TEP for the 35 Eureka in the Glen Park neighborhood would not be inconsistent with the Glen Park Community Plan. Additionally, please see the Guide to the TEP for more information about SFMTA's considerations related to rerouting the 35 Eureka.

SFMTA is a partner agency with the San Francisco County Transportation Authority (SFCTA) for the planning and development of the 19<sup>th</sup> Avenue Transit Study. The purpose of the Study is to identify conceptual designs for transit and non-motorized projects in the 19<sup>th</sup> Avenue corridor. Two community meetings were conducted in 2013 with active involvement by SFMTA staff. The Draft Final Report on the feasibility of relocating the M Ocean View light rail from the median to the west side of 19<sup>th</sup> Avenue through grade

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4.B Plans and Policies

separated crossings was completed in February 2014 and is scheduled for approval in April 2014, followed by more detailed planning, preliminary engineering, and environmental review. SFMTA will continue to work with SFCTA and other partner agencies throughout the study and environmental review process for the 19th Avenue Transit Study to coordinate with the TEP-proposed 17 Parkmerced route changes, and other affected routes on the 19<sup>th</sup> Avenue corridor.

The comments regarding the content of the Study, and SFMTA coordination with SFCTA on projects on 19<sup>th</sup> Avenue and at Parkmerced and San Francisco State University are being provided to the decision-makers for informational purposes and for their consideration. These are not comments on the adequacy or accuracy of the TEP EIR and no further response is required.

One comment expressed concern about the proposed alignment of the 11 Downtown Connector, which would provide service to Rincon Hill at Second and Folsom streets. The comment raises the point that the 11 Downtown Connector would better serve Rincon Hill with a stop Folsom and Main. The comment further states that the proposed alignment of the new 11 Downtown Connector is in conflict with the Rincon Hill Area Plan; discriminates against Rincon Hill residents; and will encourage increased automobile use by Rincon Hill residents, thereby contributing to traffic congestion and air pollution in Rincon Hill and to delays in transit service, which conflicts with the objectives of the TEP.

As discussed in Response TR-3, in Section 4.D, Transportation and Circulation, on pp. RTC-4.D-17 to RTC-4.D-22, the proposed initiation of the 11 Downtown Connector would not result in a substantial change in the number of Rincon Hill residents driving their automobiles instead of taking transit from the number under existing baseline conditions. The Rincon Hill Plan Area is generally bounded by Folsom Street, The Embarcadero, Bryant Street, Beale Street, the Bay Bridge approach, and Essex Street. Northeast-to-southwest service would continue to be provided to Rincon Hill residents with the proposed TEP. The service now provided by the 12 Folsom would be replaced in the Rincon Hill area by the new 11 Downtown Connector along Folsom and Harrison streets, Second Street, and Sansome Street. The Rincon Hill area would continue to be served by the 10 Sansome (currently the 10 Townsend), which would also operate on Second Street. Connections to the 10 Sansome and 11 Downtown Connector on Second Street are located approximately four blocks or 1,500 feet walking distance to the southwest, as measured from near the crest of Rincon Hill at Harrison and Fremont Streets.<sup>1</sup> The Muni Metro routes closest to Rincon Hill are the

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<sup>1</sup> All distances are measured in feet by Google Earth Pro from the center of the intersection of Harrison and Fremont streets.

## Section 4: Comments and Responses

### 4.B Plans and Policies

N Judah and T Third, with a stop on The Embarcadero at the Folsom Street station, located approximately four blocks or 1,500 feet walking distance to the northeast.

Existing northeast and southwest transit service in the vicinity, such as the 27 Bryant and 5 Fulton, and other routes that currently terminate at the Transbay Temporary Terminal are located approximately three blocks or 1,000 feet walking distance north of Rincon Hill on the block bound by Howard, Main, Folsom and Beale streets. These and other existing routes will continue to terminate at the new permanent Transbay Transit Center, currently under construction, and will continue to provide connections at the Transit Center to other local and regional transit service. The Transbay Transit Center will be located between Mission and Howard streets and Beale and Second streets, approximately five blocks or 2,000 feet walking distance northwest of Rincon Hill. These walking distances would be shorter for Rincon Hill residents who live north of Harrison Street, and somewhat longer for residents south of Harrison Street to the west.

With implementation of the TEP, transit service to the Rincon Hill area would continue the existing 10 Sansome (currently the 10 Townsend) and initiate a new 11 Downtown Connector service on Folsom Street. Overall, as stated in EIR Chapter 2, Project Description, subsection 2.5.1.1, Policy Framework, p. 2-20, Objective A of the Service Policy Framework for the TEP is to provide equitable public transit options for residents, employees, and visitors to travel to a broad range of destinations and maximize the effectiveness of scarce transit resources systemwide. As such, the TEP has been developed to provide improved transit service in a balanced, equitable manner across neighborhoods citywide, including Rincon Hill.

This comment concerning the 11 Downtown Connector further states that the TEP is in conflict with the *Transit First* Policy, Bay Area Air Quality Plan, and Rincon Hill Area Plan because the TEP proposes transit services that do not embody the principles of transit-oriented development for neighborhoods such as Rincon Hill and therefore contributes to health issues related to traffic congestion and air pollution in Rincon Hill. As stated in EIR Chapter 2, Project Description, Section 2.3 Project Sponsor's Objectives, pp. 2-2 and 2-7 to 2-8, the SFMTA proposes a transit Service Policy Framework that sets forth transit service delivery objectives and identifies actions needed to fulfill these objectives. The objectives in the Policy Framework support the SFMTA Strategic Plan goals, which set forth the vision, mission, goals, and objectives of the Agency, including providing a faster and more reliable transit system in support of the City's *Transit First* Policy. The objectives of the proposed project listed on EIR pp. 2-2 and 2-7 support the principles of the *Transit First* Policy, particularly the last objective, to implement more fully the City's *Transit First* Policy by prioritizing transit operations in high-ridership corridors over automobile delay and on-street parking.

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As discussed in EIR Chapter 4, Section 4.4 Air Quality, p. 4.4 to 52, the proposed TEP would be consistent with the 2010 Clean Air Plan, which is the regional air quality plan adopted by the Bay Area Air Quality Management District. Proposed service changes under the TEP, such as the proposed alignment of the 11 Downtown Connector, would not result in substantial, long-term increases in criteria air pollutants, would not expose receptors to substantial levels of air pollutants and health risk, and would have less-than-significant air quality environmental impacts. Refer also to Response AQ-1, in Section 4.F, Air Quality, beginning on p. RTC-4.F-6, concerning the air quality effects of proposed route changes to the 11 Downtown Connector route.

As stated in EIR Chapter 3, Plans and Policies, on p. 3-1, the TEP was reviewed for its consistency with the applicable plans and policies, including the *Transit First* Policy, Bay Area Air Quality Plan, and Rincon Hill Area Plan, and no conflicts or inconsistencies were identified. For the reasons discussed above, the TEP would not be in conflict with the *Transit First* Policy, Bay Area Air Quality Plan, and Rincon Hill Area Plan. Comments concerning the adequacy and completeness of the Draft EIR with respect to conflicts with applicable plans and policies will be considered by the SFMTA Board and other decision-makers during their deliberations on the project.

The transit service change, referenced in a comment, that eliminated the 12 Folsom east of 2<sup>nd</sup> Street in 2009 is an existing condition and not an impact of the proposed TEP. The TEP proposes to eliminate the 12 Folsom-Pacific route; however, portions of this service would be replaced by the 10 Sansome (currently the 10 Townsend), the 11 Downtown Connector, and the 27 Folsom.

With respect to the comment that the proposed elimination of the 3 Jackson would conflict with the *Transit First* Policy, the SFMTA's goal in developing the TEP was to improve the overall operation of Muni. In developing the individual route recommendations, the SFMTA staff considered a number of other factors including the availability of other transit service in the area. The decision to allocate transit resources differently does not conflict with the *Transit First* Policy. Additionally, this comment indicates that the current 3 Jackson route terminates at a designated transit hub at the corner of Presidio Avenue and California Street. While several routes – the 1 California, 2 Clement, 10 Townsend (to be renamed the 10 Sansome), and the 43 Masonic currently serve the terminal point for the 3 Jackson and would continue to do so with implementation of TEP Service Improvements, this location is not a transit hub that provides major cross-town service to major employment, social service, visitor, or retail destinations in the SFMTA transit system. An EIR is required to provide information regarding the environmental impacts of a proposed project. Decision-makers will take other policy considerations into account at the time they deliberate on project approval.

## Section 4: Comments and Responses

### 4.B Plans and Policies

Additionally, the SFMTA's proposal to eliminate the 3 Jackson route is further discussed in the Guide to the TEP.

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#### Comment PP-2: Coordination with City Projects

##### I-Cuca (1)

*(Yvette Cuca, Email, September 12, 2013)*

Over the past year or two, there have been efforts to improve the traffic situation in the neighborhood, but it has come to my attention that two of these efforts are at cross-purposes.

First, there is an effort to "calm" traffic on Polk Street and turn the neighborhood into a "little Paris" by reducing car traffic, removing parking, increasing bike lanes, and making it more pedestrian friendly (Though, to be honest, pedestrians and bicyclists cause many of the problems. I can't tell you how many times I have almost been hit by a bicyclist who does not stop at stop signs, or how many times I have seen pedestrians almost hit by cars because people decide to cross in the middle of the block).

At the same time, however, there are plans to create exclusive bus lanes on Van Ness and re-route the additional traffic from Van Ness onto Polk, Gough and Franklin. How is it possible that one plan seeks to reduce traffic on Polk while another plan seeks to increase it? It seems that there are two completely different efforts / committees that are not talking to each other. The result, I can assure you, will be chaos.

##### I-Cuca (3)

*(Yvette Cuca, Email, September 12, 2013)*

As a resident of District 3, I would very much appreciate if you could get more involved and take these concerns **[27 service change and coordination of TEP proposals with Polk Street Improvement project and Van Ness BRT project]** to the planning committees. It really seems as if there are two different groups that are not talking to each other.

##### I-Ford (1)

*(Justin Ford, Email, September 10, 2013)*

I am a resident located at 688 Clipper Street directly along the route that is being proposed for this route **[48 Quintara]**. As you may be aware, there is a long standing open request for slowing speed, increasing pedestrian/bicycle traffic safety and reducing noise pollution along this area....

##### I-Ghosh (2)

*(Samir Ghosh, Email, September 16, 2013)*

- Traffic speed along this stretch of Clipper St **[between Douglass Street and Grand View Avenue]** is a serious problem. Residents have been working with SF MTA since 2004 to calm traffic. The proposed routing change to 48 bus would significantly hamper our traffic calming efforts because SF MTA tells us that catering now for a bus significantly reduces the feasible traffic calming options.

**I-Haile (5)**

*(Vera Haile, Email, August 12, 2013)*

...Muni's goals of transit time reduction and traffic calming are contradictory....

**I-LewisG (3)**

*(Geoff Lewis, Email, September 17, 2013)*

Moreover, provision of these stops need to take into account the Clipper Traffic Calming plan that has recently been proposed by the SF MTA after many years of community discussion that includes the narrowing and relocation of through-traffic lanes and a traffic circle being built at the intersection of Clipper and Grand View. The new bus stops need to be designed into the final plan. Some forward thinking now would avoid having the re-routing constrain or even preclude aspects of the proposed traffic calming and could potentially allow a better and lower cost solution. As you may know, the comment period for the Clipper Traffic Calming plan is closing very shortly.

**I-PanH (41)**

*(Henry Pan, Letter, September 16, 2013)*

...Also, on page 2-82, the 27 is slated to layover at a 100-foot zone at Van Ness and Vallejo Street. Will this be affected because of the Vallejo Station slated to be built as part of Van Ness BRT? Will this necessitate route modifications to reduce conflicts to Van Ness BRT, similar to the 10- Sansome? How will this routing conflict with the Polk Street Improvement Project, if separated bicycle lanes are considered (please see 4.2-157)?

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**Response PP-2: Coordination with City Projects**

The comments generally question the coordination and consistency of TEP proposals with other City roadway projects. One comment mentions a potential conflict between the Van Ness BRT Vallejo Station and the 27 Folsom layover at Vallejo Street. These comments raise issues concerning coordination with other proposed projects rather than inconsistencies with adopted City plans or policies. A response is provided here for informational purposes.

The SFMTA actively coordinates the development and implementation of its various transportation projects internally and with other agencies and departments in the City and County of San Francisco. The SFMTA conducts routine biweekly internal coordination meetings between modal program managers and professional planning and engineering staff to discuss ongoing projects. As part of the coordination process, staff identify opportunities for the integration of SFMTA projects; these meetings are attended by planners and engineers across the agency working on pedestrian, traffic and traffic calming, bicycle, transit and accessible services projects. In addition, the SFMTA coordinates with other City departments, including the Department of Public Works (DPW) and the Planning Department, on a biweekly basis. The SFMTA and DPW use DPW's 5-year repaving plan to

## Section 4: Comments and Responses

### 4.B Plans and Policies

coordinate opportunities for project integration and implementation for projects affecting the public right-of-way.

The SFMTA is currently working on several projects that are ongoing and could potentially overlap with the implementation of some TEP components, including the Clipper Street Traffic Calming Project, the Polk Street Improvement Project, the Columbus Avenue Streetscape Project, and the Folsom Complete Streets Pilot Project. In addition, other San Francisco city partner organizations such as DPW and the San Francisco County Transportation Authority (SFCTA) are leading efforts on other projects such as the Better Market Street Project and the Van Ness Bus Rapid Transit (BRT) Project. Changes proposed as part of the TEP are being coordinated to provide integration with projects proposed by partner organizations such as the SFCTA. For example, the 27 Folsom layover at Vallejo Street proposed as part of the TEP would not conflict with Van Ness BRT Vallejo Station. This is because the layover would be located on Vallejo Street whereas the Van Ness Vallejo Station is on Van Ness Avenue. SFMTA considered the operation of the 27 Folsom in conjunction with Van Ness BRT operations in formulating the proposal. The goal of the Van Ness project is to improve transit service, reduce automobile use, and implement traffic calming measures to improve safety for the pedestrian and bicycling environments.

The goal of the SFMTA's Clipper Street Traffic Calming Project is to improve transportation safety by reducing motorized vehicle speeds along the corridor. The goal of the Better Market Street Project, the Polk Street Improvement Project, and the Folsom Complete Streets Pilot Project is to improve the safety and operation of transit service, as well as the environment, safety, and comfort for bicyclists and pedestrians.

Overall, SFMTA's goal is to coordinate the objectives of various SFMTA projects to improve transit service, support the City's *Transit First* Policies to reduce single-occupancy vehicle use supported by traffic calming and vehicle, pedestrian and bicycle safety measures. The SFMTA actively works to ensure that projects, including the TEP, consider all transportation modes and that in the project development or design process multi-modal activities are coordinated to the greatest extent possible. The ongoing bi-weekly internal and intra-departmental coordination meetings described above ensure that projects consider the impact on different modes and minimize negative effects.

For example, as the Clipper Street Traffic Calming Project is being developed, it will consider the proposed future alignment of the 48 Quintara-24th Street route as part of the planning and design process. The SFMTA pursues opportunities to improve pedestrian safety and access to transit stops in development of traffic calming projects such as this one. Community meetings regarding the Clipper Street Traffic Calming Project will occur this

spring and summer, and to date no agreements regarding this project have been made by the SFMTA.

The SFMTA coordinated the TTRP.30 proposals for Columbus Avenue with the proposed Columbus Avenue Streetscape project (referred to as the Columbus Avenue Plan in one comment). Specifically, the TTRP.30 proposals were incorporated into the Columbus Avenue Streetscape project, and have been shown in the design materials shared at outreach meetings regarding the streetscape project since that project began in Fall 2013. The Streetscape project's design was informed by the Columbus Avenue Neighborhood Transportation Study (Transportation Study) completed in 2010 by the SFCTA. The Transportation Study included the elements from the TTRP.30 proposals, such as the proposed bus bulbs and travel lane reduction which would reduce the travel lanes available to vehicles from two lanes in each direction to one lane in each direction.

The TEP components have been coordinated with the Van Ness BRT project. In response to concerns regarding traffic on surrounding streets, the Van Ness BRT analysis considered traffic diversions to adjacent parallel streets. As described in the Responses to Comments on the Van Ness BRT EIR/EIS in Master Response #8, the greatest amount of traffic would likely divert from Van Ness Avenue to Franklin, Gough and Polk Streets – between 50 and 250 cars in the peak hour. Of these three streets, the analysis showed that the highest volume would be on Franklin Street and the lowest volume would be on Polk Street. No significant traffic impacts as a result of the Van Ness BRT were identified for Polk Street. The TEP proposals in proximity to the Van Ness BRT would not conflict with the BRT project.

The environmental analysis in the TEP EIR used a plan-based approach for cumulative analysis, which includes consideration of anticipated growth in the City. In addition, the cumulative analysis in the TEP EIR accounts for the cumulative effects of the TEP with other projects such as those mentioned in the comments. The cumulative transportation and circulation impacts analysis for the Service Policy Framework and the TEP, in combination with past, present, and reasonably foreseeable future projects, is described in EIR Section 4.2, Transportation and Circulation, under Impacts C-TR-1 to C-TR-C-TR-54 on pp. 4.2-265 to 4.2-322. The cumulative noise and vibration impacts analysis for the Service Policy Framework and the TEP, in combination with past, present, and reasonably foreseeable future projects, is described in EIR Section 4.3, Noise, under Impact C-NO-1 on pp. 4.3-51 to 4.3-54. The cumulative air quality analysis for the Service Policy Framework and the TEP, in combination with past, present, and reasonably foreseeable future projects, is described in EIR Section 4.4, Air Quality, under Impacts C-AQ-1 and C-AQ-2 on pp. 4.4-52 to 4.4-55.



## 4.C CULTURAL RESOURCES

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The comments and corresponding response in this section cover subjects related to IS Topic E.4: Cultural and Paleontological Resources, presented in EIR Appendix 2 - Initial Study and Service Improvement Maps. The following category is addressed:

CP-1: Historic Transit-Served Neighborhoods

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### Comment CP-1: Historic Transit-Served Neighborhoods

#### **A-SFPC-Moore (3) (p. 42)**

*(Kathrin Moore, San Francisco Planning Commission, Public Hearing Transcript, August 15, 2013)*

The other point was made about the historic aspects of certain neighborhoods and people living in neighborhoods that historically had transit. People did not have cars. People did not have even garages in their homes....

#### **I-Wermer (1) (pp. 33-34)**

*(Paul Wermer, Public Hearing Transcript, August 15, 2013)*

And I will try to tie some of this actually into why the draft EIR is, in fact, in need of additional work and is deficient. I should note that there's a lot of focus on the guidelines for CEQA. It's also interesting to pay attention to the findings of the legislature when they passed it. They define "the environment." It means the physical conditions which exist within the area which will be affected by a proposed project, including -- and then it goes on to list a number of items -- objects of historic or aesthetic significance. And I would argue that a long-standing service, such as service along Jackson Street or the 8X that the Chinatown community was referring to, are in fact objects of historic significance. They're not fixed objects, but they are a historic service that the community has relied on. That reliance and how that affects the quality of life of the people in that area has not been addressed.

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### Response CP-1: Historic Transit-Served Neighborhoods

The comments concern historic transit service to neighborhoods. One comment states that historic transit service should have been studied in the Draft EIR as historical resources. The comment cites the definition of "Environment" under *CEQA Guidelines* §15360 to include "objects of historic or aesthetic significance."

*CEQA Guidelines* §15064.5 (a)(3) provides the pertinent guidance for identifying historical resources for the purposes of CEQA. Historical resources include:

Any object, building, structure, site, area, place, record, or manuscript which the lead agency determines to be historically significant or significant in the architectural,

## Section 4: Comments and Responses

### 4.C Cultural Resources

engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in the whole record.

A particular transit route reflects a policy determination by the City. It is not an "object, building, structure, site, area, place, record, or manuscript" for the purposes of CEQA. Transit routes are changed by the SFMTA on a fairly routine basis when a change is determined to better serve riders and to improve the overall operation of the transit system. The commenter does not provide substantial evidence as to why the 8X service, for example, would be considered a historic resource.

The San Francisco Cable Cars and the physical structures associated with the Cable Car system, such as the underground cable and cable cars, are National Historic Landmarks, due to their age and association with San Francisco's history. No changes would be made to the City's cable car system as a result of implementation of the TEP.

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## 4.D TRANSPORTATION AND CIRCULATION

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The comments and corresponding responses in this section cover subjects related to EIR Section 4.2, Transportation and Circulation. The following categories are addressed:

- TR-1: Setting Information
  - TR-2: Methodology
  - TR-3: Mode Shift
  - TR-4: Transit Capacity Utilization
  - TR-5: Transit Impacts
  - TR-6: Traffic Impacts
  - TR-7: Pedestrian Safety
  - TR-8: Pedestrian Access
  - TR-9: Bicycle Impacts
  - TR-10: Emergency Response
  - TR-11: Parking Impacts
  - TR-12: Cumulative Transit
  - TR-13: Cumulative Traffic Impacts
  - TR-14: Cumulative Transit Mitigation
  - TR-15: Mitigation Measures
- 

### Comment TR-1: Setting Information

#### **O-GPA (1)**

*(Michael Rice, President, Glen Park Association, Letter, September 11, 2013)*

The Glen Park neighborhood's thriving commercial area, centered in the Chenery Street-Diamond Street-Bosworth Street blocks, is well-served by transit. The Glen Park BART station provides major downtown, SFO, and other regional connections. The J-Church Muni Metro line serves nearby neighborhoods, and the Market Street corridor. The 23-Monterey, 36-Teresita, 44-O'Shaughnessy, and 52-Excelsior bus routes link Glen Park to many neighborhoods, the rest of the Muni network, and brings riders to and from BART service.

The Transit Effectiveness Project Draft EIR (TEP DEIR), as part of a TEP goal to "connect customers to key destinations," describes a proposed service change in the 35- Eureka bus line. The 35-Eureka would be re-routed to serve Glen Park BART directly via Diamond Heights Boulevard and Diamond Street. The route from Castro-Market currently runs to Bemis Street and Addison Street, about five blocks from the BART Station (TEP DEIR, p. 2-89). This would close a gap in direct transit service between Castro-Market, parts of Noe

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### 4.D Transportation and Circulation

Valley, and Glen Park BART. The TEP also would increase 35-Eureka mid-day schedules from twice an hour to three times an hour.

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#### **Response TR-1: Setting Information**

The comment provides a description of the existing routes serving the Glen Park neighborhood and Glen Park BART station. The comment also states that the proposed 35 Eureka Service Improvements to extend the route to the Glen Park BART station would close the gap between the Castro-Market area, parts of Noe Valley, and the Glen Park BART station, as well as increase the frequency of service during the midday. It should also be noted that, as indicated in Table 8 on EIR p. 2-89, the frequency of service during the a.m. peak period would increase from twice an hour to three times an hour. The comment does not express a deficiency in the analysis and information in the EIR. The comment is acknowledged for informational purposes and is provided to the SFMTA Board and other decision-makers for their consideration.

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#### **Comment TR-2: Methodology**

##### **O-HVNA (6)**

*(Jason Henderson, Chair, Transportation and Planning Committee, Hayes Valley Neighborhood Association, Letter, September 10, 2013)*

##### ***SF Planning Department's EIR analysis continues to pander to cars.***

Despite the city's transit first policy, the San Francisco Planning Department, which oversees most environmental studies in the city, remains stuck in a 1950's highway engineering mentality. When analyzing streets the department considers a few seconds delay to automobiles as bad for the environment even if massive transit and bicycle improvements occur. This is an absurdity leading to embarrassing conclusions such as the notion that doing nothing is better for the environment -which is actually the conclusion of this EIR. The No project alternative is considered "environmentally superior" because it does not impact traffic. The way the city analyzes streets, using intersection LOS, streets dampens possibilities and discourages thinking of ways to accommodate transit AND bicycles on the same streets. This EIR should remind the Planning Commission and other decision makers that it is time to dispense with using intersection LOS in our environmental review process and to use metrics that show how reducing the convenience of driving is good for the environment because it improves walking, biking, and public transit movements.

##### **O-SC (4)**

*(Sue Vaughan, San Francisco Group Secretary and Executive Committee Linda Weiner, Executive Committee, Sierra Club, Email with Letter, September 17, 2013)*

...The SC also notes that most of the data for the TEP was gathered as long ago as 2006 and 2007 and that ridership density may have changed since then, especially considering the

increases in gasoline prices starting in 2008 and the recession which started in the same year. The SC urges data collection for all lines to be ongoing;

**I-Cronbach (2) (p. 31)**

*(Michael Cronbach, Public Hearing Transcript, August 15, 2013)*

...But I presume the EIR authors take that into account and have quantitative measures to look at the impact in items of things **[things like stop-consolidation and bus bulbs]**.

Ditto with eliminating routes in -- lightly served routes -- in certain neighborhoods such as the areas served by the 3 Jackson -- which actually I forgot to say I lived on Washington a block from Jackson and rode the 3 for about a year. Again, quantitatively in terms of how that impacts the environment, I really can't say.

**I-PanH (3)**

*(Henry Pan, Letter, September 16, 2013)*

**Corridor mode-share studies** These studies should be especially conducted on the TTRP corridors, especially where the projects will necessitate traffic or parking removal, similar to what was done on the Polk and Geary corridors. Determining mode share of corridors, as well as how much each of these different mode shares spend, could come useful in justifying the TTRP projects, as well as other bike-ped improvement projects as needed. While this may potentially delay implementation of the TEP, it will be beneficial for future transportation planning here.

**I-PanH (5)**

*(Henry Pan, Letter, September 16, 2013)*

...Ridership projections would also be useful. In addition, a list of up-and-coming housing and office development would also make a case to justify some of these reroutes.

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**Response TR-2: Methodology**

The comments request additional information regarding existing and future ridership data, analysis methodology, and corridor mode share studies, including the potential economic considerations of these choices. One comment raises concerns regarding the relevance of transit data collected in 2006 and 2007. In addition, one comment raises concerns regarding the use of intersection LOS analysis as part of the environmental review process in San Francisco.

In response to the comments regarding the transportation impact analysis methodology, the environmental impacts of the TEP and its various components were assessed using the San Francisco Planning Department's significance criteria for transportation, presented on EIR pp. 4.2-20 to 4.2-23, which, in addition to traffic analysis, includes an analysis of transit, pedestrian, bicycle, loading, emergency vehicle access, and construction-related transportation impacts. Social and economic issues (such as costs associated with different travel modes along a corridor, as requested for TTRP corridors

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in one comment) are not physical environmental issues considered under CEQA and are not required to be included in an environmental analysis. A quantitative analysis was conducted for the transit, traffic, loading and parking impacts, and a detailed qualitative analysis was conducted for assessing pedestrian, bicycle, emergency vehicle access, and construction-related transportation impacts. The transportation analysis of the proposed project was conducted for Existing plus Project and 2035 Cumulative conditions as presented on EIR pp. 4.2-20 to 4.2-322. Existing plus Project conditions assess the near-term impacts of the proposed project. A 2035 Cumulative plus Project analysis was conducted to assess the long-term impacts of the proposed project in combination with other future development and planned transportation infrastructure projects.

A detailed discussion of the approach to the transit impact analysis can be found in Subsection 4.2.4.2, Approach to Analysis, on EIR pp. 4.2-26 to 4.2-39. Because the proposed TEP includes a Policy Framework as well as detailed and conceptual TEP proposals, the transportation analysis draws upon both program- and project-level analyses to assess the physical environmental effects of the proposed project. As detailed in the EIR, the analysis includes an assessment of the project's effect on ridership, and on possible crowding, of both schedule and route change proposals included as part of the TEP. In addition, the analysis assesses the degree to which TEP proposals (such as stop consolidation and transit bulbs that the commenter refers to) would affect traffic conditions, including the degree to which riders would shift from transit to autos where transit routes are proposed to be eliminated. As described in Impact TR-18 on EIR pp. 4.2-121 to 4.2-163, the impacts of the proposed Service Improvements on transit capacity as a result of schedule and route changes would be less than significant.

In response to the comment regarding transit ridership data, since 2006 the SFMTA has used automatic passenger counting (APC) devices to supplement manually collected ridership counts on its motor and trolley coach fleet, and currently has APCs on approximately 30 percent of the motor coach and trolley coach vehicles. About 20 to 30 percent of all trips are sampled with APCs each day. Ridership information on the light rail, historic streetcar, and cable car lines is collected manually, and less frequently by SFMTA Ride Checkers who supplement on-board ride checks with more frequent point checks conducted from a fixed location typically at or near the route's traditional maximum load point. As described in the Guide to the TEP, 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 2007 and 2008 during the planning phase of the TEP; however, SFMTA staff re-evaluated and refined them in 2011

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and 2012 as part of the development of the TEP description in order to capture more recent land use and ridership trends, as well as to integrate service changes that were implemented in 2009 and 2010. For additional information regarding development of the TEP proposals, please see the Guide to the TEP.

As indicated on EIR p. 4.2-8, ridership and transit fleet information was obtained from SFMTA and is based on ridership data collected in 2010/2011. Data from 2006/2007 were not used for the environmental review analysis. The 2010/2011 ridership data are included in Appendix C of the Technical Appendix for the TEP Transportation Impact Study, which is part of the Administrative Record for the TEP (and available for public review at the San Francisco Planning Department offices), and ridership data for the routes included as part of the TEP are available as well as online at the SFMTA website at <http://www.sfmta.com/node/97906>.

In response to the comment about ridership projections, the EIR includes route-by-route ridership projections for Existing plus Project (Tables 12 and 13 on EIR pp. 4.2-122 to 4.2-135) and future year 2035 Cumulative Muni conditions, which reflect proposed and reasonably foreseeable development, including housing and office developments in the City (Tables 20 and 21 on EIR pp. 4.2-268 to 4.2-269). As described in Subsection 4.2.4.2.2, Existing and Future Year 2035 Cumulative Transit and Traffic Forecasts, EIR pp. 4.2-35 to 4.2-39, projections for the Existing plus Project and 2035 Cumulative conditions were based on the City's travel demand model, SF-CHAMP, which takes into account projected changes in land uses. Therefore, it is not necessary to provide a list of upcoming housing and office development. Land use and employment information was included in the analysis for cumulative conditions and analysis for the TEP. One comment asks whether the EIR takes into account the quantitative analysis related to impacts of the proposed elimination of the 3 Jackson route. Please see Response TR-4, pp. RTC-4.D-28 to RTC-4.D-35, where similar comments are included, and the Guide to the TEP for a discussion of the factors considered by the SFMTA to determine whether a route should be changed or eliminated. In addition, please see Response EP-2, in Section 4.I, EIR Process, pp. RTC-4.I-9 to RTC-4.I-16, regarding the adequacy of the cumulative analysis in the EIR.

In response to the comment that states that the No Project alternative is considered environmentally superior because it does not impact traffic, as indicated on EIR p. 6-3, the environmentally superior alternative is the alternative that would result in the least adverse effects on the physical environment. The No Project Alternative was determined to be the environmentally superior alternative among all of the alternatives analyzed, because it would not result in any traffic, transit, commercial loading, or parking impacts. In addition, the EIR, p. 6-50, states that when the environmentally superior alternative is the No Project Alternative, the EIR must identify another environmentally superior alternative. The TTRP

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Moderate Alternative was determined to be the environmentally superior alternative compared to the TTRP Expanded Alternative (the other alternative analyzed). While the TTRP Moderate Alternative would result in greater significant impacts related to loss of on-street loading spaces and, in the cumulative context, related to the loss of on-street parking compared to the TTRP Expanded Alternative, it would not result in any significant project-specific or cumulative traffic impacts, unlike the TTRP Expanded Alternative.

Under existing procedures, each project subject to CEQA is evaluated to determine whether it would have the potential to result in a significant transportation impact. This evaluation considers potential impacts to *all* modes of transportation, including traffic, transit, bicyclists, and pedestrians. With respect to traffic, the San Francisco Planning Department, like many other jurisdictions and lead agencies throughout the state, has historically analyzed the change in auto vehicle intersection level of service (LOS) to determine whether a project would result in a significant traffic impact under CEQA.

The City and other jurisdictions have recognized for some time that LOS is not the best metric to use in assessing impacts of traffic on the environment, particularly in an urban area. This metric has been applied in ways that discourage both infill development and construction of infrastructure for transit, bicycles and pedestrians. At the state level, the Office of Planning and Research (OPR) has also recognized the drawbacks of using LOS for a number of years, as demonstrated by revisions to the transportation thresholds in Appendix G of the *CEQA Guidelines* in 2010 to reframe references to LOS.

Senate Bill 743, signed into law by Governor Brown on September 27, 2013, requires OPR to develop revisions to the *CEQA Guidelines* establishing criteria for determining the significance of transportation impacts of projects within transit priority areas that promote the "...reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses". It also allows OPR to develop alternative metrics outside of transit priority areas. The statute provides that, upon certification and adoption of the revised *CEQA Guidelines* by the Secretary of the Natural Resources Agency, "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant" to CEQA. In other words, LOS generally shall not be used as a significance threshold under CEQA. Senate Bill 743 states that in developing alternative CEQA significance criteria for transportation, OPR can recommend potential metrics that include, but are not limited to, vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated. Senate Bill 743 requires OPR to circulate a draft of such criteria on or before July 1, 2014. These changes would need to be adopted by the Secretary of the Natural Resources Agency and are anticipated to be effective sometime in 2015.

Alongside, but separate from, SB 743, the City has been engaged in modifying its practice relative to the review of development projects under CEQA through the proposed Transportation Sustainability Program (TSP). This effort has focused on changing how the Planning Department evaluates the effect of new development and transportation projects on the transportation system by replacing auto LOS with a metric that better reflects transportation concerns in an urban setting with multimodal considerations.

San Francisco will continue to use LOS as a significance criterion for traffic analysis until such time as an appropriate alternative metric that better reflects transportation concerns in an urban setting with multimodal considerations has been developed and adopted.

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**Comment TR-3: Mode Shift**

**A-Farrell (3)**

*(Mark E. Farrell, Supervisor, City and County of San Francisco, Letter, September 16, 2013)*  
...Several schools in the area have long relied on the #3 Jackson for commute management for both their faculty and students - students ranging from elementary school to high school. The lack of viable alternatives for the residents in this area and the students and faculty begs the question of whether the elimination of the #3 Jackson will actually result in more traffic congestion in the area if riders now resort to vehicle transportation -whether their own cars or taxi service.

**O-BSSF (1)**

*(Timothy W. Johnson, Head of School, The Bay School of San Francisco, Letter, September 3, 2013)*

The Bay School of San Francisco is writing to protest the proposed elimination of the 3 Jackson.

The Bay School is located in The Presidio and has a student population of 320 and additional faculty and staff of 85. We strongly encourage all members of our school community to utilize public transportation to get to and from school, thereby reducing the number of cars coming into and out of The Presidio and helping to minimize our carbon footprint.

The #3 Jackson MUNI line intersects with the #43 MUNI, which is heavily used by our students, and as such is an important transit link for them to get to and from school.

Elimination of the #3 Jackson will cause more of our families to drive their children to school instead of utilizing MUNI. This will increase congestion in The Presidio and have a negative impact on the environment.

**O-CCSC (4)**

*(Priya Sawhney, Central City SRO Collaborative, Letter, September 18, 2013)*

- These changes to the 19-Polk alignment will make it more difficult for transit riders to gain access to Little Saigon and push visitors into cars, which will increase cumulative traffic impacts on the surrounding neighborhoods.

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**O-CCSJ1 (4)**

*(Alex Long, Concerned Citizens for Saving #3-Jackson, Letter, September 16, 2013)*

- **Part 2** - Reasons that we believe the proposed #3-Jackson route elimination would have a negative impact on: a) the living environment of residents in our community, b) the level of MUNI ridership in our community, and c) the implications for auto usage, auto congestion and auto pollution. The failure of the DEIR to address these issues and potential issues in other bus routes is a deficiency.

**O-CCSJ1 (12)**

*(Alex Long, Concerned Citizens for Saving #3-Jackson, Letter, September 16, 2013)*

From our rider survey we estimate that there are approximately 2500 unique riders who get on or off the #3-Jackson in our neighborhood each week. Of these riders we expect that at least half would either find non-public means of travel (use of private cars or taxis compelled by the additional transit time and inconvenience of transfers), or may be "stranded" without the financial means or physical ability to get out and about as they do now on the #3-Jackson. Assuming that there are 1250 riders who would convert to automobiles and take 3.5 average round trips per week in the city of five mile duration; the results is approximately one million additional miles of auto traffic and 450 additional metric tons of green house gas emissions. This is yet another impact which the DEIR has failed to address.

**O-CPC (3)**

*(Rev. John Weems, Pastor and Head of Staff, Calvary Presbyterian Church, Letter, August 21, 2013)*

We feel the proposed elimination of service [**3 Jackson**] will have a negative impact to the environment, given that many members and visitors will choose to drive instead of using MUNI. This will, in turn, increase local traffic and parking congestion.

**O-CTIP2 (4)**

*(Wil Din, Co-Chair, Harvey Louis, Co-Chair, Chinatown Transportation Research and Improvement Project, Letter, September 17, 2013)*

**8X - Bayshore Express**

*TRIP is opposed to the elimination of the 8X and 8BX route north of Broadway (TEP DEIR, Appendix A).....*

The proposed project would eliminate service north of Broadway.....

- Reduced transit access will force more of the population accessing areas in northern Chinatown, North Beach, and Fisherman's Wharf into cars, increasing cumulative traffic impacts on surrounding neighborhoods.
- We encourage a re-examination of whether this change will create a significant impact. What is the ridership that is currently getting off the bus above Broadway? Will they be driving as an alternative?
- This proposal should be revoked in order to fully prevent environmental impacts.

**O-CTRIIP2 (11)**

*(Wil Din, Co-Chair, Harvey Louis, Co-Chair, Chinatown Transportation Research and Improvement Project, Letter, September 17, 2013)*

- Elimination of this line **[12 Folsom-Pacific]** will force riders into cars increasing cumulative traffic impacts, which the DEIR has determined to be less than significant and proposes no mitigations.

**O-CTRIIP2 (14)**

*(Wil Din, Co-Chair, Harvey Louis, Co-Chair, Chinatown Transportation Research and Improvement Project, Letter, September 17, 2013)*

- The alignment change **[19-Polk]** will make it more difficult for transit riders to gain access to Little Saigon and push visitors into cars, which will increase cumulative traffic impacts.

**O-LI (2)**

*(Christopher Hill Operations Manager, The Laurel Inn, Letter, August 29, 2013)*

From an environmental standpoint, we feel that the proposed elimination of service **[3 Jackson]** will have a negative impact on our patrons' quality of life and cause many of them to either use their automobiles or to not take advantage of our services. Instead of improving customer service and reducing transit time, it will have leave many of our patrons stranded without service or increase local traffic and parking congestion.

**O-PHAN (2)**

*(William L. Hudson, President, Presidio Heights Association of Neighbors, Letter, August 16, 2013)*

From an environmental standpoint, we feel that the proposed elimination of service **[3 Jackson]** will have a negative impact on the quality of life of our residents and the day workers and students who come to our community and cause many of them to either use their automobiles or to not take their business to the concerns downtown that depend on their support or to not be able to easily keep their jobs or attend the schools in our neighborhood. Instead of improving customer service and reducing transit time, it will leave many of our neighbors stranded without effective public transit options and increase local traffic and parking congestion due to the increased number of day workers and students coming into our neighborhood by car.

**O-SC (8)**

*(Sue Vaughan, San Francisco Group Secretary and Executive Committee Linda Weiner, Executive Committee, Sierra Club, Email, September 17, 2013)*

...The SC believes that elimination of that route **[19 Polk]** will leave riders planning to travel north of SFGH stranded or force them to drive.

**O-SFUHS (2)**

*(James F. Chestnut, Chief Financial Officer/Community Liaison Officer, San Francisco University High School, Letter, August 17, 2013)*

From an environmental standpoint, we agree with others in the community that the proposed elimination of service will have a negative impact on the quality of life and result in increased use of automobiles. Instead of improving customer service and reducing transit time, this proposal will leave many stranded without service and increase local traffic and parking congestion.

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I urge you to maintain the current 3 Jackson service and its important role in commute management for the schools and residents in our neighborhood.

#### **O-SS (2)**

*(Ed McManis, Head of School, Sterne School, Letter, August 20, 2013)*

Also, many teachers take the #3, which provides a direct route to work. Eliminating it would force many back to their automobiles.

#### **I-Annamanthodo (1)**

*(Guy Annamanthodo, Email, September 10, 2013)*

I along with many Muni riders in my area have utilized the #3 for over 20 years in order to get to and from work and losing this line would severely impact how we commute to work and in many cases will lead to more people having to utilize their cars which I am sure is not the aim of the public transportation authorities in San Francisco.

#### **I-Bell (3)**

*(Susan Bell, Letter, September 4, 2013)*

...Discontinuing this bus will add a long walk and/or a bus transfer to any of these outings, meaning that we will be more likely to stay home. The Jackson Street corridor is also relatively isolated from shopping, dining, and car sharing resources. Without the 3 Jackson, we may have to consider buying a car, which was an expense that we did not anticipate when moving to this area.

#### **I-Bocci (1) (p. 19)**

*(Barbara Bocci, Public Hearing Transcript, August 15, 2013)*

The goals set out by TEP to enhance accessibility, reduce transit time, and improve reliability will not be achieved in our neighborhood by eliminating the #3 Jackson bus. We estimate that half of the round-trip passengers, about 235 a day for a total of approximately 700 people, will be stranded and forced to drive their cars or to use taxis. Estimating 5 miles for an average round trip this adds 500 miles of auto travel and another 325 cars or taxis driving and parking downtown near Union Square.

#### **I-Carroll (1)**

*(Shannon W. Carroll, Email, August 31, 2013)*

I am writing to you with hopes of adding an impassioned plea to keep the 3-Jackson alive. I have faithfully ridden this bus for three years to/from work downtown. In all honesty, it is this line that has kept me from buying a car. If this line is removed, I will inevitably purchase an automobile because the other lines are too crowded and highly unreliable. This seems like it serves to defeat the purpose of an Eco-driven initiative. I can say, with confidence, that the loyal patrons of the 3-Jackson can probably afford to drive their cars to/from their destinations; but like myself, they choose to reduce pollution and traffic because the 3-Jackson provides a perfect alternative.

#### **I-Cassidy1 (1)**

*(Michaela Cassidy, Email, September 12, 2013)*

I got this info from a poster on the #3 Jackson bus – please do NOT discontinue this bus! I use it regularly and so appreciate the way in which it helps me “up the hill” after working all day! Because it conveniently gets me downtown, I use this line and many other MUNI lines regularly and do not want to revert back to driving my car in already crowded (and super

expensive) SF. You all in Planning don't want me to do that either... Please keep the MUNI #3 running!

**I-Cassidy2 (2)**

*(Michaela Cassidy, Letter, September 12, 2013)*

For those of us who live "up the hill", neither the #1 or the #45/#41 are satisfactory to encourage the use of public transportation on a day-in-day-out basis, a goal objective of the Transit Effectiveness Program. Keep the #3 buses coming and we will keep riding them, as well as the many, many other MUNI buses that I use regularly. Discouraging me from public transportation by making it too difficult/inconvenient will only stimulate me and others to use our cars which is not the objective!

**I-Colamarino (6)**

*(Sophia Colamarino, Email, September 18, 2013)*

I grew up in San Francisco taking MUNI everywhere with my parents. I don't mind being a commuter and believe strongly in public transportation. That said, honestly, without the 3 Jackson I will begin driving to work every day.

**I-Connelly (1)**

*(Kelly Connelly, Email, September 12, 2013)*

I am writing for your help, and to beg that SFMTA keeps the **3-Jackson bus line**.

I have a small business downtown, and I commute from my home (rental) at the end of the 3-Jackson Line every day. It is a vital link for me to take public transit to my work. San Francisco is pushing everyone to use public transit rather than to drive. If the 3-Jackson is eliminated, then I will be forced to drive my car to my office, or I will move my office to another location. It will be easier to be out of San Francisco, frankly. This not only presents a financial hardship for me, but it does this for so many of us who rely on that bus line.

**I-Cox (3)**

*(Toni Cox, Email, December 8, 2013)*

...If you cut us off from Muni service [**reroutes 35 and 52**], then you are requiring everyone in my area to rely on driving at the same time that parking is being reduced and parking rates are rising.

**I-Francoeur (1)**

*(Robert Francoeur, Email, July 17, 2013)*

Good morning! I live at 101 Downey, Cole Valley/Ashbury Heights neighborhood. One of the reasons I moved here is because of the transit rich options. I have lived in SF since 1990 and I have never owned a car. I feel the new proposed changes to the #6 line and the #37 line will make it necessary for me to purchase a car.

**I-Francoeur (5)**

*(Robert Francoeur, Email, July 17, 2013)*

...My husband and I are in the process of adopting 2 foster children. We may have to buy a car if you make these changes [**6 Parnassus and 37 Corbett**]. Isn't the goal to keep families in SF?

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**I-FungH (4)**

*(Helen Fung, Email, September 17, 2013)*

- C. **Schools.** Jackson/Lyon -SF University High School. Neighborhood traffic nuisance due to institutions such as the school and church nearby has been an ongoing neighborhood issue. Muni bus #3 Jackson is an **existing option** for **397** students enrolled at *San Francisco University High School* plus approximately **50** students of their affiliated Summerbridge after school tutoring program. The Town School for Boys (Jackson/Scott) **400** students, Schools of the Sacred Heart (Broadway and Fillmore) **650** students. The #3 Jackson is the ONLY bus line serving these three major schools with a composite enrollment of 1500 students! If the #3 line is eliminated, it will increase traffic nuisance and hazards in our neighborhood in violation of the City's Master Plan.

**I-Haile (3)**

*(Vera Haile, Email, August 12, 2013)*

5 FULTON TROLLEY BUS. After going to a community meeting I was hopeful there might be some improvements in the 5 Fulton. It is basically a good bus that could go faster just because it doesn't have much cross traffic along Golden Gate Park. I had heard that there might be a Limited but I couldn't believe it would only go to 8th Avenue. I live at 44th Avenue, and several of us who live in the Outer Richmond especially asked that it go to the end of the line. People who ride the 5 to work from out here say it is so full by 30th Avenue that they begin passing up those who are waiting. People hate short line buses, and I think it is irresponsible of Muni to continue them when they are hiring part-time drivers. It is not healthy for people to stand in the wind, fog, and drizzle that permeates the area most evenings. Mothers cannot get to whatever child care arrangements they have, and those who take care of children and elders have trouble getting to their own homes. If people are able, they start driving to work and back to avoid that. Many of the plans will slow down the bus:

**I-HansenH (1)**

*(Helene Hansen, Email, September 9, 2013)*

why are you planning on eliminating this line? This is extremely convenient and reduces traffic. It is particularly useful for teenagers who have no other means of decently priced transportation to downtown. Removing this line will almost certainly increase car traffic as well as put a strain on parking in large stretches of the city.

I hope this shall not come to pass; please keep the 3 Jackson line,

**I-Kahn (2)**

*(Linda M. Kahn, Letter, August 16, 2013)*

Elimination of the #3 Bus Line will also have a negative impact on our environment. More people will drive and either pay outrageous parking fees, causing them to go even higher, or have someone else drive and wait while they do their errands, leading to more traffic congestion, pollution, and double parking. It will also have a negative effect on local business in the long run, as more people are driven to shopping on-line because of the inconvenience of patronizing businesses in San Francisco.

**I-Kirshenbaum (2) (pp. 32-33)**

*(Daniela Kirshenbaum, Public Hearing Transcript, August 15, 2013)*

Now, I live on Baker Street; and my neighborhood has numerous schools, businesses, churches, hospitals, a major Muni center, and hills so steep that cars are not allowed and sidewalks are actually stair ways. And the proposal would just take the 3 Jackson and make it evaporate, leaving cars to pick up the slack.

My great-grandparents used to take the Pacific Avenue streetcar and the Jackson streetcar. And a hundred years later what we have are these growing lines of cars idling in front of the schools. I can attest to that. They're not going away. They're only getting longer. And that's because, of course, the Pacific line was eliminated decades ago. And the Jackson Street line is already so unreliable that, Commissioners, I admit to you I drove here today. I feel very strongly that our environment needs more service, not less. And calling it a service improvement I think is really the wrong label.

**I-Kuechler (4)**

*(Henry N. Kuechler IV, Letter, September 17, 2013)*

**C. Schools.** Jackson/ Lyon -SF University High School. Neighborhood traffic nuisance due to institutions such as the school and church nearby has been an ongoing neighborhood issue. Muni bus #3 Jackson is an **existing option** for **397** students enrolled at San Francisco University High School plus approximately **50** students of their affiliated Summerbridge after school tutoring program. The Town School for Boys (Jackson/Scott) **400** students, Schools of the Sacred Heart (Broadway and Fillmore) **650** students. The #3 Jackson is the **ONLY** bus line serving these three major schools with a **composite enrollment of 1500 students!** If the #3 line is eliminated, it will increase traffic nuisance and hazards in our neighborhood in violation of the City's Master Plan.

**I-Long3 (1) (pp. 17-18)**

*(Alex Long, Public Hearing Transcript, August 15, 2013)*

I'm part of a group of people here today who are from a 60-square-block area in Pacific Heights and Presidio Heights who are concerned about the proposed impact of terminating the #3 Jackson from an environmental standpoint, first, from the standpoint of quality of life on our riders; and, second, from the increased congestion that we believe will result from more auto usage and associated higher level of pollution.

**I-Long4 (5)**

*(Alex Long, Public Hearing Transcript, Exhibit #1 – Power Point Presentation Slides, August 15, 2013)*

Environmental Impact of Plan

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- NONE of the goals of TEP to enhance accessibility, reduce transit time, and improve reliability are achieved in our neighborhood!
- We estimate that half the round trip passengers
- (about 325/day) will be stranded, drive themselves, or use taxis.
  - assuming 5 miles for average round trip; this adds 500k miles of auto travel and another 325 cars or taxis driving & parking downtown near Union Square.

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**I-Long4 (9)**

*(Alex Long, Public Hearing Transcript, Exhibit #1 – Power Point Presentation Slides, August 15, 2013)*

Isn't there a Positive Fix?

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- Rather than cutting service [**3 Jackson**] and forcing more use of private transportation; can't we work to encourage more folks to use MUNI in/out of our neighborhood?
  - coordinate with seven schools to increase use of public transportation and reduce congestion for pickup and drop-off
  - coordinate with senior and cultural centers
  - adjust bus frequencies at periods of lower demand

**I-LongAnne (1) (pp. 20-21)**

*(Anne Long, Public Hearing Transcript, August 15, 2013)*

Isn't there a positive fix to this? Rather than cutting service [**3 Jackson**] and forcing more use of private transportation, can't we work to encourage more folks to use the bus, to take Muni in and out of our neighborhood? There are seven schools in our neighborhood. Can't we work with those schools to increase use of public transportation? This would possibly reduce congestion during pick-up and drop-off. I don't know if you've been through our neighborhood, but there are long lines of cars at 3:00 o'clock waiting to pick up the kids; and they are running their engines and filling the air with greenhouse gases.

We can coordinate with senior and cultural centers. And, finally, during those periods of the day when ridership is lower, we could eliminate the frequency of some of the buses.

**I-Massocca (1)**

*(Anne Marie Massocca, Email, September 17, 2013)*

I am very opposed to the elimination of the three Jackson bus line. This bus line serves not only the neighborhood but also many of the schools in the area. Without it we will see increases congestion and parking issues.

We should be creating more transportation options not eliminating them.

**I-PanH (37)**

*(Henry Pan, Letter, September 16, 2013)*

Also, while this route replaces most of the 18, the reroute [**reroute 17 Parkmerced**] fails to address two transit-dependent communities who would most likely have to contribute to the deadly stream of automobiles that grace Lake Merced Boulevard everyday: Lake Merced Hills and the 900 Brotherhood Way development currently under construction. This could be remedied by instituting request service (dropoff at operator request, pickup request by calling Central Control), similar to what is currently done for the Fountain loop on the 48 and the Mount Davidson leg of the 36 after 9PM. The bus could use the streets in the Brotherhood or Lake Merced Hills development to turn around. The other alternatives are: to make no changes to the 17 and 18, consolidate the 17 and 18 as one route and extend the 18 to West Portal via the TEP 17 route, with service to Lake Merced Hills and Brotherhood Way, or restore the 88-BART route that was discontinued in December 2009.

**I-Paszty (2)**

*(Barbara Paszty, Letter, September 17, 2013)*

Please – re-think this situation – public transport should not be cut, but retained so people use their cars less and cut down emissions. In many different ways we are all making an effort to “save the planet.” So please save BUS ROUTE #3.

**I-Preston (1)**

*(Ann Preston, Email, September 15, 2013)*

A number of my friends and I take the #3 bus to go to Calvary Presbyterian Church. Eliminating it would make it necessary to take a taxi.

**I-Schaefer (1)**

*(Rob Schaefer, Email, September 17, 2013)*

I rely on the Muni 3-Jackson to get from my office in Lower Pac Heights to downtown on a regular basis. I also ride the 22 bus everyday to and from work, so I am a heavy user of SF Muni and have now been a non-car owning SF resident for 9 years!

Living in the city, I rely on public transportation for much of my mid-to-longer (more than a walking mile) trips. Since I already lost the 4, I'd prefer not to lose the 3 as well. The more that Muni service is reduced, the more likely I will need to go back to owning a car. Please take that into consideration when making these service decisions, as it might save your agency money in the short-term, but there will be other/additional implications to SF transportation, traffic, and parking in the longer term.

Please don't eliminate the Muni 3-Jackson.

**I-Seow (1)**

*(Andrew Seow, Email, August 7, 2013)*

I am writing to express my strong objection regarding the elimination of the 36 Teresita service through Forest Knolls. My wife and I take the #36 as part of our daily commute to downtown SF. A significant number of my neighbors also rely on this bus route for their commute. If the route were to be discontinued, many of us will be forced to give up public transportation and drive to work. In addition there are many senior citizens that live on Warren Drive that use the bus as their chief mode of transportation. Also the demographics of the neighborhood are changing where an increasing number of children are using the #36 to get to school.

**I-Soyster (1)**

*(Cynthia Soyster, Email, September 15, 2013)*

I have heard that service of the #3 Jackson bus may be stopped. This would leave only the 2 Clement to service Post St downtown and to Union Square---and no service from Sutter street down Jackson Street to Presidio Ave. If you want people to stop using their cars, how can you keep eliminating these stops? I am an 83 year, living in one of the many retirement homes that use the #3. If it stops, I will simply USE MY CAR when I need to go to Presidio Avenue. So will all the other seniors who now use the #3. Please DO NOT STOP THIS SERVICE if you expect us to utilize Muni and if you want to keep San Francisco "green".

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**I-Thompson (1)**

*(Barbara Thompson, Email, September 15, 2013)*

The #3 Jackson bus line is the most important means to downtown with a minimum of walking for a great many regular riders in the Japan-town vicinity. It not only services the neighborhood in a timely and safe fashion, but provides needed transportation for the several hundred Post Street residents in The Sequoias and Carlyle Senior Residences, West of Gough, while eliminating the danger of crossing Geary Blvd. In addition, it eliminates the necessity to drive for those who still do.

Please consider retaining this important convenience for a needful segment of San Francisco citizens.

**I-Toomey (1)**

*(Nancy Toomey, Email, September 11, 2013)*

I am a small business owner here in SF, and also own a home on Sacramento Street near Fillmore.

I am writing to register my vote to keep the #3 bus line alive and running. It's the only bus route that goes through the neighborhood and then downtown. By taking the bus, not only am I saving a ton of money, but also keeping another car off the road and into downtown. And I'm not the only one, so hoping that the city sees reason here and keeps it intact.

Thank you for your consideration in this matter.

**I-Weber (1)**

*(Ted Weber, Email, September 15, 2013)*

I would like to register my opposition to elimination of the #3 Jackson. At a time when the City is attempting to control (reduce) automotive congestion downtown it seems illogical to eliminate a bus service which allows many of us to leave our cars at home when we have business or appointments downtown. An equally important reason for opposing this action is the fact that the #3 serves an area with many senior residents who have no alternative.

**I-Williams (1)**

*(Ashley Williams, Email, September 17, 2013)*

This is a crucial bus line. I'm on the #3 right now and it's absolutely packed, which is a testament to how much people rely on this bus. I rely heavily on this bus and I'm currently disabled. My caregiver also takes this bus to make a critical connection to get across town. If the number 3 is shut down, she will have to take 3 buses instead of 2 and will make her commute untenable. I will have to drive or take a cab to work. PLEASE continue the #3 bus line! It's critical to many! Also-this was not heavily publicized, so I'm sure most riders would protest this if they knew about it.

**I-Woodruff (4)**

*(Debra Woodruff, Email, September 17, 2013)*

- SFMTA has increased the hours and prices for metered parking. The neighborhoods are clogged enough with cars. The 3 Jackson keeps transportation for the local community so they don't have to drive into congested neighborhoods.

### **Response TR-3: Mode Shift**

Generally, the comments express sentiments that proposed TEP Service Improvements for specific routes, be they entire or partial route discontinuations or route changes, would result in a shift in travel behavior. The majority of the comments are concerned with the shift from what are currently transit trips to auto trips. The comments indicate that the mode shift to auto trips would result in traffic impacts and effects to air pollution and greenhouse gas emissions. In addition, the comments indicate that some segment eliminations could potentially “strand” riders or reduce access to certain areas around the City. The affected routes mentioned in the comments include the 3 Jackson, 8X Bayshore Express, the 8BX Bayshore Express, and the 19 Polk routes.

This response first presents an overview of how the transit impact analysis of the TEP Service Improvements considered mode shifts in assessing ridership on Muni routes. This is followed by a description of how route availability was factored into the travel mode analysis and how travel modes were considered in the traffic impact analysis. The response then addresses route-specific concerns for the 3 Jackson, 6 Parnassus, 8X Bayshore Express and 8BX Bayshore Express, 19 Polk, 36 Teresita, and the 37 Corbett routes. Please see Response TR-6, pp. RTC-4.D-52 to RTC-4.D-61, for a discussion of traffic-related impacts of the proposed Service Improvements; Response TR-12, pp. RTC-4.D-83 to RTC-4.D-85, for a discussion of cumulative traffic impacts; Response AQ-1, in Section 4.F, Air Quality, pp. RTC-4.F-6 to RTC-4.F-13, regarding the impacts on air quality; and Response GG-1, in Section 4.G, Greenhouse Gas Emissions, pp. RTC-4.G-2 to RTC-4.G-4, regarding the impacts on greenhouse gases.

### **Transportation Analysis Travel Mode Overview**

The transportation analysis conducted to determine the environmental impacts of the TEP found that with implementation of the TEP Service Improvements, some individuals who previously traveled by other modes, including by auto, would choose to travel via transit and in turn, some individuals who previously traveled via transit would choose to travel via other modes, including by auto. Overall, the analysis shows that the net effect of implementing the TEP citywide would be an increase in transit ridership and a decrease in auto trips. The analysis does not support the comments that state that some of the Service Improvements would result in an overall citywide shift from transit to auto trips. The TEP Service Improvements were designed to improve the overall level of transit service in San Francisco, but the nature of some changes (such as route elimination and realignment) may result in a reduction in the level of transit service for some individuals. These individuals may choose to either shift to automobile, taxi, bicycle, or walking, or modify their trips on transit.

## Section 4: Comments and Responses

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The City's travel demand forecasting model, SF-CHAMP, is able to discretely forecast the travel behavior of individuals, which is aggregated over the population to not only determine the magnitude of each of these travel shifts but the effect on transit loading and traffic throughout the City's transportation network. As part of the TEP transportation analysis, SF-CHAMP was used to determine the effects of these shifts, comparing Existing conditions to those with the TEP Service Improvements in place. The scenario with the TEP Service Improvements in place resulted in an overall increase in transit ridership citywide, which reflects the proposed increase in the overall level of transit service provided of approximately 350,000 additional transit service hours on an annual basis, as described on EIR p. 2-57. These ridership changes were analyzed at the individual route level and the screenline level (see EIR pp. 4.2-9 to 4.2-10 for a description of the screenline analysis and methodology).

For example, the 2 Clement and 3 Jackson both serve the same east-west corridor between the Western Addition/Pacific Heights neighborhoods and downtown. As part of the TEP Service Improvements, the 3 Jackson would be discontinued; however, the frequency of the existing 2 Clement route would be increased to maintain the existing combined frequency of the 2 Clement and 3 Jackson routes. Therefore, during the a.m. and p.m. peak periods, service on the 2 Clement east of Presidio Avenue would increase from a bus every 12 minutes, to a bus every five minutes (i.e., as indicated in Table 12 on EIR p. 4.2-122 and Table 13 on EIR p. 4.2-130), and capacity for the 2 Clement would increase from 315 passengers per hour to 756 passengers per hour. The capacity utilization analysis indicates that upon discontinuation of the 3 Jackson route, the ridership on the 2 Clement route would increase to at least the amount of the two routes combined. Thus, it can be reasonably assumed that many trips previously taken on the 3 Jackson would switch to the 2 Clement. As indicated in Tables 12 and 13 on EIR pp. 4.2-122 to 4.2-135, under the Existing plus Service Improvements conditions, the capacity utilization of the 2 Clement would be about 75 percent inbound and 43 percent outbound during the a.m. peak hour, and 28 percent inbound and 75 percent outbound during the p.m. peak hour, which is below the SFMTA's 85 percent capacity utilization standard.

#### **Route Availability Impacts on Travel Mode**

Several comments state that the 3 Jackson is the only bus route serving the San Francisco University High School, the Town School for Boys, and the Schools of the Sacred Heart are incorrect, as there are a number of existing options for students attending these schools, including the 1 California, 2 Clement, 22 Fillmore, and the 24 Divisadero routes. Although some students may be inconvenienced by an additional transfer or a longer walk time to access transit, this effect would not result in a substantial mode shift between transit, auto, and other modes. The effects of mode shifts by individuals inconvenienced by the proposed Service Improvements were accounted for in the transportation analysis conducted for the

TEP, as discussed above. A comment states that the 3 Jackson intersects with the 43 Masonic, providing good transit access in western Pacific Heights. The 2 Clement also intersects with the 43 Masonic at the same location along Presidio Avenue and California Street, thus providing the same connectivity. Also refer to Response TR-4, pp. RTC-4.D-28 to RTC-4.D-35, for additional discussion regarding the transit analysis in the EIR for the 3 Jackson, including alternate routes to this service.

### **Consideration of Travel Modes in the Traffic Impact Analysis**

The SF-CHAMP model was also used to determine the effects of the TEP Service Improvements on automobile traffic within the City. A comprehensive process was undertaken that selected 78 study intersections, each representative of a different element of the citywide street network, for analysis during p.m. peak hour (a subset of 20 intersections were analyzed during the a.m. peak hour), when the transportation system is most congested.<sup>1</sup> The study intersections are spread geographically throughout the City, which ensures that the effects on the roadway system as a whole were captured in the analysis. A level of service analysis was performed for each intersection, which allows for the determination of the TEP Service Improvements' impact on each intersection. The absence of any resultant significant traffic impacts, as discussed on EIR p. 4.2-121, demonstrates that the TEP Service Improvements would not result in a mode shift that would significantly impact the overall citywide street network. In fact, of the 78 intersections analyzed, none of the study intersections would experience a change in LOS, as shown on EIR pp. 4.2-180 to 4.2-186, which indicates that the effect of the Service Improvements on traffic operating conditions would be negligible. See Response TR-6, pp. RTC-4.D-52 to RTC-4.D-61, for a discussion of traffic impacts, and Response TR-13, pp. RTC-4.D-86 to RTC-4.D-90, for a discussion of cumulative traffic impacts.

### **Route-Specific Mode Shift and Access Review**

The comments above include queries as to the effect of Service Improvements-proposed changes to the 3 Jackson, 5 Fulton, 6 Parnassus, 8X Bayshore Express, 12 Folsom, 18 46<sup>th</sup> Avenue, 19 Polk, 36 Teresita, and 37 Corbett routes. A deeper understanding of mode shift, particularly at a local level, can be revealed by investigating the travel demand changes for

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<sup>1</sup> The TTRP.L, TTRP.9, and TTRP.71\_1 proposals were included in the TEP Draft EIR and Final TEP Transportation Study (Final TEP TIS) as program-level proposals. However, since publication of the TEP Draft EIR and Final TEP TIS, the SFMTA has developed details for three of the nine program-level proposals, and the project-level analysis of TTRP.L, TTRP.9 and TTRP.71\_1 has been incorporated into the TEP Final EIR. As part of the additional project-level analysis for the TTRP.L, TTRP.9, and TTRP.71\_1 proposals, the number of study intersections was increased from 70 to 78.

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travel from particular traffic analysis zones (TAZs). The City's travel demand forecasting model is comprised of 981 TAZs, which range in size from a single square city block to approximately 50 acres (San Francisco is approximately 30,000 acres in area). Thus, as part of the response to comments indicating that service changes would result in more people driving, an additional analysis of the SF-CHAMP model output was conducted to identify the extent to which mode shifts between transit and automobile travel occurs in certain representative areas where transit routes were rerouted or discontinued as part of the Service Improvements. This analysis focused on Pacific Heights and Presidio Heights due to the elimination of the 3 Jackson, Ashbury Heights due to the realignment of the 6 Parnassus, and Outer Potrero and Bayview due to the partial route elimination of the 19 Polk, and the TAZs within these areas were selected to represent the effect of the Service Improvements on mode shift. The analysis showed that with the Service Improvements in place, mode shift changes in these neighborhoods would be as follows:

- Pacific Heights and Presidio Heights: Approximately 0.5 percent mode shift during the a.m. and p.m. peak hours to transit from auto and other modes (a net addition of about 30 transit trips during the a.m. peak hour, and about 45 transit trips during the p.m. peak hour). This minimal mode shift is likely because although the 3 Jackson would be discontinued, service on the 2 Clement, which parallels the 3 Jackson for the majority of its route, would more than double, resulting in more transit capacity along the corridor that the 3 Jackson served with the Service Improvements in place, than without them.
- Ashbury Heights: Approximately 1.0 percent mode shift during the a.m. and p.m. peak hours to transit from auto and other modes (a net addition of about 15 transit trips during the a.m. peak hour, and about 45 transit trips during the p.m. peak hour). This minimal mode shift is likely because although the 6 Parnassus would be realigned to Haight Street downhill from the Ashbury Heights neighborhood, this neighborhood would still be served by the 6 Parnassus, 43 Masonic, and the N Judah, although some passengers would need to walk farther to access these routes and would need to walk uphill on their return home.
- Outer Potrero/Bayview: Less than 1.0 percent mode shift during both the a.m. and p.m. peak hours to transit from auto and other modes (a net addition of about 10 transit trips during the a.m. peak hour, and zero transit trips during the p.m. peak hour). This minimal mode shift is likely because although the portion of the route south of 24<sup>th</sup> Street would be eliminated, that portion of the route would continue to be served by the 48 Quintara-24<sup>th</sup> Street route following the same alignment. The remaining portion of the 19 Polk route (and vice versa) could then be accessed via a transfer.

Several comments refer to specific route segments being eliminated and the potential result of reduced access to certain areas around the City, "stranding" riders and resulting in more people driving. The affected routes mentioned include the 8X Bayshore Express, 8BX Bayshore Express, 19 Polk, and 37 Corbett routes. These routes are discussed below.

**8X Bayshore Express and 8BX Bayshore Express** – A comment indicates that eliminating the segment of the 8X Bayshore Express and 8BX Bayshore Express route north of Broadway would reduce transit service and access to North Beach, Chinatown, and Fisherman’s Wharf. With implementation of the TEP, the new 11 Downtown Connector route would provide overlapping service on this segment to North Beach, as would other routes serving these areas, such as the new E Embarcadero line. The proposed TTRP.30 would also improve transit service to Fisherman’s Wharf and Chinatown.

**19 Polk** - One comment indicates that eliminating the southern portion of the 19 Polk near the San Francisco General Hospital would strand riders at this location; however, this eliminated service would be replaced by the rerouted 48 Quintara-24<sup>th</sup> Street route. Additionally, an increase in auto trips near the San Francisco General Hospital due to the partial route elimination of the 19 Polk was not identified as part of the transportation analysis. A couple of comments state that because the 19 Polk would no longer run on Hyde and Larkin streets, it would become more difficult to access Little Saigon (generally bordered by Polk, Hyde, O’Farrell and Eddy streets). However, with implementation of the TEP Service Improvements, the 19 Polk would be realigned to run on Polk Street, one to two blocks west of Hyde and Larkin streets (i.e., between 500 and 1,000 feet). It should be noted that with the proposed TEP Service Improvements, both the 31 Balboa along Eddy Street and 38 Geary routes would remain in operation to the south and north of Little Saigon. See Response TR-4, pp. RTC-4.D-28 to RTC-4.D-35, for a discussion of capacity utilization and crowded transit routes, Response TR-5, pp. RTC-4.D-39 to RTC-4.D-45, for a discussion of transit impacts, and Response TR-13, pp. RTC-4.D-86 to RTC-4.D-90, for a discussion of cumulative traffic impacts.

**37 Corbett** – One comment references the proposed changes to the 37 Corbett route. A portion of the proposed alignment changes associated with the 37 Corbett Service Improvements was implemented in fall 2012 (Case No. 2012.0796E, 37 Corbett Segment Elimination/Stop Removal), and included the segment of the 37 Corbett on Portola Drive between Burnett Avenue and Glenview Drive, Glenview Drive between Portola Drive and Dawnview Drive, and Dawnview Drive between Glenview Drive and Burnett Avenue. A new 32 Roosevelt route would replace the Roosevelt branch of the 37 Corbett. Segments of the 37 Corbett that would not be replaced by the new 32 Roosevelt route include Clayton Street between 17<sup>th</sup> and Carmel streets, Carmel Street between Clayton and Cole streets, and Cole Street between Carmel and 17<sup>th</sup> streets; however, the 32 Roosevelt route would be located one block (about 300 feet) to the north. Although the northern segment north of Frederick Street would be discontinued, riders would be able to access the 32 Roosevelt route about three blocks (about 1,000 feet) south of Haight Street. Please see the Guide to

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the TEP, which describes how proposals for changes to and/or elimination of routes are established, including the factors considered such as street grades and topography.

#### **Conclusion**

In summary, although some individuals may be inconvenienced by an additional transfer or a longer walk time to access transit as a result of the proposed TEP Service Improvements, this effect was not found to result in a substantial mode shift between transit, auto, and other modes. With implementation of the TEP, the total vehicle miles traveled (VMT) in the San Francisco Bay Area each day would decrease by 26,980 VMT (TTRP Moderate Alternative) and 40,424 VMT (TTRP Expanded Alternative). This indicates that while some individuals could certainly shift mode to single occupancy vehicles as a result of service changes, the total VMT are expected to decrease because other individuals would shift mode from single occupancy vehicles to transit. Overall, the proposed TEP Service Improvements would result in an increase in transit ridership. The effects of mode shifts by individuals inconvenienced by the proposed Service Improvements were accounted for in the transportation analysis conducted for the TEP, and no additional analysis is required. Please see the Guide to the TEP, which describes how proposals for changes to and/or elimination of routes are established, including the factors considered such as street grades and topography, why short lines<sup>2</sup> are included, and how competing interests are balanced during the decision-making process. See also Response MER, in Section 4.K, Merits of the Proposed Project, pp. RTC-4.K-94 to RTC-4.K-102, regarding suggested proposals to revise the project proposed by the SFMTA and analyzed in the EIR, and similar comments related to the support or opposition of the proposed Service Improvements based on transit rider access. See Response PD-3, in Section 4.A, Project Description, pp. RTC-4.A-21 to RTC-4.A-23, which addresses comments on topography and transit service in hilly areas. See Response TR-4, pp. RTC-4.D-28 to RTC-4.D-35, for a discussion of capacity utilization and crowded transit routes; Response TR-6, pp. RTC-4.D-52 to RTC-4.D-61, for a discussion of traffic-related impacts of the proposed Service Improvements; Response TR-12, pp. RTC-4.D-83 to RTC-4.D-85, for a discussion of cumulative traffic impacts; Response TR-11, pp. RTC-4.D-79 to RTC-4.D-82, for a discussion of parking impacts; and Response AQ-1, in Section 4.F, Air Quality, pp. RTC-4.F-6 to RTC-4.F-13, regarding the impacts on air quality. Also see Response EP-6, in Section 4.I, EIR Process, pp. RTC-4.I-30 to RTC-4.I-32, regarding public notice and outreach conducted for this project.

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<sup>2</sup> A short line is a variant of a route that does not travel the full length of the route. Short lines are often used to supplement service along higher ridership portions of a route.

**Comment TR-4: Transit Capacity Utilization**

**I-Bocci (3) (pp. 19-20)**

*(Barbara Bocci, Public Hearing Transcript, August 15, 2013)*

Now, will there be cost savings by cutting the #3? The #3 is not the most underused line. 30 of 65 lines have lower use in the peak hours. 25 of the 65 lines have lower use in the peak evening hours. If the #3 Jackson is eliminated, the EIR plans to expand buses on the #2, the 22, and the 24. If 50 percent of our riders go over to their buses, they would have to add considerably. 76 percent of the eliminated buses would have to be added to those lines. It's a case of robbing Peter to save Paul.

**I-Colamarino (4)**

*(Sophia Colamarino, Email, September 18, 2013)*

I tried the 30X, but multiple buses passed me every day, already full by mid-Chestnut St. When I finally mushed on, I stood awkwardly with everyone's office bags in my back. At least everyone was good-natured, which was unlike my experiences on the 30 and 45, where going through Chinatown was a nightmare. Moreover, now that Stockton St. is closed, the bus re-routes in the opposite direction from SoMa, requiring yet another transfer and additional time. The 10 bus had a torturous, slow route to the Financial district. It wasn't too awful when I wasn't in a hurry to arrive at a specific time, but three times the bus I was waiting for never showed up. This inconsistency does not allow it to be a commute bus.

Finally, for a few weeks I tried the 22 up the hills and down to the 2 or the 38L, but these were completely packed, and I (like anyone else who boards on this side of town) had to stand the entire way with my heavy computer, work files, lunch bag, and purse. Additionally they were loud, dirty, smelly and scary (people screaming obscenities; people passed out on seats; homeless with big bags of whatever literally blocking the doors and aisles), and I realized I was arriving to the office already in a foul mood *just* from those buses. I finally stopped taking them when I found a hand in my purse.

**I-Conde (1)**

*(Daniel Conde, Email, September 16, 2013)*

I understand that the Jackson 3 Muni bus is under consideration for elimination.

I take the 3 Jackson bus, and as an alternative, the 1 California. The 1 California Bus is often crowded and will not take on any passengers at downtown stops and towards downtown at Presidio and California stop, it also is often very crowded and cannot take on passengers. Therefore, I take the 3 Jackson instead.

**I-Dougherty (1)**

*(Michael Dougherty, Email, September 16, 2013)*

I regularly take the #2 or #3 to get to and from work from the Montgomery BART station. The buses are quite full. In the evening I routinely must stand. I believe the service levels will decline if one of the routes is eliminated. The buses will be then become overcrowded, and perhaps unsafe for the elders who reside in The Sequoias.

**I-Farooqui (1)**

*(Danyaal Farooqui, Email, September 16, 2013)*

I know you've probably received many emails on this issue, so I'll keep it short. I've been riding the 3 Jackson since high school. I now ride it to get to work and back home. With an increase

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in SF residents, the buses are more crowded than ever. This is especially true of the 1 and 1BX (which are alternatives for many regular 3 riders). Even the 3 is packed during the morning and evening rush, so I'm unsure what the premise for even considering a shut down is. Without the 3, the remaining lines will get even more crowded and parts of the city that the 3 serves will be much tougher to reach. Unlike many other lines, the 3 is a pleasant ride. Its clean and all riders are respectful. I urge you to keep this line open so as to prevent inconvenience for many of its riders.

#### **I-FarrellC (1)**

*(Casey Farrell, Email, September 8, 2013)*

The plan to scrap the 3 JACKSON line is not a good idea- let's list a few reasons why this strategic link must be kept;

Financial district workers who can not get on the other lines due to overflow crowds can 'circle the globe' on the JACKSON 3.

#### **I-Francoeur (3)**

*(Robert Francoeur, Email, July 17, 2013)*

...In addition, the N line is already overcrowded and routing the 6 to bypass Frederick is going to add to the already overburdened N line as 6 riders on the hill migrate to the N....

#### **I-Goodman2 (4)**

*(Aaron Goodman, Email and Attachment, September 15, 2013)*

I also am concerned about the lack of connectivity to the 14/14L, 44 O'Shaugnessy line, 9 and 9L lines and overall overcrowding and lack of capacity on these bus lines as a daily rider. We see often inadequate transfer time between stations at major intersections and problems for seniors, families, and children trying to switch bus lines. Many of the existing lines are overburdened and over-crowded to capacity. The 9/9L 8x routes on San Bruno Ave, and the 44 and 14/14L routes are at "crush-capacity" and bus stop TEP proposed changes will not solve or improve the current situation without initiating longer term transit planning that would alleviate the over-burdened systems. Planning lesser stops in the route, may speed initial travel times, but with buses already over-burdened on many of these routes, frequency is not the primary issue, it is capacity of the bus systems, and the need to re-engineer the streets and lines for mass-transit and larger capacity systems.

In some cases bus lines should be already changed to street-level mass-transit light-rail, or BRT at a minimal improvement.

The San Bruno Ave 8x line is visually a joke daily, with many people crammed in at dangerous levels with dangerous situations like drivers driving past the northbound stop over Silver Ave to unload on the other side of the intersection, or driving past when over-full and not letting people off....

#### **I-Goodman2 (6)**

*(Aaron Goodman, Email and Attachment, September 15, 2013)*

The 44 bus route also faces the same issues going to Glen Park BART station with over-filled bus routes inbound and outbound daily.

**I-Grcevich (1)**

*(Alison Grcevich, Email, September 17, 2013)*

I am a regular rider of the Muni 3-Jackson. I live directly across the street from the last stop at Presidio and California. Without the #3, the only bus that many of us, including myself, can take to and from work (I work in the Union Square area), is the #2. Both the #2 and #3 are beyond packed every morning and night. Sometimes riders cannot even get on at the Sutter/Stockton stop, and need to wait at least another 10 minutes for the next bus. Without the #3, I cannot imagine the negative impact on the #2 and ridership on this Pacific Heights route.

Please reconsider the elimination of the #3-Jackson, and keep it running. We residents truly need it!

**I-Hemphill (2)**

*(Maria Sullivan Hemphill, Email, September 17, 2013)*

...I would understand the point that those serviced by the 3 could potentially be serviced by the 2, except that the 2 doesn't even serve well all the people that want to use it at this point. If you are coming from Downtown outbound to Pacific Heights and beyond on a weeknight at 6pm, you had better pick up the 2 by Sutter and Kearny or you won't be able to get on. I've heard stories of people waiting 40 minutes for a 2 that actually had room. Are you going to put more 2's out there? How are you going to cover all the people that generally take the 3, because the 2's are too full to ride? I fail to understand the logic of removing buses while simultaneously attempting to increase ridership. I suppose perhaps your statistics will improve (less buses, same or more amount of riders), but your reputation amongst citizens of SF will certainly decline once again.

I look forward to hearing from you and hope that you and your team will re-consider the elimination of the 3- Jackson.

**I-JonesJanet (2)**

*(Janet Jones, Email, September 16, 2013)*

...The # 38 is already overcrowded and leaves us at the bottom of downtown hills. Nor does it connect us directly with places like Calvary Church,

With the impending hospital on Post and Van Ness and another proposed high rise next door, Muni should be increasing its service not cutting back.

**I-KochC (2)**

*(Caroline Koch, Email, September 7, 2013)*

As a resident of lower Nob Hill who works in the Presidio, the 3 Jackson provides a convenient, efficient, and not overly crowded route for me to get to work. This is especially true on weekend mornings when alternate Muni lines such as the 45 Union or the 30 Chestnut are often too full to even stop at many of the downtown locations. Eliminating the 3 Jackson could exacerbate the over-crowding of those lines by causing additional riders to need those routes to get across town.

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**I-Long2 (1)**

*(Alex Long, Email, July 25, 2013)*

- Am I correct in assuming that we should consider the elimination of the #3- Jackson line as an **environmental issue** too, and therefore we should raise any concerns before the 26th of August or at the 15th scheduled meeting.?
- I looked at the utilization numbers and was really surprised to see that the IB on the line #3 was actually quite high, the outbound on both the #3 and #2 is low, I wonder why?

I will look forward to hearing back by e-mail or phone (650-380-9116).

Sean -- I have been lead to understand from Debra's colleagues that I should address my questions to you? If you could provide me with any guidance on the following I would very much appreciate it (perhaps a brief phone conversation would be more effective)?

- I understand that ridership on the #3-Jackson is light and maybe it is also light on the #2 line? Do you have data on the number of folks that board each of these two lines between Presidio and where they reach Sutter at Fillmore?
  - Can this data be further broken down into the number of older (over 65) and the number of younger (school age) riders that board each line in this region?
  - Can this data also be broken down by time of day?

**I-Long4 (7)**

*(Alex Long, Public Hearing Transcript, Exhibit #1 – Power Point Presentation Slides, August 15, 2013)*

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Cost Savings by Cutting #3?

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- Is #3-Jackson most under-used line?
  - as a residential community:
    - 30 of 65 lines have lower use in the peak morning direction (*Table 12 EIR*)
    - 20 of 65 lines have lower use in the peak evening direction (*Table 13 EIR*)
- Are many \$'s saved by cutting the #3-Jackson?
  - according to EIR, service needs to be expanded on #2, #22, #24
  - if just 50% of #3 capacity is shifted, it would require 76% of the eliminated buses to be added back because the other routes are significantly longer.
  - and, there is the cost of making the #2-Clement line electric.

**I-Parent (1)**

*(Gary Parent, Email, September 15, 2013)*

I am writing this letter because I am very disappointed to learn that MUNI through its "Transit Effectiveness Project (TEP)"\* is planing to discontinue the #3 Jackson bus. I live in district 2 and use this bus almost daily. I am also disabled and use a wheelchair. I understand that along Jackson Street there are not a lot of riders but this is not uncommon for any bus to have few riders at the beginning and end of their route. I can tell you once it turns down Fillmore the bus begins to fill up. The MUNI plan to increase buses on the #2 Clement to replace the #3 will improve the system is shortsighted. Not only will there be more crowding

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and fewer locations to get the bus but as a disabled rider this really exacerbates the issue of crowding. There have been a number of times I've waited for a bus pull up to my stop and find the bus over full of passengers and I had to wait and hope the next bus has room. There are a number of stops that the #2 Clement does not go that the #3 Jackson. Like upper Fillmore, Bart stop in bound on Sutter Sansome. There are others.

I agree there is some redundancy with the #2 Clement and #3 Jackson but eliminating a whole bus line and adding busses to another wont really increase efficiency, it will increase crowding and reduce the number of available stops. And if increasing the number of bus's is the plan why not just perhaps reduce the number of bus's on the #3 and leave us riders some options. Eliminating the #3 Jackson leaves us no options.

**I-Patrick1 (1)**

*(Patrick, Email, August 29, 2013)*

I read a notice about the 3 line getting shut down. Can you send me some info on the proposed changes? I'm wondering if it will be replaced by something else. I commute downtown on the 2 and 3 from Fillmore and at rush hour, both are very crowded. If the route is removed the 2 will be utterly packed.

**I-Patrick2 (1)**

*(Patrick, Email, September 16, 2013)*

please do not drop the 3 jackson. I rely on this line to get home. I work near stockton/sutter. It is very difficult to board any bus going outbound during the pm commute hours. I literally have to wait at the corner to see if there is a 30 (going to the marina district), 45, 2 or 3 that I can ride. Most of the times the buses are packed. Removing the 3 line doesn't make sense. It will make the evening commute far worst. at least keep the 3 running during commute hours or get longer buses for the 2.

**I-Richter (2)**

*(Kathleen M. Richter, Email, September 2, 2013)*

I ask you to try and board the eastbound #3 Jackson as it exits Pacific Heights at the Sutter-Van Ness stop at 8:00am, 9:00am or even 10:00am on a weekday morning. Similarly, I ask you to try and board the westbound #3 Jackson at 5:00pm, 6:00pm or even 7:00pm at the same Sutter-Van Ness stop. Do you realize that every seat is still full on the westbound #3 Jackson during 6:00pm rush hour even as it turns up Fillmore Street, Ms. Jones?

I hope you will do the right thing and preserve the MUNI #3 Jackson. Will you support the taxpayers and faithful riders who keep MUNI in business, Ms. Jones?

**I-Sanford2 (1)**

*(Patti Sanford, Email, September 17, 2013)*

As a follow up to my message yesterday, I remembered another reason why I rely on the #3 Jackson bus! I use the #3 for downtown appointments every month. The alternate #2 line is consistently crowded and I rarely can find a seat.

**I-Scammell (1)**

*(Geoffrey Scammell, Email, September 15, 2013)*

I live at the Sequoias, a retirement community of over 300 persons on Cathedral Hill served by the #3 & 2 Muni line. We rely on the bus to get downtown and have a bus stop near our entrance. I have heard that Muni is considering eliminating the #3 bus, which would result in

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less frequent service and more crowded conditions. There are several retirement communities in this neighborhood that need good and reliable bus service. Please support us in this important issue.

#### **I-Woodruff (2)**

*(Debra Woodruff, Email, September 17, 2013)*

- The 1 California bus (Westbound) is at least 5 blocks away, downhill from the 3 Jackson and is usually very crowded. When getting off the 1 California (Eastbound) to reach the streets going up to Jackson one must walk uphill. This is a challenge for the senior population in the neighborhood.
- The 38 Geary is also overcrowded and is at least 8 blocks away for riders.

#### **I-Woodruff (5)**

*(Debra Woodruff, Email, September 17, 2013)*

- Many in the neighborhood use the bus to get to BART and take transportation to Oakland or SFO. It is considerably harder to carry luggage on two or more transfers to reach the area the 3 Jackson serves. It is nearly impossible to board the 1 California with a small bag when it is crowded. If the 3 Jackson is eliminated, it will be even worse.

#### **I-Zeluck (1)**

*(Steve Zeluck, Email, September 8, 2013)*

I am a regular rider of the 3 Jackson. It makes my travels to and from downtown very much easier. There is a real need for the 3 Jackson as a compliment to the 2 Clement, which can be very crowded during peak hours. Please do not decommission the 3 Jackson.

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### **Response TR-4: Transit Capacity Utilization**

Many of the comments are statements in opposition to specific lines being altered or eliminated, such as the 3 Jackson. Many of these comments are statements or questions about the project or project merit, such as converting bus routes to light rail lines or providing BRT service, or existing SFMTA service (including existing ridership questions); these comments are not directly related to the transit analysis conducted for the environmental review of the TEP. For responses to many of these comments, please see the Guide to the TEP and Response MER, in Section 4.K, Merits of the Proposed Project, pp. RTC-4.K-94 to RTC-4.K-102, which addresses comments on the merits of the project.

For purposes of the environmental review document for the TEP, the comments also express concerns about capacity utilization on the Muni system, stating that specific routes are currently very crowded and that, due to changes in travel patterns that may result from implementation of the TEP Service Improvements, existing crowding on routes may be exacerbated or some routes may begin to experience substantial overcrowding. The first part of this response is a discussion of capacity utilization in

general terms, with an overview of transit capacity and how it is calculated, a recap of the significance criteria used in the EIR (see EIR pp. 4.2-20 to 4.2-23), and the effect of the TEP Service Improvements from a systemwide perspective, as analyzed in the EIR on pp. 4.2-117 to 4.2-141. This is followed by an explanation of the impact of the TEP Service Improvements on capacity utilization for the routes mentioned in the comments.

### **Transit Capacity Utilization**

The a.m. and p.m. peak periods are the two busiest periods during the weekday on the Muni system, and accordingly they feature the highest levels of utilization and crowding. Crowding is generally highest on routes that enter downtown in the a.m. peak period and exit downtown in the p.m. peak period. Many of these lines are close enough together that a large proportion of the passengers have a choice between parallel routes, as indicated in several of the comments, and the rider's choice is based partially on crowding experienced on each route, among other factors. Thus, the ridership and capacity utilization of parallel routes are interrelated and effects of the TEP on capacity utilization are assessed by bundling parallel routes within a corridor and analyzing them together. In practice, this is done by applying a screenline analysis across the corridor. As explained on EIR pp. 4.2-26 and 4.2-27, a screenline is a line drawn on a map that represents a gateway through which parallel and interrelated routes pass. A weighted average is taken of the capacity utilization (which is taken at the maximum load point along each route, not necessarily at the screenline itself) of the routes that fall within the screenline to gain insight into the general trends of capacity utilization for a corridor. A picture of the general crowdedness of a corridor emerges from the screenline analysis. The individual line analysis was informative in illuminating how travel behavior between various lines was affected by the implementation of Service Improvements and TTRPs and could inform future transit service adjustments made by SFMTA. However, for purposes of CEQA analysis, which examines capacity utilization and transit delay, this EIR identifies impacts of the project on the corridor and screenline basis. This approach is appropriate because the TEP is a Citywide project that is attempting to address the efficiency of the entire transit network. This approach is also consistent with transit analysis conducted for projects in and outside of the downtown area, where the downtown screenlines are utilized or transit lines and their corresponding capacity utilization are grouped into corridors and screenlines for analysis purposes. It is also consistent with the transit impact analysis methodology set forth in the *Transportation Impact Analysis Guidelines*.

### **Definition of Capacity Utilization**

Capacity utilization relates the number of passengers per transit vehicle to the design capacity of the vehicle. The number of passengers for each route is taken at the

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maximum load point location (i.e., the location on the route where the vehicle is carrying the most passengers). The capacity per vehicle includes both seated and standing capacity, where standing capacity is somewhere between 30 to 80 percent of seated capacity (depending upon the specific transit vehicle configuration). For example, the capacity of a light rail vehicle is 119 passengers, the capacity of a historic streetcar is 70 passengers, and the capacity of a standard bus is 63 passengers.

To calculate the capacity utilization for a route, first the maximum load per transit vehicle along a route during the peak hour is determined. This is the maximum load at any part along the route. This maximum load is then divided by the capacity of the transit vehicle type on that route. The resulting percentage is the portion of total transit capacity that is occupied (capacity utilization) during that peak hour. Please also refer to the Guide to the TEP for further discussion on how the SFMTA provides transit service throughout the City.

#### Significance Criterion

Muni's established capacity utilization standard for peak period operations is 85 percent. It should be noted that the 85 percent utilization accounts for seated and standing loads, so at 85 percent all seats are taken and there are some standees. Muni screenlines and corridors at or near 85 percent capacity operate under noticeably crowded conditions with many standees. Because each screenline and most corridors include multiple routes, each with several vehicles operating during the peak hour, some individual vehicles may operate at or above 85 percent and are crowded, while others may operate under less crowded conditions.

The project would have a significant effect on the environment if it would cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service levels could result. With the Muni and regional transit screenlines analyses, the project would have a significant effect on the transit provider if project-related transit trips would cause the capacity utilization standard to be exceeded during the peak hour.

#### **Analysis Results**

Owing to San Francisco's grid street system, most of the routes in the Muni system are to some extent paralleled by other nearby routes, typically one, two, or sometimes three or more blocks away. For example, there are a number of east-west Muni bus routes that travel through the Richmond District that parallel each other and offer similar inter-

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neighborhood services (i.e., the 1 California, 38 Geary, 31 Balboa, and 5 Fulton routes). These routes are spaced two blocks apart, or approximately 1,200 feet, depending on the location in the Richmond District.

The TEP Service Improvements include a variety of changes to routes, such as increases or reductions in frequency, changes in alignment, and elimination of routes, which could attract passengers to or deter them from particular lines. In these cases, some passengers would choose to use a different route, especially in cases of route elimination. Thus, the effects of the proposed changes at the route level are linked and were analyzed this way in the EIR.

The EIR concludes that there are no significant capacity utilization impacts in the Existing plus Project conditions due to the proposed TEP Service Improvements, as discussed on EIR pp. 4.2-121 to 4.2-142. Under Existing plus Project conditions, the capacity utilization for each of the 14 corridors within the four transit screenlines was less than 85 percent in both the a.m. and p.m. peak hours, including for conditions with the proposed Service Improvements, as well as with the proposed Service Improvements and the TTRP Moderate Alternative and TTRP Expanded Alternative proposals as discussed on EIR pp. 4.2-169 to 4.2-177. Furthermore, of the routes mentioned in the comments (i.e., the N Judah, 1 California, 1BX California Express, 2 Clement, 6 Parnassus, 8X Bayshore Express, 9 San Bruno, 9L San Bruno Limited, 10 Sansome, 14 Mission, 14L Mission Limited, 22 Fillmore, 24 Divisadero, 30 Stockton, 30X Marina Express, 38 Geary, 38L Geary Limited, 44 O'Shaughnessy, and the 45 Union-Stockton routes), all have a capacity utilization under Existing plus Project conditions (i.e., with implementation of the proposed Service Improvements) during both the a.m. and p.m. peak hours of less than the 85 percent capacity utilization standard, and in many cases, with the proposed Service Improvements, would have a reduction in capacity utilization from Existing conditions. As noted in one of the comments, on occasion a bus on a particular route may reach capacity and be unable to allow anyone else to board due to safety considerations. In this instance, barring service disruptions, another bus usually follows within a reasonable amount of time. SFMTA attempts to the extent possible to address overcapacity issues in service, and the TEP is one of the efforts that is intended to address this issue by providing up to 350,000 additional annual hours of service and implementing TTRPs that facilitate transit movement through the system.

Under 2035 Cumulative conditions, three different corridors were projected to have significant capacity utilization impacts: the Fulton/Hayes and Mission corridors during the a.m. and p.m. peak hour and the San Bruno/Bayshore corridor during the p.m. peak hour, as discussed in EIR pp. 4.2-267 to 4.2-276 under Impacts C-TR-1 to C-TR-3. For the Fulton/Hayes and Mission corridors, the TEP was found to contribute considerably to

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exceeding the 85 percent capacity utilization threshold and result in a significant cumulative transit impact. For the San Bruno/Bayshore corridor, under 2035 Cumulative plus Service Improvements, 2035 Cumulative plus Service Improvements and TTRP Moderate Alternative, or 2035 Cumulative plus Service Improvements and TTRP Expanded Alternative conditions, the capacity utilization would either stay the same or decrease from 2035 Cumulative No Project conditions, and therefore, would not result in a significant cumulative transit impact.

#### Specific Muni Routes

Many of the comments regarding capacity utilization referred to concerns regarding specific routes. Generally, the comments do not suggest that the EIR analysis is flawed; rather, they address the merits of individual route restructuring. The EIR analysis accounts for the effects of the proposed service changes and appropriately and adequately discloses the resulting transit impacts. Additional discussion is provided below to describe and further explain how the EIR analysis accounts for the specific service changes.

#### **Route Elimination**

3 Jackson. The entire 3 Jackson route is proposed for elimination and service frequency along the parallel 2 Clement route would be more than doubled. Proposed service from other Muni routes overlaps with almost the entire discontinued 3 Jackson route. East of Fillmore Street, service overlaps with the 2 Clement, and the increase in frequency for this route (i.e., the 2 Clement route), proposed as part of the Service Improvements, would compensate for the loss of the 3 Jackson service along this section, as shown in the Muni Ridership and Capacity Utilization Tables 12 and 13 on EIR pp. 4.2-122 to 4.2-135. Along Fillmore Street and west of Fillmore Street, there are a number of parallel routes that serve downtown in addition to the 2 Clement. The most notable parallel routes are the 1 California on California Street, and the proposed 10 Sansome that would run east of the intersection of Jackson/Steiner streets. The greatest additional distance from the current 3 Jackson route that a passenger would need to walk to access any of these routes is four blocks, or approximately 1,300 feet (e.g., from Jackson Street to California Street). As discussed in the EIR, pp. 4.2-42 to 4.2-43, the TEP Service Improvements, which include the proposed changes to the 3 Jackson route, would result in less-than-significant impacts to pedestrians. As indicated in a comment, some riders may choose to take the 38 Geary on Geary Boulevard, located nine blocks, or approximately 0.6 miles, from Jackson Street. While some current 3 Jackson passengers would experience some additional walk time, they would continue to have other reasonable

route options. For additional information regarding pedestrian impacts, see also Response TR-7, pp. RTC-4.D-65 to RTC-4.D-71.

Considering capacity utilization and the EIR transit analysis, the effects of elimination of the 3 Jackson were considered as part of a transit corridor of parallel and, at times, overlapping routes. In the screenline analysis methodology, as described on EIR p. 4.2-27, the 3 Jackson was considered alongside the 2 Clement in the Sutter/Clement corridor. These two routes overlap east of Fillmore Street and run parallel for seven blocks between Presidio Avenue and Fillmore Street. Under Existing conditions, these two routes have a combined capacity utilization of 77 percent in the a.m. peak hour traveling in the peak inbound direction. The p.m. peak hour peak outbound direction capacity utilization is 75 percent. Under Existing conditions, the capacity of the Sutter/Clement corridor in both peak hours is 630 passengers per hour. To compensate for the loss of capacity from the elimination of the 3 Jackson, the TEP Service Improvements would add capacity on the parallel 2 Clement route. This would be done by introducing the 2 Clement Short, which would provide extra service in the high demand part of the route closest to downtown. The frequency of the 2 Clement “long” route would also be increased. Although some passengers may need to walk farther or transfer to access a bus route that goes to the same destinations as the 3 Jackson, overall, capacity of the Sutter/Clement corridor would increase from 630 to 756 passengers per hour in both peak hours. This represents a 20 percent increase in transit capacity for this corridor over the Existing condition. With implementation of the Service Improvements and accounting for changes in ridership, capacity utilization on the 2 Clement would be 57 percent during the a.m. peak hour in the inbound direction (i.e., toward downtown) and 74 percent during the p.m. peak hour in the outbound direction (i.e., away from downtown toward the more residential parts of San Francisco). Therefore, with implementation of the proposed Service Improvements, the capacity utilization under Existing plus Project conditions would be less than the 85 percent capacity utilization standard.

In response to a comment stating that the 38 Geary is overcrowded, it should be noted that under Existing plus Project conditions (i.e., with the proposed Service Improvements), the capacity utilization on the 38 Geary would be between 47 and 58 percent during the a.m. peak hour, and between 47 and 70 percent during the p.m. peak hour (as presented in Tables 12 and 13 on EIR pp. 4.2-122 to 4.2-135), and would therefore be less than the 85 percent capacity utilization standard. One comment refers to the 38 Geary not connecting to such destinations as Calvary Church. Calvary Church would, similar to existing conditions, be accessible from transit service via the 10 Sansome (which stops one block away (about 400 feet) from Calvary Church at the

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intersection of Jackson/Webster streets), the 24 Divisadero (which stops on the same block as Calvary Church at the intersection of Jackson/Fillmore streets), and the 22 Fillmore (with a stop on the same block as Calvary Church at the intersection of Jackson/Fillmore street) routes), which can be accessed through other east-west transit routes such as the 1 California and the 38 Geary routes.

While some passengers may be inconvenienced by a longer walk or transfer, other route options would continue to serve current passengers along the route of the existing 3 Jackson west of Fillmore Street, and the effects of this change were reflected in the travel demand forecasts and the EIR impact analysis. There were no significant impacts for capacity utilization on the Sutter/Clement corridor for any of the Existing plus Project or 2035 Cumulative scenarios. Please also see the Guide to the TEP, which describes how the SFMTA develops proposals for changes to and/or elimination of transit routes, including the 3 Jackson, as well of considerations for provision of transit service to seniors, disabled persons, and school children. Please also see Response MER, in Section 4.K, Merits of the Proposed Project, pp. 4.K-94 to 4.K-102, regarding proposals to revise the project as described and analyzed in the EIR, and similar comments related to the support or opposition of the proposed Service Improvements based on customer access; and Response PD-3, in Section 4.A, Project Description, pp. RTC-4.A-22 to RTC-4.A-23, addressing comments on topography and transit service in hilly areas.

12 Folsom-Pacific. The 12 Folsom-Pacific route is proposed for elimination, and service frequency along the overlapping 10 Sansome route would be more than tripled to compensate for this route elimination. In addition to the increased service on the 10 Sansome, which would serve the section of the route north of Folsom Street, portions of the former 12 Folsom-Pacific route west of Second Street would also be covered by the proposed 27 Folsom and the new 11 Downtown Connector route.

The effects of this change are reflected in the ridership projections and transit impact analysis presented in the EIR. Under Existing plus Project conditions with the Service Improvements, transit impacts of the changes to 10 Sansome and 27 Folsom routes, and on the Other Routes corridors within the Northeast and Southeast screenlines would be less than significant.

#### **Alignment Changes**

6 Parnassus. The 6 Parnassus route is proposed to be rerouted in the Ashbury Heights neighborhood onto Stanyan Street and Haight Street. This neighborhood would still be served by the 43 Masonic, the 6 Parnassus, and the N Judah, although some passengers would need to walk farther to access these routes as well as up or down a hill. The

longest additional walking distance would be around 1,800 feet (about five blocks between the intersection of Haight/Stanyan streets and the intersection of Clayton/Cole streets). While some passengers who wish to ride the 6 Parnassus would be inconvenienced by having a longer walk time or having to walk up or down a hill, other route options would still exist to serve all current passengers along the route of the existing 6 Parnassus. The effects of this change are reflected in the ridership projections and transit impact analysis presented in Tables 12 and 13 on EIR pp. 4.2-122 to 4.2-135. Under Existing plus Project conditions, transit impacts on the 6 Parnassus would be less than significant. One comment states that the N Judah is too crowded for former 6 Parnassus riders to use. However, as reflected in Tables 12 and 13 under Existing plus Project conditions on EIR pp. 4.2-122 to 4.2-135, the N Judah has capacity (72 percent capacity utilization outbound in the p.m. peak and 78 percent capacity utilization inbound in the a.m. peak) to accommodate those riders. Please see the Guide to the TEP, which describes how proposals for changes to and/or elimination of routes are established, including the factors considered such as street grades and topography, and how competing interests are balanced during the decision-making process.

8X Bayshore Express, 8BX Bayshore Express. The sections of the 8X Bayshore Express and 8BX Bayshore Express routes north of Broadway are proposed for elimination. From the route section proposed for elimination, the 8X Bayshore Express and 8BX Bayshore Express routes currently serve downtown, South of Market, then, after traveling along U.S. 101, the Portola and Visitacion Valley neighborhoods and Geneva Avenue. When the north of Broadway section is eliminated, passengers from this area would be able to take the 30 Stockton or the new 11 Downtown Connector and transfer to the 8X Bayshore Express and 8BX Bayshore Express routes on Stockton Street south of Broadway, or take the F Market & Wharves and transfer to the 8X Bayshore Express and 8BX Bayshore Express routes at the intersection of Market/Stockton streets.

Please see Response TR-3, pp. RTC-4.D-17 to RTC-4.D-22, for a discussion of shifts in travel behavior (i.e., mode shift) as a result of implementation of the proposed Service Improvements.

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#### **Comment TR-5: Transit Impacts**

##### **A-GGBHTD (2)**

*(Ron Downing, Director of Planning, Golden Gate Bridge, Highway and Transportation District, Letter and Attachment, September 10, 2013)*

The District also raised a concern about the abandonment of weekday peak period and daytime service on Line 28 between the Golden Gate Bridge Toll Plaza and the Marina

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District. However, the EIR does not appear to analyze potential impacts to Muni riders and the District's Golden Gate Transit bus service as a result of this proposal. While Golden Gate Transit bus service operates along a portion of the abandoned line, the service is tailored to regional travel and typically cannot accommodate heavy local passenger loads. The District would benefit from an analysis showing whether the proposed Line 28 change results in capacity problems or operational delays for Golden Gate Transit buses.

#### **A-GGBHTD (4)**

*(Ron Downing, Director of Planning, Golden Gate Bridge, Highway and Transportation District, Letter and Attachment, September 10, 2013)*

Second, the District is concerned about the abandonment of weekday peak period and daytime service between the Golden Gate Bridge Toll Plaza and the Marina District. While Muni Line 28 would continue to operate to/from Dal y City BART Station, it is the District's experience that the majority of visitors to the Bridge come from (or are destined to) the east (e.g., Financial District and Fisherman's Wharf) and not the south. The District operates Golden Gate Transit bus service in this corridor, but the service is regional in nature and would not be able to accommodate the passenger volumes carried on Muni Line 28. The District requests that the TEP EIR analyze the impacts of this loss of service and practical methods for accommodating the displaced passengers.

#### **O-CCSJ1 (11)**

*(Alex Long, Concerned Citizens for Saving #3-Jackson, Letter, September 16, 2013)*

We now need to consider what options riders would have if the #3-Jackson were terminated. The following is a brief summary of the alternatives proposed in the footnotes to Tables 12 and 13 of the EIR for riders currently taking the #3-Jackson locally or downtown to areas like Union Square and the theatre district:

- **#2-Clement** - once the bus turns at Presidio Avenue and goes from California to Sutter, this line is seven blocks away and from 100 to 200 feet different in elevation. This makes it unlikely that many riders from our community would choose to walk directly to the #2-Clement line.
- **#24-Divisadero** - this bus runs up Jackson from Fillmore to Divisadero and then turns south on Divisadero. Those residents living between Divisadero and Fillmore who currently take the #3-Jackson could choose to:
  - ride the #24-Divisadero East to Fillmore and then transfer to the #22-Fillmore going south and then transfer again at Sutter to the #2-Clement, or
  - ride the #24-Divisadero West and South to Divisadero & Sutter where they could transfer to the #2-Clement.
- **#22-Fillmore** - this bus runs north and south on Fillmore. Those residents living east of Divisadero might choose to walk multiple blocks to Fillmore and then take the #22-Fillmore to Sutter where they could transfer to the #2-Clement.
- **#43-Masonic** - this bus runs north and south on Presidio Avenue, and provides access to the Presidio. Those residents living west of Divisadero might choose to walk up the hill to Presidio and take the #43-Masonic to California where they could transfer to the #2-Clement.

- **Local Use** - for residents seeking to go to Laurel Village, JCC, Calvary Church, Sacramento or Fillmore stores and restaurants, the best alternative would be to walk the four blocks to California and take the #1-California.

When one looks at the proposed alternative bus routes and the four attributes of our community that we discussed previously, it becomes clear that in most cases the rider would need to walk two or more extra blocks and make one or two additional transfers with the net result of increasing the length of each bus trip by 15-30 minutes (approximately doubles the total transit time). Is this practical, given that we have a significant group of young student and elderly riders who would have to do additional walking in a very hilly terrain and then make one or more additional transfers?

#### **O-CTIP2 (10)**

*(Wil Din, Co-Chair, Harvey Louis, Co-Chair, Chinatown Transportation Research and Improvement Project, Letter, September 17, 2013)*

The proposed project would eliminate the 12-Folsom, a core transit line for Chinatown, and replace this lost service by increasing frequency of the 10-Sansome to 6 minutes during peak periods and 12 minutes mid-day (TEP DEIR, p. 2-74).

- The current headway of the 10 and 12 lines combined is 10 minutes. The proposed 12 minute headway is a service cut.
- Headways must be maintained or improved both during peak and non-peak hours.
- The 12-Folsom is currently operating at a utilization rate above 70% during peak periods with a ridership well over 100 during AM and PM peak periods.
- The 12-Folsom is critical connection for Northern Chinatown residents traveling to the Mission neighborhood.

#### **I-Hutchison (1)**

*(Jack Hutchison, Email, September 13, 2013)*

I have concerns about the proposed change to the Richmond District Express Bus Routes (1AX/BX, 31AX/BX, and 38AX/BX), which would add new bus stops on Pine Street and Bush Street at Van Ness Avenue, making those line less “express”. I’ve been a rider on all of those express bus lines at one time or another, except the 38AX, during my 28 years living in the Richmond District and working downtown, and have been witness (as an interested rider and as a transportation engineer by profession) to the slow slog navigating across Van Ness, as cars and trucks wait for pedestrians before turning from Bush and Pine onto Van Ness. The Muni bus drivers are typically good at using the middle lane(s) to avoid the backup in the right and left turn lanes. I don’t see anything in the TEP DEIR to say where the new bus stops would be located (i.e., on the near side or far side of Van Ness), but regardless of where the bus stops would be, requiring the express buses to stop (after traveling in the right-hand curb lane) will introduce, in my professional opinion, substantial delay for the buses. Even if the bus stops are on the far side of Van Ness (in theory avoiding the backup of vehicles in the right-hand curb lane at Van Ness), there are similar delays at the downstream intersections (Polk Street in the morning and Franklin Street in the afternoon/evening). Not only do I disagree with the DEIR’s statement (page 4.2-143) that the increase in bus travel times “would not be substantial enough to affect transit or traffic operations”, the DEIR provides no basis for that “less than substantial” conclusion (i.e., what

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is the threshold of significance, and what is the estimated increase in bus travel times that was compared to that threshold of significance?)

#### **I-Ling (1)**

*(Hom Ling, Email, September 16, 2013)*

Please reconsider the proposal for a short-line 10 between Van Ness and Montgomery Station.

The 10 and 12 north of Market as they are today are extremely unreliable. Unless there are reliability improvements to be made south of Market and in Potrero Hill, there will still be major reliability and headway issues on the 10.

#### **I-Martin (3)**

*(Peter Martin, Letter, September 3, 2013)*

The TEP is also mis-directed. The "Effectiveness" part of its name should be "Efficiency". As we know efficiency does not always mean effectiveness. I am aware of the operating benefits of running buses faster, but MUNI's mission is to serve the diverse transit needs of the City and not just to run buses fast. An extreme illustration would be for MUNI not to stop and pick up passengers. Clearly the buses would run faster without serving passengers. TEP proposes to eliminate routes and run buses faster. Speed is not critically important to MUNI riders east of Masonic. Access is important and trimming routes increases walking distances to MUNI service. Aside from reliability, load factors are a major passenger concern and source of MUNI delay. During peak commute times, many riders are relatively mobile. During off-peak times most of the riders are seniors and disabled and access effort to MUNI is a huge issue - potentially an ADA issue. We are trying to get as many passengers to use fixed route services like the 3 Jackson rather than expensive door to door services, so elimination of successful routes like the 3 Jackson makes no sense. The zero emissions trolley coach warrant special consideration in any service reduction plan. As mentioned before, service reduction is not consistent with City policies.

#### **I-PanH (18)**

*(Henry Pan, Letter, September 16, 2013)*

**1AX/BX, 31AX/BX, 38AX/BX, NX:** How will the stop at Van Ness currently proposed be implemented? Will it be a curb stop, or will an island need to be built?

#### **I-PanH (21)**

*(Henry Pan, Letter, September 16, 2013)*

**5-Fulton:** I am interested how the traffic circles would impact bus service. Assuming no other cars are at the intersections traffic circles are slated for, travel time for buses to slowly navigate the circles would theoretically be the same as a bus stopping at a stop sign and going again (give or take one second). In addition, the traffic circles would be placed at many intersections with local stops. Local stops necessitate bypass wires for the limited buses. If the size of the traffic circle requires all buses to use the bus zone to bypass the circle, and the bypass wires cannot be used effectively because there is a local bus at the bus zone, the traffic circle will negate any time savings to the 5/5L.

#### **I-PanH (23)**

*(Henry Pan, Letter, September 16, 2013)*

**6-Parnassus:** I am concerned how the reroute on Haight Street would impact travel time for

the 6, especially since the corridor is congested on weekends. I spoke with several operators during the N shutdown, who complained about having to operate down Haight Street because of the congestion. It would probably be effective to operate it through Ashbury Heights instead. If extra service is merited, perhaps resurrecting the 7-Haight during select trips may help (as it is done on the 6 today). Another alternative would be to maintain the Ashbury Heights routing of the 6 during rush hour, while maintaining it on Haight and Stanyan Streets at all other times.

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### **Response TR-5: Transit Impacts**

A number of comments express concerns regarding the transit impacts associated with the Service Improvements on the 3 Jackson, 6 Parnassus, 10 Sansome, 12 Folsom-Pacific, and 28 19<sup>th</sup> Avenue, and the TTRP.5 proposals. Another comment expresses concerns regarding the proposed changes to the Richmond District express bus routes, and disagrees with the statement that the proposed new bus stops on Pine and Bush streets at Van Ness Avenue would not substantially affect the operations of the 1AX/BX California Express routes, the 31AX/BX Balboa Express routes, and the 38AX/BX Geary Express routes that would use these stops. The comment also requests additional information about the significance criteria by which significant impacts related to increases to bus travel times are determined.

This response first addresses comments related to the Service Improvements on the 3 Jackson, 6 Parnassus, 10 Sansome, 12 Folsom-Pacific, and 28 19<sup>th</sup> Avenue routes, then addresses the comment on the proposed new bus stops on Pine and Bush streets, and followed by the comment related to proposed traffic circles along the TTRP.5 corridor.

### **Service Improvements**

A number of comments correctly state that route alignment changes and route elimination proposed as part of the TEP Service Improvements would result in some passengers having to walk longer distances in order to access Muni service. This is discussed in Impact TR-18 on EIR pp. 4.2-121 to 4.2-163. Please also refer to the Guide to the TEP for additional information regarding this concern.

Service Improvements would not, however, 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. The TEP, including the Service Improvements, Service-related Capital Improvements, and TTRPs, would not alter existing crosswalks or sidewalks except to improve pedestrian conditions by increasing the protected area in the right of way for pedestrians such as installing pedestrian bulbs, transit

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bulbs, and pedestrian refuge islands, and widening the sidewalk in a few locations. The TPS Toolkit elements would be implemented as part of the TTRPs and would meet the City standards. In general, the Service Improvements would result in minimal construction such as the provision of curb ramps for accessibility. Therefore, impacts of the Service Improvements on pedestrians were determined to be less than significant.

Regarding the comment stating that service reductions are not consistent with City policy, it is assumed that the comment is referring to the City's long-standing Transit First Policy, which gives top priority to public transit investments as a matter of public policy. As described on EIR p. 2-57, overall the proposed Service Improvements would add new routes, discontinue routes, and modify existing routes, among other proposals, and the net effect would be that 350,000 additional transit service hours would be added to the Muni system on an annual basis. Please also see Response MER, in Section 4.K, Merits of the Proposed Project, pp. RTC-4.K-94 to RTC-4.K-102, which addresses similar comments related to the support or opposition of the proposed Service Improvements based on issues related to the commenter's access to a particular route, and the Guide to the TEP, which describes the factors that the SFMTA considers in developing proposals for changes to and/or elimination of transit routes and how competing interests are balanced during the decision-making process.

See also Response MER regarding proposals to revise the project as described and analyzed in the EIR, and comments in support or opposition of the proposed Service Improvements based on issues related to the commenters' access to a particular route.

**3 Jackson** – Regarding the comment that raised concerns about the young (school-age) and elderly passengers having to walk farther or transfer buses if the 3 Jackson is discontinued, as stated in the comment, there are other route options in the vicinity of the 3 Jackson, including the 1 California, 2 Clement, the 24 Divisadero, the 22 Fillmore, and the 43 Masonic for the segment of the 3 Jackson that does not run along the same alignment as the 2 Clement. Although discontinuation of the 3 Jackson route would require some passengers to walk farther than they currently do and to transfer to other routes, as discussed on EIR pp. 4.2-155 to 4.2-156 under Impact TR-18, the CEQA impact of the 3 Jackson Service Improvements on pedestrians was determined to be less than significant. In addition, please see Response PD-3, in Section 4.A, Project Description, pp. RTC-4.A-22 to RTC-4.A-23, regarding topographic conditions and how those are considered in development of the Service Improvements and any variants. In addition, the Guide to the TEP describes the factors that the SFMTA considers in developing proposals for changes to and/or elimination of transit routes and how competing interests are balanced during the decision-making process.

**6 Parnassus** – Suggestions for alternatives to the 6 Parnassus proposal included in one comment are noted and may be considered by the SFMTA Board and other decision-makers as part of the project approval process. See also Response MER, in Section 4.K, Merits of the Proposed Project, pp. RTC-4.K-9 to RTC-4.K-102, regarding proposals to revise the project as described and analyzed in the EIR. The 6 Parnassus Service Improvements include eliminating the portion of the route that travels on Clayton Street, Frederick Street, and Masonic Avenue, and instead rerouting the 6 Parnassus to travel on Stanyan and Haight streets. The TEP also includes TTRP.71\_1 to improve conditions for the 71L Haight-Noriega Limited and the 6 Parnassus routes along the Haight Street corridor. The TTRP.71\_1 proposal is included in the TEP Draft EIR and Final TEP Transportation Study (Final TEP TIS)<sup>3</sup> as a program-level proposal. However, since publication of the TEP Draft EIR and Final TEP TIS, the SFMTA has developed details for three of the nine program-level proposals. The project-level analysis of TTRP.L, TTRP.9 and TTRP.71\_1 has been incorporated into the TEP Final EIR. The proposed project-level TTRP.71\_1 is summarized below.

TTRP.71\_1 would provide transit improvements along the Haight Street corridor, between the intersections of Haight/Laguna streets and Haight/Stanyan streets. The TTRP.71\_1 Moderate Alternative would include transit stop changes, pedestrian improvements, parking and turn restrictions, lane modifications, and traffic signal and stop sign changes. The TTRP.71\_1 Moderate Alternative would include the replacement of stop signs at ten intersections on Haight Street (i.e., at Shrader, Clayton, Central, Baker/Buena Vista East, Broderick, Scott, Pierce, Webster, Buchanan, and Laguna streets) with traffic signals and would relocate transit stops from nearside to farside on Haight Street at the intersections with Clayton (inbound and outbound directions), at Pierce (inbound and outbound directions), and at Buchanan (outbound direction) streets. Right-turn pockets would be installed at four Haight Street intersections (at Stanyan, Fillmore, and Buchanan streets and at Masonic Avenue), and westbound left turns would be restricted at the intersection of Haight Street/Masonic Avenue. Under the TTRP.71\_1 Moderate Alternative, the all-way stop-controlled intersection of Haight Street/Buchanan Street would be signalized. In addition, a right-turn pocket would be added in the eastbound direction, and a transit queue jump signal would be provided to allow buses stopped at the bus zone to pass stopped traffic at this intersection. The TTRP.71\_1 Expanded Alternative would include the same transit stop changes, pedestrian improvements, parking and turn restrictions, and traffic signal and stop sign changes as the TTRP.71\_1 Moderate Alternative, with the following difference: stop signs would be replaced with traffic calming measures instead of traffic signals at six

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<sup>3</sup> Fehr & Peers and LCW Consulting. *San Francisco Transit Effectiveness Project Transportation Impact Study*, Final Report, July 2013. 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.

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intersections on Haight Street (i.e., at Shrader, Central, Scott, Pierce, Webster, and Laguna streets), while stop signs would be replaced with traffic signals at four intersections (i.e., at Clayton, Baker/Buena Vista East, Broderick, and Buchanan streets).

The comment regarding the 6 Parnassus is based on observations of existing travel on Haight Street without implementation of the improvements proposed by the TEP, including the TTRP.71\_1 that would prioritize transit operations for the corridor. However, with implementation of the TTRP.71\_1 Moderate Alternative, the travel time of the 6 Parnassus route would be reduced when compared to Existing plus Service Improvements conditions, as forecast by SF-CHAMP, by about 7 percent during the a.m. peak period and 2 percent during the p.m. peak period. Thus, transit operations along the corridor would be improved under both the TTRP.71\_1 Moderate Alternative and the TTRP.71\_1 Expanded Alternative. Therefore, transit operations along the corridor would be improved over existing conditions during weekday and weekend conditions with implementation of the TTRP.71\_1.

**10 Sansome and 12 Folsom-Pacific** – Regarding the comment that requests consideration of a short line for the proposed 10 Sansome, although the TEP does not include a proposal for a short line for the proposed 10 Sansome, whose full route is described on EIR p. 2-74, the TEP Service Improvements would reduce the a.m. and p.m. peak period headways for the 10 Sansome from a bus every 20 minutes to a bus every 6 minutes, which would increase transit capacity from an existing 189 passengers an hour to 630 passengers per hour (each direction) during both peak periods, as shown in Tables 12 and 13 on EIR pp. 4.2-122 through 4.2-135. The proposed increase in frequency (reduction in the headways between buses) would also act to increase reliability by reducing the variation in the difference between the scheduled and actual arrival time.

While it is correct that under Existing conditions, the combined headway of the 10 Townsend (every 20 minutes during the peak periods) and the 12 Folsom-Pacific (every 20 minutes during the peak periods) is 10 minutes, as part of the TEP, service on the proposed 10 Sansome would be increased, and the new 11 Downtown Connector would be implemented (see Table 8 on EIR pp. 2-64 to 2-101). Therefore, the combined headway of the 10 Sansome (every 6 minutes during the peak periods) and the 11 Downtown Connector (every 12 minutes during the peak periods) would result in a 4-minute headway. This would be an improvement over Existing conditions, and not a reduction in service as suggested in a comment.

As indicated in Table 12 on EIR p. 4.2-122 and Table 13 on EIR p. 4.2-131, the existing capacity utilization of the 12 Folsom-Pacific is 65 percent inbound and 76 percent outbound during the a.m. peak hour, and 71 percent inbound and 66 percent outbound during the p.m. peak hour, and during both peak hours the capacity utilization is less than the capacity

utilization standard of 85 percent. The comment correctly states that the peak hour ridership at the maximum load point for the 12 Folsom-Pacific is currently more than 100 passengers during both the a.m. and p.m. peak hours. While the 12 Folsom-Pacific currently connects northern Chinatown with the Mission District, similar service would be provided with the 10 Sansome route, and service to the Mission District from this route would be via a transfer to the 27 Bryant route. In addition, alternate routes between downtown and the Mission District such as the 14 Mission and 14L Mission Limited (about four blocks or 1,300 feet from the proposed 27 Folsom) are available. This was considered and accounted for in the transit analysis of the 10 Sansome.

**28 19<sup>th</sup> Avenue** – Regarding the comments that express concerns about the 28 19<sup>th</sup> Avenue Service Improvements, as indicated in the comment, passengers traveling between the Golden Gate Bridge toll plaza and the terminus near Fort Mason during the weekday daytime hours would need to take alternate routes. With implementation of the Service Improvements, the 28 19<sup>th</sup> Avenue route would terminate at the Golden Gate Bridge during weekday daytime hours, while during the evenings and on weekends service would continue to the intersection of Van Ness Avenue/North Point Street (just east of Fort Mason). To access the Golden Gate Bridge toll plaza area from the east, passengers could take the 1 California, 2 Clement, 28L 19<sup>th</sup> Avenue Limited, 38 Geary or 38L Geary Limited routes to 19<sup>th</sup> Avenue and California Street or Geary Boulevard, and transfer to the 19<sup>th</sup> Avenue northbound route. Passengers traveling east from the Golden Gate Bridge toll plaza could take the 28 19<sup>th</sup> Avenue south to 19<sup>th</sup> Avenue and California Street or Geary Boulevard and transfer to the routes noted above. In addition, as noted in the comment, some Golden Gate Transit routes serve the Golden Gate Bridge toll plaza, and passengers would be able to use Golden Gate Transit to and from areas to the east of the Golden Gate Bridge toll plaza. On weekdays during the daytime hours between 9 a.m. and 6 p.m., there is an average of about 13 passengers per hour traveling from the Golden Gate Bridge toll plaza to the terminal near Fort Mason and about 2 passengers per hour traveling from the terminal near Fort Mason to the Golden Gate Bridge toll plaza (passengers traveling to and from the south would not be affected by the 28 19<sup>th</sup> Avenue Service Improvements).<sup>4</sup>

During the weekday daytime period between 9 a.m. and 6 p.m., Golden Gate Transit routes 10, 70 and 101/101x stop at the Golden Gate Bridge toll plaza, and all three routes have hourly service. During the weekday, the three routes have an average capacity utilization of 40 to 60 percent southbound towards San Francisco and 30 to 60 percent northbound

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<sup>4</sup> SFMTA, Passenger Activity Report for 28 19<sup>th</sup> Avenue. The ridership data is available online at the SFMTA TEP website at <http://sfgov.org/site/frame.asp?u=http://www.sfmta.com/>. Accessed on February 21, 2014.

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towards Marin.<sup>5</sup> The average capacity utilization for all three routes is 51 percent southbound and 43 percent northbound. If only Golden Gate Transit bus service was used to accommodate the weekday daytime demand for the segment of the 28 19<sup>th</sup> Avenue that would be discontinued during the weekday daytime hours, the addition of an average of 13 passengers southbound and 2 passengers northbound would not substantially affect the average capacity utilization of the three Golden Gate Transit routes. Therefore, the 28 19<sup>th</sup> Avenue Service Improvements would not substantially affect the capacity utilization of the Golden Gate Transit routes serving the Golden Gate Bridge toll plaza, and impacts on Golden Gate Transit bus operations would be less than significant.

#### **Transit Stops**

Regarding the comment that expresses concerns about the proposed new bus stops on Pine and Bush Streets on the far side of the intersection with Van Ness Avenue for the 1AX/BX California Express routes, the 31AX/BX Balboa Express routes, and the 38AX/BX Geary Express routes, the EIR acknowledges on EIR p. 4.2-143 that the additional stops at these locations would increase overall bus travel times, but the increase in travel times would not be substantial enough to affect transit operations or result in significant impacts on these routes. This determination was based on the San Francisco Planning Department's significance criteria used to determine whether a proposed project would result in a significant impact on bus operations. Specifically, a proposed project would result in a significant impact if it would result in an increase in bus travel time by more than half of the route's peak period headway. Therefore, based on the headways between buses presented in Table 8 on EIR pp. 2-64 to 2-101 for the 1AX/BX California Express routes, the 31AX/BX Balboa Express routes, and the 38AX/BX Geary Express routes, the significance threshold would be met if the travel times were to increase by 3.5 minutes during the a.m. peak period and 6 minutes during the p.m. peak period for the 1AX/BX California Express routes, by 5 minutes during the a.m. peak period and 5.5 minutes during the p.m. peak period for the 31AX/BX Balboa Express routes, and by 5 minutes during the a.m. peak period and 4.5 to 5.5 minutes during the p.m. peak period for the 38AX/BX Geary Express routes, respectively.

The bus stops on Pine and Bush Streets on Van Ness Avenue are proposed on the far side of the intersection with Van Ness Avenue, and the additional delay would be primarily associated with the additional time at the stop to drop off and pick up passengers, although some additional delay would also be incurred as buses merge from the center lane, the lane in which these buses typically travel, into the right-most lane on the farside of the Van Ness Avenue intersection. Although dwell data are not available for the proposed stops, as they

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<sup>5</sup> Email from David Davenport, Golden Gate Transit, to Eric Womeldorff, Fehr & Peers, February 20, 2014.

do not exist, dwell data for the 38L Geary Limited were used to estimate the dwell time at the new stops. Similar to the 1AX/BX California Express routes, the 31AX/BX Balboa Express routes, and the 38AX/BX Geary Express routes, the 38L Geary Limited route is well utilized during peak periods, and crosses Van Ness Avenue at Geary and O'Farrell streets (about four blocks, or 1,400 feet, south of Pine and Bush streets). The average dwell time data for the 38L Geary Limited is currently between 30 to 40 seconds during the peak periods at the Van Ness Avenue stops. Assuming that the express buses on Pine and Bush streets would dwell at the stop to pick up or drop off passengers for a similar time, an additional 40 seconds of delay would be added to the bus travel times, which is below the significance threshold noted above that would result in significant impacts to transit operations. In addition, it is not anticipated that the change in lane in which the buses travel as they approach the bus stop would substantially increase the average delay. Therefore, as discussed above, the combination of additional travel time and dwell time at the stops would not exceed the significance criterion, and the impacts of the additional stops on the operations of the 1AX/BX California Express routes, the 31AX/BX Balboa Express routes, and the 38AX/BX Geary Express routes would be less than significant.

As described on EIR p. 4.2-143, the new bus stops would be added on Pine and Bush streets at Van Ness Avenue to improve connections to the Civic Center and the Northern Waterfront using the 47 Van Ness and the 49 Van Ness-Mission, as well as to the planned 49L Van Ness-Mission Limited (i.e., the Van Ness Avenue Bus Rapid Transit route which would replace the 49 Van Ness-Mission route).

#### **TTRP.5 Expanded Alternative**

Regarding the comment about impacts of traffic circles proposed as part of the TTRP.5 Expanded Alternative on transit, the comment is correct in stating that the delay to transit associated with traffic circles would be similar to that associated with unsignalized intersections. With implementation of the TTRP.5 Expanded Alternative, traffic circles would be installed at six intersections along McAllister Street. At the study intersection of Scott/McAllister streets, for example, with implementation of the traffic circle, the delay on the eastbound and westbound approaches on which the 5 Fulton/5L Fulton Limited routes travel would decrease an average of one and two seconds of delay per vehicle, respectively. Replacing stop signs with traffic circles would not affect the operation of the 5 Fulton/5L Fulton Limited service, and would not require all buses to stop at the bus zone along the corridor, as suggested in a comment. Overall, as indicated in Impact TR-23 on EIR pp. 4.2-189 to 4.2-191, the impact of traffic circles along Fulton and McAllister streets as part of TTRP.5 Expanded Alternative would be less than significant.

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**Comment TR-6: Traffic Impacts**

**O-CCSC (5)**

*(Priya Sawhney, Central City SRO Collaborative, Letter, September 18, 2013)*

- We encourage further analysis of whether or not this proposed change [19 Polk] will create significant impacts.
- The Level of Service (LOS) analysis along Larkin Street and its surrounding roadways is insufficient and needs to be re-examined.

**O-CTIP1 (1) (p. 29)**

*(Phil Chin, Chinatown Transportation and Research Improvement Project, Public Hearing Transcript, August 15, 2013)*

The 30 Stockton -- there was a proposal for a stop on the near side of Washington and Stockton. We generally support having far-side stops. On this particular case we didn't feel it was safe, because at the intersection and one block away there are three major construction projects that will be ongoing for several years. We feel that if the stop is on the far side, it would really hamper traffic flow and basically create gridlock.

**O-CTIP2 (6)**

*(Wil Din, Co-Chair, Harvey Louis, Co-Chair, Chinatown Transportation Research and Improvement Project, Letter, September 17, 2013)*

**30-Stockton**

*TRIP is opposed to the addition of a new northbound stop at the northeast corner of Stockton and Washington and instead supports a new northbound stop between Washington and Clay (TEP DEIR, pg 2-160).*

- Washington is a major escape route for motorists exiting Chinatown, particularly for those leaving Portsmouth Square Garage. The proposed location of a new stop at the northeast corner of Stockton and Washington will impede right turn traffic and cause increased congestion within the dense core of the neighborhood.

**O-GPA (3)**

*(Michael Rice, President, Glen Park Association, Letter, September 11, 2013)*

We did identify the following questions about proposed 35-Eureka service that must be addressed in the Final EIR:

1. The proposed route would use Wilder Street, Arlington Street and Bosworth Street as the loop in Glen Park. Given existing traffic conditions in Glen Park, a bus making a left-turn from Diamond to Wilder would potentially add to current peak-hour congestion at the Diamond-Bosworth intersection a short distance to the south. How would this affect intersection operations at Diamond Street intersections with Chenery and Bosworth?
2. Large delivery trucks serving Glen Park businesses, as a practical matter, often double-park Wilder Street for various periods. How would a bus route on Wilder operate with those conditions?

**O-GPA (5)**

*(Michael Rice, President, Glen Park Association, Letter, September 11, 2013)*

We did identify the following questions about proposed 35-Eureka service that must be addressed in the Final EIR:

5. What would be the traffic, noise, displacement of parking, and other effects of the "Potential 35 Eureka Service Variant" using Diamond, Bosworth, Brompton and Chenery Streets?

**I-Bartak (2)**

*(John Bartak, Letter, August 20, 2013)*

- The George Moscone school on Harrison Street would be badly impacted [27 Folsom Variant 2]. I suggest that someone from your office stop by the school when school is let out. There are parents double and triple parked on Harrison Street, school buses picking kids up, and general chaos. Adding city buses into this mix would be unsafe, would likely make buses run late, and frustrate parents.

**I-Bechtel (1)**

*(Brian Bechtel, Email, August 8, 2013)*

I have one concern. The proposal to modify the 35 Eureka route includes

- Buses would turn around near Glen Park Station using Wilder, Arlington, Bosworth and Diamond streets.

This would present significant issues in traffic, safety, and accessibility.

The corner of Wilder and Diamond contains the Glen Park branch of the San Francisco Public Library and Canyon Market. The Canyon Market, in particular, is extremely popular with residents of the Glen Park and Sunnyside areas of San Francisco. There are many cars double parked on those two streets during the busy times of the day. It has constant deliveries of produce and groceries by rather large delivery trucks. In addition, those streets are popular because of the restaurants and coffee shops in the area. You also have the 23, 36, 44, and 52 buses servicing this area, as well as private shuttles and buses.

Using that area as a turn around for the 35 Eureka bus would be a disaster. Buses would frequently be unable to navigate the delivery trucks and double-parked automobiles on Wilder.

**I-Beigel (4)**

*(Lynda Beigel, Email, August 31, 2013)*

3. Dedicating the busiest internal commute streets, like Masonic and Fulton, [TTRP.5] to transit will only increase traffic problems and congestion by eliminating traffic lanes!

**I-Beigel (7)**

*(Lynda Beigel, Email, August 31, 2013)*

6. Widened curbs are a bad idea, forcing other vehicles into the middle of the intersection to make turns, where they cannot see oncoming traffic through a stopped bus.

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**I-Bromberger (3)**

*(Seth Bromberger, Email, September 9, 2013)*

...and will negatively impact the already dismal traffic situation in the Polk Street corridor [reroute 27 Folsom].

**I-Bromberger (5)**

*(Seth Bromberger, Email, September 9, 2013)*

I also note that there are weight restrictions on vehicles turning east onto Vallejo Street from Polk Street. MUNI buses certainly exceed these posted limits.

**I-ChristensenM (3) (p. 14)**

*(Mark Christensen, Public Hearing Transcript, August 15, 2013)*

For those who need it, you also have the 28 Unlimited, which could move a lot quicker. Then you have bulb-outs suggested for 19th Avenue [28/28L 19<sup>th</sup> Avenue] and other thoroughfares. Every time a bus stops at a bulb-out, it blocks traffic behind it in the curb traffic lane. That will only further back up traffic along the busy roadway and result in delaying the next bus that is mired in the resulting traffic backup. How then does that speed up service?

**I-Elliott (1)**

*(Chance Elliott, Email, August 1, 2013)*

I would like to voice my concern over the proposed changes to the 35 Eureka bus route through the Glen Park central business corridor. The proposed route uses Wilder street and Diamond as the loop to connect BART with the 35. This is one of the most congested intersections in the city. Due to the high traffic on Diamond St, as well as the Canyon Market and numerous other central businesses, Wilder street at Diamond is generally completely grid locked with delivery trucks, people parking, people double parked, pedestrian traffic and cyclist who use Wilder as a connector street. Adding a bus to this mix would make both Wilder and Diamond completely impassible during most hours of the day, and would make for an ineffective and troublesome bus route. Please reconsider this route modification as it will have a negative impact on both riders, as well and the Glen Park community as a whole.

**I-Friedman (2)**

*(Phyllis Friedman, Email, September 12, 2013)*

There is already more than enough traffic and noise without having buses [27 Folsom] to contend with as well....

**I-Greene (2)**

*(Toni Greene, Email, September 7, 2013)*

...This area is very close to a busy part of Polk Street with many restaurants and bars, and closer to the Bay which adds to congestion due to Lombard Street, etc. Vallejo Street also does not go right over Russian Hill to North Beach, which can also add to more traffic.

Please please please - DO NOT re-route Bus #27 to Vallejo Street!! It will just add to the noise and traffic congestion.

**I-Isyanova2 (4)**

*(Victoria Isyanova, Email, August 2, 2013)*

I am not going into details that it [**reroute 18 46<sup>th</sup> Avenue**] will create more cars, more accidents on intersections without street light, normal sidewalks for passenger to catch alternatives.

**I-LewisR (2)**

*(Rob Lewis, Email, September 6, 2013)*

Here are a few very simple reasons why the current proposed path [**reroute 27 Folsom**] does not work.

1. There are 2 Day Care business on Vallejo Street - (1) at 1372 Vallejo and (1) at 1424 Vallejo. There are many kids from ages 2 to 4 that attend these schools, the parents double park to drop the kids off this will cause the bus to go around or wait for the park car to move creating dangerous situations.

**I-LewisR (4)**

*(Rob Lewis, Email, September 6, 2013)*

Here are a few very simple reasons why the current proposed path does not work.....

3. Vallejo Street has many deliveries - again the trucks double park - the bus will slow down traffic and create dangerous situations when trying to go around a park car. Also cars coming out of garages on Vallejo Street have a hard time seeing double park cars and cars, buses and trucks going around double park cars.

**I-McCahon (1)**

*(Lisa McCahon, Email, August 1, 2013)*

I would like to express my concern over the proposed changes to the 35 Eureka bus route through the Glen Park central business corridor. The proposal changes the route to use Wilder Street and Diamond Street as a way to connect the 35 with BART. I have been a resident of Glen Park now for 7 years. This area is already extremely congested especially due to the market on the corner of Wilder and Diamond. Wilder is often busy everyday with delivery trucks as well as people parking to shop at the store. The store enriches the neighborhood and is much appreciated by the residents but it causes a lot of congestion in an area already extremely congested due to BART and the freeway entrance traffic. Adding a bus to Wilder Street would clog the neighborhood even more. It is not a smart decision. I invite you to come visit Wilder Street during the busy times including morning delivery truck and after work congestion doubled with people parking for the store. Driveways are often illegally blocked. People are often double parked and trucks are often in the street making deliveries. I don't see how a bus could smoothly run through that chaos. Wilder Street just can't handle it....

**I-Mitchell (1)**

*(Diana Mitchell, Email, August 8, 2013)*

I would like to voice my concerns over the proposed changes to run the 35 Eureka bus route through Wilder Street and the surrounding area. I live above Canyon Market and spent the last two years working from home, and can tell you that Wilder Street is severely congested M-F. Canyon Market receives deliveries each day starting before 6am, and often ending after 7pm. Because their loading doc is small and only reserved 9am-1pm, this means that trucks are usually double parked. This included several 18 wheelers that deliver daily. The

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restaurants across the street also receive deliveries on Wilder, often resulting in trucks double parked on both sides of the street. I am often completely blocked from exiting my garage while I try to hunt down delivery guys to move their trucks. Also, during commuting hours the street is filled with people double parking and making three point turns to find parking. I think running a bus line down the street would not only add to the congestion, but would be a big headache for muni. I ask that you take this into consideration before making any decisions regarding the changes to this bus route.

#### **I-PanH (14)**

*(Henry Pan, Letter, September 16, 2013)*

Also, why is it not feasible to remove the left turn lane at Winston that impedes the M right-of-way entirely, let alone shift the left turn lanes one lane to the right [**TTRP.28\_1 Expanded Alternative**]?

#### **I-PanH (34)**

*(Henry Pan, Letter, September 16, 2013)*

**14-Mission:** On page 148, the IS details forced right turns on Mission to make service more effective. This implies a negative effect as traffic is held up making right turns, holding up the 14/49 in the process. Are there plans to install a queue jump for the buses, or to leave it as planned? Also, would bypass wires be necessary for the 14L since it is theoretically sharing the same stops at the 49L? Perhaps the funding for bypass wires would be better invested for extending the 14L to Daly City BART, proving a cohesive and comprehensive rapid network.

#### **I-Peltz2 (1)**

*(Steve Peltz, Email, September 13, 2013)*

Below is the previous letter I sent in support of extending the 35 line to the Glen Park BART station. While I still support the extension, Wilder Street cannot accommodate bus traffic. I live on Wilder street and the intersection of Wilder and Diamond is frequently backed-up. In addition, commercial trucks serving Canyon Park Market double park on Wilder Street all morning long. The prospect of a bus negotiating Wilder and Diamond sounds impossible. I know that the streets are dense and compact in this area and alternatives would all have their difficulties, but Wilder street would be a grid- locked mess with buses.

#### **I-Ravel (2)**

*(Elise Ravel, Email, September 17, 2013)*

The route [**reroute 35 Eureka**] on Wilder St. is unacceptable. The street is too small and congested to accept transit vehicles, with delivery trucks and double parking of market customers, as well as cars waiting for BART riders.

#### **I-RiekeR (3)**

*(Ruby Rieke, Email, August 14, 2013)*

Please help us prevent this plan [**buses on Harrison Street – 27 Folsom**]. If it goes through it will be super congested and not improve bus service and just make a giant traffic mess. During school pickup and drop off the cars are already double parked for blocks.

**I-SooHooL (1)**

*(Linda Soo Hoo, Email, September 11, 2013)*

I'am so angry will all of you. Why can't you leave our lovely neighborhood alone. We have enough traffic already, with the go cars, tour buses, the ambulances, the cable cars, and the buses - **we have enough transportation, noise, pollutions, foot and car traffic.**

I beg you **NOT** to reroute buses [**reroute 27 Folsom**] on to Vallejo St. I will not stand for this! **Leave our neighborhood alone.** We don't need your help!!!!

**I-Strahs (3)**

*(Mark Strahs, Email, September 4, 2013)*

Another concern is that cars often roll through the stop signs as they cross Vallejo and Larkin as the drivers tend to focus on catching a green light at Broadway rather than coming to a complete stop at the stop sign at this corner. For whatever reason, the buses constantly roll through stop signs in the city and I would anticipate that this corner will become even more of a trouble spot.

In addition, the corner of Vallejo and Polk is extremely busy with foot traffic, autos and bicycles. When I am driving across that intersection, I often have to wait for several minutes as people walk across the road from all sides (and bus drivers tend to be less patient). Rush hour traffic also builds up on Polk at Vallejo as commuters by- pass Van Ness to try to get to Broadway, often causing blocks of backed up traffic on Polk from Broadway to Union. Putting additional bus traffic through to this equation will be a disaster [**reroute 27**].

**I-Weninger (3)**

*(Andrea Weninger, Email, September 6, 2013)*

Another concern is that cars often roll through the stop signs as they cross Vallejo and Larkin as the drivers tend to focus on catching a green light at Broadway rather than coming to a complete stop at the stop sign at this corner [**reroute 27 Folsom**]. For whatever reason, the buses constantly roll through stop signs in the city and I would anticipate that this corner will become even more of a trouble spot.

In addition, the corner of Vallejo and Polk is extremely busy with foot traffic, autos and bicycles. When I am driving across that intersection, I often have to wait for several minutes as people walk across the road from all sides (and bus drivers tend to be less patient). Rush hour traffic also builds up on Polk at Vallejo as commuters by- pass Van Ness to try to get to Broadway, often causing blocks of backed up traffic on Polk from Broadway to Union. Putting additional bus traffic through to this equation will be a disaster.

**I-Wizowski (3)**

*(Kathy Wizowski, Email, September 5, 2013)*

Another reason my family and I don't approve of this proposed plan [**reroute 27 Folsom**] is that this area already has so many bus lines; 10 Townsend, 19 Polk, 45 Union, 47 Van Ness, to name just a few, in the end it would just add more congestion to an already overcrowded area.

**I-Wunderling (1)**

*(Jan Wunderling, Email, September 17, 2013)*

I strongly urge you to reconsider shifting the #27 bus route to Vallejo Street [**reroute 27 Folsom**].

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I'm especially concerned about adding buses to the already busy intersection of Larkin and Vallejo streets, since Larkin is heavily trafficked before and after the Broadway Tunnel. The intersection at Polk and Vallejo can also quickly get backed up in all directions.

During the week but especially on weekends, we get additional traffic in the neighborhood and also have to deal with the influx of bar patrons and their behavior after hours. Adding the congestion, noise, and reduction in parking spaces that would be a result of inserting buses into the mix would be extremely undesirable and exacerbate the situation.

#### **I-Yates (2)**

*(Tom Yates, Email, September 17, 2013)*

- The 27-Jackson MUNI line should NOT be re-routed to Vallejo St. because:
  - Jackson St is two-lanes in the same direction which:
    - provides buses a clear and safe route for negotiating double-parked vehicles and delivery vehicles without the risks associated with on-coming vehicles
    - means Jackson carries 1/2 the bus traffic that Vallejo St will carry, despite Vallejo St being designed to carry less traffic overall
  - The intersection of Polk St and Vallejo St has:
    - very high pedestrian traffic which causes traffic congestion and adding additional MUNI traffic will make the intersection more dangerous for pedestrians, bicyclist, automobiles, and MUNI.
    - suffers from a large number of delivery vehicles blocking or partially blocking lanes which will make it nearly impossible for MUNI buses to navigate Vallejo and will cause frequent service delays
    - very high congestion at rush hour which will cause additional service delays
  - It will require removal of parking spaces near Polk St which contradicts the SFMTA agreement with the community for non-removal of parking spaces per the Polk St Bicycle Lane project.

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#### **Response TR-6: Traffic Impacts**

The comments raise concerns regarding traffic impacts of the proposed Service Improvements, in particular regarding effects on the 18 46<sup>th</sup> Avenue, the 19 Polk, the 27 Folsom on Vallejo Street, the 27 Folsom Service Variant on Harrison Street, and the 35 Eureka routes, and of the TTRP.5, TTRP.14 (for the 14 Mission, 14L Mission Limited and 49 Van Ness-Mission routes), TTRP.28\_1, and TTRP.30\_1 proposals. One comment expresses concern about the lack of appropriate study of intersections along Larkin Street and nearby streets with respect to the proposed 19 Polk Service Improvement. A number of comments raised concerns regarding there being an existing problem with enforcement of parking and traffic regulations on Wilder, Vallejo, and Harrison streets and how this would relate to the proposed 35 Eureka and 27 Folsom Service Improvements. One comment also raises

concerns about removal of parking spaces near Polk Street as it relates to the proposed 27 Folsom Service Improvements and states that this conflicts with the SFMTA agreement with the community that parking spaces would not be removed per the Polk Street Improvement project (referred to as the Polk Street Bicycle Lane project). Please also see Response PP-2, in Section 4.B, Plans and Policies, pp. RTC-4.B-9 to RTC-4.B-11, regarding coordination of the TEP with other City projects such as the Polk Street Improvement Project, and Response TR-11, pp. RTC-4.D-79 to RTC-4.D-82, regarding parking impacts. Two comments express concerns about the proposed new bus stop and transit bulb at the northeast corner of Stockton and Washington streets under the TTRP.30\_1 Moderate and Expanded Alternatives.

This response first presents an overview of the traffic impact analysis of the proposed Service Improvements and TTRP proposals, then addresses comments related to the Service Improvements on the 17 Parkmerced, 18 46<sup>th</sup> Avenue, 27 Folsom, 27 Folsom Service Variant, and 35 Eureka routes, the TTRP.5, TTRP.14, TTRP.28\_1 and TTRP.30\_1 proposals, and transit bulbs.

In response to a number of comments that raise traffic concerns that are occurring under existing conditions and would continue to occur, the purpose of the environmental analysis is to determine if a proposed project would result in significant adverse changes to the existing physical conditions in the project vicinity. At locations where problems now exist, the proposed project's contributions to the existing problems are examined and assessed to determine if the proposed project would worsen existing conditions to the extent that it would result in significant transportation impacts. CEQA does not require analysis of existing activities unrelated to the proposed project that would continue to occur, as these activities are reflected in the baseline (existing) conditions. Resolution of existing transportation problems is also not required. However, these community concerns are noted and may be considered by the SFMTA Board independent of the CEQA analysis.

### **Traffic Impacts Overview**

The impact of the proposed Service Improvements and Service Variants on traffic conditions is discussed in Impact TR-18 on EIR pp. 4.2-121 to 4.2-162, and with the proposed changes to transit service, traffic impacts would be less than significant. The impact of the proposed Service Improvements and the TTRP Moderate Alternative or TTRP Expanded Alternative on traffic conditions is discussed in Impact TR-22 through Impact TR-42 on EIR pp. 4.2-179 to 4.2-205. Under Existing plus Service Improvements and the TTRP Moderate Alternative or TTRP Variants, none of the 78 study intersections would worsen from acceptable (LOS D or better) to unacceptable levels (LOS E or F), and eight of the 78 study intersections would continue to operate at LOS E or LOS F conditions during the a.m. and/or p.m. peak hours.

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However, based on an assessment of the project's changes to these LOS E or LOS F intersection operations with implementation of the eight project-level TTRPs, intersection operating conditions would not substantially change as compared to Existing conditions, or the TTRP Moderate Alternative and TTRP Variants would not substantially worsen intersections operating at LOS E or LOS F conditions, and therefore, the TTRP Moderate Alternative and TTRP Variants would have less-than-significant project-specific traffic impacts.

Under Existing plus Project conditions, implementation of the TTRP Expanded Alternative on the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.28\_1 and TTRP.71\_1 corridors would have less-than-significant project-specific traffic impacts. However, with implementation of the TTRP Expanded Alternative and TTRP Variants on the Mission Street (TTRP.14), 16<sup>th</sup> Street (TTRP.22\_1) and Stockton Street and Columbus Avenue (TTRP.30\_1) corridors, in combination with the Service Improvements, significant and unavoidable impacts would occur at five of the 78 study intersections under Existing plus Project conditions (i.e., at the intersections of Randall Street/San Jose Avenue, 16<sup>th</sup> Street/Bryant Street, 16<sup>th</sup> Street/Potrero Avenue, 16<sup>th</sup> Street/Seventh Street, Columbus Avenue/Green Street/Stockton Street).

#### **Specific Service Improvements**

**17 Parkmerced and 18 46<sup>th</sup> Avenue** – Service changes are proposed for both the 17 Parkmerced and the 18 46<sup>th</sup> Avenue route to better optimize service in the Parkmerced area. The 18 46<sup>th</sup> Avenue would be rerouted to operate more directly between the San Francisco Zoo and the Stonestown Galleria by eliminating the existing portion of the route around Lake Merced via Skyline Boulevard, John Muir Drive, and Lake Merced Boulevard. The 17 Parkmerced would be extended and rerouted to replace the portion of the existing 18 46<sup>th</sup> Avenue around Lake Merced. The new segments of the rerouted 18 46<sup>th</sup> Avenue would travel on streets that currently have transit and bus stops (i.e., Sunset Boulevard and Winston Drive on which the 29 Sunset currently travels), and would add up to four buses per hour on these streets, which would not substantially alter existing traffic or other (for example, pedestrian) operations or conditions. Routing of the 18 46<sup>th</sup> Avenue along Sunset Boulevard and Winston Drive would be similar to conditions for the existing 18 46<sup>th</sup> Avenue routing on Skyline Boulevard, John Muir Drive, and Lake Merced Boulevard, and therefore it is not expected that the proposed 18 46<sup>th</sup> Avenue Service Improvements would result in an increase in accidents along Sunset Boulevard and Winston Drive. As discussed in Impact TR-18 on EIR pp. 4.2-121 to 4.2-162, with the proposed changes to transit service, transit, traffic, and pedestrian conditions would remain similar to Existing conditions, and impacts on traffic, transit, bicyclists, and pedestrians would be less than significant.

**19 Polk** – As part of the traffic analysis for Existing, Existing plus Project, and 2035 Cumulative conditions, 78 study intersections<sup>6</sup> were chosen for analysis as representative of the potential transit and traffic impacts of the Service Improvements. Intersections along Larkin Street were not selected because the proposed 19 Polk Service Improvement would not increase transit traffic on Larkin Street. Instead, Service Improvements proposed for the 19 Polk route would eliminate service on Larkin Street between Geary and Market streets.

**27 Folsom** – A number of comments raise concerns with the proposed routing of the 27 Folsom onto Vallejo Street between Leavenworth Street and Van Ness Avenue (four blocks or approximately 1,900 feet), particularly due to the street width of Vallejo Street, traffic levels, and Existing conditions related to commercial vehicle and loading/unloading operations including an existing problem with enforcement of parking and traffic regulations. The total right-of-way (i.e., property line to property line) of Vallejo Street east of Van Ness Avenue is 68.75 feet wide, which accommodates 15-foot-wide sidewalks on both sides of the street, two 7-foot-wide parking lanes, and two 12-foot-wide travel lanes. The width of the Vallejo Street right-of-way is the same as for Jackson and Washington streets, on which the 27 Bryant (proposed to become the 27 Folsom) currently travels. Twelve-foot-wide travel lanes are adequate for buses, and therefore, the travel lanes on Vallejo Street are not too narrow to safely accommodate buses, as suggested in a comment. In addition, the 15-foot-wide sidewalks exceed the recommended width (i.e., 12 feet) for neighborhood residential streets recommended in the Better Streets Plan,<sup>7</sup> and therefore, the sidewalks are adequate to safely accommodate pedestrians, including children.

Vallejo Street is a residential street with generally low traffic volumes. Vallejo Street is discontinuous east of Jones Street (i.e., one block, or 490 feet, east of Leavenworth Street), which contributes to the lower traffic volumes as compared to other nearby east-west streets such as Jackson Street. Intersection LOS operating conditions along the proposed route are similar to or better than those along existing portions of the 27 Bryant route (proposed to become the 27 Folsom), at LOS D or better (e.g., on streets that have transit and with higher levels of traffic volumes than along Vallejo Street, such as McAllister and Church streets, as

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<sup>6</sup> The traffic analysis in the Draft EIR analyzed 70 study intersections on EIR pp. 4.2-179 to 4.2-204. However, since publication of the Draft EIR, project level details have been developed for the TTRP.L, TTRP.9 and TTRP.71\_1. Eight additional intersections have been analyzed and the analysis is summarized in Section 2 of this Responses to Comments document and presented as staff-initiated text changes in Section 5.

<sup>7</sup> The San Francisco Better Streets Plan, which was adopted in 2010, creates a unified set of standards, guidelines, and implementation strategies to govern how the City designs, builds, and maintains its pedestrian environment. A key goal of the Better Streets Plan is to prioritize the needs of walking, bicycling, transit use, and the use of streets as public spaces for social interaction and community life, following San Francisco's *General Plan*, *Transit First Policy*, and *Better Streets Policy*.

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shown in Table 17 on EIR pp. 4.2-182 to 4.2-186, the intersections of McAllister/Scott streets and 25<sup>th</sup>/Church streets operate at LOS B and LOS C, respectively). As indicated in a number of comments, during peak periods, Existing conditions at the intersection of Vallejo/Polk streets are more congested than those on Vallejo Street to the east of Polk Street; however, as at other unsignalized intersections along Polk Street (e.g., at Green, Filbert, and Greenwich streets to the north), the traffic volumes would not likely meet traffic signal warrants, and therefore a traffic signal at this locations would not be warranted. Please also refer to Response TR-11, pp. RTC-4.D-79 to 4.D-82, which includes a description of SFMTA's ongoing Polk Street Improvement Project with the community for the segment of Polk Street between Union and McAllister streets (i.e., which includes the intersection of Vallejo/Polk streets), to develop and implement a streetscape design that creates a thriving and active corridor, enhance the pedestrian experience, complement bicycle and transit mobility, and support commercial activities.

A comment is correct in stating that the 10 Townsend, 19 Polk, 45 Union, and 47 Van Ness are in the vicinity of the proposed 27 Folsom Street Service Improvements north of Washington and Jackson streets. The 27 Folsom Service Improvements would add up to three buses per hour on Vallejo Street, and would not substantially change Existing conditions in the vicinity of the daycare facilities noted in the comments. Conditions for pedestrians, bicyclists, and drivers, including those making deliveries, would be similar to other locations within San Francisco where bus routes run adjacent to schools and daycare facilities, and would not result in substantial overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians or bicyclists, or otherwise interfere with pedestrian, bicycle, or vehicle accessibility to a particular site and adjoining areas. The daycare facility drop-off and pick-up operations occur for a limited duration primarily at the start and end of the workday. If the daycare drop-off and pick-up operations affect bus operations, the SFMTA's Sustainable Streets Division could coordinate with the daycare facility to install a white passenger loading/unloading zone and/or establish short-term parking regulations that would create curb space by restricting parking for pick-up and drop-off activities. White zones are for passenger loading and unloading during certain hours with a time limit of five minutes and the driver must remain with the vehicle at all times (limited exceptions apply at preschools and hospitals). The daycare or school may also independently apply for a color curb at the 311 service portal found at <http://www.sfmta.com/services/streets-sidewalks/installation-requests/new-color-curb>. These applications require a fee and are considered at a public hearing. Providing short-term parking adjacent to the facility may enhance drop-off and pick-up procedures, and reduce the existing double-parking noted in the comment.

CEQA does not require analysis of existing activities unrelated to the proposed project that would continue to occur, as these activities are reflected in the baseline conditions. The resolution of existing transportation problems, such as illegal double-parking along Vallejo Street or drivers rolling through the intersection of Vallejo/Larkin streets, are enforcement issues and are not the result of the proposed TEP. Therefore, no mitigation would be required as part of the proposed TEP. If the SFMTA determines that the existing double-parking on Vallejo Street, all-way stop-controlled operations at the intersections of Vallejo/Polk streets or Green/Polk streets (the intersection of Green/Polk street has similar conditions as the intersection of Vallejo/Polk streets), or cars rolling through the intersection of Vallejo/Larkin streets interfere with operations of the 27 Folsom, the SFMTA could designate additional on-street curb space for loading activities, signalize intersections, or enforce existing regulations. However, these concerns are noted, and may be considered by the SFMTA Board as part of the TEP approval, which is considered independent of the CEQA analysis.

In response to the comment regarding weight restrictions on Vallejo Street, Vallejo Street between Montgomery and Sansome streets, and between Polk and Mason streets, is subject to San Francisco Transportation Code §501: Vehicle Weight Restrictions that limit non-exempt vehicles (e.g., transit, emergency vehicles, school buses) of a gross weight in excess of 6,000 pounds. Public transit vehicles, emergency vehicles, and school buses are exempt from these weight limits.

Please also refer to Responses NO-1 and NO-2, in Section 4.E, Noise, pp. RTC-4.E-4 to RTC-4.E-12 and RTC-4.E-12 to RTC-4.E-13, respectively, regarding the impact of the Service Improvements, including the 27 Folsom Service Improvement, on noise levels. Please also see Response TR-11, pp. RTC-4.D-79 to RTC-4.D-82, regarding the 27 Folsom Street Service Improvements parking impacts on Polk Street.

**27 Folsom Service Variant** – A number of comments raise concerns about the proposed variant routing of the 27 Folsom onto Harrison Street, particularly due to the location of schools on Harrison Street and existing problems related to double-parking during student pick-up and drop-off times. The addition of up to three buses per hour on Harrison Street would not substantially change Existing conditions in the vicinity of the George Moscone School on Harrison Street. The school drop-off and pick-up activities occur only for a limited duration before classes and after school lets out. If school operations result in double- and triple-parking, as noted in the comment, and affect the 27 Folsom bus operations, the SFMTA's Sustainable Streets Division could coordinate with the school to install a white passenger loading/unloading zone that would create curb space by restricting parking for pick-up and drop-off activities, which may enhance drop-off and pick-up procedures and reduce the existing double and triple parking. CEQA does not require analysis of existing

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activities unrelated to the proposed project that would continue to occur, as these activities are reflected in the baseline conditions. The resolution of existing transportation issues is also not required. However, these community concerns are noted and may be considered by the SFMTA Board independent of the CEQA analysis.

See also Response MER, in Section 4.K, Merits of the Proposed Project, pp. RTC-4.K-94 to RTC-4.K-102, regarding proposals to revise the project as described and analyzed in the EIR. Please also refer to Response AQ-1, in Section 4.F, Air Quality, pp. RTC-4.F-6 to RTC-4.F-13, regarding the impact of the 27 Folsom Variant 2 on air quality.

**35 Eureka** – A comment is correct in stating that the 23 Monterey, 36 Teresita, 44 O’Shaughnessy, and 52 Excelsior are in the vicinity of the proposed 35 Eureka Service Improvements in the Glen Park area. The 35 Eureka Service Improvement would extend the 35 Eureka to the Glen Park BART station via Diamond Street southbound to Bosworth Street, and would make a left turn onto Bosworth Street eastbound (with a stop adjacent to the BART station), a left turn onto Arlington Street northbound, a left turn onto Wilder Street westbound, and a right turn onto Diamond Street northbound to connect with the existing route at Diamond Heights Boulevard. The proposed extension would be facilitated at the intersection of Bosworth/Diamond streets by the planned southbound left turn pocket from Diamond Street onto Bosworth Street, and signal timing changes as a result of the Glen Park Community Plan. The 35 Eureka Service Improvement does not propose that buses turn left from Diamond Street southbound onto Wilder Street eastbound as noted in some of the comments. Therefore, some of the traffic issues for eastbound traffic (double parking, etc.) and the potential impact to the intersection of Diamond/Chenery noted in the comments may not apply to the TEP proposed westbound routing. Furthermore, the 35 Eureka Service Improvements are proposed to include the use of vans, which could more easily maneuver narrower streets in the Glen Park neighborhood.

With the 35 Eureka Service Improvements, buses would travel in the westbound travel lane across from the loading dock for the Canyon Market, and would not be affected by double-parked vehicles adjacent to the Canyon Market within the eastbound travel lane, although some vehicles serving the Canyon Market may also double-park within the westbound travel lane. As noted above, CEQA does not require analysis of existing activities unrelated to the proposed project that would continue to occur, as these activities are reflected in the baseline conditions. Resolution of existing transportation problems is also not required. However, these community concerns are noted and may be considered by the SFMTA Board independent of the CEQA analysis. If the SFMTA determines that the existing loading operations obstruct the 35 Eureka on Wilder Street, the SFMTA could coordinate with local businesses to designate additional on-street curb space for loading activities, particularly during the peak loading hours, or enforce existing regulations. The intersection of

Diamond/Wilder streets currently has a “KEEP CLEAR” regulation across the intersection to facilitate right turns from Wilder Street westbound onto Diamond Street northbound and no known pedestrian issues have been observed by SFMTA staff.

The 35 Eureka Service Variant using Diamond, Bosworth, Brompton, and Chenery streets would add up to three motor buses per hour (proposed for van service, but the timeline for van procurement is uncertain) onto these streets, which would not substantially affect existing traffic volumes on these streets, and no on-street parking spaces would be removed. Please also refer to Response NO-1, in Section 4.E, Noise, pp. RTC-4.E-4 to RTC-4.E-12, regarding the impact of the 35 Eureka Service Improvement and Service Variant on noise.

### **Specific TTRPs**

**TTRP.5 Moderate and Expanded Alternatives** – In response to the comment regarding the impact of eliminating travel lanes on commute streets such as Masonic Avenue and Fulton Street, the Impact TR-22 discussion for the TTRP.5 Moderate Alternative (EIR pp. 4.2-179 to 4.2-189) and the Impact TR-23 discussion for the TTRP.5 Expanded Alternative (EIR pp. 4.2-179 to 4.2-191) describe the impacts of implementation of TTRP improvements on Fulton and McAllister streets includes transit stop changes, pedestrian improvements, parking and turn restrictions, traffic signal and stop sign changes, and lane modifications (for TTRP.5 Expanded Alternative only). These improvements would, at certain locations, increase traffic delay, but would not result in significant traffic impacts at the analyzed intersections or along the corridor as stated by some of the comments. No travel lane reductions on Masonic Avenue are proposed in the TEP.

**TTRP.14 Expanded Alternative** – The TTRP.14 Expanded Alternative includes a proposal to restrict northbound mixed-flow through traffic on Mission Street between Cesar Chavez and 13<sup>th</sup> streets, forcing vehicles instead to make a right turn. All of the locations at which this condition is proposed would also feature right-hand turn pockets of sufficient length (approximately 50 to 100 feet) and width (approximately 10 feet) to allow mixed-flow traffic to queue outside of the northbound through lane, which would be used exclusively by the 14 Mission, 14L Mission Limited, and the 49 Van Ness-Mission. As part of the analysis of the TTRP.14 Expanded Alternative, northbound right-turning vehicles at key intersections (e.g., Mission/24<sup>th</sup> streets, Mission/19<sup>th</sup> streets, Mission/16<sup>th</sup> streets) were reviewed, and there were between approximately 50 to 70 vehicles per hour during the p.m. peak hour, or a rate of approximately one vehicle per minute. In order to determine whether sufficient northbound right-turn pocket capacity is being proposed for the intersections, each respective p.m. peak hour intersection operating conditions report was checked to verify that the 95<sup>th</sup> percentile

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queue was less than the proposed turn pocket length.<sup>8</sup> In each case, the estimated 95<sup>th</sup> percentile queue was found to be less than the turn pocket capacity, indicating an adequate right turn pocket length.

The TEP does not include new bypass wires to accommodate the 49L Van Ness-Mission Limited and the 14L Mission Limited operations. The EIR analysis considered that these routes would utilize the existing overhead wire system, and the local 14 Mission buses would be motor coaches. Since the local buses would not utilize the overhead wires, they would not impede the limited service provided by the 14L Mission Limited and the 49L Van Ness-Mission Limited.

**TTRP.28\_1 Expanded Alternative** – The proposed lane modifications on 19<sup>th</sup> Avenue at Winston Street would shorten a portion of the left-most left-turn lane that is shared by the M Ocean View light rail vehicles. Other lane modifications, including removing the left turn lane at Winston Street, were considered by the SFMTA. Shortening the left-most left-turn lane such that it only accommodates the number of vehicles that can clear the intersection during each signal cycle would reduce the likelihood of delay for the M Ocean View light rail vehicle due to queued left-turning vehicles that are unable to complete the turn in one cycle, while maintaining the existing level of access into the Stonestown Galleria shopping center. While the proposal to shorten the left-turn pocket would reduce the amount of vehicle queuing spaces, it would not modify the capacity of the left-turn signal phase. As summarized under Impact TR-23 on EIR pp. 4.2-189 to 4.2-191, the TTRP.28\_1 Expanded Alternative would not result in a significant traffic impact. See also Response MER in Section 4.K, Merits of the Proposed Project, pp. RTC-4.K-94 to RTC-4.K-102, regarding suggestions to revise the project as described and analyzed in the EIR.

**TTRP.30\_1 Moderate and Expanded Alternatives** – The comment regarding the proposed transit bulb on the northeast corner of Stockton and Washington streets under both TTRP.30\_1 Moderate Alternative and TTRP.30\_1 Expanded Alternative is correct in stating that vehicles turning right from Washington Street westbound onto Stockton Street northbound may be impeded by the proposed transit bulb; however, this would only occur when a bus is stopped at the transit bulb and vehicles on westbound Washington Street have a green light, or are making a right turn on red. The issue of transit bulbs and single traffic lanes (such as in the northbound direction on Stockton Street) was analyzed in the EIR, under Impact discussions for Impacts TR-7 and TR-9 on EIR pp. 4.2-81 to 4.2-91 and 4.2-93 to 4.2-95. A transit stop is being added to this location to connect passengers to Central Subway service. Overall, with the implementation of the TTRP.30\_1, improvements along

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<sup>8</sup> The 95<sup>th</sup> percentile queue is the length of queue that has a probability of 5 percent or less of being exceeded during the analysis hour

Stockton Street, buses would be able to operate more efficiently. Please also refer to Response TR-13, pp. RTC-4.D-86 to RTC-4.D-90, which includes a discussion of overlapping construction activities on Stockton Street.

### **Transit Bulbs**

Regarding the comment that states that widened curbs are a bad idea, it is assumed that the comment is referring to transit bulbs. Providing transit bulbs (widened curbs) along Fulton Street, McAllister Street, and 19<sup>th</sup> Avenue would not substantially affect traffic operations (see Impact TR-22 on EIR pp. 4.2-179 to 4.2-189). On streets with two or more travel lanes in each direction (e.g., on 19<sup>th</sup> Avenue), drivers would be able to change lanes to bypass a stopped bus. In instances where streets have only one travel lane for a direction, operations would be similar to flag stops where buses stop within the mixed-flow travel lane. Transit bulbs are being implemented as transportation features throughout San Francisco, and would be designed to meet the City's roadway standards, which are meant to account for the safety of all roadway users. Delay would occur predominantly to the vehicles directly behind the bus, and only when a bus is stopped to load or unload passengers. On TTRP corridors where transit bulbs and other improvements are proposed, transit travel times were shown to improve over existing conditions. It is unclear, as noted in one comment, why transit bulbs would force vehicles into the middle of an intersection to make turns. Vehicles making right turns at intersections on the corridor where a bus is stopped at a nearside transit bulb would be required to wait, similar to other vehicles, until the bus has proceeded before making a right turn. Similarly, vehicles making turns from intersecting streets onto corridors with nearside or farside transit bulbs would be required to yield when a bus is present until the turning movement can be made safely. It should be noted that all drivers are subject to the California Vehicle Code, and should not enter an intersection unless it is safe to do so.

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### **Comment TR-7: Pedestrian Safety**

#### **O-CTrip2 (7)**

*(Wil Din, Co-Chair, Harvey Louis, Co-Chair, Chinatown Transportation Research and Improvement Project, Letter, September 17, 2013)*

#### **30-Stockton**

*TRIP is opposed to the addition of a new northbound stop at the northeast corner of Stockton and Washington and instead supports a new northbound stop between Washington and Clay (TEP DEIR, pg 2-160)....*

- Increased congestion along Washington will result in a higher risk of pedestrian injuries...

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**O-GPMA (2)**

*(Ric Lopez President, Zoel Fages, Vice President, Glen Park Merchants Association, Email, September 17, 2013)*

We also hope you will plan the route of the 35 Eureka so it does not go down Wilder Street, safety being paramount, and the effect on traffic in the heavily pedestrian use corners.

**I-Bastunas (1)**

*(Brandon Bastunas, Email, September 12, 2013)*

...This is a poor idea [**reroute 27 Folsom**]. Vallejo is far more residential and populated than the route it currently runs. Not only is it more dangerous for the people and children along Vallejo St., because the street is more densely populated it also opens up muni for more problems: accidents and tardiness.

**I-Beigel (2)**

*(Lynda Beigel, Email, August 31, 2013)*

Dedicated bus stops in the middle of the street are a bad idea, encouraging jaywalking and therefore accidents between those running for a bus/streetcar/etc and those driving bicycles, motorcycles, cars and trucks. Even at crosswalks we see deaths for walkers.

**I-Bender (2)**

*(Rich Bender, Letter, September 13, 2013)*

...To allow this [**moving 27 Folsom to Vallejo Street**] to happen would create a safety as well as security problem for the residents of Russian Hill, and I am confident that you will make the right decision. Thank you for listening to my appeal.

**I-Bromberger (2)**

*(Seth Bromberger, Email, September 9, 2013)*

Vallejo Street (particularly in the few blocks around Polk Street) is home to many families with small children, and has neighborhood parking on both sides of the street. The street is too narrow for MUNI buses to navigate safely [**reroute 27 Folsom**]; the new plan will pose dangers to pedestrians, limit the activities of the children and parents in the area,....

**I-Ford (2)** *(Justin Ford, Email, September 10, 2013)*

...I would ask consideration be given to maintain current routing [**for the 48 Quintara-24<sup>th</sup> Street**] as I do believe this proposed change would increase noise/air pollution and would increase hazards to pedestrian/bicycle traffic when vehicles pass this type of vehicle which is done regularly now.

**I-Isyanova2 (4)**

*(Victoria Isyanova, Email, August 2, 2013)*

I am not going into details that it [**reroute 18 46<sup>th</sup> Avenue**] will create more cars, more accidents on intersections without street light, normal sidewalks for passenger to catch alternatives.

**I-Kent (2)**

*(Daniel Kent, Email, September 17, 2013)*

...Additionally there are 2 day care centers within 2 blocks of my home where children are coming and going throughout the day [**reroute 27 Folsom**].

**I-Lee (1)**

*(Ryan Lee, Email, September 08, 2013)*

I'd like to express my concern for rerouting the 27 bus line up Vallejo Street.

There are a number of daycares and preschools on this street, one of which my daughter attends, that this change will affect in a negative way. There were 934 reported injuries between 2006 and 2011, 25 of which were fatal. You probably have access to more accurate and up-to-date safety data than I do, but I'm assuming that this is at least in the ballpark range. I realize that accidents by nature are unpredictable and unavoidable, but any effort we can take to prevent these from happening, especially involving children, seems like it should be of the utmost importance.

Please keep in mind the safety and well-being of my daughter and the other children that attend the preschools and daycares on Vallejo street as you make your decision regarding this issue on September 17th.

**I-LewisA (1)**

*(Andrea Lewis, Email, September 6, 2013)*

We are a family who lived on Vallejo Street for the past 10 years. Recently we heard that a new Muni bus line #27 should run through Vallejo Street. We live on Vallejo and Larkin and my 8 year old daughter is playing on the sidewalk and we strongly would feel violated by having a bus running every 30 min up and down Vallejo Street. For the safety of our kids we would revoke the Muni bus line #27 on Vallejo street. Please, respect our neighborhood. A lot of families are moving out of the city because of problems like that.

**I-LewisR (5)**

*(Rob Lewis, Email, September 6, 2013)*

Here are a few very simple reasons why the current proposed path does not work [27 Folsom]....

4. Helen Wills Park located at Broadway and Larkin - there is a tremendous amount of family and children foot traffic to this park. The proposed change to have the bus go down Vallejo would create a more dangerous situation.

**I-Martin (5)**

*(Peter Martin, Letter, September 3, 2013)*

The insensitivity of TEP planners to bus stop access issues is disappointing. The attached cartoon from the Institute of Transportation Engineers Journal illustrates the disconnect. Planners for cars have a tendency to widely space streets and to make them high speed (sounds like the TEP plan for transit). The street fabric in San Francisco differs from this national practice - our blocks are short and there are many paths. While cars might not mind going X mile to reach a high speed road, pedestrians (MUNI riders) are more limited. Planning pedestrian networks and access to transit need to be sensitive to the difference in scale by mode. Eliminating service [3 Jackson] and asking MUNI riders to walk further is not consistent with good practice. For example, the LEED program which is widely supported by most enlighten planners has a neighborhood design element (LEED ND) that emphasizes the porosity of the pedestrian network. Scale is critically important to pedestrians and MUNI riders. Why is MUNI abandoning its walkable access service for a less accessible service? There is a fundamental flaw in the thinking for this plan. Worsening service to run faster makes no sense and is inconsistent with city policy. It is difficult to

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fathom how enlighten planners who are familiar with MUNI service could develop an automobile oriented transit service plan. I agree that more buses and trains are needed, but shifting resources is not the answer - adding vehicles are the answer.

#### **I-McCahon (2)**

*(Lisa McCahon, Email, August 1, 2013)*

...It is also a very busy spot for pedestrians as well walking to Bart and the shops. An additional of a bus route **[35 Eureka]** through the already grid locked area will have a negative impact on both the riders of the bus as well as the entire Glen Park Community.

#### **I-PanM (2)**

*(Miranda Pan, Email, September 6, 2013)*

2. For Children: There are [a] few child care facilities on this street **[Vallejo Street – 27 Folsom]** which serves the neighborhood, It provides safe environment which less traffic is one of them. And they all use Helen wills playground as the neighborhood's backyard for children to enjoy playing. If Muni bus runs up and down the street will be very dangerous for the children.

#### **I-Strahs (2)**

*(Mark Strahs, Email, September 4, 2013)*

Adding a bus line to Vallejo Street between Leavenworth and Van Ness would dramatically alter the neighborhood as the street has historically been safe for children given Vallejo dead-ends at Jones **[reroute 27 Folsom]**. Given the street has a dead- end, our neighborhood gets less cross-traffic from busy commuters who speed through residential neighborhoods trying to by-pass traffic on Van Ness and Broadway. Although there are storefronts on the corner of Vallejo and Polk Streets, the rest of the buildings on this stretch are all residential where multiple families reside (including my daughter). Importantly, on Vallejo between Polk and Hyde, there are two separate day care centers where young children are dropped off and picked up during the day. Given parking is already very scarce in the Russian Hill neighborhood, cars tend to double park when parents pick up their children and I fear that buses will become a dangerous hazard.

#### **I-Weninger (2)**

*(Andrea Weninger, Email, September 6, 2013)*

Adding a bus line to Vallejo Street between Leavenworth and Van Ness would dramatically alter the neighborhood as the street has historically been safe for children given Vallejo dead-ends at Jones **[reroute 27 Folsom]**. Given the street has a dead- end, our neighborhood gets less cross-traffic from busy commuters who speed through residential neighborhoods trying to by-pass traffic on Van Ness and Broadway. Although there are storefronts on the corner of Vallejo and Polk Streets, the rest of the buildings on this stretch are all residential where multiple families reside (including my daughter). Importantly, on Vallejo between Polk and Hyde, there are two separate day care centers where young children are dropped off and picked up during the day. Given parking is already very scarce in the Russian Hill neighborhood, cars tend to double park when parents pick up their children and I fear that buses will become a dangerous hazard.

**I-Wilson (1)**

*(Angus and Senta Wilson, Email, September 16, 2013)*

We are residents of Jackson Street between Lyon and Baker and we wanted to write to express our strong support for the removal of the #3 bus line. We have often wondered who rides the line as almost every bus is empty or near empty and as such it seems like a tremendous waste of city resources. In addition, our street is one with many young families with small children whom the bus drivers constantly put in great peril with their high speed driving and frequent disregard for our stop signs. While we must of course weigh these concerns against the personal inconvenience of not having public transport to access our jobs downtown, in this case it seems a clear conclusion as the utilization and safety concerns are very real, particularly in a time of such fiscal pressures in our city.

**I-Wizowski (2)**

*(Kathy Wizowski, Email, September 5, 2013)*

Aside from a few stores on Vallejo Street, at Polk, the rest of the buildings are residences. There are also two daycare centers on that stretch of the proposed route which could definitely cause safety issues **[reroute 27 Folsom]**.

**I-WongT (1)**

*(TsaiChing Wong, Email, September 11, 2013)*

I have been a resident of Russian Hill for over 10 years (we rent and we own in the area) and was recently informed by Little Bee Preschool and daycare that there will be a bus route being created on Vallejo Street **[reroute 27 Folsom]**.

Opening up a new street to a bus route will not up the kid-friendliness factor in an already kid hostile neighborhood. I strongly disagree to this change, especially with so many kids being in that area due to a location of a daycare. I walk my toddler home to and fro almost daily, so does my neighbor! A bus route brings more traffic and it is simply not big or wide enough a street to accommodate a bus route and the rush hour traffic of parents picking their kids up from school on that street, plus a whole slew of pedestrian traffic that comes with a bus routet. Have you walked that street?!

I strongly urge you to use current streets that have bus routes, Broadway, is the closest one I can think of.

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**Response TR-7: Pedestrian Safety**

The comments raise concerns regarding the impact of the 27 Folsom, 35 Eureka, 17 Parkmerced, 18 46<sup>th</sup> Avenue, and the 48 Quintara-24<sup>th</sup> Street Service Improvements on pedestrians and their safety, as well as concerns related to transit boarding islands and a new bus stop and transit bulb at the northeast corner of Stockton and Washington streets (TTRP.30). In addition, one comment raises concerns about elimination of the 3 Jackson route, while another expresses support for elimination of the 3 Jackson route, citing existing safety issues related to buses traveling at high speeds and frequently not stopping at stop signs on a segment of Jackson Street. Another comment expresses concerns about the

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Service Improvement changes to the 27 Folsom along Vallejo Street and pedestrians near Helen Wills Park, one block (approximately 350 feet) to the south near Larkin Street and Broadway. One comment also expresses general opposition to the TEP, stating that its proposals do not improve pedestrian conditions and access to transit.

This response first addresses comments related to the Service Improvements on the 3 Jackson, 17 Parkmerced, 18 46<sup>th</sup> Avenue, 27 Folsom, 35 Eureka, and 48 Quintara-24<sup>th</sup> Street routes, and then addresses comments related to the proposed transit bulb on Stockton Street at Washington Street and transit boarding islands.

In response to the comment that expresses general opposition to the TEP with respect to pedestrian conditions and access to transit, please see the Guide to the TEP, which describes how 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, as well as how competing interests are balanced during the decision-making process. Please see also Response MER, in Section 4.K, Merits of the Proposed Project, pp. RTC-4.K-94 to RTC-4.K-102.

Discussion of pedestrian impacts of the Service Improvements by route is presented in the EIR pp. 4.2-154 to 4.2-162. As discussed on EIR pp. 4.2-42 to 4.2-43, the TEP Service Improvements would result in less-than-significant impacts to pedestrians and pedestrian conditions.

#### **Specific Service Improvements**

**3 Jackson** – Regarding the comments on the 3 Jackson Service Improvements, as indicated in Impact TR-18 on EIR pp. 4.2-121 to 4.2-162, the comments are correct in stating that discontinuing the 3 Jackson may increase the physical effort required to reach the 2 Clement. While this change may pose a challenge to some passengers, the route elimination would be considered a less-than-significant impact on pedestrians because east of Fillmore Street, the 2 Clement route runs along the same alignment as the 3 Jackson. West of Fillmore Street, the 10 Sansome, 22 Fillmore, and 24 Divisadero would serve the 3 Jackson passengers. While discontinuing the 3 Jackson may increase the physical effort required to reach the 2 Clement, posing a challenge to some riders, the route elimination 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 3 Jackson Service Improvements would be less than significant. For issues raised in the comments regarding the merits of the proposed elimination of the 3 Jackson, please see Response MER, in

Section 4.K, Merits of the Proposed Project, pp. RTC-4.K-94 to RTC-4.K-102, which addresses similar comments related to the support or opposition of the proposed Service Improvements, and the Guide to the TEP, which provides information regarding modification or discontinuation of route segments or routes, including the 3 Jackson. The comment stating that the 3 Jackson bus drivers speed and disregard stop signs along the route is noted and provided for informational purposes; as this route is proposed to be discontinued, no additional response is required. For issues raised in the comments concerning noise or air quality, please see the Responses in Sections 4.E, Noise, and 4.F, Air Quality, of this Responses to Comments document.

**17 Parkmerced and 18 46<sup>th</sup> Avenue** – In response to the comment regarding the 18 46<sup>th</sup> Avenue Service Improvements, the 18 46<sup>th</sup> Avenue would be rerouted to operate more directly between the San Francisco Zoo and the Stonestown Galleria by eliminating the existing portion of the route around Lake Merced via Skyline Boulevard, John Muir Drive and Lake Merced Boulevard, and the 17 Parkmerced would be extended and rerouted to replace the portion of the 18 46<sup>th</sup> Avenue route around Lake Merced. The rerouted 18 46<sup>th</sup> Avenue would travel on streets that currently have transit and bus stops, and would add up to four buses per hour on these streets. With the proposed 18 46<sup>th</sup> Avenue Service Improvements, pedestrian conditions would remain similar to Existing conditions as no changes are proposed to the sidewalks or crosswalks. The comment regarding provision of adequate street lighting is acknowledged. Most street lights in San Francisco are owned or operated by the San Francisco Public Utilities Commission. The comment does not relate to the environmental review of the TEP. It is provided for informational purposes to be considered by decision-makers. Impacts on pedestrians would be less than significant as a result of the changes to the 17 Parkmerced and 18 46<sup>th</sup> Avenue routes.

**27 Folsom** – A number of comments raised various concerns regarding the impact of the 27 Service Improvements on pedestrians and safety along Vallejo Street. North of Jackson Street, service on the 27 Folsom would be extended north on Leavenworth and Hyde streets for three to four blocks (up to 1,000 feet), and west on Vallejo Street for four blocks to Van Ness Avenue (approximately 2,300 feet). The terminal would be located on Vallejo Street east of Van Ness Avenue, and as part of the new northern terminus/turnaround, the 27 Folsom would also travel on Polk Street for one block between Green and Vallejo streets (about 400 feet), and on Green Street for one block between Polk Street and Van Ness Avenue (about 500 feet). Land uses along the extended segments on Leavenworth, Hyde, and Vallejo streets are similar to those along Jackson and Washington streets, and traffic volumes and pedestrian conditions are also similar. Please see Response TR-6, pp. RTC-4.D-52 to RTC-4.D-61, regarding the width of, and bus travel on, Vallejo Street. Transit routes currently operate throughout the City near parks and recreational facilities and this is

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not considered to be a hazard to pedestrian conditions or operations under CEQA. The TEP Service Improvements would actually remove transit service (19 Polk) that is currently adjacent to the Helen Wills Park.

The reference in one comment to statistics regarding reported injuries is unclear. Vallejo Street intersections are not locations with the highest injury collisions for the three-year period between 2009 and 2011 for which collision information is reported by the SFMTA.<sup>9</sup> Overall in 2011, the SFMTA reported 3,111 non-fatal injury collisions and 28 fatal collisions citywide.

As stated in Response TR-6, the addition of up to four buses per hour on Vallejo Street would not substantially change Existing conditions in the vicinity of the daycare facilities noted in the comments, and transit service on city streets does not represent a pedestrian hazard under CEQA. The daycare facility drop-off and pick-up operations occur for a limited duration primarily at the start and end of the workday. If daycare activities affect bus operations, SFMTA's Sustainable Streets Division could address this issue, primarily by coordinating with daycare facilities to establish a passenger loading/unloading zone and/or establish short-term parking regulations that would create curb space by restricting parking for pick-up and drop-off activities, and which may enhance drop-off and pick-up procedures and would reduce the existing double-parking noted in the comments. Conditions for pedestrians, including children, would be similar to those in other locations within San Francisco where bus routes run adjacent to schools and daycare facilities, and 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. As stated in Response TR-6, the 15-foot-wide sidewalks on Vallejo Street in this location exceed the recommended width (i.e., 12 feet) for neighborhood residential streets in the *Better Streets Plan*,<sup>10</sup> and therefore, the sidewalks are adequate to accommodate pedestrians, including children. The TEP would not alter existing crosswalks or sidewalks along Vallejo Street.

The TEP Service Improvements would add up to four buses per hour per direction on Vallejo Street, and because Leavenworth and Hyde Streets are one-way streets, up to four buses

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<sup>9</sup> SFMTA, San Francisco 2010-2011 Collisions Report, December 2011. Available online at: <http://www.sfmta.com/cms/rtraffic/trafficrelatedindx.htm>, by clicking on the 2010-2011 San Francisco Collisions Report at this Web page, accessed on March 23, 2013.

<sup>10</sup> The San Francisco Better Streets Plan, which was adopted in 2010, creates a unified set of standards, guidelines, and implementation strategies to govern how the City designs, builds, and maintains its pedestrian environment. A key goal of the Better Streets Plan is to prioritize the needs of walking, bicycling, transit use, and the use of streets as public spaces for social interaction and community life, following San Francisco's *General Plan*, *Transit First Policy*, and *Better Streets Policy*.

per hour would be added to these street segments. This increase in service would not substantially change traffic conditions over Existing conditions. Introduction of bus service on these streets would result in conditions commonly found on similar streets throughout San Francisco and would not result in unsafe traffic or pedestrian conditions under CEQA. Similarly, while the route realignments may increase the physical effort required to reach the 27 Folsom for the portion of the route that would be eliminated on Jackson and Washington streets (up to 1,430 feet), posing a challenge to some riders, other transit passengers in the vicinity of the extended route may experience shorter distances to the new transit stops. The 27 Folsom Service Improvements 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.

Although some comments raise concerns regarding security problems for residents of Russian Hill, these are not CEQA issues and would be better addressed by enforcement and public safety. The comments are acknowledged and provided to the SFMTA Board and decision-makers for consideration during the project approval process.

Further, regarding other issues raised in the comments concerning the merits of the proposed 27 Folsom Service Improvements, please see the Guide to the TEP, which provides information regarding the factors considered by the SFMTA in developing route modifications.

**35 Eureka** – Regarding the comment that stated that the 35 Eureka Service Improvements would impact riders and the Glen Park community, it is noted that in the vicinity of the Glen Park BART station, the 35 Eureka Service Improvements would add service mostly on streets that currently have transit, including Diamond and Bosworth streets. The route extension would facilitate access for riders to the BART station and to the Glen Park commercial area. The addition of up to three additional buses (or vans, if procured) per hour to these streets, and on westbound Wilder Street to turn right onto Diamond Street northbound, would not substantially change the existing traffic conditions at the intersections along the route or result in substantial overcrowding on public sidewalks, create potentially new hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to a particular site and adjoining areas, and therefore the impacts on pedestrians would be less than significant.

**48 Quintara-24<sup>th</sup> Street** – Regarding the comment that refers to rerouting the 48 Quintara-24<sup>th</sup> Street to Clipper Street between Grandview Avenue and Douglass Street, and to Douglass Street between Clipper and 24<sup>th</sup> streets, the comment is correct in stating that the realignment of the 48 Quintara-24<sup>th</sup> Street route would introduce transit service to a portion of Clipper Street that is currently without transit. Removing service on segments of the 48

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Quintara-24<sup>th</sup> Street route, such as on Grandview Avenue, would cause some transit riders to walk further, increasing the physical effort to reach the alignment of the 48 Quintara-24<sup>th</sup> Street route on Clipper and Douglass streets, which may be an inconvenience for some transit riders. Along the south side of Clipper Street between Douglass Street/Douglass Park along an undeveloped hillside to Diamond Heights Boulevard there is no sidewalk; however, sidewalks are present on the north side of the street, and on adjacent streets, and can be accessed at both the Douglass Street and Diamond Heights Boulevard intersections. The exact inbound stops on the 48 Quintara-24<sup>th</sup> Street route have not been determined by SFMTA, but if inbound stops are proposed on the farside of the Diamond Heights Boulevard or the nearside of Douglass Street intersections, SFMTA would improve and/or provide sidewalks directly adjacent to those stops. Also see Response PD-2 in Section 4.A, Project Description, pp. RTC-4.A-7 to RTC-4.A-19. The proposed changes in service headways would result in up to four buses per hour on the route segments that currently do not have transit, which could result in an increased potential for pedestrian, bicycle, and transit conflicts. As explained on EIR pp. 4.2-154 and 4.2-155, this increased service would not result in a substantial increase in hazardous conditions for pedestrians or bicyclists and impacts on pedestrians and bicyclists would be less than significant. Also see Response TR-9, pp. RTC-4.D-74 to RTC-4.D-76, for a discussion of impacts of the proposed 48 Quintara-24<sup>th</sup> Street Service Improvements on bicyclists.

#### **Transit Bulb on Stockton Street at Washington Street**

Regarding the comment that raises concerns about the proposed new northbound bus stop and transit bulb at the northeast corner of Stockton and Washington streets under both the TTRP.30\_1 Moderate Alternative and TTRP.30\_1 Expanded Alternative, the installation of the transit bulb would provide additional space for passengers to wait, and generally would improve pedestrian safety for all pedestrians, not just transit passengers, by shortening the street crossing distance across Stockton Street, improving pedestrian visibility, reducing the speed of turning traffic, and reducing sidewalk crowding at the stop locations. Therefore, it is not anticipated that the new transit stop and transit bulb would result in increased conflicts for pedestrians, and for the above reasons, impacts on pedestrians would be less than significant. Also see Response TR-6, p. RTC-4.D-52 to RTC-4.D-61, for a discussion of traffic-related impacts of the proposed new bus stop and transit bulb at the northeast corner of Stockton and Washington streets.

#### **Transit Boarding Islands**

One comment refers to “bus stops in the middle of the street as a bad idea, encouraging jaywalking and therefore accidents,” which could be interpreted as the proposed new transit boarding islands located toward the center of the street (similar to existing transit rail

boarding islands). Transit boarding islands are raised islands within the street that allow transit vehicles to use a center lane within the roadway to pick up and drop off passengers at transit stops. Boarding islands are typically up to eight feet wide by 150 feet long. Transit boarding islands are used in cases where transit is operating in the center lane of a multi-lane street and, as an improvement over existing conditions, would provide a place for boarding passengers to wait directly adjacent to the light rail line or bus instead of having to cross over mixed-flow travel lanes and parking lanes to board or alight rail vehicles or buses in the center travel lane. For example, the TEP proposes installation of transit boarding islands at existing N Judah and L Taraval light rail stops as part of the TTRP.N and TTRP.L Moderate and Expanded Alternatives, and to support the center-running transit-only lanes on Mission Street between Sixth and First streets as part of TTRP.14 Expanded Alternative, and on 18<sup>th</sup> Street between Bryant and Third streets as part of TTRP.22\_1 Expanded Alternative. Transit boarding islands are standard transportation features in San Francisco, and would be designed to meet the City's roadway standards, which are meant to account for safety of all roadway users, and generally improve pedestrian safety where passengers are currently exiting vehicles into an existing travel lane. For these reasons provided in the EIR analysis on pp. 4.2-71 to 4.2-75, 4.2-81 to 4.2-85, and 4.2-205 to 4.2-225, the impacts of transit boarding islands on pedestrians would be less than significant.

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**Comment TR-8: Pedestrian Access**

**O-GPA (10)**

*(Michael Rice, President, Glen Park Association, Letter, September 11, 2013)*

9. Would the route changes [**35 Eureka**] unduly affect transit access to riders on the current route?

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**Response TR-8: Pedestrian Access**

This comment requests information regarding the impacts of the 35 Eureka Service Improvements on current passenger access to the realigned route. As indicated on EIR p. 4.2-160, as a result of the realignment of the 35 Eureka under the proposed Service Improvements, passengers along the segment of the 35 Eureka on Farnum, Moffitt, Bemis, and Addison streets would access the 35 Eureka via a short two- to three-block walk (400 to 2,000 feet depending on starting point) to the realigned portion of the route on Diamond Street. In addition, the 35 Eureka would be rerouted between 21<sup>st</sup> and 22<sup>nd</sup> streets to replace the existing 48 Quintara-24<sup>th</sup> Street on Hoffman Avenue and Douglass Streets, also a two- to three-block walk (325 to 650 feet depending on starting point) to the realigned route. The 35

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Eureka route realignment, as compared to the current route, would also improve passenger access to Glen Park and the Glen Park BART station.

While the route segment elimination would increase the physical effort required for some passengers to reach the 35 Eureka, posing a challenge to those passengers, the route realignment would not result in substantial overcrowding on public sidewalks, create potentially new hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to a particular site and adjoining areas. Please also refer to Response TR-7, pp. RTC-4.D-65 to RTC-4.D-71, which addresses comments related to Pedestrian Safety and similar issues, and to Response MER, in Section 4.K, Merits of the Proposed Project, pp. RTC-4.K-94 to RTC-4.K-102, which addresses similar comments related to the support or opposition of the proposed Service Improvements based on issues related to the commenter's access to a particular route. Other transit passengers may experience shorter distances to access the realigned 35 Eureka. Overall, as discussed under Impact TR-18 on EIR pp. 4.2-121 to 4.2-162, the impact of the Service Improvements, including for the 35 Eureka, on pedestrians would be less than significant.

Please see Response TR-7 for a discussion of pedestrian impacts and their safety. Also see the Guide to the TEP for a discussion of how increased distance to transit stops is considered when changes to the transit system are contemplated.

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#### **Comment TR-9: Bicycle Impacts**

##### **O-BVHA (2)**

*(Ryan Peterson, President; John Bartak, Treasurer; Angel Steger, Secretary; Bella Vista Homeowners Association, Email, August 3, 2013)*

Furthermore, it **[27 Folsom Variant 2]** interrupts one of the few streets with a dedicated bike lane, presenting an interruption to quality of life, and more importantly, safety in the area.

##### **I-Bartak (3)**

*(John Bartak, Letter, August 20, 2013)*

- Harrison Street is a major bike thoroughfare. If buses get added to the street **[27 Folsom Variant 2]**, you would either have to get rid of the bike lanes or be prepared for cyclists getting injured.

##### **I-Bozanich1 (2)**

*(Adam Bozanich, Email, August 14, 2013)*

...Furthermore, it **[27 Folsom Variant 2]** interrupts one of the few streets with a dedicated bike lane, presenting an interruption to quality of life, and more importantly, safety in the area.

**I-Bozanich2 (1) (p. 22)**

*(Adam Bozanich, Public Hearing Transcript, August 15, 2013)*

I'd just like to point out the discussion of the Folsom 27 line, Variant 2, does not acknowledge the fact that Harrison Street south of 13th is the main artery for bike traffic; and in doing so it fails to recognize that it will create a hazardous environment for bicycle traffic if it is implemented.

**I-Ford (2)**

*(Justin Ford, Email, September 10, 2013)*

...I would ask consideration be given to maintain current routing **[for the 48 Quintara-24<sup>th</sup> Street]** as I do believe this proposed change would increase noise/air pollution and would increase hazards to pedestrian/bicycle traffic when vehicles pass this type of vehicle which is done regularly now. I do believe this change would directly compete with our long standing request goals on all fronts.

**I-Goldie (2)**

*(Sarah Goldie, Email, August 17, 2013)*

...Furthermore, it **[27 Folsom Variant 2]** interrupts one of the few streets with a dedicated bike lane, presenting an interruption to quality of life, and more importantly, safety in the area.

**I-Hope (1)**

*(Andy Hope, Email, August 14, 2013)*

I was surprised and saddened to hear that there was once again an attempt to move busses on to Harrison Street **[27 Folsom Variant 2]**. At the last meeting when this was brought up, I heard irrefutable arguments from parents and teachers at the local school talking about why buses would disrupt their programs and endanger the students, bicyclists who did not want to have to tangle with buses on a major bike thoroughfare and residents worried about noise and pollution. As a bicyclist and resident on Harrison Street, I strongly oppose having busses moved to Harrison Street. I never feel safe riding on streets where buses are also running. Harrison street is an oasis for bicyclists.

**I-Kozma (2)**

*(Molly Kozma, Email, August 14, 2013)*

...Furthermore, it **[27 Folsom Variant 2]** interrupts one of the few streets with a dedicated bike lane, presenting an interruption to quality of life, and more importantly, safety in the area.

**I-PanH (7)**

*(Henry Pan, Letter, September 16, 2013)*

**Bicycle and transit conflicts:** There are many routes in the TEP that will conflict with bicycle routes but "conditions will remain unchanged" and will not result in "hazardous conditions for bicyclists" (please see 4.2-158). It is true that conditions for bicyclists on transit corridors will be unchanged. However, that does not mean there will not be hazardous conditions for cyclists, especially for those who are not conditioned commuters. It may make it hard for a particular street with transit service to be an eight-to-eighty street, especially since the goal of the city is 20% bike mode share by 2020, and to eventually achieve a 30-30-40 mode split. I am not suggesting to remove transit service on streets with bike facilities, as that would be a blatant violation of the city's Transit-First policy as originally

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intended. To mitigate impacts of transit to bicyclists, please consider introducing separated bike facilities either on or parallel to the corridor.

#### **I-RiekeA (3)**

*(Axel Rieke, Email, August 26, 2013)*

...interrupting one of the few streets with a dedicated bike lane, increasing trash on the street, and negatively impacting my property value **[27 Folsom]**.

#### **I-RiekeR (2)**

*(Ruby Rieke, Email, August 14, 2013)*

...I have informed the SF bicycle coalition as i feel it **[27 Folsom Variant 2]** would be horrible for all the people who use Harrison street as a means to bike to work.

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### **Response TR-9: Bicycle Impacts**

The comments raise concerns related to impact of the 27 Folsom Variant 2 Service Improvements on bicyclists, air pollution, trash, property value, and safety on Harrison Street. In addition, one comment states that existing hazardous conditions along transit routes would remain, making it harder for the City to reach its bike mode share goal of 20 percent by 2020, and requests that separated bicycle facilities be provided to mitigate impacts of adding transit to the Harrison Street or other corridors. One comment raises pedestrian and bicycle safety concerns regarding the proposed rerouting of the 48 Quintara-24<sup>th</sup> Street to Clipper Street between Grandview Avenue and Douglass Street.

A number of comments raised concerns regarding the 27 Folsom Variant 2 Service Improvements along Harrison Street on bicyclists. As indicated on EIR p. 2-82, the 27 Folsom Service Variant 2 would reroute service in both directions for the route segment between 11<sup>th</sup> and Cesar Chavez streets from Folsom Street to Harrison Street. Bicycle Route 33 runs on Harrison Street between 11<sup>th</sup> and Cesar Chavez streets as a Class II (bicycle lane) facility between 11<sup>th</sup> and 22<sup>nd</sup> streets, and as a Class III (designated bicycle route) facility between 22<sup>nd</sup> and Cesar Chavez streets as described on EIR pp. 4.2-157 to 4.2-158. As indicated in the comments, there currently are no transit routes on this segment of Harrison Street, and rerouting of the 27 Folsom onto this segment would increase the potential for bicycle and transit conflicts. However, as discussed in the EIR on pp. 4.2-158, the addition of transit service on streets with bicycle lanes or sharrows would not result in new or substantially increased hazardous conditions for bicyclists, as many existing transit routes overlap with bicycle routes in the City. Harrison Street is not “one of the few streets with a dedicated bike lane” as stated in several comments; there are dedicated bicycle lanes (assuming this means Class II bicycle routes) along transit routes throughout the City, as shown on Figure 25, EIR p. 4.2-11.

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The introduction of the 27 Folsom route onto Harrison Street between 11<sup>th</sup> and Cesar Chavez streets as part of the 27 Folsom Service Variant 2 would add four buses per hour per direction on the street, and this addition would not substantially change traffic, bicycle or pedestrian conditions over Existing conditions. Introduction of bus service on Harrison Street would not result in unsafe traffic-related conditions in accordance with CEQA, or endanger students walking to school as crosswalk and sidewalk facilities would not change in this area under the TEP. Concerns regarding trash and property value are not topics covered under CEQA, but may be considered by the SFMTA Board and other decision-makers during the project approval process. Please also refer to Response AQ-1 in Section 4.F, Air Quality, pp. RTC-4.F-6 to RTC-4.F-13, regarding the impact of the 27 Folsom Variant 2 on air quality.

Regarding the comment that separated bicycle facilities should be considered to mitigate impacts of transit on bicyclists, the TEP would not result in significant impacts on bicyclists, and therefore, mitigation measures are not required. Although existing conflicts between bicycle facilities and transit operations at overlapping locations would remain, as indicated in the comment, the SFMTA has been enhancing bicycle facilities as part of repaving projects on streets with bicycle lanes. For example, on Eighth Street, approximately between Market and Folsom streets, buffers were added between the bicycle lane and adjacent vehicle travel lanes, and bicycle lanes were recently extended in both directions on Folsom Street between 13<sup>th</sup> and 24<sup>th</sup> streets (this segment of Folsom Street is not part of the designated bicycle route network identified in the Bicycle Plan).<sup>11</sup> In addition, the SFMTA has recently implemented a pilot safety enhancement project on Folsom Street between Fourth and 11<sup>th</sup> streets that created a buffered bicycle lane by reducing the number of vehicle travel lanes from four to three.<sup>12</sup> This segment of Folsom Street also has transit service similar to that proposed for Harrison Street. The pilot project will allow the City to study how this type of street conversion can be implemented on other streets to create safer and better functioning streets for all users.

One comment refers to rerouting the 48 Quintara-24<sup>th</sup> Street to Clipper Street between Grandview Avenue and Douglass Street, and to Douglass Street between Clipper and 24<sup>th</sup> streets. The realignment of the 48 Quintara-24<sup>th</sup> Street route would introduce transit service to a portion of Clipper Street, which is part of Bicycle Route 60 (Class II, bicycle lanes) and does not currently have transit service. Conditions on this new segment would be similar to

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<sup>11</sup> San Francisco Planning Department, 2011. *Addendum to the Mission Streetscape Plan* (Folsom Street Bicycle Lanes). 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. 2008.1075E.

<sup>12</sup> San Francisco Planning Department, 2013. Certificate of Exemption from Environmental Review for SFMTA - Pilot Project Folsom St - 4<sup>th</sup> to 11<sup>th</sup>. 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. 2013.1461E.

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those directly to the west. The up to four buses per hour on this segment of Clipper Street proposed by the TEP would not substantially affect bicycle lane, vehicle, or pedestrian operations, because as noted above, with the new service, bicycle, vehicle, and pedestrian conditions would be similar to Existing conditions on Clipper Street to the west where the 48 Quintara-24<sup>th</sup> Street route and Bicycle Route 60 overlap. Currently transit routes are located on streets with bicycle lanes throughout the City and while, similar to existing conditions, motor vehicles and bicycles could be delayed when buses are loading or unloading at transit stops, this delay would not be considered substantial, or in conflict with roadway operations, including bicycle lanes. Also see Response TR-7, on pp. RTC-4.D-65 to RTC-4.D-71, for a discussion of impacts of the proposed 48 Quintara-24<sup>th</sup> Street Service Improvements on pedestrians.

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#### **Comment TR-10: Emergency Response**

##### **I-LewisR (3)**

*(Rob Lewis, Email, September 6, 2013)*

Here are a few very simple reasons why the current proposed path **[27 Bryant/Folsom]** does not work....

2. Vallejo Street is used as an Emergency lane for fire truck, ambulance and police cars to add a bus to this street will slow down response time that may be the difference between life and death

##### **I-Weiner2 (19)**

*(Herbert Weiner, Letter, September 16, 2013)*

Another basic question is: Would this transportation plan work effectively in the case of a manmade or natural disaster? It begs the question of one disaster preparing for another.

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#### **Response TR-10: Emergency Response**

These comments raise concerns regarding the effects of the TEP 27 Folsom Service Improvement changes on emergency response on Vallejo Street, and throughout the City in the event of a manmade or natural disaster.

The City of San Francisco does not have designated emergency lanes as stated in the comment. Vallejo Street between Montgomery and Sansome streets, and between Polk and Mason streets, is subject to San Francisco Transportation Code § 501: Vehicle Weight Restrictions that limit non-exempt vehicles of a gross weight in excess of 6,000 pounds, and § 503: Commercial Passenger Vehicles: Restricted Streets, that limit commercial vehicles with seating capacity of nine or more passengers. Public transit vehicles, emergency

vehicles, and school buses are exempt from these weight limits. Regardless of street designation, restrictions, and the number of travel lanes, all drivers must comply with the California Vehicle Code § 21806, which requires that drivers yield right of way to authorized emergency vehicles and drive to the right road curb or edge, stop and remain stopped until the emergency vehicle has passed. This requirement applies to buses as well, and as a result, in the event that an emergency vehicle travels along Vallejo Street while a bus is present, the bus would be required to allow emergency vehicles to pass, just as existing vehicles on the street currently do and would continue to do with implementation of the TEP. Please also refer to Response TR-6, pp. RTC-4.D-52 to RTC-4.D-61, which addresses the traffic impact comments received for the 27 Folsom Service Improvement changes.

Analysis of proposed project impacts was based on the existing roadway network for Existing plus Project conditions, and for 2035 Cumulative conditions the analysis included the planned transportation infrastructure projects. As indicated on EIR pp. 2-2, 2-7, and 4.2-65, the TEP components are intended to provide a systemwide improvement to Muni services, and overall these projects would increase transit reliability and improve transit travel times. Under Existing plus Project conditions, impacts of the proposed Service Improvements on transit, traffic, pedestrians, bicyclists, emergency vehicle access, parking and construction-related transportation impacts would be less than significant. In addition, there would be no significant emergency vehicle access impacts as a result of other TEP components as described on EIR pp. 4.2-76, 4.2-88, 4.2-101, 4.2-108 to 4.2-109, 4.2-167 to 4.2-168, and 4.2-238 to 4.2-241.

The transportation analysis of the proposed project conducted for the EIR cannot anticipate transportation conditions that could occur during a manmade or natural disaster, such as street closures, or the need to reroute transit routes. These are unique situations that are unpredictable. The SFMTA's Emergency Preparedness Unit coordinates interdepartmental and interagency emergency management and Homeland Security projects and is responsible for coordinating circulation changes to roadways and transit routes during emergencies.

However, these concerns are noted, and may be considered by the SFMTA Board and other decision-makers as part of the TEP approval, which is considered independent of the CEQA analysis.

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#### **Comment TR-11: Parking Impacts**

##### **O-GPA (7)**

*(Michael Rice, President, Glen Park Association, Letter, September 11, 2013)*

We did identify the following questions about proposed 35-Eureka service that must be addressed in the Final EIR:...

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7. Would route changes result in loss of curbside parking to accommodate bus circulation?

**I-Friedman (3)**

*(Phyllis Friedman, Email, September 12, 2013)*

...We are concerned about potentially losing parking spaces **[on Vallejo Street - 27 Folsom]** and having to contend with increased pollution.

**I-Haile (4)**

*(Vera Haile, Email, August 12, 2013)*

...The traffic circles, bulb-outs, 65 foot bus zones **[5 Fulton route]** that cause the loss of 80-115 parking places will have more cars looking for parking.

**I-Kent (3)**

*(Daniel Kent, Email, September 17, 2013)*

...Parking is also a major consideration **[on Vallejo Street - 27 Folsom]** and creating bus stops will negatively impact and already bad situation....

**I-PanM (3)**

*(Miranda Pan, Email, September 6, 2013)*

3. For Residents: Vallejo Street is considered a quiet neighborhood street, most neighbors in Russian Hill use the Vallejo Street as one of the main "parking street" since most of the houses in the neighborhood do not have parking garages. If Muni moves in, will reduce significant amount of the parking space in the neighborhood, which will cost tremendous hardship for the home owners and tenants **[27 Folsom]**.

**I-Strahs (4)**

*(Mark Strahs, Email, September 4, 2013)*

Lastly, the stores on Polk Street (as well as the residents) already have a very difficult time given the lack of a public parking lot in the neighborhood. Removing five more parking spots at Vallejo & Van Ness causes additional stress to life on Russian Hill (already known as the most difficult neighborhood to find parking in the city) **[27 Folsom]**. We just lost a parking building (to a condo project) at Hyde and Union already causing an additional parking spot deficit to the neighborhood.

**I-Weninger (4)**

*(Andrea Weninger, Email, September 6, 2013)*

Lastly, the stores on Polk Street (as well as the residents) already have a very difficult time given the lack of a public parking lot in the neighborhood. Removing five more parking spots at Vallejo & Van Ness causes additional stress to life on Russian Hill (already known as the most difficult neighborhood to find parking in the city) **[27 Folsom]**. We just lost a parking building (to a condo project) at Hyde and Union already causing an additional parking spot deficit to the neighborhood.

**I-Wizowski (4)**

*(Kathy Wizowski, Email, September 5, 2013)*

Russian Hill is also considered one of the hardest areas of the city to find parking; by adding/changing a bus route means fewer parking spaces causing more stress to both retailers and residences alike. The neighborhood just lost a parking garage to a new condo complex that went up at Hyde and Union which again means fewer parking spaces.

**Response TR-11: Parking Impacts**

The comments raise concerns regarding the loss of on-street parking spaces as a result of the TTRP.5 proposal, and the impacts of the 27 Folsom and 35 Eureka Service Improvements on traffic congestion, parking conditions, and air quality. One comment also raises concerns about removal of parking spaces near Polk Street related to the 27 Folsom Service Improvements, in the context of possible conflicts with an SFMTA agreement with the community that parking spaces would not be removed as part of the Polk Street Bicycle Lane project, and another development at 1945 Hyde Street, approximately two blocks (540 feet) north of Vallejo Street (Case No. 2010.0162) that replaced a 58-space parking garage with a residential development. Please also refer to Response TR-6, pp. RTC-4.D-52 to RTC-4.D-61, which addresses traffic comments related to the proposed Service Improvements.

**TTRP.5 Moderate and Expanded Alternatives** – Regarding the comment on the loss of on-street parking along the TTRP.5 corridor, Impact TR-57 on EIR pp. 4.2-242 to 4.2-254 and Impact TR-58 on EIR pp. 4.2-254 to 4.2-265 present the parking impact analysis for the TTRP.5 Moderate Alternative and TTRP.5 Expanded Alternative, respectively. As indicated on Table 19A and 19B on EIR pp. 4.2-244 and 4.2-256, respectively, the TTRP.5 Moderate Alternative would result in a net decrease of 80 parking spaces while the TTRP.5 Expanded Alternative would result in a net-decrease of 90 parking spaces along the entire TTRP.5 corridor (an approximate five-and-one-half-mile corridor) along Fulton and McAllister streets. Please see the staff-initiated text changes in Section 5, Draft EIR Revisions, on pp. 5-84 and 5-91 that reflect changes to the on-street parking supply for the TTRP Moderate and Expanded Alternatives. As reported in the EIR, p. 4.2-258, under the TTRP.5 Expanded Alternative parking analysis, while the parking removal per block would vary, the average removal over the corridor would be about one parking space per block. It is anticipated that the existing parking demand could be accommodated within existing on-street and off-street parking spaces within a reasonable distance of the parking spaces that would be lost. The TTRP.5 corridor is well served by transit as well as other modes, and improvements to transit and pedestrian conditions would occur as a result of the project. The net loss of 80 to 90 parking spaces would not be considered a substantial deficit and therefore, would not result in hazardous conditions or significant delays in travel for other modes. For these reasons, the TTRP.5 Moderate and TTRP.5 Expanded Alternative impact related to parking would be less than significant under Existing plus Project and 2035 Cumulative conditions.

**27 Folsom Service Improvements** – Regarding the comments on the loss of on-street parking as a result of the 27 Folsom Service Improvements, Table 8 on EIR p. 2-82 indicates

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that the new terminal for the 27 Folsom would be located on Vallejo Street at Van Ness Avenue, and would result in the elimination of five on-street parking spaces on the north side of Vallejo Street east of Van Ness Avenue. As indicated on EIR p. 2-26, new bus zones would result in a loss of two to five spaces per zone, whereas flag stops would not displace any parking spaces. While the number and type of bus stop that would be provided on the new route segments on Leavenworth, Hyde, and Vallejo streets is not currently known, the number and type of bus stop is anticipated to be similar to conditions on the existing segment of the 27 Bryant on Jackson and Washington streets that would be eliminated. The segment that would be eliminated includes two bus zones and two flag stops in the westbound direction on Jackson Street, and two flag stops and one bus zone in the eastbound direction on Washington Street. Similar to Existing conditions, the segment of the 27 Folsom would likely include some flag stops and some bus zones which would result in a loss of approximately three to 15 parking spaces in total, and it is anticipated that there would be a similar number of bus stops. While some parking spaces would be removed to accommodate new stops on the new route segment, on-street parking spaces would be added at bus zones on the route segment that would be eliminated, which is located four blocks or approximately 1,400 feet from the new route segment.

The comments also refer to the loss of parking garage at 1945 Hyde Street which, for clarification, removed a 58-space parking garage for a residential development. This project, located on Hyde Street at Russell Street, about two blocks (520 feet) north of Vallejo Street, resulted in a loss of approximately 58 publicly available off-street parking spaces in this area. This project, permitted in 2012 and under construction, is accounted for under Existing conditions in the EIR parking analysis and does not change the baseline on-street parking conditions in the vicinity of the 27 Folsom Service Improvements.

Overall, while some parking spaces would be removed along the new segment with the proposed 27 Folsom Service Improvement and occupancy of the remaining spaces may increase, parking conditions would remain very similar to Existing conditions. In addition, parking spaces would be added where the bus zones existed along the former route segment. A decrease in the on-street parking supply, where it would occur, and any resulting difficulty in finding other available on-street parking spaces, would be considered to be an inconvenience, but would not create potentially hazardous conditions or significant delay to traffic, transit, pedestrians, or bicycles. For these reasons, the impact of the 27 Folsom Service Improvements on parking would be less than significant. See Response AQ-1, in Section 4.F, Air Quality, pp. RTC-4.F-6 to RTC-4.F-13, for a discussion of impacts of the proposed project on air quality.

**35 Eureka Service Improvements** – Regarding the comment on the impact of the 35 Eureka Service Improvements on on-street parking, no on-street parking spaces would be removed

as part of the service changes on the 35 Eureka route. If, as noted by some commenters, double parking continues to occur on this segment of the street similar to Existing conditions, and this existing practice conflicts with 35 Eureka operations, in addition to increased enforcement, the SFMTA could coordinate with local businesses to designate additional on-street curb space for loading activities.

**Polk Street Improvement Project** – Regarding the comment that raised concerns that the proposed TEP would contradict the SFMTA agreement with the community to not remove parking spaces as part of the Polk Street Bicycle Lane project, it is assumed that the comment refers to the Polk Street Improvement Project, which would implement bicycle lanes and other streetscape improvements on Polk Street. The Polk Street Improvement Project is currently being designed by SFMTA with input from the community. The Polk Street Improvement Project will develop and implement a streetscape design that enhances the pedestrian experience, complements bicycle and transit mobility, and supports commercial activities. The project extends between Union and McAllister streets, with three project segments being designed to reflect different rights-of-way, grades, and identified needs (i.e., Polk Street between Union and California streets, Polk Street between California and Post streets and Polk Street between Post and McAllister streets). Recommendations to date include modifications to travel lanes and addition of left-turn and right-turn lanes/pockets, pedestrian improvements (crosswalk striping, pedestrian bulbouts, etc.), buffered and green cycle track, bicycle lanes and green sharrows, tow-away regulations to provide space for cars (parking) and bicycles to share the road, traffic signal timing changes, removing on-street parking, and restricting parking at intersections (red zones) to improve the visibility of pedestrians. Designs for the two segments were refined based on a community meeting in July 2013, and ongoing meetings with merchants along Polk Street. The proposed project has been submitted for environmental review as Case No. 2013.1721E. Design and approvals will continue through 2014, and construction of improvements is currently anticipated for some time in 2015.<sup>13</sup>

The proposed changes associated with the 27 Folsom Service Improvements would not affect on-street parking spaces on Polk Street. However, five on-street parking spaces on the north side of Vallejo Street east of Van Ness Avenue would be removed to accommodate a terminal for the 27 Folsom. The TEP and the 27 Folsom Service Improvements are a separate project from the Polk Street Improvement Project, and impacts associated with the 27 Folsom Service Improvements are addressed in this EIR. The environmental review of

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<sup>13</sup> Polk Street Improvement Project information available online at <https://www.sfmta.com/projects-planning/projects/polk-street-improvement-project>, and on file in the San Francisco Planning Department related to Case File No. 2013.1721E. SFMTA website accessed October 14, 2013.

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the Polk Street Improvement Project would include consideration and consistency of the Polk Street Improvement Project with the proposed TEP.

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**Comment TR-12: Cumulative Transit**

**O-HVNA (3)**

*(Jason Henderson, Chair, Transportation and Planning Committee, Hayes Valley Neighborhood Association, Letter, September 10, 2013)*

***The TEP is not enough to accommodate future growth in the city.***

As certification is deliberated we urge the Planning Commission to review the "Capacity Utilization Standard" discussion and tables in the EIR. There are some very interesting numbers to consider in Tables 12, 14, and 21, and discussion in chapters 4.2-8, 4.2-28 and Chapter 6. The EIR's capacity utilization data shows us that better transit reliability and reduced travel times attracts more passengers, bringing more crowding. It shows that giving transit priority on key streets increases ridership. But without new capacity, the TEP improvements result in jam-packed buses. For example the analysis of capacity shows the Fulton/Hayes corridor (5 Fulton and 21 Hayes), despite improvements to service and reliability, as having major crowding in the future as new housing comes to the Market and Octavia plan area.

Recently MTC/ABAG adopted Plan Bay Area to accommodate 2 million people and a million more jobs by 2040. While the plan has merit, it's deficient on transit provision. The draft EIR confirms this. Muni is not prepared to handle San Francisco's share of regional growth - 70,000 new homes and 161,000 new jobs.

Moreover, for over a decade the Planning Commission has approved multiple area plans that accommodate new residents and jobs in the city. These plans were promoted to the public with promises of new transit capacity to absorb future ridership. That has not been the case and the TEP would bring at most a 10% expansion of capacity, which is only enough to meet current demand and not future demand. Even if the TEP's expanded alternative is fully implemented, this growth will overwhelm Muni.

Because SFMTA cannot identify future revenue to expand capacity, the EIR states that crowding is "significant and unavoidable" (see pages 4.2-276 and 6-42). SFMTA and Planning cannot suggest increases in capacity for mitigation of crowding because the agencies cannot commit with certainty to a future source of funding. The only hint of addressing funding is in the statement that the finding regarding crowding "does not preclude the SFMTA seeking reimbursement from developers in the future." This implies an impact fee approach is being considered.

The development impact fees collected in the area plans, such as Market and Octavia, are inadequate, and no other funding sources are identified in the EIR or by the city. The SFMTA needs \$5 billion in the next few decades just to maintain the existing system. To expand capacity will require billions more. There needs to be a serious discussion of implementing congestion pricing, higher vehicle license fees, parking taxes, and annual tax assessments on property in the city. Moreover the political leadership must be more aggressive in getting a fair share from the MTC and Caltrans. Impact fees are inadequate

and fare increases are inequitable. Relying on a proposed General Obligation Bond is also inadequate.

**I-PanH (26)**

*(Henry Pan, Letter, September 16, 2013)*

In addition, please consider studying the impacts to the 8BX AM rush hour route as a result of demolishing Interstate 280 to accommodate hi-speed rail.

**I-PanH (35)**

*(Henry Pan, Letter, September 16, 2013)*

In addition, please consider studying the impacts to the 14X AM rush hour route as a result of demolishing Interstate 280 to accommodate hi-speed rail.

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**Response TR-12: Cumulative Transit**

The comments summarize the results of the transit impact analysis for 2035 Cumulative conditions and state that the EIR does not address funding for future improvements to allow increases in transit capacity to reduce crowding and accommodate future ridership, other than reimbursements from developers in the future. A comment also states that additional future funding sources to fully fund a transit system adequate to meet the demands of long-term growth in the region would need to be identified and lists various strategies for San Francisco to explore. Two other comments request that the TEP consider the impacts on the 8BX Bayshore Express and 14X Mission Express as a result of demolishing I-280 to accommodate high-speed rail.

The comments correctly note that, under 2035 Cumulative conditions, implementation of the TEP would result in significant and unavoidable impacts to transit capacity utilization. This is described in Impact C-TR-1 through Impact C-TR-3 on EIR pp. 4.2-267 to 4.2-276. One comment also notes that the region is projected to undergo substantial additional development between now and the year 2040. The analysis of 2035 Cumulative conditions reflects the additional growth through the year 2035, as described on EIR pp. 4.2-35 to 4.2-39, which was the latest available forecast information from ABAG at the time the analysis was conducted.

The TEP is one of several steps being taken by the City to respond to existing transit demand and meet future demand. While the TEP is an important step and would increase transit service by approximately 350,000 annual service hours, as stated on EIR p. 2-57 and discussed in Impacts C-TR-1 through Impact C-TR-3 on EIR pp. 4.2-267 to 4.2-276, it is a near-term transit improvement project and was not meant to accommodate all future population growth in San Francisco; impacts to specific corridors under future year cumulative conditions were anticipated (see also Response PD-5 in Section 4.A, Project

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Description, pp. RTC-4.A-33 to RTC-4.A-34). Mitigation Measure M-C-TR-1: SFMTA Monitoring of Muni Service, on EIR p. 4.2-271, states that to the extent feasible and consistent with annual budget appropriations, SFMTA should monitor Muni service citywide and strive to improve upon Muni operations, including peak hour transit capacity on screenlines and corridors.

Identification of funding of future transit service is not required as part of the CEQA review of the proposed project. As indicated in the comment, significant additional funding sources would be required to expand transit service beyond TEP proposals to address long-term anticipated population growth in San Francisco.

The SFMTA was part of the Project Steering Committee and the Technical Advisory Committee for the Metropolitan Transportation Commission's (MTC) regional Transit Sustainability Project (TSP), which included recommendations to provide investment to fund service improvements on major bus and rail corridors within the San Francisco Bay Area. See Response TR-13, below, for information regarding SFMTA participation in the TSP. Information regarding the MTC's TSP can be found at <http://www.mtc.ca.gov/planning/tsp/>.

In response to the two comments regarding impacts on Muni routes as a result of demolishing I-280 to accommodate high-speed rail, construction of California's planned high-speed rail network within San Francisco would not require demolishing I-280. The comment regarding this potential project likely references recent discussion regarding removal of a portion of I-280, from somewhere between Cesar Chavez and 16<sup>th</sup> streets to its northern terminus, possibly replacing it with an at-grade boulevard. This proposal is not part of the TEP, is preliminary in nature (not a project at this time), and was therefore not included in the impact analysis in the EIR.

Planning efforts to determine the feasibility and potential design of the removal of a portion of I-280 are in very early stages and a substantial amount of additional discussion and analysis is required before the details of such an effort are developed to a level at which that project's effects on the transportation system could be understood. If a study to determine the environmental impacts of such a project is initiated, members of the public, City, State, and Federal agencies, among others, would be given a period to provide comment on the scope of the analysis. This future analysis would likely include the potential impacts to the two Muni routes that travel as express routes on I-280 (i.e., the 8BX Bayshore Express and the 14X Mission Express).

See also Response TR-4, above, for a discussion of capacity utilization (including how transit capacity utilization is calculated), and Responses TR-3, above, and PD-1 in Section 4.A, Project Description, regarding adding capacity to the transit system. As stated in the EIR on

p. 2-63 and in Response PD-1, the TEP is expected to require the addition of 60 transit vehicles to Muni's transit fleet.

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**Comment TR-13: Cumulative Traffic Impacts**

**A-UCSF (3)**

*(Lori Yamauchi, Assistant Vice Chancellor UCSF Campus Planning, University of California San Francisco, Letter, September 17, 2013)*

- 16th Street Level of Service: We note that a number of intersections along 16th Street for year 2035 conditions, with and without the TEP, would operate at unacceptable levels according to the TEP EIR. We believe this information to be incorrect, as it is not consistent with other transportation analyses that have been prepared for the Mission Bay South area, such as the Mission Bay Subsequent EIR, the Eastern Neighborhoods EIR, and the UCSF Medical Center at Mission Bay EIR, all of which have reported that the future cumulative conditions on 16th Street during the P.M. peak hour would operate at acceptable levels. We are concerned that the results reported in the TEP EIR could have negative consequences for the future development of the approved but as of yet undeveloped parcels in the Mission Bay South area. We would be happy to share with you the detailed transportation analyses conducted as part of the UCSF studies, and respectfully request that the Final TEP EIR be corrected.

**O-CTRIIP2 (8)**

*(Wil Din, Co-Chair, Harvey Louis, Co-Chair, Chinatown Transportation Research and Improvement Project, Letter, September 17, 2013)*

**30-Stockton**

*TRIP is opposed to the addition of a new northbound stop at the northeast corner of Stockton and Washington and instead supports a new northbound stop between Washington and Clay (TEP DEIR, pg 2-160).*

- Increased congestion along Washington will ...as well as expose the neighborhood to greater cumulative traffic impacts.
- Environmental impacts will be exacerbated throughout construction of the Central Subway station, which will require closure of Washington St (west of Stockton).

**I-Whitaker (5)**

*(Jamie Whitaker, Email, September 15, 2013)*

The SFMTA's TEP project needs to be redone with consideration of the Rincon Hill neighborhood's growth in residents just since 2006, its sensitivity to air pollution from fossil fuel sources that get congested on the downtown local streets, and with consideration to circulation issues if Beale and other streets near the Bay Bridge are closed off to through traffic due to Department of Homeland Security terrorism concerns as happened after 9/11/2001's attack on America.

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#### **Response TR-13: Cumulative Traffic Impacts**

The comments raise concerns regarding the cumulative traffic analysis contained in the EIR, with specific references to individual neighborhoods, including whether a recent increase in the number of residents in Rincon Hill is accounted for in the EIR; the likelihood of congestion and increased cumulative traffic impacts resulting from the new transit stop and transit bulb proposed on the northeast corner of Stockton and Washington streets (including in combination with construction of other cumulative projects); and accuracy of the information in the TEP Draft EIR related to future year cumulative conditions along 16<sup>th</sup> Street in Mission Bay.

In response to the comment related to development of future year cumulative conditions in the Rincon Hill area, as stated on EIR p. 4.2-8, ridership and transit fleet information was obtained from SFMTA and is based on ridership data collected in 2010/2011. As indicated on EIR p. 4.2-4 to 4.2-5, intersection traffic volume data were based on counts conducted in 2011 and 2012. Therefore, the data used in the Existing plus Project analyses reflect the growth in the Rincon Hill neighborhood since 2006. With respect to the data used to develop the TEP proposals, the proposals were initially developed in 2007 and 2008 during the planning phase of the TEP; however, staff re-evaluated and refined them in 2011 and 2012 as part of the development of the TEP description in order to capture more recent land use and ridership trends, as well as to integrate service changes that were implemented in 2009 and 2010. Please see the Guide to the TEP for additional information regarding the process for development of the TEP proposals.

The EIR also includes a 2035 Cumulative analysis to assess the long-term impacts of the proposed project in combination with other future development and planned transportation infrastructure projects. Future year 2035 Cumulative conditions for transit ridership and traffic volumes were projected using the San Francisco County Transportation Authority's (SFCTA) SF-CHAMP travel demand model. The SF-CHAMP model forecasts the travel demand based on population and employment growth projections developed by the Association of Bay Area Governments for year 2035. Within San Francisco, the San Francisco Planning Department is responsible for allocating ABAG's countywide growth forecasts to each traffic analysis zone (TAZ), based on existing zoning and approved plans, using an area's potential zoning capacity, and the anticipated extent of redevelopment of existing uses. The 2035 Cumulative scenario therefore includes future growth associated with anticipated development plans such as the Rincon Hill Plan.

The analysis of proposed project impacts was based on the existing roadway network for Existing plus Project conditions; for 2035 Cumulative conditions, the analysis included planned transportation infrastructure projects, including those planned as part of the Rincon

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Hill Plan, the Mission Bay Plan, the Transit Center District Plan, and the Central Subway. SF-CHAMP and the EIR transportation analysis cannot anticipate future potential emergency street closures, such as the Beale Street closure in September 2001, or any street closures following a natural disaster that could impact localized circulation; instead, the analysis focuses on the day-to-day peak period operating conditions. However, if a closure is required due to some unforeseen event, the SFMTA's Emergency Preparedness Unit coordinates interdepartmental and interagency emergency management and Homeland Security projects, and would be responsible for coordinating circulation changes to roadways and transit routes during emergencies.

One comment expresses concerns regarding the proposed new stop on the northeast corner of the intersection of Washington/Stockton streets proposed as part of TTRP.30\_1, and in particular, delay to vehicles traveling westbound on Washington Street. Please refer to project-related comments addressed in Response TR-6, Traffic Impacts, above, and to the Guide to the TEP, which discusses the factors considered in the selection of locations for changes to transit stops. As discussed in Response TR-6, implementation of the transit stop and transit bulb may impede vehicles turning right from Washington Street westbound onto Stockton Street northbound. However, this would only occur when a bus is stopped at the transit bulb and when vehicles on westbound Washington Street have a green light or are making a right turn on red. Considering this information, implementation of the proposed new stop on the northeast corner of the intersection of Washington/Stockton streets would not substantially affect the overall intersection operating conditions because the average vehicle delay would not be substantially increased. While some drivers may need to wait behind a loading bus to go through the intersection or make a northbound right turn from Washington Street onto Stockton Street, this delay is not expected to result in a significant impact under CEQA. Furthermore, it is anticipated that the additional delay associated with the transit bulb would be intermittent as it would only occur when a bus is loading/unloading at this stop (more frequently during peak periods and less so throughout the course of the day).

Further, installation of the transit stop and transit bulb would not result in an increase in traffic volumes on Washington Street under either Existing plus Project or 2035 Cumulative plus Project conditions. Between Existing and 2035 Cumulative plus Project conditions, westbound traffic volumes during the p.m. peak hour on Washington Street between Montgomery and Sansome streets, based on traffic volumes at the study intersection of Washington/Sansome streets, are projected to increase minimally (approximately two percent) or stay the same with implementation of the TEP (i.e., for conditions with the Service Improvements only, with Service Improvements and TTRP.30\_1 Moderate Alternative, and with the Service Improvements and TTRP.30\_1 Expanded Alternative).

## Section 4: Comments and Responses

### 4.D Transportation and Circulation

Similar conditions could be anticipated to the west, on the segment of Washington Street between Grant Avenue and Stockton Street. Therefore, the proposed transit stop and transit bulb would not result in substantial increases in volumes or congestion levels in the Chinatown neighborhood in the near term or under 2035 Cumulative conditions.

Construction of the new transit stop and transit bulb would be coordinated with the Central Subway project construction of the new Washington Street subway station to minimize cumulative construction impacts. Construction of the TTRP.30\_1 is anticipated to occur in 2015, and construction of the transit bulb at the new stop would occur over an approximate two-week period. Construction of the Central Subway stations is projected to be completed by 2017.<sup>14</sup> Thus, while their construction may overlap for a short period, the TEP-related and Central Subway construction efforts would be coordinated and would not result in a significant cumulative construction impact. Improvement Measure I-TR-1: Construction Measure, on EIR p. 4.2-71, would further reduce the proposed project's less-than-significant impacts related to potential conflicts between construction activities and pedestrians, transit, and autos.

In response to the comment regarding intersection LOS along 16<sup>th</sup> Street within the Mission Bay area, the traffic analysis was reviewed to determine the cause of the inconsistency between intersection operating conditions on 16<sup>th</sup> Street (specifically at the intersections of 16<sup>th</sup>/Seventh streets, 16<sup>th</sup>/Owens street, 16<sup>th</sup>/Fourth streets, and 16<sup>th</sup>/Third streets) presented in the TEP EIR for 2035 Cumulative No Project conditions and those presented in the three EIRs cited in the comment.

The methodology used to develop future year 2035 Cumulative traffic forecasts is described on EIR pp. 4.2-35 to 4.2-39. In order to forecast 2035 Cumulative traffic volumes, two SF-CHAMP model scenarios were used: a base year scenario, which coincides with the Existing conditions analysis year, and a cumulative year scenario, which generally coincides with an analysis period approximately 20 to 25 years beyond the Existing conditions analysis year. For the TEP EIR, the base year and forecast year are 2011 and 2035, respectively. The land use and transportation network data are adjusted by the SFCTA on a regular basis to reflect constructed and occupied developments, modified housing projections, areas of projected growth in the City, and large development projects, including transportation infrastructure projects. Each set of results from the SF-CHAMP model would be expected to be somewhat different if existing conditions and future projections have been updated between model runs. Future year traffic volume forecasts developed for environmental analyses can be unique to that year and may have different results when compared to forecasts for other future analysis

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<sup>14</sup> Central Subway Project Overview. Available online at <http://www.centuralsubwaysf.com/content/project-overview>. Accessed December 12, 2013.

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years. Thus, the variability of traffic volume forecast results is a reflection of the combination of base year and cumulative year model scenarios used to develop the traffic volume forecasts. The land use data used in the SF-CHAMP model scenarios for the TEP transportation analysis were the latest available forecasts from ABAG at the time the analysis was conducted in 2011/2012.

The traffic analysis review determined that the discrepancy in LOS was due primarily to the fact that the TEP EIR analysis of 2035 Cumulative No Project Conditions had higher traffic volume projections for 16<sup>th</sup> Street than did the future year cumulative analyses in the Mission Bay Subsequent EIR, the UCSF Medical Center at Mission Bay EIR, and the Eastern Neighborhoods EIR. The higher forecast traffic volumes in the TEP EIR analysis were found to be due to the amount of land use in the Mission Bay South area assumed in the base year model run used for the TEP EIR analysis. Specifically, because development in the Mission Bay area is occurring so rapidly, the base year land use data used for the TEP EIR analysis may underrepresent the number of jobs and housing units in the Mission Bay South area at the time at which the land use data inputs for the base year were collected. This in turn may result in an overestimation of growth in traffic volumes between the TEP Existing conditions analysis year and the 2035 Cumulative No Project conditions analysis year. The result is that the TEP EIR presents conservative conclusions regarding future traffic conditions along a portion of 16<sup>th</sup> Street. In addition, all three of the EIRs cited in the comment were prepared several years ago, and they use existing conditions data from earlier years and use earlier years for the future cumulative analyses. For example, the Mission Bay Subsequent EIR existing conditions are from 1996/97 and the future cumulative transportation analysis is for the year 2015; the Eastern Neighborhoods EIR existing conditions are from 2005/06, and the EIR uses 2025 for the future cumulative transportation analysis. The TEP EIR existing transportation data were collected in 2011/2012 and 2035 is used for the future cumulative analysis. This is likely to have contributed to the difference between the analysis results in the TEP EIR and those in the three cited EIRs.

Intersection LOS analysis of the intersections of 16<sup>th</sup>/Seventh, 16<sup>th</sup>/Owens, 16<sup>th</sup>/Fourth, and 16<sup>th</sup>/Third streets with lower 2035 Cumulative traffic volumes would not result in new impacts that have not already been identified in the TEP EIR. Since different combinations of SF-CHAMP base year and cumulative year model scenarios, and thus projected traffic volumes and analysis results were used for other project EIR analyses, the varying traffic volumes, as indicated above, would be anticipated and would not alter or invalidate prior analysis that reported different cumulative traffic volumes. Further, as noted, different combinations of SF-CHAMP base year and cumulative year model scenarios used for possible future environmental analysis would be expected to result in different intersection traffic volumes and thus possibly different intersection LOS results.

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As indicated in Impact C-TR-11 and Impact C-TR-12 on EIR pp. 4.2-282 to 4.2-292, implementation of the Service Improvements and Service Improvements plus the TTRP Moderate Alternative would have less-than-significant traffic impacts, and therefore would not contribute to any significant cumulative traffic impacts at the intersections of 16<sup>th</sup>/Seventh streets, 16<sup>th</sup>/Owens streets, and 16<sup>th</sup>/Third streets that would operate at LOS E or LOS F during the a.m. and/or p.m. peak hours. With lower cumulative traffic volumes, the Service Improvements only and Service Improvements plus the TTRP Moderate Alternative would not contribute considerably to cumulative operating conditions and would similarly have less-than-significant traffic impacts.

As indicated in Impact C-TR-26 through Impact C-TR-34 on EIR pp.4.2-296 and 4.2-297, the TTRP.22\_1 Expanded Alternative, TTRP.22\_1 Expanded Alternative Variant 1, and TTRP.22\_1 Expanded Alternative Variant 2 would result in cumulative traffic impacts at the intersections of 16<sup>th</sup>/Seventh streets, 16<sup>th</sup>/Owens streets, and 16<sup>th</sup>/Fourth streets. At the intersection of 16<sup>th</sup>/Third streets, the TTRP.22\_1 Expanded Alternative would not change the lane configurations planned to be in place under 2035 Cumulative conditions, and therefore would not result in substantial changes in intersection operating conditions from the 2035 Cumulative No Project conditions, and would have less-than-significant traffic impacts at this intersection. Therefore, lower cumulative traffic volumes may reduce or eliminate the identified significant impacts at these study intersections, but would not result in new impacts that have not been identified in the TEP EIR.

See Response AQ-1 in Section 4.F, Air Quality, pp. RTC-4.F-6 to RTC-4.F-13 for a response to the comment about impacts of the proposed project on air quality.

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#### **Comment TR-14: Cumulative Transit Mitigation**

##### **O-HVNA (4)**

*(Jason Henderson, Chair, Transportation and Planning Committee, Hayes Valley Neighborhood Association, Letter, September 10, 2013)*

Additionally, a mitigation not considered in the EIR is to require that, unless funding is found to provide capacity, no development can proceed. A development moratorium should have been considered as mitigation in the EIR. A scenario limiting population and employment growth may show that the TEP itself will not have as much of a "significant unavoidable impact" on transit capacity. It was not.

**Response TR-14: Cumulative Transit Mitigation**

This comment states that a moratorium on development within San Francisco should be identified as a mitigation measure for the significant and unavoidable cumulative impacts on transit.

As described in Impact TR-18 for Service Improvements (EIR pp. 4.2-121 to 4.2-162), Impact TR-20 for Service Improvement plus TTRP Moderate Alternative (EIR pp. 4.2-169 to 4.2-174), and Impact TR-21 for Service Improvements plus TTRP Expanded Alternative (EIR pp. 4.2-174 to 4.2-179), implementation of the Service Improvements and TTRPs under Existing plus Project conditions would not result in significant impacts on transit. However, as described in Impact C-TR-1 (EIR pp. 4.2-267 to 4.2-271), Impact C-TR-2 (EIR pp. 4.2-272 to 4.2-273), and Impact C-TR-3 (EIR pp. 4.2-273 to 4.2-276), under 2035 Cumulative conditions, the long-term impacts of the TEP in combination with other future development and planned transportation infrastructure projects would result in significant and unavoidable cumulative impacts on transit.

Establishing a moratorium for development that may occur by 2035 would not be a feasible mitigation measure under CEQA because such an action would be well beyond the scope of this project and its impacts. Under CEQA and state law, mitigation measures must have a nexus to the impact a project would create, both as to type and to degree. Thus, where a proposed project would create an impact on transit, any mitigation measures must both address the transit impact and be proportional to the amount of impact attributable to the project. Here, a mitigation measure that would ban all new development in the City can neither be shown to address the identified transit impact nor would it be proportional to the TEP's contribution to the identified cumulative impact. Instead, such a condition would have broad and far-reaching effects, well beyond the scope of the project, which is limited to changes to San Francisco's existing transit system. As such, it would not be an appropriate mitigation measure.

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**Comment TR-15: Mitigation Measures**

**O-SC (11)**

*(Sue Vaughan, San Francisco Group Secretary and Executive Committee Linda Weiner, Executive Committee, Sierra Club, Email, September 17, 2013)*

The SC urges the SFMTA to assess the impact on Muni and its passengers of the Metropolitan Transportation Commission's Transit Sustainability Project (TSP) and to incorporate mitigation for the TSP in the TEP;...

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**Response TR-15: Mitigation Measures**

This comment requests that SFMTA assess the impact of the MTC's Transit Sustainability Project (TSP) on Muni, and to incorporate mitigation for the TSP in the TEP.

The SFMTA was part of the Project Steering Committee and the Technical Advisory Committee for the TSP, and as such, has been assessing the impact of the TSP on Muni operations. The TSP effort was a multi-agency effort to analyze the major challenges facing transit service providers in the Bay Area and make recommendations. The two-year TSP focused on three project elements: financial, service performance, and institutional framework. The recommendations, approved by the MTC in May 2013, include establishing performance measures and targets designed to monitor the performance of the seven largest transit agencies in the Bay Area, establishing an investment, incentive, and monitoring strategy to improve service performance and attract new riders to the region's transit system, providing investment to fund service improvements on major bus and rail corridors, and providing incentives to reward transit agencies that achieve the ridership increases and productivity improvements.

Implementation of the recommendations within the TSP would not conflict with the proposed TEP proposals, and would not affect the analysis of transportation conditions presented in the EIR. In addition, the TSP recommendations, while providing a path to enhancing the Bay Area and SFMTA's transit operations, would not mitigate the CEQA impacts identified in the EIR. The comment is acknowledged and is being provided to the SFMTA Board and other decision-makers for informational purposes and for their consideration.

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## 4.E NOISE

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The comments and corresponding responses in this section cover subjects related to EIR Section 4.3, Noise and Vibration. The following categories are addressed:

NO-1: Noise Impacts of the Proposed Project

NO-2: Existing Noise Setting

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### Comment NO-1: Noise Impacts of the Proposed Project

#### O-BVHA (1)

*(Ryan Peterson, President; John Bartak, Treasurer; Angel Steger, Secretary; Bella Vista HOA, Email, August 3, 2013)*

The DEIR incorrectly states The Initial Study for the proposed project analyzed the topic of Noise (see Appendix 2, pp. 233 235) and concluded that the proposed transit project would not be substantially affected by existing noise levels nor would it introduce any new noise-sensitive uses.

On Page 233 the Initial Study states Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? Potentially Significant Impact.

In our opinion the DEIR fails to recognize the negative impact of the Variant 2 [27 Folsom] on a public school, mix commercial and residential buildings that were not designed to mitigate noise from a public transportation route on Harrison Street.

#### O-GPA (4)

*(Michael Rice, President, Glen Park Association, Letter, September 11, 2013)*

3. What would be the noise effects on residents of Wilder Street of bus operations?
4. Would the 35 line terminate in Glen Park? Would the bus occupy curb/parking space, with potential noise impacts? The route should loop in close to the Glen Park BART station and continue back to Castro-Market. That is, the bus should not stop and idle between runs.

#### O-GPA (5)

*(Michael Rice, President, Glen Park Association, Letter, September 11, 2013)*

5. What would be the traffic, noise, displacement of parking, and other effects of the "Potential 35 Eureka Service Variant" using Diamond, Bosworth, Brompton and Chenery Streets?

#### I-Bartak (5)

*(John Bartak, Letter, August 20, 2013)*

- Pages 233-235 of Appendix 2 state that there would be Potentially Significant Impact from noise. Since most of the newer construction along Harrison Street assumed that street noise would be relatively low, the level of sound proofing of the buildings is low. I fear this would have a negative impact on my property value and quality of life.

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#### **I-Borchard1 (2)**

*(Philipp Borchard, Email, August 30, 2013)*

Futhermore the plan switch the Sutter/Post Street corridor to all motor coaches would increase pollution, CO2 emissions and substantially increase noise. The overhead trolley lines on the Sutter/Post corridor are valuable asset to San Francisco and this energy efficient and clean type of public transit should be expanded rather than eliminated.

#### **I-Borchard2 (2)**

*(Philipp Borchard, Letter, September 8, 2013)*

Furthermore the plan switch the Sutter/Post Street corridor to all motor coaches would increase pollution, CO2 emissions and substantially increase noise. The overhead trolley lines on the Sutter/Post corridor are valuable asset to San Francisco and this energy efficient and clean type of public transit should be expanded rather than eliminated.

#### **I-Bozanich1 (1)**

*(Adam Bozanich, Email, August 14, 2013)*

The DEIR incorrectly states The Initial Study for the proposed project analyzed the topic of Noise (see Appendix 2, pp. 233 235) and concluded that the proposed transit project would not be substantially affected by existing noise levels nor would it introduce any new noise-sensitive uses.

On Page 233 the Initial Study states Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? Potentially Significant Impact.

In our opinion the DEIR fails to recognize the negative impact of the Variant 2 **[of 27 Folsom]** on a public school, mix commercial and residential buildings that were not designed to mitigate noise from a public transportation route on Harrison Street...

#### **I-Bromberger (4)**

*(Seth Bromberger, Email, September 9, 2013)*

It will also increase the noise level for all houses / apartments facing the street. **[27 Folsom]**

#### **I-Dodds (1)**

*(Richard Dodds, Email, September 16, 2013)*

I know there is a proposal under consideration to reroute the 48 bus up and down Clipper St., where I live. As I sit here writing this email to you I can hear the whoosh and roars of the many cars going down and up the steep grade between Douglass and Grand View. Adding buses doing the same every 10 to 20 minutes (actually twice that since there are inbound and outbound buses) would make the street a lot less liveable. I understand that residents on the current route after it departs from 24th Street would be happy to see it changed, but keep in mind those are low-traffic streets, unlike the already busy Clipper.

#### **I-Ford (2)**

*(Justin Ford, Email, September 10, 2013)*

...I would ask consideration be given to maintain current routing as I do believe this proposed change would increase noise/air pollution and would increase hazards to pedestrian/bicycle traffic when vehicles pass this type of vehicle which is done regularly now. I do believe this change would directly compete with our long standing request goals on all fronts.

**I-Friedman (2)**

*(Phyllis Friedman, Email, September 12, 2013)*

There is already more than enough traffic and noise without having buses to contend with as well.

**I-Ghosh (3)**

*(Samir Ghosh, Email, September 16, 2013)*

Noise and air pollution is a major concern to residents along this stretch [**Clipper Street between Douglass Street and Grand View Avenue**]. Adding the 48 bus laboring up the grade or speeding down the grade will only worsen local noise and air pollution.

**I-Goldie (1)**

*(Sarah Goldie, Email, August 17, 2013)*

The DEIR incorrectly states The Initial Study for the proposed project analyzed the topic of Noise (see Appendix 2, pp. 233, 235) and concluded that the proposed transit project would not be substantially affected by existing noise levels nor would it introduce any new noise-sensitive uses.

On Page 233 the Initial Study states Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? Potentially Significant Impact.

In our opinion the DEIR fails to recognize the negative impact of the Variant 2 [**of 27 Folsom**] on a public school, mix commercial and residential buildings that were not designed to mitigate noise from a public transportation route on Harrison Street....

**I-Greene (2)**

*(Toni Greene, Email, September 7, 2013)*

...This area is very close to a busy part of Polk Street with many restaurants and bars, and closer to the Bay which adds to congestion due to Lombard Street, etc. Vallejo Street also does not go right over Russian Hill to North Beach, which can also add to more traffic.

Please please please - DO NOT re-route Bus #27 to Vallejo Street!! It will just add to the noise and traffic congestion.

**I-Kozma (1)**

*(Molly Kozma, Email, August 14, 2013)*

The DEIR incorrectly states The Initial Study for the proposed project analyzed the topic of Noise (see Appendix 2, pp. 233 235) and concluded that the proposed transit project would not be substantially affected by existing noise levels nor would it introduce any new noise-sensitive uses.

On Page 233 the Initial Study states Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? Potentially Significant Impact.

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In our opinion the DEIR fails to recognize the negative impact of the Variant 2 **[of 27 Folsom]** on a public school, mix commercial and residential buildings that were not designed to mitigate noise from a public transportation route on Harrison Street....

#### **I-RiekeA (1)**

*(Axel Rieke, Email, August 26, 2013)*

The DEIR incorrectly states "The Initial Study for the proposed project analyzed the topic of Noise (see Appendix 2, pp. 233 235) and concluded that the proposed transit project would not be substantially affected by existing noise levels nor would it introduce any new noise-sensitive uses."

On Page 233 the Initial Study states "Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? "Potentially Significant Impact."

In my opinion the DEIR fails to recognize the negative impact of the Variant 2 **[of 27 Folsom]** on a public school, mix commercial and residential buildings that were not designed to mitigate noise from a public transportation route on Harrison Street.

#### **I-SooHooJ (1)**

*(Joyce Soo Hoo, Email, September 13, 2013)*

I live on the ground floor on Vallejo Street it is already noisy as it is. With a bus running every few minutes, I doubt I can get any sleep. There are enough buses, running, you have the 41 Union running 2 blocks away, and 12 that runs on Pacific street which is 3 blocks away and you have the 19 polk one block away. Waste of tax payers money!

#### **I-SwallowA (1)**

*(Andrew Swallow, Email, September 10, 2013)*

NO TO BUS #27 RE ROUTE ON VALLEJO STREET

Please do not do this to our neighborhood... we already have tons of noise problems.

#### **I-SwallowL (1)**

*(Laura Swallow, Email, September 10, 2013)*

NO TO BUS #27 RE ROUTE ON VALLEJO STREET

Please do not do this to our neighborhood... we already have tons of noise problems.

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### **Response NO-1: Noise Impacts of the Proposed Project**

Several comments state that the Initial Study incorrectly concluded that the TEP would not be substantially affected by existing noise levels nor would it introduce any new noise-sensitive uses. A number of comments express concern that specific service changes would result in an increase in noise levels along various City streets as well as an increase in noise impacts on sensitive receptors. Specifically, comments address potential noise increases and impacts on sensitive receptors from rerouting the 27 Folsom Service Variant 2 on Harrison Street from 11<sup>th</sup> to Cesar Chavez streets and on Vallejo Street from Leavenworth

Street to Van Ness Avenue; from rerouting the 35 Eureka onto Wilder Street and extending the route to Glen Park Station and, under the 35 Eureka Service Variant, on Diamond, Bosworth, Brompton and Chenery streets; from using motor coaches instead of trolley coaches on the Sutter/Post streets corridor; and from rerouting the 48 Quintara-24<sup>th</sup> Street route onto Clipper Street between Grandview Terrace and Douglass Street. Comments also raise concerns about the level of noise insulation that was incorporated into newer buildings along Harrison Street and increases in noise due to the use of automobile horns in reaction to left turn restrictions, particularly along 2<sup>nd</sup> Street.

Under CEQA, the potential for a proposed project to result in a significant noise impact is determined by evaluating: 1) whether new sensitive receptors introduced to the area as part of the proposed project would be impacted by the existing ambient noise levels; and 2) whether noise produced by the proposed project would result in a substantial or unacceptable increase in ambient noise levels. The first type of noise impact typically relates to residential units or other noise-sensitive land uses, such as hospitals and schools, proposed in areas with high existing ambient noise levels where the noise would interfere with the intended land use. Since the TEP does not propose any noise-sensitive land uses and would not introduce new sensitive receptors into areas with high ambient noise levels, this impact would be less than significant. As stated on p. 235 of the Initial Study, “No new noise-sensitive uses would be introduced as a result of the proposed project and existing noise levels would not result in significant impact on transit passengers. Thus, the proposed project would not be substantially affected by existing noise levels and any impact would be less than significant.”

The second type of noise impact was first evaluated in the Initial Study by considering whether temporary construction activities and ongoing operational changes proposed under the TEP had the potential to result in a significant noise impact. The Initial Study concluded that the TEP had the potential to result in significant noise impacts, and therefore the topic of Noise was further evaluated in more detail in the EIR. The approach to the noise analysis and the results are presented on EIR pp. 4.3-25 to 4.3-35 for construction activities and EIR pp. 4.3-35 to 4.3-51 for operational impacts. While construction activities and operational changes proposed under the TEP would result in increases in noise, the noise impact evaluation found that these activities and changes would not increase noise levels substantially and concluded that the impact would not be significant.

**Construction Noise.** Construction-related noise impacts were evaluated by using published noise levels for the types of construction equipment that would be expected to be used to construct Service-related Capital Improvements, TTRPs, and Service Improvements (curb ramps), and by determining whether the noise levels from construction equipment would exceed the San Francisco Noise Ordinance (Noise Ordinance) that establishes regulatory

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standards for construction noise within San Francisco. The City considers construction noise performed in compliance with the Noise Ordinance, Article 2.4 of the San Francisco Public Works Code/Department of Public Works (DPW) Order No. 176-707, and the SFMTA Blue Book to be less than significant. These regulations require that construction activities (1) not produce noise from any construction equipment (except impact tools) that would exceed 80 dBA at 100 feet and (2) not generate construction noise between 8:00 p.m. and 7:00 a.m. that exceeds the ambient noise level by 5 dBA at the nearest property line without procuring a Night Noise Permit. Pursuant to §2907 of the San Francisco Noise Ordinance, impact tools and equipment must be equipped with intake and exhaust mufflers recommended by the manufacturers and approved by the Director of Public Works for maximum noise attenuation, and pavement breakers and jackhammers must be equipped with acoustically attenuating shields or shrouds. Per the Night Noise Permit, the use of construction equipment that generates high level of noise and impact equipment is not allowed after 10:00 p.m. Therefore, with adherence to the regulatory standards in the San Francisco Noise Ordinance, the Public Works Code and the SFMTA Blue Book regulations, construction noise impacts from the TEP were found to be less than significant.

**Operational Noise.** Noise impacts from the proposed TEP changes to transit service were evaluated in accordance with the regulatory standards established in the Federal Transit Administration (FTA) guidelines for transit systems (see EIR pp. 4.3-18 to 4.3-21). The FTA has developed a methodology and significance criteria to evaluate noise impacts from mass transit projects (i.e., buses and light rail), presented in its *Transit Noise Impact and Vibration Assessment* (FTA Guidelines). This methodology accounts for the potential project impacts to sensitive receptors, such as residential uses along the transit corridors, and therefore, where a proposed project would not result in a substantial increase in ambient noise levels, the project would have a less-than-significant noise impact. The FTA Guidelines define the following three levels of potential noise impacts of a transit project on the environment:

- No Impact, which indicates that, on average, the introduction of a project would not result in a substantial increase in the number of people highly annoyed by additional or new noise.
- Moderate, which indicates that the change in the existing noise level is noticeable to most people but may not be sufficient to cause strong, adverse reactions from the community. At this level, the FTA Guidelines recommend that other project-specific factors be considered (such as the existing noise level, predicted level of increase over existing noise levels, and the types and numbers of noise-sensitive land uses affected) to determine the magnitude of the impact and the need for mitigation.
- Severe, which indicates that a substantial percentage of people would be highly annoyed by the additional or new noise and the FTA Guidelines recommend mitigation, if feasible.

For the analysis in the EIR, noise impacts below the moderate threshold are considered less than significant. As described above, at the moderate level other project-specific factors were considered in determining whether or not a significant impact exists.

The operational noise impact was determined using the FTA Noise Impact Assessment spreadsheet. This spreadsheet is a tool that allows users to enter project-specific factors including the increase in average hourly trips, the time of day during which the trips are made, the ambient noise level, speed of the transit vehicle, distance from the source, and the type of transit vehicle to determine the increase in ambient noise levels and determine its impact.

The EIR includes the assessment of roadway segments with the largest increase in transit trips in low (55 to 59 dBA Ldn<sup>1</sup>), 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 the analysis for a particular ambient noise environment and increase in transit trips concluded no significant impact, roadway segments with similar ambient noise levels and smaller numbers of increased transit trips were presumed to have a less-than-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 Draft EIR, based on a detailed analysis presented in the EIR pp. 4.3-24 to 4.3-54 for operational noise impacts.

The comments question whether the planned service changes along the following roadway segments would have a significant increase in ambient noise levels along their length:

- 1) Harrison Street from 11<sup>th</sup> to Cesar Chavez streets (27 Folsom Service Variant 2).
- 2) Vallejo Street from Leavenworth Street to Van Ness Avenue (27 Folsom Service Variant 2).
- 3) Wilder, Diamond, Brompton, and Bosworth streets (35 Eureka).
- 4) Sutter and Post streets between Downtown (Sansome/Market streets) and Presidio Avenue (2 Clement).
- 5) Clipper Street between Douglass Street and Grandview Avenue (48 Quintara).

Changes in noise levels along these roadway segments that would occur with implementation of the TEP are discussed below by route.

**27 Folsom Service Variant 2** - The proposed 27 Folsom Service Variant 2 would provide motor coach service on Harrison Street from 11<sup>th</sup> to Cesar Chavez streets. Based on the

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<sup>1</sup> The Ldn is a 24-hour noise descriptor called the day-night noise level.

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City and County of San Francisco's 2009 Background Noise Map,<sup>2</sup> the ambient noise level along that section of Harrison Street ranges from 60 to 69 dBA Ldn. Variant 2 would result in 138 motor coach trips per day (both inbound and outbound). The Draft EIR evaluated the noise impacts from the TEP in areas with a medium ambient noise level – Utah Street between 23<sup>rd</sup> and 24<sup>th</sup> streets, where the TEP proposals would result in an increase in 198 motor coaches per day in an existing 60 dBA Ldn environment – and found that there would only be a 1 dBA Leq<sup>3</sup> and a 2 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 Utah Street between 23<sup>rd</sup> and 24<sup>th</sup> streets would be below the significance criteria presented in the EIR on pp. 4.3-16 to 4.3-20 and therefore, would be less than significant. The 138 motor coaches added to Harrison Street with the TEP would be fewer than the number evaluated for Utah Street between 23<sup>rd</sup> and 24<sup>th</sup> streets; therefore, the noise impact on Harrison Street also would be less than significant.

Similar to the evaluation of the noise impact of the proposed 27 Folsom Variant 2 on Harrison Street described above, the new terminal route for the 27 Folsom would introduce motor coach service on Vallejo Street from Leavenworth Street to Van Ness Avenue. Based on the City and County of San Francisco's 2009 Background Noise Map, the ambient noise level along that section of Vallejo Street ranges from 60 to 69 dBA Ldn. This proposed route change would result in 138 motor coach trips per day (including both inbound and outbound trips) on Vallejo Street. Since the 138 motor coaches proposed for Vallejo Street would be fewer than the number evaluated for areas with a medium ambient noise level (Utah Street between 23<sup>rd</sup> and 24<sup>th</sup> streets), a similar ambient noise environment where the noise impact was found to be less than significant, the noise impact on Vallejo Street from Leavenworth Street to Van Ness Avenue also would be less than significant.

**35 Eureka** - The proposed route recommendation for the 35 Eureka would result in new transit vehicles on Wilder Street between Arlington and Diamond streets. Since these street segments would be part of an end-of-route loop, the new transit traffic would be one-way and would introduce 48 motor coaches a day to Wilder Street. Based on the City and County of San Francisco's 2009 Background Noise Map, the ambient noise level along that section of Wilder Street ranges from 60 to 69 dBA Ldn. Since the introduction of 48 motor coaches on Wilder Street is substantially fewer than would be added in areas with a medium ambient noise level (Utah Street between 23<sup>rd</sup> and 24<sup>th</sup> streets), which is a similar ambient noise

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<sup>2</sup> City and County of San Francisco, San Francisco General Plan, Environmental Protection Element, Map 1: Background Noise Levels – 2009. Available online at: [http://www.sf-planning.org/ftp/General\\_Plan/images/l6.environmental/ENV\\_Map1\\_Background\\_Noise%20Levels.pdf](http://www.sf-planning.org/ftp/General_Plan/images/l6.environmental/ENV_Map1_Background_Noise%20Levels.pdf). Accessed February 7, 2013.

<sup>3</sup> One-hour equivalent noise level.

environment where the noise impact was found to be less than significant, the noise impact on Wilder Street also would be less than significant.

As presented in Chapter 2, Project Description, on EIR p. 2-89, the service for the 35 Eureka would be extended to Glen Park Station, and therefore the route would terminate at Glen Park before heading back to Castro Station. Concerns were raised about potential noise impacts from transit vehicles idling between inbound and outbound trips. As per San Francisco Municipal Railway Bulletin 99-116, which is issued to all Muni drivers, Rule 47 of the SFMTA Official Rule Book requires bus operators to turn their vehicles off immediately at arriving at terminals and not to restart their vehicles until they are ready to move up in the queue or leave the terminal (see EIR p. 4.3-16). The intent of the rule is to eliminate idling, a stationary noise source, at terminal locations on the transit routes, thus minimizing noise. Therefore, the noise impact from transit vehicles idling at terminal stops was found to be less than significant.

35 Eureka Service Variant 2 would include an alignment along Diamond Street, where the route would turn right onto Bosworth Street, right onto Brompton Avenue, and right onto Chenery Street. Some sections of Diamond Street would have two-way motor coach traffic and some one-way since the transit vehicles would be performing a loop from Diamond Street and then back. The maximum increase in transit vehicles on Diamond Street would be 96 motor coaches per day. On Bosworth Street, Brompton Avenue, and Chenery Street the new transit traffic would be one-way, and therefore would introduce 48 motor coaches a day to these streets. Based on the City and County of San Francisco's 2009 Background Noise Map (see EIR Figure 26, p. 4.3-8), the ambient noise level along the relevant area of Diamond Street is higher than 70 dBA Ldn. The ambient noise level on Bosworth Street, Brompton Avenue, and Chenery Street ranges from 60 to 70 dBA Ldn. Since the introduction of 96 motor coaches on Diamond Street is substantially fewer than the number of coaches that would be added to a high ambient noise level area (16<sup>th</sup> Street between Irwin and Connecticut streets), which is a similar ambient noise environment where the noise impact was found to be less than significant, the noise impact on Diamond Street also would be less than significant. Similar to the evaluation for Wilder Street described above, since the introduction of 48 motor coaches onto Bosworth Street, Brompton Avenue, and Chenery Street is substantially fewer than the number of coaches that would be added to the medium ambient noise level on Utah Street between 23<sup>rd</sup> and 24<sup>th</sup> streets, which is a similar ambient noise environment where the noise impact was found to be less than significant, the noise impact on Bosworth Street, Brompton Avenue, and Chenery Street also would be less than significant.

**2 Clement** - Comments indicate that there could be noise and air quality impacts from changing service on the Sutter/Post Street corridor to all motor coaches. The TEP proposes

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to use existing overhead wires as part of the 2 Clement route for supplemental trolley coach service between Downtown (Sansome/Market streets) and Presidio Avenue to maintain current transit frequencies on Sutter and Post streets. The proposed increase in motor coach service for the 2 Clement would result in an additional 22 bus trips per day, while the proposed trolley coach service would result in 148 trolley coaches per day, essentially replacing the 150 trolley coaches per day serving the 3 Jackson route. In addition, under the proposed 2 Clement Service Variant, the TEP proposes to use the existing overhead wires for trolley coach service along the entire Sutter Street corridor. Based on the City and County of San Francisco's 2009 Background Noise Map, the ambient noise level along Sutter and Post streets is 70 dBA Ldn or greater. The EIR evaluates the noise impacts from the TEP in a high ambient noise area on 23<sup>rd</sup> Street between Utah and Kansas streets where the TEP proposals would result in an increase in 396 motor coaches per day in an existing 70 dBA Ldn environment, similar to that on Sutter and Post streets, and finds that there would not be a substantial increase in noise above ambient noise levels (see EIR pp. 4.3-43 to 4.3-44 and Table 32 on EIR p. 4.3-46). The proposed increases in service frequency for the Sutter/Post street corridor would be less than the increases proposed on 23<sup>rd</sup> Street between Utah and Kansas streets, an area with a high ambient noise level; because the additional motor coaches on 23<sup>rd</sup> Street were found to result in less-than-significant noise increases, the noise impact from the proposed changes for the Sutter/Post street corridor can be determined to also be less than significant.

See Response AQ-1 in Section 4.F, Air Quality, pp. RTC-4.F-6 to RTC-4.F-13, for a discussion of air quality impacts related to the elimination of the 3 Jackson route.

**48 Quintara** - The proposed rerouting of the 48 Quintara-24<sup>th</sup> Street route along Clipper Street between Grandview Avenue and Douglass Street would result in 159 new motor coach trips (inbound and outbound) per day on that section of roadway. Based on the City and County of San Francisco's 2009 Background Noise Map, the ambient noise level along Clipper Street between Grandview Avenue and Douglass Street is 70 dBA Ldn or greater. Since the proposed increases in service frequency for Clipper Street between Grandview Avenue and Douglass Street would be less than the increases proposed on 23<sup>rd</sup> Street between Utah and Kansas streets, which is a similar ambient noise environment (high) where the noise impact was found to be less than significant, the noise impact from the proposed changes for the Sutter/Post street corridor would also be less than significant.

Several comments question whether the buildings along Harrison Street were designed to provide adequate noise insulation for any increase in noise due to public transportation. In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for multi-family residential buildings; therefore, these noise insulation standards for residential structures have been in force for some time. As discussed on

EIR p. 4.3-11, the California Building Code and Title 24 of the California Code of Regulations establish uniform noise insulation standards for new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings intended to limit the extent of noise transmitted into habitable spaces; these standards are collectively known as the California Noise Insulation Standards. Construction of the buildings along Harrison Street built after 1974 were subject to these standards that, among other things, required an acoustical analysis showing that the proposed building has been designed to limit intruding noise to the allowable interior noise levels. As stated on EIR p. 4.3-3, a 3 dBA increase in environmental noise is barely perceptible by the human ear outside of a research laboratory, and the estimated 1 to 2 dBA increase in exterior noise from the proposed motor coach service on Harrison Street would not be expected to result in noticeable increases in the interior noise levels for buildings along Harrison Street.

One comment received (see Comment I-Whitaker(2) in Section 4.F, Air Quality, of this Responses to Comments document) states that the proposed left-turn prohibitions, especially along 2<sup>nd</sup> Street would result in an increase in noise levels due to “increasingly frustrated drivers honking their car horns.” No left-turn prohibitions are proposed along 2<sup>nd</sup> Street in the TEP; therefore the EIR did not need to address any impacts of prohibited left turns in that location. Left turns are already prohibited along much of Mission Street in the downtown area east of 11<sup>th</sup> Street and are therefore part of the existing baseline conditions. With regard to noise, a review of publicly available data did not find any studies showing an increase in noise from car horns due to frustration with traffic circulation. California Vehicle Code § 27001 states that:

- (a) The driver of a motor vehicle when reasonably necessary to insure safe operation shall give audible warning with his horn.
- (b) The horn shall not otherwise be used, except as a theft alarm system which operates as specified in Article 13 (commencing with Section 28085) of this chapter.

Therefore, using an automobile horn to vent frustration is not allowed under California law and there does not appear to be any substantial evidence that the TEP proposals would increase noise from automobile horns.

Traffic impacts of the proposed Service Improvements and Service Variants as a whole are analyzed in the Transportation Impact Study and discussed on EIR pp. 4.2-117 to 4.2-162. The traffic and parking impacts of the 35 Eureka Service Variant are discussed in the EIR on pp 4.2-151 and 4.2-160, and in Response TR-6: Traffic Impacts, in Section 4.D, Transportation and Circulation, in this Responses to Comments document on pp. RTC-4.D-52 to RTC-4.D-61. Emissions of CO<sub>2</sub> are addressed as part of the greenhouse gases section of the Initial Study, on pp. 237 – 247 of EIR Appendix 2; the analysis concludes that no significant GHG impacts would result from construction or implementation

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of the Service Improvements and all other components of the TEP. See also Response GG-1 in Section 4.G, Greenhouse Gas Emissions, pp. RTC-4.G-2 to RTC-4.G-4. Air pollutant emissions are discussed in the EIR in Section 4.4, Air Quality, and responses to comments about increases in air emissions as a result of the TEP are provided in Response AQ-1 in Section 4.F, Air Quality, of this Responses to Comments document. As explained in that same response, on p. RTC-4.F-11, the proposed 2 Clement Service Variant would use the existing overhead wires along the Sutter Street corridor; the energy-efficient overhead wire system discussed in one comment is not proposed to be removed.

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#### **Comment NO-2: Existing Noise Setting**

##### **I-Anonymous1 (1)**

*(Anonymous1, Email, August 5, 2013)*

I live on Jackson Street. And I'd like to submit my feedback anonymously. I for one feel the Jackson and other buses that use Jackson as their "on" and "off" route to and from the presidio bus depart...create significant noise pollution that alter the neighborhood. Even though they are electric, they are very noisy and run all through the night -- please work to remove the #3 and to reduce bus traffic on Jackson Street.

##### **I-Weiner2 (5)**

*(Herbert Weiner, Letter, September 16, 2013)*

In addition, the residents of the Inner Richmond on 15th Avenue have been plagued by the unwelcomed noise pollution level and increased vehicle traffic of the bus turning on their street. As 33<sup>rd</sup> Avenue accommodates one line of the 38 bus as a terminal point, it can do so with the 2 Clement motor coach, as it has done in the past.

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#### **Response NO-2: Existing Noise Setting**

The EIR evaluates changes that would result in the future due to implementation of the TEP proposals when compared to baseline conditions. Baseline conditions are defined as the conditions that exist at the time the Notice of Preparation of an Environmental Impact Report and Notice of Public Scoping (NOP) was published (see Response EP-5 in Section 4.I, EIR Process, pp. RTC-4.I-26 to RTC-4.I-28). Notice was published in a newspaper of general circulation on November 9, 2011, and notice was mailed to over 5,000 recipients, including adjacent cities and counties, other public agencies, and interested parties. Therefore, the noise from the current Muni routes used by the 2 Clement and 3 Jackson are part of the existing environmental conditions, and not part of the future conditions that would result from implementation of the TEP. These noise impacts of the TEP Service Improvements have been analyzed in the EIR and found to be less than significant. This analysis accounts for

the change in frequency for the 2 Clement as a result of the TEP proposals (see EIR pp. 4.3-35 to 4.3-54). The suggestion to extend the length of the 2 Clement such that its terminus is on 33<sup>rd</sup> Avenue instead of at 15<sup>th</sup> Avenue in the Richmond District is acknowledged and is provided for informational purposes to decision-makers for their consideration. However, the noise impacts analysis in the EIR is adequate and has demonstrated that there would not be a significant noise impact on 15<sup>th</sup> Avenue as a result of the TEP proposals. One comment supports the removal of the 3 Jackson route, as proposed, because of existing noise from the trolley bus service on Jackson Street. See also Response MER in Section 4.K, Merits of the Proposed Project, pp. RTC-4.K-94 to RTC-4.K-102 for more information about comments that support features of the proposed project.

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## 4.F AIR QUALITY

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The comments and corresponding response in this section cover subjects related to EIR Section 4.4, Air Quality. The following category is addressed:

AQ-1: Emission Increases

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### Comment AQ-1: Emission Increases

#### O-CCSC (7)

*(Priya Sawhney, Central City SRO Collaborative, Letter, September 18, 2013)*

- What will be the impact to air quality due to increased GHG and particulate matter emissions from higher levels of auto traffic?

#### O-CCSJ1 (10)

*(Alex Long, Concerned Citizens for Saving #3-Jackson, Letter, Attachment #1, September 16, 2013)*

- **Air Quality and GHG** - By increasing service on the 2-Clement, a diesel bus, as a replacement for the 3-Jackson (an electric trolley) there will be an impact on air quality and GHG emissions. Since the DEIR does not address the elimination of the 3, it cannot have analyzed this impact. Should TEP invest in electrifying the 2-Clement, the DEIR should consider how the investment in the 2 will impact other competing demands for investment that might provide greater environmental benefits.

#### O-SC (13)

*(Sue Vaughan, San Francisco Group Secretary and Executive Committee Linda Weiner, Executive Committee, Sierra Club, Email with Letter, September 17, 2013)*

As San Francisco is out of attainment for particulate matter (particle pollution or PM) 2.5, 24-hour standard and also out of attainment for Federal standards for both ozone and PM 10 and 2.5, the SC has concerns related to air quality and health impacts. Additionally, the American Lung Association, in its State of the Air 2013 report indicated a grade of C for PM.

All of these measures indicate a concern over PM, found in a number of sources including mobile, stationary, and construction equipment. As the TEP report mentions, PM is a particularly dangerous pollutant and can significantly reduce lung function in children, and can exacerbate lung and heart disease, including asthma, COPD, and lung cancer. In San Francisco alone, there are 59,153 adults with asthma and 7,834 children with the same condition. Of important note is that the rate of asthma in children in the Bayview/Hunter's Point area is much higher than other areas of the city.

The TEP report offers considerable background knowledge of these issues.

However, our concern centers on cumulative impacts of all criteria pollutants during the process of change, particularly in those communities already suffering from multiple sources of pollution (bus yards, port pollution, manufacturing/industrial facilities, freeways and bus lines, and other sources).

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The report acknowledges that air pollution has a good chance of increasing in certain periods in high-risk neighborhoods during the implementation of the transit plan. ("Construction of the TEP project components and increases in transit vehicle service frequencies, establishment of new routes, or changes in established routes could increase the exposure of these sensitive receptors to localized air pollutants from construction equipment and diesel-fueled motor coaches," page 4.4-12 of the DEIR.) Therefore during the process of implementation, there should be monitoring or review, in those areas, of traffic congestion, construction, and change of routes. In terms of air quality, this would seem to be a common-sense approach to determine if the level of PM and other pollutants have increased.

Of equal concern is the use of older diesel buses, the most polluting of the fleet. It is stated in the report that newer diesel hybrids will be brought on board in 2014, but as history of the fleet has clearly shown, it takes some time to phase in these new buses in terms of both usage and maintenance. This could very well mean that the most polluting buses could be in use over a significant period of time in the high-risk neighborhoods. If this were the case, it would seem most prudent to use the cleanest buses and not the older diesel buses.

#### **I-Borchard1 (2)**

*(Philipp Borchard, Email, August 30, 2013)*

Furthermore the plan switch the Sutter/Post Street corridor to all motor coaches would increase pollution, CO2 emissions and substantially increase noise. The overhead trolley lines on the Sutter/Post corridor are valuable asset to San Francisco and this energy efficient and clean type of public transit should be expanded rather than eliminated.

#### **I-Borchard2 (2)**

*(Philipp Borchard, Letter, September 8, 2013)*

Furthermore the plan switch the Sutter/Post Street corridor to all motor coaches would increase pollution, CO2 emissions and substantially increase noise. The overhead trolley lines on the Sutter/Post corridor are valuable asset to San Francisco and this energy efficient and clean type of public transit should be expanded rather than eliminated.

#### **I-Ford (2)**

*(Justin Ford, Email, September 10, 2013)*

I would ask consideration be given to maintain current routing as I do believe this proposed change would increase noise/air pollution and would increase hazards to pedestrian/bicycle traffic when vehicles pass this type of vehicle which is done regularly now. I do believe this change would directly compete with our long standing request goals on all fronts.

#### **I-Friedman (3)**

*(Phyllis Friedman, Email, September 12, 2013)*

...We are concerned about potentially losing parking spaces and having to contend with increased pollution.

#### **I-Ghosh (3)**

*(Samir Ghosh, Email, September 16, 2013)*

- Noise and air pollution is a major concern to residents along this stretch. Adding the 48 bus laboring up the grade or speeding down the grade will only worsen local noise and air pollution.

**I-Isyanova2 (2)**

*(Victoria Isyanova, Email, August 2, 2013)*

Second - all the alternatives provided will make our life more complicated because it will take longer commute and pollute environment.

**I-RiekeA (2)**

*(Axel Rieke, Email, August 26, 2013)*

Furthermore, the DEIR fails to recognize the negative impact of the Variant 2 including the lack of overhead lines leading to substantial air pollution,...

**I-Whitaker (2)**

*(Jamie Whitaker, Email and Letter, September 15, 2013)*

From the Department of Public Health's website at [http://www.sustainablecommunitiesindex.org/city\\_indicators/view/14](http://www.sustainablecommunitiesindex.org/city_indicators/view/14), note the elevated levels in yellow, orange, and red on the map of San Francisco below, pointing out the deadly particulate matter carcinogens from fossil fuel burning sources among others specific to South of Market where the 12-Folsom and proposed 11-Downtown Connector bus routes operate. This points out the special attention to air quality that is missing from this Draft EIR specific to SoMa for a project that proposes ignoring some 6,000+ residents today and 20,000+ residents in the future who live primarily in high-rises east of 2nd Street in zip code 94105. This Draft EIR should be accountable for not only evaluating the environmental impacts of the bus routes proposed but also the impacts, since this is a Citywide makeover of our transit system, of ceasing service that existed prior to December 5, 2009 and ignoring the growth of SoMa's residential population from about 10,000 in 1990 to over 40,000 in 2010 and likely 60,000 in 2020.

Image of Average Annual PM 2.5 Concentration from All Sources (ug/m3).

From the June 5, 2013 San Francisco Board of Supervisors's Budget Committee meeting about socioeconomic equity, Harvey Rose budget analysts presented a table (inserted on the next page, from page 76 of the agenda packet from the June 5, 2013 Budget Committee meeting) showing that Rincon Hill (zip code 94105) kids visit hospitals for asthma-related health episodes at a rate 2.5x's greater than the overall average for the City of San Francisco's kids. Kids from Rincon Hill are hospitalized with asthma episodes more often than kids in Bayview/Hunters Point according to the table. This is a public health emergency that the City's Planning Department helped to create and the SFMTA is reinforcing by choosing to ignore the existence of Rincon Hill – like we're second class citizens invisible to the bureaucrats who don't seem to care if their decisions contribute to asthma and premature deaths of residents.

Figure 68

Finally, the future traffic congestion of +35,000 more new PM auto trips stemming from planned office and building developments is documented by the San Francisco County Transportation Authority's November 13, 2012 presentation on the San Francisco Transportation Plan in slide 8 inserted on the next page while the TEP project and Draft EIR has no acknowledgement of this major problem for MUNI bus routes which must cross blocked intersections along Market Street to get to and from their current or planned terminuses. Another slide from the same deck says we need to reduce traffic by 20% from current levels to move from an "oversaturated" circulation network to a "saturated" network. This doesn't seem to be considered for the air quality analysis in this draft EIR at all,

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especially to the degree that such congestion adds to blocked intersections along Market Street, Mission Street, and other core transit arteries downtown.

Image of Auto trip growth generated by “core” growth.

Image of Slow speeds: larger increases in traffic volumes expected on key transit streets.

The gaping problem with this particular project proposal by the SFMTA and its accompanying incomplete and insufficient Draft EIR is that it does not consider circulation of traffic in the South of Market District based on what we knew in the years 2001 and 2008, nor does it seem aware of what we know in the year 2013 in regards to circulation, congestion, and population changes in SoMa. Traffic circulation is a big problem on weekday evenings, especially if Beale Street and other roadways near our big terrorist targets like the Bay Bridge (and possibly an arena or one of the high rise towers) get closed off to through traffic as happened after the 9/11/2001 attack on America.

The circulation issues and air pollution created by the TEP proposal and related bans on left turns by private vehicles, especially along 2nd Street, will increase air pollution, traffic congestion, blockages for emergency response vehicles such as fire trucks, ambulances, and police, and will add noise to the area from increasingly frustrated drivers honking their car horns and so on – and none of this seems to have been evaluated by this incomplete and insufficient Draft EIR.

The lack of local bus service in Rincon Hill (note that this excludes Transbay buses that take folks to Treasure Island, Alameda County, or the Richmond neighborhoods) and the known increases in traffic congestion, particularly the health impacts in South of Market (air quality, pedestrian safety, bike safety) where we already know that past planning decisions have contributed to increased probabilities of asthma cases in kids and increased probabilities of cancer, cardiac disease, and premature deaths in residents, do not seem to be acknowledged in any way by the SFMTA’s TEP proposal or the air quality and noise sections of this inadequate and incomplete Draft EIR.

The impacts of what the SFCTA has already identified in a November 13, 2012 presentation on the San Francisco Transportation Plan calls “total gridlock” in the downtown core given the existing planning decisions that will add 35,000 daily roadtrips in and through downtown are not acknowledged or considered for air quality and other major environmental quality issues. The proposed TEP transit “improvements” which are completely blind to the 6,500+ existing and 20,000 projected residents of the Rincon Hill neighborhood’s supposedly “Transit-Oriented Development” high-rises – not even to consider the possibility of a multi-use arena at Piers 30-32 with 500 parking spaces which seems to have the political lobbyist power and influence to get built despite its clear link to contributing to premature deaths of SoMa residents via increased traffic congestion and air pollution from fossil fuel combustion - will undoubtedly increase asthma rates and premature deaths among SoMa residents as long as the Planning Department and City policy makers allow this discriminatory treatment of SoMa to go forward. The SFMTA has failed to consider what SoMa looks like in 2008, much less 2013 or beyond in the Transit Effectiveness Project. While the City gladly collects hundreds of millions of dollars from SoMa, we’re treated like second-class citizens who are worth less to the City in so much as policies and projects keep getting approved that increase health problems, quality of life problems, and hasten our deaths. Its not just our street designs that kill us in SoMa ... the air pollution kills us too, and its time the City be

accountable and acknowledge the facts provided by DPH, BAAQMD, World Health Organization, and California ARB about the effects of air pollution on humans' lifespans.

What I have not found in the SFMTA's TEP project pages is any sort of cost-benefit analysis of the various bus lines. All I see is ego-driven decisions that do not attempt to make the best use of public dollars and capital resources and which ignore the impacts on community health of the decisions, especially in SoMa. Bus routes on California Street, Clement Street, and Geary Street are separated by only a block for several east-west blocks between Arguello and Park Presidio while the South of Market neighborhood has no South-East/North-West bus service that stretches beyond 2nd Street in SoMa despite the huge city revenues contributed by the NON- redevelopment Rincon Hill neighborhood and expectation of local bus service.

**I-Whitaker (4)**

*(Jamie Whitaker, Email and Letter, September 15, 2013)*

While it may not be the Rincon Hill of 100' greater height it had in 1849 after the Second Street Cut, Rincon Hill is still a hill and bus service on Harrison Street heading west is needed for mobility impaired individuals and to entice others to take transit instead of driving their car. This egregious TEP-related cut to 12-Folsom service has trained thousands of new Rincon Hill residents who have the means to first choose to drive their private cars to travel around the City. The harm caused by this negligent decision cannot be measured, in my opinion, because it is untelling how many more pedestrian injuries/deaths have been and will be caused by Rincon residents who do not even consider riding a bus to get to their destination in western SoMa, such as a grocery market, and it is untelling how much additional ozone, carbon monoxide, and carcinogenic diesel-related particulate matter has hastened the instances of asthma in our over 300+ resident children and 600+ weekday daycare centers' guests children and the premature deaths of residents. While it may not have the same quick gestation period of nerve gas, knowingly increasing traffic congestion by way of eliminating local public transit options near the high- density Rincon Hill high-rise residences between Folsom and Harrison is just as deadly and appalling as releasing chemical weapons because the government is knowingly contributing to the premature deaths and harm to its own residents – and the end result is the same, a correlation between increased air pollution caused by San Francisco government's decision to increase traffic congestion in SoMa that ultimately results in an earlier death of residents than what would have occurred without that change in 12-Folsom transit service. San Francisco voters disapprove of using the death penalty for criminals, but has thus far been okay with the killing of innocent SoMa residents via deadly by design planning decisions that increase pedestrian injuries/deaths and poisons in the air we breathe.

Will the SFMTA correct this deadly error? The Transit Effectiveness Project shows no indication that SFMTA's planners even recognize the problem much less its effect on air pollution and pedestrian safety of encouraging more private car driving.

**I-Whitaker (6)**

*(Jamie Whitaker, Email and Letter, September 15, 2013)*

The TEP's Draft EIR contains an incomplete analysis of Impacts labeled AQ-3, AQ-4, AQ-5, C-AQ-1, and C-AQ-2. Given the existing air quality conditions, the removal of the 12-Folsom bus route east of 2nd Street increases air quality problems by encouraging thousands of residents to choose driving their private fossil fuel polluting car as their first travel option. The TEP continues this policy decision to increase traffic congestion and therefore the

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instances of asthma, increased probabilities for cancer, cardiac disease, and premature death by proposing a 11- Downtown Connector bus route that continues to discriminate and treat the Rincon Hill neighborhood as if it does not exist with no service reaching northeast beyond 2nd Street. The mitigation/correction would be quite simple – run the 12-Folsom bus line and future 11-Downtown connector bus line to Main Street along Folsom where it can then turn up on Main Street towards Market when inbound and bring it down Spear Street or a 2-way Main Street to Harrison Street to head southwest. Also, the TEP's EIR has no consideration for the additional 35,000 private vehicles on the streets identified in the November 13, 2012 presentation on the San Francisco Transportation Plan produced by the San Francisco County Transportation Authority – which states in no uncertain terms that the currently approved office and residential projects downtown will lead to “total gridlock” of our streets downtown – and thus, these approvals for projects have guaranteed increased instances of asthma, cancer, cardiac disease, and premature death for SoMa residents. The Draft EIR is insufficient and incomplete to turn a blind eye to the current air quality conditions, the effects of changes to bus service on behaviors for travel choices, and the effects of increased traffic congestion.

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#### **Response AQ-1: Emission Increases**

A number of the comments state that increased emissions of air pollutants may occur due to implementation of the TEP. These comments raise questions as to the air quality impacts from increases in motor coach frequency along specific routes proposed by the TEP and from automobile traffic resulting from a mode shift to automobiles from transit as a result of service changes. In addition, the comments raise questions regarding the potential air quality impact of the TEP in specific areas of the City, particularly with respect to areas that modeling or health studies have indicated may be especially sensitive to air quality impacts.

Air quality impacts were evaluated in the TEP both on the regional and local level. Regional impacts relate to the air quality impacts of the San Francisco Bay Area Air Basin and local impacts to the human health effects to receptors located near air pollution sources.

One comment states that the Draft EIR “acknowledges that air pollution has a good chance of increasing in certain periods,” recommends monitoring during implementation, and suggests older diesel motor coaches should not be used in high-risk neighborhoods. As a point of clarification, the Draft EIR text did not include the statement that “air pollution has a good chance of increasing in certain periods” as a result of implementation of the TEP. The Initial Study on pp. 236-237 (in Appendix 2 to the EIR) recognized that there was a potential for the project to result in a significant air quality impact, and therefore the air quality effects of the project were further evaluated in the EIR. The result of the air quality evaluation indicated that the TEP would not result in a substantial increase in the health risk from PM<sub>2.5</sub>, based on the resulting increase in localized concentration due to additional transit vehicles in

operation, or an unacceptable increase in excess cancer risk from other transportation-related or TEP construction-related air pollutant emissions. Therefore, these air quality impacts were found to be less than significant.<sup>1</sup>

The Bay Area Air Quality Management District (BAAQMD) is the regional agency responsible for monitoring and addressing regional air quality for the San Francisco Bay Area Air Basin. BAAQMD maintains a database of air quality data collected at ambient air monitoring locations throughout the region. Monitored pollutants include ozone, nitrogen oxide (NO<sub>x</sub>), carbon monoxide, sulfur dioxide, particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), hydrocarbons, elemental and organic carbon, and various hazardous air pollutant compounds. Within the City of San Francisco, these monitoring stations are located on Ellis Street, Arkansas Street, and in the Bayview/Hunters Point neighborhood. These monitoring stations currently provide data as to changes in air quality trends.

As stated on EIR p. 4.4-45, all of the SFMTA's current fleet of motor coaches have low particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) emission rates, since the older vehicles are all equipped with Cleaire Longview CARB-verified Level 3 emission control technology, which reduces emission of particulate matter by 85 percent; therefore, there is no substantial difference in the particulate emission rates for older versus newer motor coaches. However, newer buses have substantially lower emission rates for ozone precursors, NO<sub>x</sub>, and reactive organic gases (ROG).

The SFMTA will procure new buses and replace the Agency's rubber-tire bus fleet within the next five years. All current diesel buses will be replaced with new diesel-electric hybrid buses that will operate in daily service on routes across the City.

The SFMTA has made substantial progress toward this goal of replacing the rubber-tire bus fleet this year and will have over 100 new diesel-electric hybrid buses operating by early 2014, replacing over 100 diesel buses. Sixty-two new 40-foot diesel-electric hybrid buses were delivered in 2013 and are in revenue service, as discussed on EIR pp. 4.4-44. In addition, the SFMTA has procured an additional 50 new 40-foot motor coaches that were

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<sup>1</sup> Since publication of the Draft EIR on July 10, 2013, project level details have been developed for three TTRPs (TTRP.L, TTRP.9, and TTRP.71\_1) that were analyzed at a program level in the Draft EIR. A supplemental air quality analysis was also prepared for these projects. The supplemental analysis demonstrated that the new details would not alter the conclusions in the Draft EIR, and there would be no significant air quality impacts as a result of implementation of the project-level designs. These additional details and analysis supplement the analysis in the Draft EIR. See BASELINE Environmental Consulting, *Supplemental Air Quality Analysis for SFMTA Transit Effectiveness Project's TTRP.L, TTRP.9, and TTRP.71*, Memorandum to Debra Dwyer, February 19, 2014. 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.

## Section 4: Comments and Responses

### 4.F Air Quality

received in January 2014; these motor coaches are expected to be in service by the end of February 2014.<sup>2</sup> The acceptance procedure prior to a bus being integrated into revenue service typically takes 2 to 4 weeks once the bus has been received by the SFMTA and includes testing all of the on-board systems, an extensive test drive, and the modification of software. Once the acceptance procedure is completed, the new buses then go into revenue service. All these new transit vehicles will meet California State emissions standards and be equipped with diesel particulate filters as required by state law. In addition, SFMTA is committed to using biodiesel and all motor coaches operate using a 20 percent blend of biodiesel, which reduces the emissions of petroleum hydrocarbons. The new bus purchases in the short run will improve the average age of the fleet, and reduce vehicle emissions that affect air quality in the region. The SFMTA will continue to work toward replacement of the existing bus fleet over the next 5 years, with several efforts already underway, as described above. The air quality analysis presented in the Draft EIR on pp. 4.4-43 to 4.4-55 assumed operation of the current fleet with older vehicles and is therefore a conservative (i.e. worst-case) estimate of the air quality impacts from implementation of the TEP.

Based on the San Francisco Transportation Authority's SF-CHAMP model, the TEP is expected to result in a mode shift from privately-owned vehicles to public transit due to increased efficiency of the SFMTA's Muni system (see EIR pp. 4.2-3, 4.4-21 and 4.4.44). This would result in fewer transportation-related emissions since the emissions per passenger mile traveled would be reduced. The air quality impact from increased congestion due to the implementation of the TEP was analyzed by evaluating the estimated delays at key intersections evaluated in the Transportation Impact Study. The evaluation found that the increases in delay would be minor and therefore would not result in a significant increase in emissions from the use of privately-owned vehicles due to intersection congestion (EIR pp. 4.4-37 to 4.4-38).

With respect to increased air pollutant emissions due to automobile traffic, the potential regional air quality impact from the proposed TEP was evaluated by estimating the change in the number of miles traveled by both private vehicles and public transit vehicles using the San Francisco Transportation Authority's SF-CHAMP model.<sup>3</sup> This evaluation found that vehicle travel would be reduced on a daily basis by 26,980 miles under the TTRP Moderate Alternative and 40,424 miles under the TTRP Expanded Alternative. Based on the emission

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<sup>2</sup> Email communication from Sean Kennedy, SFMTA to Debra Dwyer, SF Environmental Planning, dated 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.

<sup>3</sup> Details of the air quality analysis are in the Final *Air Quality Technical Report*, prepared by BASELINE Environmental Consulting, May 10, 2013. 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.

rates for the various transit vehicles and an average emission rate for privately-owned vehicles, the regional air quality impact from implementation of the TEP would result in a decrease in ROG and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) and a small increase in NOx emissions (see Table 43, EIR p. 4.4-46). The increase in NOx emissions (at 18 lbs per day or 3.3 tons per year) was below the significance threshold of 54 pounds per day and 10 tons per year; therefore, the impact on regional air quality impact was found to be less than significant.

The localized impact from an increase in motor coach service frequency was evaluated by analyzing the maximum increase in motor coach service frequency along any one roadway segment.<sup>4</sup> The evaluation consisted of estimating the increase in the concentration of diesel particulate matter, PM<sub>2.5</sub>, and volatile organic compounds along this route and calculating the potential human health risk for a resident residing along the street segment for 70 years. The street segment evaluated was 23<sup>rd</sup> Street between Utah and Kansas streets where the increase in service frequency would result in an additional 448 motor coaches per day. The result indicated that the human health risk was less than the significance threshold of an increased probability of cancer of 10 in a million or an increase in PM<sub>2.5</sub> concentration of 0.3 micrograms per cubic meter of air. Therefore, emissions from increases in service frequency of less than 448 motor coaches per day would be below the significance criteria and, therefore, less than significant.

This evaluation acknowledges that in some parts of the City, such as the Rincon Hill area, the air quality is currently impacted, primarily from existing transportation sources (see EIR p. 4.4-54, noting that the intersection of Mission and Fremont streets just north of Rincon Hill is an existing air pollution hot spot). As explained on EIR p. 4.4-54, BAAQMD considers projects that result in an excess cancer risk of less than 10 per one million persons exposed and/or an annual average PM<sub>2.5</sub> concentration of less than 0.3 micrograms per cubic meter as not contributing considerably to cumulatively significant levels of health risk. The EIR evaluated the cumulative air quality impact of the TEP and found that the maximum increase in motor coach frequency would not increase the probability of cancer risk above the threshold of significance of 10 in a million or the annual average PM<sub>2.5</sub> concentration above 0.3 micrograms per cubic meter. Therefore, project-related emissions of toxic air contaminants and PM<sub>2.5</sub> concentrations below these levels would not result in a cumulatively considerable contribution to localized health risks.

As noted on EIR p. 4.4-54, the analysis of emissions from the TEP is a conservative estimate of health risk since 1) the analysis assumes a lifetime exposure, i.e., a receptor located along the roadway segment evaluated for 70 years when an evaluation of residency duration by the

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<sup>4</sup> Ibid.

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California Office of Environmental Health Hazard Assessment has shown that from 2006 to 2009, the residents in over 91 percent of California households had lived at their current home address for less than 30 years, and residents in over 63 percent of households had lived at their current residence for 9 years or less; 2) it does not account for reductions in transit vehicle emissions over the next 70 years due to improvements in diesel particulate filter technologies or replacement of diesel-fueled transit vehicles in the future with alternate technologies such as fuel cell or all electric buses; and 3) it does not take into account the predicted mode shift from private passenger vehicles to transit as a result of implementing the proposed TEP components.

The comment referencing the San Francisco County Transportation Authority's presentation on the San Francisco Transportation Plan, made on November 13, 2012, correctly points out that the presentation stated that traffic in the South-of-Market area was projected to increase to beyond capacity. However, in the San Francisco County Transportation Authority's *San Francisco Transportation Plan 2040* (SFTP),<sup>5</sup> the TEP is listed as an Early Action Program to increase reliability and reduce transit travel time, thus providing an incentive for travelers to use public transit as opposed to privately-owned vehicles. The SFTP estimated that the TEP, along with the Bus Rapid Transit (BRT) projects (the Van Ness BRT and the Geary BRT), would result in a 14 percent improvement in Muni speeds on Muni's Rapid Network. The SFTP provides the recommendation to continue development of the rapid transit network and cites the TEP as an example of using existing infrastructure as a cost-effective transportation project that would improve transit travel times and reliability on the Rapid Network.<sup>6</sup> The SFTP's Core Circulation Study (SFTP, Appendix C) indicates that congestion in the South-of-Market and Downtown areas can only be managed through strategies that increase the price for automobile use (congestion pricing) or restrict vehicle access, but that such strategies must be paired with improvements in safety, capacity, and performance of other modes of transportation. The TEP implements these latter key elements by providing improvements to pedestrian and transit facilities, increases in transit service frequencies, and improved transit system performance.

Comments that relate to specific routes are addressed below. These comments address concerns that eliminating the 3 Jackson, rerouting the 48 Quintara-24<sup>th</sup> Street on Clipper Street, rerouting the 27 Folsom on Vallejo and Harrison streets, and discontinuing the Lake Merced portion of the 18 46<sup>th</sup> Avenue route each could result in an increase in air pollution.

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<sup>5</sup> San Francisco Transportation Authority, *San Francisco Transportation Plan 2040*, December 2013. Available online at <http://www.sfcta.org/transportation-planning-and-studies/san-francisco-transportation-plan-home>. Accessed December 24, 2013.

<sup>6</sup> *Ibid*, p. 31.

Comments received suggest that the elimination of the 3 Jackson route, a trolley coach service, and the increase in motor coach service along the 2 Clement route would result in increased air pollution. The increase in motor coach service for the 2 Clement would only add 22 motor coach trips per day, along with the proposed supplemental trolley coach service that would add 148 trolley coaches per day, essentially replacing the 150 trolley coaches per day that now serve the 3 Jackson. In addition, under the proposed 2 Clement Service Variant, the TEP proposes to use the existing overhead wires for trolley coach service along the entire Sutter Street corridor. Since the increase in motor coach service frequency along the 2 Clement route would be far less than 448 motor coaches per day, which was found to result in a less-than-significant impact on localized air quality (see EIR pp. 4.4-48 to 4.4-49), the localized air quality impact from the proposed elimination of the 3 Jackson and increased motor coach frequency for the 2 Clement of 22 motor coaches per day would therefore also be less than significant.

The proposed re-routing of the 48 Quintara-24<sup>th</sup> Street route along Clipper Street between Grandview Avenue and Douglass Street would result in 159 new motor coach trips (inbound and outbound) per day on that section of roadway. Since the motor coach service frequency increase along Clipper Street would be far less than 448 motor coaches per day, which was found to result in a less-than-significant impact on localized air quality, the localized air quality impact from the 159 new motor coach trips on Clipper Street also would be less than significant.

The 27 Folsom Service Variant 2 would provide motor coach service on Harrison Street from 11<sup>th</sup> to Cesar Chavez streets. Variant 2 would result in 138 motor coach trips per day (both inbound and outbound) along Harrison Street. As explained above, since the increase in motor coach service frequency change along Harrison Street would be less than 448 motor coaches per day, which was found to result in a less-than-significant impact on localized air quality, the localized air quality impact from the proposed 138 new motor coach trips on Harrison Street also would be less than significant.

One comment expresses concern about the proposed change to the 18 46<sup>th</sup> Avenue route along Lake Merced Boulevard. The change is proposed due to low ridership. Low ridership decreases the air quality benefits of public transit since the emissions are higher in terms of pollutants emitted per passenger mile. The residential neighborhood in the Lake Merced Hills area would continue to be served by the 17 Parkmerced, though transit riders would need to walk farther to the realigned route than under existing conditions. The air quality impacts of the combined ridership of the 17 Parkmerced and 18 46<sup>th</sup> Avenue would be reduced in terms of pollutants emitted per passenger mile.

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A comment suggests that eliminating the 12 Folsom route would result in increased air pollution from people driving instead of using public transit in the South of Market and Rincon Hill areas. As explained in Response TR-3, in Section 4.D, Transportation and Circulation, pp. RTC-4.D-17 to RTC-4.D-22, the transportation analysis assessed the likelihood of travel mode shift, both from automobiles to transit and from transit to automobile use. The analysis shows that overall, the proposed TEP Service Improvements would result in an increase in transit ridership. With implementation of the TEP, the South of Market and Rincon Hill area will continue to be served by local bus routes 5, 10, 14, 14X, 30X, 38, 38L, 41, 71, 76, 80X, 81X, 82X, and 91B, the N and T rail lines, and the new 11 Downtown Connector. Regional transit is available from the existing connections to BART stations along Market Street, the Caltrain station on King Street, the Transbay Temporary Terminal on the block bounded by Main, Folsom, Beale and Howard Streets, and the ferry terminals on The Embarcadero. These public transit routes provide a vast variety of options for residents in the South of Market/Rincon Hill area for traveling both within the City and to and from destinations outside the City.

The Rincon Hill Plan Area is generally bounded by Folsom Street, The Embarcadero, Bryant Street, Beale Street, the Bay Bridge approach, and Essex Street. The nearest Muni Metro stop convenient to pedestrians from the Rincon Hill Plan Area is at The Embarcadero and Folsom Street, located approximately four blocks or 1,700 feet walking distance northeast of the intersection of Harrison and Fremont streets; a representative location for most residents of the Rincon Hill Plan area. The Transbay Temporary Terminal is located adjacent to the Rincon Hill Plan area north of Folsom Street, and is approximately three blocks or 1,000 feet walking distance northeast of the intersection of Harrison and Fremont streets. The future Transbay Transit Center, on Mission Street between Beal and Second streets, will be approximately five blocks or 2,000 feet walking distance northwest of the intersection of Harrison and Fremont streets. The service now provided by the 12 Folsom would be replaced in the Rincon Hill Plan Area by the 11 Downtown Connector along Folsom/Harrison streets, Second Street, and Sansome Street. Connections to the 10 Sansome and 11 Downtown Connector on 2<sup>nd</sup> Street are located approximately four blocks or 1,500 feet walking distance to the southwest of the Harrison and Fremont streets intersection. While the Rincon Hill Plan Area does not have north-south bus service that extends east of 2<sup>nd</sup> Street except along The Embarcadero, there are now and would be in the future with the TEP, a variety of transit routes, listed above, that provide north/south service or provide connections to major north/south oriented routes.

For information regarding potential mode shift and the traffic impacts, please see Responses TR-6 and TR-3, in Section 4.D, Transportation and Circulation, pp. RTC-4.D-52 to RTC-4.D-61 and pp. RTC-4.D-17 to RTC-4.D-22, respectively. For information regarding

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4.F Air Quality

noise impacts raised in one comment, please see Response NO-1, in Section 4.E, Noise, pp. RTC-4.E-4 to RTC-4.E.12. Please see the Guide to the TEP for a discussion of issues considered in development of the proposed Service Improvements and TTRPs by the SFMTA as well as the consideration of existing topography in the development of these proposals.



## 4.G GREENHOUSE GAS EMISSIONS

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The comments and corresponding response in this section cover subjects related to IS Topic E.8, Greenhouse Gas Emissions, presented in EIR Appendix 2 - Initial Study and Service Improvement Maps. The following category is addressed:

GG-1: Increase in Greenhouse Gas Emissions

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### Comment GG-1: Increase in Greenhouse Gas Emissions

#### O-CCSC (6)

*(Priya Sawhney, Central City SRO Collaborative, Letter, September 18, 2013)*

- What will be the impact to air quality due to increased GHG and particulate matter emissions from higher levels of auto traffic?

#### O-CCSJ1 (10)

*(Alex Long, Concerned Citizens for Saving #3-Jackson, Letter, Attachment #1, September 16, 2013)*

- **Air Quality and GHG** - By increasing service on the 2-Clement, a diesel bus, as a replacement for the 3-Jackson (an electric trolley) there will be an impact on air quality and GHG emissions. Since the DEIR does not address the elimination of the 3, it cannot have analyzed this impact. Should TEP invest in electrifying the 2-Clement, the DEIR should consider how the investment in the 2 will impact other competing demands for investment that might provide greater environmental benefits.

#### O-SC (5)

*(Sue Vaughan, San Francisco Group Secretary and Executive Committee Linda Weiner, Executive Committee, Sierra Club, Email with Letter, September 17, 2013)*

The SC urges the SFMTA and the Planning Department to explain the methodology used to determine that San Francisco has been able to reduce its GHG emissions 14.5 percent below 1990 levels (page 243 of the Initial Study). To what degree is this reduction due to the closure of the power plants, and to what degree is that GHG emissions drop due to an increase in transit ridership and/or reduction in driving, as is desirable in a transit first city?

#### I-Bocci (2) (p. 19)

*(Barbara Bocci, Public Hearing Transcript, August 15, 2013)*

So for our neighborhood there are no benefits from the TEP. Instead, we add 225 metric tons of greenhouse gas. It's a negative impact on San Francisco's goal for a green city.

#### I-Borchard1 (2)

*(Philipp Borchard, Email, August 30, 2013)*

Furthermore the plan switch the Sutter/Post Street corridor to all motor coaches would increase pollution, CO2 emissions and substantially increase noise. The overhead trolley lines on the Sutter/Post corridor are valuable asset to San Francisco and this energy efficient and clean type of public transit should be expanded rather than eliminated.

## Section 4: Comments and Responses

### 4.G Greenhouse Gas Emissions

#### **I-Borchard2 (2)**

*(Philipp Borchard, Letter, September 8, 2013)*

Furthermore the plan switch the Sutter/Post Street corridor to all motor coaches would increase pollution, CO2 emissions and substantially increase noise. The overhead trolley lines on the Sutter/Post corridor are valuable asset to San Francisco and this energy efficient and clean type of public transit should be expanded rather than eliminated.

#### **I-Long4 (6)**

*(Alex Long, Public Hearing Transcript, Exhibit #1 – Power Point Presentation Slides, August 15, 2013)*

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#### Environmental Impact of Plan...

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- So for our neighborhood we see no benefits from the TEP; instead we add 225 metric tons of GHG, and inconvenience / strand many of our residents.

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#### **Response GG-1: Increase in Greenhouse Gas Emissions**

These comments address the impact of the proposed TEP on greenhouse gas (GHG) emissions. The project's impact on GHG emissions was evaluated in the Initial Study (Appendix 2 to the EIR) to determine whether the TEP would comply with the City's plan, *Strategies to Reduce Greenhouse Gas Emissions*, dated November 2010, in accordance with the recommendations of the Bay Area Air Quality Management District (BAAQMD). The evaluation on Initial Study pp. 237-256 concluded that the project's impact with respect to GHG emissions would be less than significant.

Several comments quantify the resultant increase in GHG emissions produced by implementation of the TEP at 225 metric tons. A comment notes that the GHG emissions would be increased by additional automobile traffic after implementation of the TEP. Other comments note several routes where trolley coach service would be replaced by motor coaches either on the same route or on an adjacent one, resulting in an increase in GHG emissions. A comment questions the methodology employed by the City to calculate its citywide GHG emissions.

As noted on p. 242 of the Initial Study, the BAAQMD recommended local agencies adopt a Greenhouse Gas Reduction Strategy consistent with California State Assembly Bill 32 (AB32) goals, which, in part, require the statewide reduction in GHG emissions to 1990 levels by 2020. In compliance with AB 32 and the BAAQMD's recommendation, San Francisco prepared a Greenhouse Gas Reduction Strategy and uses it to evaluate project compliance with AB 32 goals. San Francisco's Greenhouse Gas Reduction Strategy documents the City's actions to pursue cleaner energy, energy conservation, alternative

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4.G Greenhouse Gas Emissions

transportation, and solid waste policies. As discussed on p. 256 of the Initial Study, the proposed project was determined to be consistent with the City's GHG Reduction Strategy. Therefore, quantification of GHG emissions is not necessary.

While implementation of the TEP could result in an increase in private vehicle use in some areas of the City due to elimination of specific routes or route segments, overall, the project would result in a decrease in GHG emissions. This is because the planned TEP comprehensive overhaul of the SFMTA transit system would improve service reliability and reduce transit time, making transit more attractive as an alternative to travel by private vehicles. The number of miles that vehicles (private vehicles and public transit vehicles) would be expected to travel within the San Francisco Bay Area with and without the project (and accounting for both the TTRP Moderate Alternative and the TTRP Expanded Alternative) was estimated using data from the San Francisco County Transpiration Authority SF-CHAMP model in conjunction with information regarding transit vehicle miles traveled (VMT) from the SFMTA.<sup>1</sup> This evaluation found that annual non-transit vehicle miles traveled (VMT) would be 11.6 million VMTs under the Moderate Alternative and 16.2 million VMTs under the Expanded Alternative. In addition, with TEP annual VMTs from standard diesel buses would increase by 2.2 million. Therefore, the reduction in GHG emissions from private vehicle trips of between 9.4 and 14 million VMTs would outweigh the expected annual increase of approximately 2.2 million VMTs from implementation of the TEP. Since the amount of greenhouse gases emitted from motor vehicles is directly related to vehicle miles traveled, the overall net reduction in vehicle miles traveled indicates that implementation of the TEP would result in a decrease in GHG emissions. These results support the strategies that are proposed in the BAAQMD's *2010 Clean Air Plan*, the San Francisco Transportation Authority's draft *Transportation Plan*, and the City and County of San Francisco's *Strategies to Address Greenhouse Gas Emissions*, to reduce emissions of greenhouse gases, i.e., increase the efficiency and use of public transportation to reduce the number of miles traveled by privately-owned vehicles. As stated in the Initial Study (p. 246), a study by the U.S. Department of Transportation found that, on average, public diesel-fueled buses produce 33 percent less GHG emissions per passenger mile than the average single-occupancy vehicle. For information regarding increased emissions of air pollutants as a result of implementation of the TEP, please see Response AQ-1, in Section 4.F, Air Quality, pp. RTC-4.F-6 to RTC-4.F-13.

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<sup>1</sup> SFMTA, 2012. Email communication from Graham Satterwhite, SFMTA, to Debra Dwyer, Planning Department regarding Transit VMT. 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.

## Section 4: Comments and Responses

### 4.G Greenhouse Gas Emissions

Comments also suggest that the elimination of the 3 Jackson route would increase GHG emissions due to discontinued use of the electric trolley infrastructure on the Sutter/Post streets corridor. The TEP does not propose to switch the Sutter/Post streets corridor to all motor coaches. The TEP proposes to use existing overhead wires as part of the 2 Clement route for supplemental trolley coach service between Downtown (Sansome/Market streets) and Presidio Avenue to maintain current transit frequencies on Sutter and Post streets. The proposed increase in motor coach service for the 2 Clement would result in only an additional 22 motor coach trips per day, while the proposed trolley coach service would result in 148 trolley coaches per day, essentially replacing the 150 trolley coaches per day serving the 3 Jackson route. In addition, under the proposed 2 Clement Service Variant, the TEP proposes to use the existing overhead wires for trolley coach service along the entire Sutter Street corridor. As discussed above, the TEP would result in an overall net decrease in VMT and thus a decrease in GHG emissions as well.

An additional comment requests information on the methodologies used to determine that the City and County of San Francisco has been able to reduce 2010 GHG emissions from 1990 levels by 14.5 percent, and from what sources this emission reduction was achieved. The methodologies are summarized in the following memoranda, as noted on p. 243 of the Initial Study:

- Technical Review of the 2010 Community-wide GHG Inventory for City and County of San Francisco, dated April 10, 2012.
- Technical Review of San Francisco's 2010 Municipal GHG Inventory, dated May 8, 2012.

These memoranda, prepared by a third-party reviewer, ICF International, provide information regarding the methodologies used to prepare the GHG emissions inventories for San Francisco for 1990 and 2010, including the methodology for considering community-wide electricity emissions factors to account for GHG emissions due to the closure of both the Hunters Point and Potrero power generation plants. The methodologies used to prepare San Francisco's GHG inventories (1990 and 2010) were validated by ICF. These documents are readily available on-line and citations to the memoranda are provided in the TEP Initial Study in footnotes 74 and 75 on p. 243. This clarification is provided for informational purposes and does not change the conclusions that the TEP would not result in a significant GHG impact as analyzed on pp. 245-247 in the Initial Study (EIR Appendix 2).

## 4.H ALTERNATIVES

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The comments and corresponding responses in this section cover subjects related to EIR Chapter 6, Alternatives. The following categories are addressed:

ALT-1: Alternatives Considered and Rejected

ALT-2: Stop Consolidation

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### **Comment ALT-1: Alternatives Considered and Rejected**

#### **I-PanH (6)**

*(Henry Pan, Letter, September 16, 2013)*

**Bona fide transit-only corridors** Per page 6-51, it is said that transit-only streets along high-ridership corridors were rejected due to community concerns. This could probably be made possible by allowing deliveries, emergency vehicles, and the mobility-impaired to access the street, significantly reducing traffic and improving Muni service. Which corridors were considered, under this alternative, to be made exclusively transit-only?

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### **Response ALT-1: Alternatives Considered and Rejected**

The “Transit-only streets along high transit ridership corridors” listed on EIR p. 6-51 and referenced in the comment is one of several potential alternatives to aspects of the TEP that were considered but ultimately removed from consideration during formulation of the TTRP Moderate Alternative and TTRP Expanded Alternative. Under this alternative, only transit vehicles would be permitted to travel on a street designated as transit-only. This rejected alternative was considered only at a conceptual level and was not fully developed, for the reasons given on p. 6-51: community concerns about traffic, commercial loading, and personal vehicle use on those corridors.

Transit-only lanes are proposed in the TEP for much of the TTRP.14 Moderate Alternative and TTRP.14 Expanded Alternative along Mission Street south of 11<sup>th</sup> Street where the existing transit-only lane ends, for the TTRP.8X Expanded Alternative along parts of Geneva Avenue, the TTRP.22\_1 Expanded Alternative along 16<sup>th</sup> Street, the TTRP.30\_1 Expanded Alternative along portions of its route on Van Ness Avenue, Columbus Avenue, and Kearny Street, and for the TTRP.L Expanded Alternative in both directions along Taraval Street between 15<sup>th</sup> and 46<sup>th</sup> Avenues.

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Section 4: Comments and Responses  
4.H Alternatives

**Comment ALT-2: Stop Consolidation**

**I-Strassner (1)**

*(Howard Strassner, Letter, August 29, 2013)*

**Increasing Spacing Between Stops** is an important method to reduce bus running time and the total construction cost a number of proposed “bus bulbs”. The EIR should have studied alternatives, for every Line in TEP, with longer spacing between stops and therefore fewer bulbs. The TEP has properly studied and is proposing 1,400 feet between stops on the south of Golden Gate Park portion of the Nineteenth Avenue ‘28’ Line, to replace stops every block or 700 feet apart. The stop spacing for the north of the park portion of the route has been every other block or 1,400 feet between stops for many years even though the Muni “standard spacing” has been much lower. Since most of the ‘28’ route is on State highway 1, the difference in current spacing is probably due to the fact that the southern portion has stops that are not in the traffic lane while the northern portion stops in the traffic lane and the State sees frequent bus stops in traffic lanes as delaying traffic. I suggest that a comparison of running times and total bulb cost may lead to a change in the Muni “standard” for Rapid Lines and that this EIR is good place to include this study.

The “standard” distance can be increased because when people get older and walk more slowly they generally have more time available to walk and these extra few minutes can improve their health. This commenter is old enough to know that as a fact. In addition if Muni passengers walk longer when they are younger they will be less likely to complain about longer walks when they are older. The numerical standard should also consider the following: San Francisco is taking significant steps to improve pedestrian safety by increasing the time available to cross the street at intersections with count down signals. However, there are some people, who even with additional time will walk at least a few seconds while the crossing light is against them. We will not change all the signal lights, all of the time, because this will too greatly impact traffic movement. We deal with this safety contradiction by knowing that this extra time requirement is infrequent. Similarly we cannot continue to slow down **every** Rapid bus to provide transit service for those who say or really cannot walk a little further. We can and must humanely provide this necessary service, in another way, with minimal impact on running time. We can find a way to only stop for those who medically cannot walk too far. Another reason for changing the standard now is that the Van Ness Bus Rapid Trip EIR included many stops that were more than 1,000 feet apart and significant opposition was only received for a section of Van Ness where the originally proposed stop spacing was more than 1,400 feet.

If the standard spacing for TEP route stops was set at 1,400 feet there still would be very few stops at that spacing because: there will be a stop at every transfer point and when the distance between transfer points is over 1,400 feet there would have to be an intermediate stop. There will also be a few extra stops at areas of special need. However, eliminating even few stops is worth a little study to reduce the cost of bulbs and running time.

TEP includes many “tool kit” methods to improve transit service with well studied minimum impacts on other traffic, however there are areas where additional study should have been done to allow Muni to implement additional low cost improvements without additional future environmental study:

**Response ALT-2: Stop Consolidation**

The comment states that the EIR should have analyzed every route in the proposed TEP using longer stop spacing than the proposed 1,400 feet, and provides reasons why a longer standard stop spacing would be appropriate, such as the health benefits of walking longer distances and shorter transit running times.

Increasing stop spacing to 1,400 feet or more on all Muni transit routes and lines, or on the entire Rapid Network for the TTRPs, would not constitute an Alternative as defined in CEQA because it would not be substantially different from the Alternatives analyzed in the EIR, and because it would not reduce or eliminate a significant environmental impact identified in the EIR. Stop consolidation and stop spacing changes are included at many locations for the TTRPs described at a project level, and are analyzed throughout Section 4.2, Transportation and Circulation, in the EIR. Stop consolidation and increased distance between stops are not found to result in significant environmental impacts, although the potential for inconvenience to some riders is acknowledged (see, e.g., EIR pp. 4.2-53 to 4.2-55, 4.2-105, and 4.2-213 to 4.2-225).

The SFMTA's *Proposed Revisions to Transit Stop Spacing*<sup>1</sup> specify the factors considered by the SFMTA when determining stop spacing along a transit corridor, including block lengths that vary throughout the City, steep grades, location of transfer points, nearby land uses, and the type of transit route (Rapid Network, Local Network, or Community Connector).

See also the Guide to the TEP for a discussion of stop consolidation and access to transit for seniors and the disabled.

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<sup>1</sup> SFMTA, *Proposed Revisions to Transit Stop Spacing Guidelines*, 2012. 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.



## 4.1 EIR PROCESS

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The comments and corresponding responses in this section cover subjects related to EIR Chapter 1, Introduction, and general subjects regarding adequacy that are not directly related to a specific section of the EIR. The following categories are addressed:

EP-1: Purpose of CEQA/EIR

EP-2: Adequacy of EIR

EP-3: Public Participation Process

EP-4: Adequacy of Service Improvements Analysis

EP-5: EIR Baseline

EP-6: Notice and Outreach

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### Comment EP-1: Purpose of CEQA/EIR

#### A-Farrell (1)

*(Mark E. Farrell, Supervisor, City and County of San Francisco, Letter, September 16, 2013)*  
As the District 2 Supervisor in the City and County of San Francisco, I write to you to express my concerns regarding the adequacy of the above-referenced DEIR, specifically as it pertains to the potential elimination of the #3 Jackson MUNI line. While I understand the overall purpose of the TEP is to provide a more effective transportation service, I do not believe that goal will be achieved if the SFMTA discontinues the 3 Jackson for several reasons and also feel the analysis in the DEIR provides inadequate reasons to justify the removal of this essential bus route.

#### O-BVHA (3)

*(Ryan Peterson, President, John Bartak, Treasurer, Angel Steger, Secretary, Bella Vista HOA, Email, August 3, 2013)*

This strikes us as a poor use of public funds with little to no positive benefit to the local community. Therefore, we oppose the City's plans and request that the DEIR clearly identify the Variant 2 as not feasible **[27 Folsom]**.

#### O-CCSJ1 (1)

*(Concerned Citizens for Saving #3-Jackson, Letter, September 16, 2013)*

...Our group is specifically concerned about the lack of a rigorous approach used to justify the proposed termination of the #3-Jackson bus line and other proposed service reductions....

#### O-CCSJ1 (7)

*(Concerned Citizens for Saving #3-Jackson, Letter, Attachment #1, September 16, 2013)*

In reading the DEIR, we do not find any discussion of the motivation for the bus line eliminations although we assume they are for financial reasons based upon lower ridership....

## Section 4: Responses to Comments

### 4.1 EIR Process

#### **O-CTrip2 (1)**

*(Wil Din, Co-Chair, Harvey Louis, Co-Chair, Chinatown Transportation Research and Improvement Project, Letter, September 17, 2013)*

TRIP has closely followed the development and proposals in the TEP and hopes it will provide the safest, most efficient model as the SFMTA moves to improve its transit system. However we are disappointed that the DEIR does not fully address how the population in Chinatown and the Tenderloin are nearly fully dependent on the existing bus network to meet its mobility needs, and how the DEIR provides little or no mitigation with its proposed elimination of specific lines serving these communities.

#### **I-Bozanich1 (3)**

*(Adam Bozanich, Email, August 14, 2013)*

This strikes us as a poor use of public funds with little to no positive benefit to the local community. Therefore, we oppose the City's plans and request that the DEIR clearly identify the Variant 2 as not feasible [27 Folsom].

#### **I-Goldie (3)**

*(Sarah Goldie, Email, August 17, 2013)*

This strikes us as a poor use of public funds with little to no positive benefit to the local community. Therefore, we oppose the City's plans and request that the DEIR clearly identify the Variant 2 as not feasible [27 Folsom].

#### **I-Haile (1)**

*(Vera Haile, Email, August 12, 2013)*

Those of us who live in the Outer Richmond District (25th Avenue to Ocean Beach) are especially concerned about Transit Time Reduction Proposals, because it can take an hour to get downtown, and if you have to transfer, add on one-half hour plus usual time for that distance. Since the environment should include the needs of people, not only for air, water, and less pollution, but also to meet their transit needs for work, education, culture, recreation etc. Since the 38 Geary Ocean Beach was eliminated, transit to anything on the Geary corridor takes longer. My focus will be on the A&B Balboa Express and the 5 Fulton.

#### **I-Kozma (3)**

*(Molly Kozma, Email, August 14, 2013)*

This strikes us as a poor use of public funds with little to no positive benefit to the local community. Therefore, we oppose the City's plans and request that the DEIR clearly identify the Variant 2 as not feasible [27 Folsom].

#### **I-Long1 (1)**

*(Alex Long, Email, July 19, 2013)*

I wonder if either of you might be able to help me understand the basis for recommending that the #3-Jackson MUNI line be discontinued. I have not been able to access the proper portion of the EIR report where it describes the reasoning for this service termination. Is it based upon noise reduction, usage or some other criteria. If you could explain or point me to the correct portion of the appropriate document I would very much appreciate it.

**I-PanH (40)**

*(Henry Pan, Letter, September 16, 2013)*

**27-Folsom:** What is the rationale for rerouting the 27 away from Washington/Jackson to Vallejo?

**I-PanH (47)**

*(Henry Pan, Letter, September 16, 2013)*

**48-Quintara/24th Street:** What is the justification for rerouting the 48 into Hunters Point Shipyard, without respect to the implementation of changes to the 19 and 58? Is there more of a perceived travel pattern between Hunters Point Shipyard and the Mission?

**I-RiekeA (4)**

*(Axel Rieke, Email, August 26, 2013)*

Therefore, I oppose the City's plans and request that the DEIR clearly identify the **[27 Folsom]** Variant 2 as not feasible.

**I-Weiner1 (1) (p. 15)**

*(Herbert Weiner, Public Hearing Transcript, August 15, 2013)*

Sadly, this hearing addresses ecological impacts of the Transit Effectiveness Project and does not include human impact. No physician or medical professional has reviewed this project for its impact upon passengers and pedestrians....

**I-Weiner1 (4) (pp. 16-17)**

*(Herbert Weiner, Public Hearing Transcript, August 15, 2013)*

Please send this project and those who formulated disastrous proposals back to the drawing board to come up with a better transportation plan. And please include human impact as well as environmental impact. This plan is off the rails and throwing the most vulnerable under the wheels.

**I-Weiner2 (8)**

*(Herbert Weiner, Letter, September 16, 2013)*

The 33 Stanyan

The 33 Stanyan bus will no longer run on Potrero Avenue, forcing patients travelling to San Francisco General Hospital to transfer to the 9 or 9L line. This works a hardship on a General patient who might be severely ill and be forced to transfer, wait and possibly be deprived of a seat on a crowded bus. Patients travelling to San Francisco General Hospital, north of Potrero Avenue, should not be deprived of service and have to wait a longer time for the bus when they are in physical discomfort and/or distress. Significantly, the human impact of TEP proposals has not been addressed by the staff of the Project, despite this being stated to them numerous times.

**I-Weiner2 (11)**

*(Herbert Weiner, Letter, September 16, 2013)*

The environmental impact review focused on: (a) transportation and circulation; (b) noise and (c) air quality (page 4.1-1 of the EIR report). What was conspicuously absent was the assessment of human impact. While environmental reviews note relevant ecological and biological impacts, the human impact is largely ignored. In some ways, it bears a resemblance to aircraft bombing civilians at a high altitude where the target is systematically

## Section 4: Responses to Comments

### 4.1 EIR Process

selected and bombed without the witnessing of suffering from a high distance. It does concede that the removal of bus stops “could increase the physical effort required to reach transit Relative [sic] to existing conditions for some transit patrons and as such, may place a burden on them” (page 4.2-53 of the EIR report). But the Report states that the proposals are consistent in its proposed revisions to transit stop spacing. Yet, this policy does not resolve the physical hardship that will occur with the removal of bus stops and their consolidation.

The human consequences have consistently been pointed out to the TEP managers with little, if any acknowledgment, of concerns. It should be noted that no physician or medical professional has ever reviewed the physical impact of these implemented and proposed changes on senior citizens, who constitute 20% of the city’s population, and the physically frail.

Of equal significance is the fact that many senior citizens, due to failing physical and mental capacities, are no longer able to drive and use MUNI as a means of transportation. This protects the individual as well as the public against accidents. To restrict accessibility places individuals and the public at risk.

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#### **Response EP-1: Purpose of CEQA/EIR**

These comments pertain to the details of the EIR process as it relates to changes to individual routes, socio-economic effects of the TEP on transit-dependent communities, and community concerns related to transit access.

As discussed in the first paragraph in EIR Chapter 1, Introduction, p. 1-12, the purpose of the EIR is to inform agency decision-makers and the general public of significant physical environmental effects of the proposed project, and to present mitigation measures and feasible alternatives to avoid or reduce the significant environmental effects of the proposed TEP. The purpose of the EIR is not to analyze project merit or to provide the policy basis for approving the project. Rather, that is the ultimate role of City decision-makers should they choose to approve the TEP. For additional information regarding the SFMTA’s development of the TEP proposals, please see the Guide to the TEP.

*CEQA Guidelines* § 15382 defines significant effects as a substantial, or potentially substantial, adverse effect on the physical environment. CEQA does not require analysis of socio-economic or human impacts that some Muni riders may experience due to elimination and consolidation of bus stops. Changes to transit service, such as changing route alignments and relocating transit stops to be somewhat farther away from existing stop locations, would not be considered a significant environmental impact under CEQA, because transit would still be available and accessible to affected community members within a reasonable distance. While implementation of certain proposed Transit Preferential Streets (TPS) Toolkit elements and the Service Improvements could be perceived by some Muni riders, such as senior citizens, as an inconvenience or hardship, the EIR, as required by

CEQA, addresses the physical impacts on the overall environment that would result from implementation of the proposed project. Development of the proposed Service Improvements and Travel Time Reduction Proposals (TTRPs) took into consideration a broad range of factors, including socio-economic factors, that address concerns referred to as human factors in the comments such as nearby land uses, topography, distance between transit stops, and connectivity to other Muni routes so that passengers can access other areas of the City. Refer to the Guide to the TEP for further explanation of how the SFMTA considers these factors. Also see Attachment C, SFMTA Service Area Topographical Maps (EIR Appendix 5), and Response PD-3, in Section 4.A, Project Description, pp. RTC-4.A-22 to RTC-4.A-23, for information on how topographical grades were considered in the development of proposed TEP route changes. The Guide to the TEP provides further explanation of how effects on senior citizens and disabled populations were considered by SFMTA as part of developing the TEP. The SFMTA Board of Directors may consider non-CEQA issues such as the ease of access to transit during its deliberations to approve, disapprove, or modify the proposed TEP.

A number of comments raise issues concerning changes to specific transit routes. These include eliminating the 3 Jackson route; rerouting the 27 Folsom away from Washington and Jackson streets to Vallejo Street; rerouting the 48 Quintara-24<sup>th</sup> Street into Hunters Point given proposed changes to the 19 Polk and 48 Quintara-24<sup>th</sup> Street; eliminating the Potrero Avenue segment of the 33 Stanyan route; and requiring transfers to the 9 San Bruno or 9L San Bruno Limited to access San Francisco General Hospital. The TEP is a holistic, integrated program of transit service improvements that would be guided, planned, and implemented pursuant to the proposed Service Policy Framework (Policy Framework). The Draft EIR analyzed the Policy Framework and TEP program as an integrated program intended to provide effective allocation of transit resources, efficient delivery of services, improvement in service reliability, reduction in transit travel times, and overall improvement in customer service. SFMTA has sought and considered public input for the TEP proposals. However, as described in more detail in the Guide to the TEP, SFMTA must balance a number of factors in making decisions about proposed changes to the Muni system. The decision to pursue some options over others for the TEP is made by SFMTA and the SFMTA Board with the goal of improving the Muni system as a whole to benefit the most riders, taking into consideration the resources available to provide citywide transit service. The environmental analysis in the EIR is for the project as proposed by the SFMTA. For further discussion of suggested alterations to the proposed project concerning elimination of the 3 Jackson, or rerouting of the 27 Folsom, 33 Stanyan, 48 Quintara-24<sup>th</sup> Street routes, refer to the Guide to the TEP.

Several comments express opposition to the implementation of Variant 2 for the 27 Folsom route. The TEP includes Service Variants under consideration by the SFMTA to allow for flexibility in the phasing and implementation of the TEP. Variant 2 for the 27 Folsom, described in Table 8 on EIR p. 2-82 and listed in Table 9 on EIR p. 2-103, would provide transit service on Harrison Street in the Inner Mission from 11<sup>th</sup> to Cesar Chavez streets;

## Section 4: Responses to Comments

### 4.I EIR Process

there is currently no transit service on this segment of Harrison Street. One comment expresses concern about transit service in the Richmond District and suggests that the TEP focus on improvements to transit service on the Balboa Express routes and the 5 Fulton. These and other suggested changes to individual routes are not comments on the environmental analysis in the EIR. They may be considered by the SFMTA Board during its deliberations to approve, disapprove, or modify the proposed project. See also Response MER in Section 4.K, Merits of the Proposed Project, pp. RTC-4.K-94 to RTC-4.K-102, regarding comments opposing features of the proposed project and suggesting changes to the proposed project analyzed in the TEP EIR.

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#### **Comment EP-2: Adequacy of EIR**

##### **A-SFPC-Anto (1) (p. 40)**

*(Michael Antonini, San Francisco Planning Commission, Public Hearing Transcript, August 15, 2013)*

I think to the point that this study does analyze the environmental impacts of what is proposed, it appears to do it in an adequate manner, although as we have heard for the last hour, I think that the scope of this project in general is very limited....

##### **A-SFPC-Anto (3) (p. 41)**

*(Michael Antonini, San Francisco Planning Commission, Public Hearing Transcript, August 15, 2013)*

So something on the Richmond and Van Ness area of the city along those lines **[underground service to connect Richmond and Van Ness to Market Street and downtown]** is really something we need to think about seriously, because we can only tweak this so much and pick up a few minutes or a few seconds of increased transit time, because as long as you're on the surface and that's all you have, it's going to continuously be a problem. And so -- but I think for what it is they do a good job on the analysis.

##### **O-CAR (1)**

*(Mary Miles, Coalition for Adequate Review, Email, September 17, 2013)*

This is public comment on the Draft Environmental Impact Report ("DEIR") on the "Transit Effectiveness Project" ("TEP") ("the Project"). This comment does not waive further comment on the Project and is necessarily generalized and incomplete, due both to lack of adequate time and the generalized nature of the Project DEIR. The Project and the DEIR do not comply with the requirements of the California Environmental Quality Act ("CEQA"), Public Resources Code ("PRC") secs. 21000 *et seq*, the National Environmental Policy Act ("NEPA"), and with other applicable statutes. The following are only examples and are not inclusive of all the defects in the DEIR.

The Project will adversely affect traffic, transit, parking, air quality, noise, emergency services, and will have human impacts. The Project's proposals to eliminate bus stops, traffic lanes, to obstruct traffic, to remove parking, to install "bulbs" and "bulbouts" affecting traffic and parking, and to reduce and degrade bus service on many routes are contrary to CEQA, NEPA, the City's General Plan, the "transit first" policy, and statutory and constitutional provisions for equitable use of funding to serve the public need and interest.

The TEP fails to provide an accurate statement of existing (baseline) conditions of traffic, parking, and ridership, and fails to accurately describe the Project. Instead, the DEIR generally describes a "Transit Preferential Streets Toolkit" that will eliminate bus stops, traffic lanes, and eliminate parking lanes and parking, install "transit bulbs" on busy traffic corridors, build elongated bus stops and "transit boarding islands," convert existing bus stops to "transit zones," establish "transit-only lanes," "queue jump/bypass lanes," dedicated turn lanes, restrict turning for vehicles, more traffic signals and two-way stop intersections, "traffic-calming measures" to obstruct vehicle traffic, "pedestrian refuge islands," bulbouts, and widened sidewalks. The "toolkit" would be applied to proposed "Transit Travel Time Reduction Proposals (TTRPs)" now and in the future that are named but not analyzed at a "project-level" in the TEP. The TTRP's include major traffic corridors throughout the City, as well as two-lane residential streets.

The Project does not meet its own "objective" to "improve" transit, because it eliminates bus stops throughout the City and reduces bus service on lower-served lines. There is no evidence supporting the fanciful notion that the Project's adverse impacts will attract more transit ridership. Even if that notion were supported, the TEP does nothing to mitigate crowding on the lines where it claims improved bus speed (from eliminating bus stops and obstructing traffic) would attract more passengers. Further, the DEIR fails to identify analyze, and mitigate the impacts on passengers who will have to travel farther on foot to reach more distant bus tops both at their origins and destinations, and they will have to wait longer for buses.

**O-CAR (2)**

*(Mary Miles, Coalition for Adequate Review, Email, September 17, 2013)*

**1. The DEIR Must Provide Project-Specific and Not "Programmatic" Review of Every Aspect and Every Part of the Project**

The DEIR claims to be both "programmatic" and "Project-specific." However, the Project does not qualify for phased or "programmatic" review, particularly since specific measures are proposed, and the document fails to state when supplemental environmental review will take place for phases and parts of the Project not specifically reviewed in the DEIR.

**O-CAR (5)**

*(Mary Miles, Coalition for Adequate Review, Email, September 17, 2013)*

**4. The DEIR Fails to Identify the Project's Direct, Indirect, and Cumulative Impacts.**

There is no legally adequate analysis of the Project's direct, indirect, secondary, and cumulative impacts on traffic, parking, transit, air quality, and noise. Instead, the document contains rote, conclusory statements of no impacts. There is no accurate or coherent analysis of the Project's "operational" impacts on air quality and noise. The conclusory "no impacts" and "less than significant" statements on traffic fail to consider the impacts of eliminating traffic lanes, parking, turning, and obstructing traffic with bulbouts and "traffic calming." The conclusory claim that removing thousands of parking spaces is not a significant impact is incorrect.

There is no legally adequate cumulative impacts analysis in the EIR, which requires a list of past, present, and foreseeable future projects that will also affect traffic, transit, parking, air quality, noise, etc.

There is no analysis of the Project's impacts on emergency services. There is no analysis of impacts on humans, meaning people who will have to travel farther and wait longer to use

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### 4.I EIR Process

transit, and the vast majority of travelers who do not use transit, who will be delayed by the Project's impacts on traffic, parking, and loading.

#### **O-CAR (6)**

*(Mary Miles, Coalition for Adequate Review, Email, September 17, 2013)*

#### **5. The DEIR Fails to Describe Feasible Mitigation Measures for the Project's Impacts.**

The DEIR contains no legally adequate or coherent description of mitigation measures to eliminate the Project's impacts, which if fails to accurately identify in any event.

#### **O-CAR (7)**

*(Mary Miles, Coalition for Adequate Review, Email, September 17, 2013)*

#### **6. The DEIR Contains No Legally Adequate Alternatives Analysis.**

The DEIR's claim is mistaken that describing "options" can be a legally adequate alternatives analysis. In fact the DEIR contains no such analysis.

#### **O-CAR (8)**

*(Mary Miles, Coalition for Adequate Review, Email, September 17, 2013)*

The DEIR does not meet basic requirements for legal adequacy under CEQA.

#### **O-HVNA (1)**

*(Jason Henderson, Chair, Transportation and Planning Committee, Hayes Valley Neighborhood Association, Letter, September 10, 2013)*

Please forward this letter to the San Francisco Planning Commission as they deliberate. Although continued privileging of intersection LOS to analyze transit improvements is misguided, the document itself is adequate.

The EIR includes detailed analysis of a range of alternatives to improve Muni, from a weak, diluted "moderate" scenario to a bolder "expanded" scenario. When finally certifying the EIR the Planning Commission would not be endorsing one scenario or the other, nor any specific route modifications or service changes, but would be simply certifying that the analysis itself was adequate. The Draft EIR should be quickly vetted and then certified so that implementation of the eight travel time reductions proposals (TTRP) can begin. Although the TEP is itself not perfect, there are many environmentally, socially, and economically beneficial aspects of the TEP -such as the eight TTRP corridors -that should be implemented.

#### **O-HVNA (8)**

*(Jason Henderson, Chair, Transportation and Planning Committee, Hayes Valley Neighborhood Association, Letter, September 10, 2013)*

In conclusion, the EIR is not perfect because it still uses intersection LOS to analyze streets, and there are tough funding questions ahead, but the EIR is adequate in terms of informing and analyzing transit. We urge that the Planning Commission, once vetting the EIR in a public hearing, to declare a finding stating that the Expanded TEP scenario is superior for the environment and certify the EIR. Further, while the EIR should be certified, an additional finding from the planning commission (and environmental review staff) should state that cuts to Muni are BAD FOR THE ENVIRONMENT.

**I-Beigel (1)**

*(Lynda Beigel, Email, August 31, 2013)*

An extremely long and detailed document which does not offer information or place for public comment regarding specific issues, but here are some of those from a healthy and educated 70+ who regularly uses MUNI and walks in the city.

**I-PanH (1)**

*(Henry Pan, Letter, September 16, 2013)*

I am humbly impressed by the work both the Planning Department and the SFMTA has done in making our transit system more efficient. I believe the Draft EIR is adequate, and I support its certification.

**I-PanH (49)**

*(Henry Pan, Letter, September 16, 2013)*

I appreciate that the agency for their work spearheading transit improvements. The draft EIR is adequate, and deserves to be certified. However, there are concerns which I have voiced in my letter. Overall, this will result in a better, more reliable system for years to come. I am looking forward to them.

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**Response EP-2: Adequacy of EIR**

The comments express concerns about compliance of the TEP with the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA), the *San Francisco General Plan*, and the City's *Transit First Policy*, or other policies, and state that the TEP fails to meet its objectives to "improve" transit service. Other comments express concern that the EIR fails to accurately describe the proposed project, describing only the TPS Toolkit elements and their application to the TTRPs, that the required baseline conditions are not described, that the EIR cannot use programmatic analysis, that the impacts are not adequately analyzed, and that required indirect, secondary, and cumulative impacts are not analyzed. Another comment questions the use of LOS to analyze traffic impacts. Comments also state that the EIR fails to identify mitigation measures for overcrowded buses or measures to reduce impacts, and fails to identify alternatives. Several comments state that the EIR is adequate and that it includes an appropriately detailed analysis of impacts that informs the public.

Specific comments regarding the adequacy or inadequacy of the TEP EIR's environmental analysis are addressed throughout this Responses to Comments document, by environmental topic. Specific environmental topics raised in the comments above are addressed briefly here in this response.

## Section 4: Responses to Comments

### 4.1 EIR Process

#### Compliance with CEQA and Consistency with City Policies

The TEP EIR fulfills all the requirements of CEQA; it is not intended to fulfill the requirements of NEPA because the project is not subject to this statute. The *CEQA Guidelines* address requirements and standards for the general adequacy of an EIR. *CEQA Guidelines* § 15151, Standards for Adequacy of an EIR, states:

An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

As explained in EIR Chapter 3, Plans and Policies, the TEP was reviewed for its consistency with applicable plans and policies, including the *San Francisco General Plan*, the City's *Transit First* policy, and many other local and regional plans and policies related to physical environmental issues. No inconsistencies were found during this review (see EIR p. 3-1).

The TEP is a program comprised of a group of varied interrelated projects. Elimination of bus stops and the reduction of service on transit routes with lower ridership are consistent with the objectives of the proposed project listed on EIR p. 2-2 and 2-7. These objectives express the goals of the TEP to improve transit speed, reliability and safety at the same time as the cost effectiveness of transit operations is improved. This would be accomplished by increasing network efficiency and reducing system redundancy through the implementation of service modifications. The service modifications include route restructuring to reduce crowding by shifting resources in order to improve customer comfort and decrease pass-ups, and to redesign routes to maximize ridership.

#### Project Description

The EIR provides a detailed description of the proposed project, including the Service Policy Framework and the TEP, which is comprised of the following components: Service Improvements, Service-related Capital Improvements, and the TPS Toolkit, which was used to design the project-level transit TTRPs and will be used again to develop specific designs for the program-level TTRPs. The TPS Toolkit is a set of 18 standard traffic engineering elements used to achieve travel time reductions on the most frequently used and heavily traveled transit corridors in the City. Contrary to statements in one comment, the EIR does not describe the TPS Toolkit as the proposed project; it is one aspect of the proposed project that would be applied to the proposals for the TTRP corridors and at other individual

locations on an as-needed basis as determined by SFMTA. EIR Chapter 2, Project Description, Section 2.4, Project Overview, summarizes the components of the proposed project: the Service Policy Framework, Service Improvements for many transit routes plus Service Variants for some of those routes, Service-related Capital Improvements to facilitate implementation of some Service Improvements, and TTRPs that would involve implementation of one or more of the TPS Toolkit elements along selected Rapid Network routes (EIR pp. 2-7 to 2-15). The overview is followed by Section 2.5 Project Characteristics on EIR pp. 2-15 through 2-162, which provides additional descriptive information including figures and tables regarding the project components. The level of detail available for each project component determined whether the component would be analyzed at a project level or a program level. This information is clearly articulated in Chapter 2 in the EIR, Project Description beginning on p. 2-1 and is an adequate project description for the purpose of CEQA.

#### Environmental Baseline

Existing transportation conditions are described in appropriate detail in the environmental setting discussion in EIR Chapter 4, Section 4.2, Transportation and Circulation, pp. 4.2-1 to 4.2-16. See Response EP-5, pp. RTC-4.1-26 to RTC-4.1.28, for a discussion of the environmental baseline for the TEP EIR.

#### Program- and Project-Level Analyses

The program-level and project-level approach to analysis used in the TEP EIR is consistent with CEQA requirements. The TEP program is comprised of a group of projects that would be implemented in several phases. As discussed in detail in Chapter 1, Introduction, on EIR pp. 1-8 to 1-9, the TEP has been developed at varying levels of detail to allow for phased project implementation commensurate with the resources available to the SFMTA. *CEQA Guidelines* § 15168 allows for different elements of phased projects, such as the TEP, to be analyzed at either a program level (a more conceptual level) and a project level (a more specific level of analysis), depending on the extent of the detail known about a particular element or phase of a project at the time environmental review is conducted. Therefore, environmental review of the TEP draws on both program- and project-level analysis to assess the physical environmental effects of the proposed project, and the EIR provides full environmental analysis consistent with the *CEQA Guidelines*. The EIR is not required to analyze every part of the TEP at a project level at this time. In addition, all aspects of the TEP have been analyzed in this EIR commensurate with the level of detail available at the time of publication of the Draft EIR, in order to understand the direct, indirect, secondary, as well as combined and cumulative, effects of the TEP, as is required under CEQA.

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### 4.1 EIR Process

As stated on EIR p. 1-8, the TEP EIR includes program-level and project-level analysis of the TEP components. Program-level components include three Service-related Capital Improvement Projects (refer to EIR Table 2, p. 2-11); and nine TTRP corridors that did not have site-specific design at the time of Draft EIR publication. The application of TPS Toolkit elements along six of these corridors is still not known (refer to EIR Table 4, EIR p. 2-17 to 2-18); however, additional detail has been developed for three of these TTRP corridors (TTRP.L, TTRP.9 and TTRP.71\_1) since the Draft EIR was published. Descriptions of a Moderate and an Expanded Alternative for the TTRP.L, TTRP.9, and TTRP.71\_1 have therefore been added to EIR Chapter 2, Project Description (see Section 2, Project Description Revisions, of this Responses to Comments document), and project-level analyses of the impacts of these three TTRPs have been added to EIR Chapter 4, Environmental Setting, Impacts, and Mitigation (see Section 5, Revisions to the Draft EIR, of this Responses to Comments document). Subsequent environmental review may be required in the future for program-level TEP components. The timing of when subsequent environmental review would occur for the remaining six program-level TTRP proposals cannot be determined until more detailed design is completed for them, and will depend on available funding sources and resources as well as direction from the SFMTA Board of Directors.

#### Transportation, Noise, and Air Quality

As summarized in Table S-1 and stated in EIR Chapter 5, Other CEQA Issues, pp. 5-4 to 5-13, the proposed project would result in significant unavoidable impacts related to traffic and loading, and significant cumulative impacts on transit, traffic, loading, and parking that could not be eliminated or reduced by mitigation measures identified in the EIR. The comments suggest that there is no basis for determinations of less-than-significant traffic impacts because the impacts on traffic of the implementation of the transit and pedestrian bulbs, transit-only lanes, and other TPS Toolkit elements under the TEP have not been evaluated in the EIR. To the contrary, the EIR transportation analysis accounted for the location and installation of each of the TPS Toolkit elements, including transit and pedestrian bulbs and transit-only lanes, in general in the analysis of the program-level impacts of the TPS Toolkit and program-level TTRPs, and specifically in the analysis of impacts of the project-level TTRPs on specific streets. See, for example, the discussion of the methodology for analyzing traffic impacts at intersections on EIR pp. 4.2-29 to 4.2-32 and the results of traffic impacts at the 78 representative study intersections in Tables 4.2-16 and 4.2-17 on EIR pp. 4.2-180 to 4.2-186.<sup>1</sup> A complete explanation as to the basis for the determination of

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<sup>1</sup> In the Draft EIR, 70 representative intersections were analyzed; eight intersections were added to the analysis after the Draft EIR was published, to account for the project-level analysis of the three additional TTRPs, described above in Section 2 of this Responses to Comments document.

less-than-significant transportation impacts is provided with each impact statement and supported by background technical analysis presented in the Transportation Impact Study<sup>2</sup> prepared for the TEP; the comments provide no evidence to support a determination of additional or undisclosed significant impacts in the above-noted transportation topic areas, including transit, traffic, loading, and parking. Based on the reasons explained above, the EIR's discussion of transportation impacts is adequate and not conclusory.

As summarized in Table S-1 in the EIR Summary chapter on pp. S-52 to S-56 of the Draft EIR and discussed in more detail in EIR Chapter 4, Environmental Setting, Impacts, and Mitigation on pp. 4.3-25 to 4.3-54 and pp. 4.4-38 to 4.4-55, the proposed project would not result in significant adverse impacts or significant cumulative impacts on noise or air quality. These findings are supported by detailed discussion and very robust analyses of the proposed project including the *Final Air Quality Technical Report Transit Effectiveness Project* and supplemental air quality analysis<sup>3</sup> prepared for the project. The comments do not provide any evidence to support a finding of significant environmental impacts in these topic areas.

#### Increased Walking Distances

Please refer to the Guide to the TEP for information regarding factors considered by SFMTA in developing stop consolidation and elimination of bus stops. The need for some passengers to walk farther to access transit, which may increase the physical effort to reach transit stops, is acknowledged throughout the transportation analysis in EIR Section 4.2, Transportation and Circulation, with statements to that effect on EIR pp. 4.2-154, 4.2-155, 4.2-205, 4.2-214, and 4.2-303. No significant environmental impact was identified, and no mitigation is required.

#### Emergency Services

As discussed in the Draft EIR, implementation of the Policy Framework (Impact TR-2), TPS Toolkit elements (Impact TR-7), Service-related Capital Improvements (Impact TR-12), and the project-level and program-level TTRPs (Impact TR-55 and Impact TR-56 on EIR pp. 4.2-238 to 4.2-241) would result in less-than-significant impacts on emergency

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<sup>2</sup> Fehr & Peers and LCW Consulting, *San Francisco Transit Effectiveness Project Transportation Impact Study*, July 10, 2013. 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.

<sup>3</sup> Baseline Environmental Consulting, 2013. *Final Air Quality Technical Report Transit Effectiveness Project*; and 2014. *Supplemental Air Quality Analysis for SFMTA Transit Effectiveness Project's TTRP.L, TTRP.9, and TTRP.71*, Memorandum to Debra Dwyer. Copies of these documents are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.0558E.

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services, and no mitigation measures are required. No evidence is provided in the comments to support a determination of significant impacts on emergency services.

#### Use of LOS

Significance criteria used by the Planning Department to evaluate potentially significant impacts related to transportation and circulation are listed on EIR pp. 4.2-20 to 4.23, and include operational impacts on signalized and unsignalized intersections based on intersection level of service (LOS) analysis. Since this is the current framework and criterion used by the Planning Department to analyze traffic impacts on intersections and is based on the City's adopted Initial Study Checklist, the use of intersection LOS analysis to analyze traffic impacts is acceptable and adequate for the TEP EIR. The City is considering revising the use of LOS analysis as a metric for traffic impacts; however, that policy has not yet been adopted by the City. See also the discussion of LOS in Response TR-4, in Section 4.D, Transportation and Circulation, pp. RTC-4.D-28 to RTC-4.D-35.

#### Transit Ridership

Transit ridership for the discussion of existing conditions in the EIR is based on surveys carried out by or for the SFMTA. Future transit ridership information was developed from the SF-CHAMP model maintained by the San Francisco County Transportation Authority, described on EIR pp. 4.2-35 to 4.2-38. As explained there, the SF-CHAMP model, which has been validated to represent transportation conditions in the City, forecasts transit ridership and traffic volumes throughout the City.

#### Loss of Parking

The EIR does not find that removing large amounts of parking would result in less-than-significant impacts, contrary to one comment. The Planning Department's significance criterion for evaluating parking impacts is articulated on EIR p. 4.2-22. The approach to parking analysis is described on EIR pp. 4.2-34 to 4.2-35. The EIR provides discussion of TEP parking impacts on pp. 4.2-76, 4.2-89 to 4.2-91, 4.2-102, 4.2-109 to 4.2-110, 4.2-142 to 4.2-154, 4.2-168, and on pp. 4.2-242 to 4.2-265. The cumulative impacts of loss of parking are discussed in Impacts C-TR-49 through C-TR-54 on pp. 4.2-311 to 4.2-322, where three of the six cumulative impacts are determined to be significant and unavoidable.

#### Cumulative Impacts

The approach to the analysis of cumulative impacts is described on EIR p. 4.1-5; additional detail about the approach to the cumulative impacts analysis is provided in each environmental topic section of the EIR, on pp. 4.2-35 to 4.2-39 for Transportation and

Circulation, pp. 4.3-51 to 4.3-54 for Noise and Vibration, and pp. 4.4-27 to 4.4-28 for Air Quality. In accordance with *CEQA Guidelines* § 15130(b)(1), cumulative impacts may be analyzed by applying a list-based approach (a list of past, present, and reasonably foreseeable future projects, including projects outside the control of the lead agency), a plan-based approach (a summary of projections in an adopted general plan or related planning document), or a reasonable combination of the two. As discussed on EIR p. 4.1-5, the transportation analysis, which includes an assessment of traffic, transit, and parking, uses a plan-based approach that is based in part on forecasts of growth that have been included in the SF-CHAMP travel demand forecast model developed by the San Francisco County Transportation Authority. For future 2035 conditions, this model includes citywide population and employment growth and accounts for regional growth projections prepared by the Association of Bay Area Governments. The cumulative air quality analysis uses a plan-based approach to evaluate operational air quality impacts of the TEP based on transportation information in conjunction with the citywide air pollution modeling that has been conducted. The EIR cumulative noise analysis uses a plan-based approach to evaluate operational noise impacts of the TEP based on the effects of the TEP in combination with anticipated growth within the City, but employs a list-based approach for cumulative construction and construction vibration effects based on other known and reasonably foreseeable projects.

#### Mitigation Measures

The Initial Study (provided in Appendix 2 to the EIR) describes feasible mitigation measures in Section F. Mitigation Measures and Improvement Measures, pp. 346 to 353, and the EIR describes feasible mitigation measures in detail in Chapter 4. The mitigation measures identified in the Initial Study would reduce the impacts related to cultural resources and hazardous materials to less-than-significant levels. Table S-1 on EIR pp. S-9 to S-57 presents a summary of impacts of the Policy Framework and TEP, lists each mitigation measure identified to reduce significant impacts, and provides determinations as to the level of significance of these impacts before and after mitigation, as required by the *CEQA Guidelines*. In particular, Mitigation Measure C-M-TR-1, SFMTA Monitoring of Muni Service, is identified to reduce the significant cumulative transit impact resulting in an exceedance of Muni's capacity utilization standard (crowded transit vehicles) on some corridors, including the Mission corridor within the Southeast screenline and the Fulton/Hayes corridor within the Northwest screenline (see Impacts C-TR-1, C-TR-2, and C-TR-3 on EIR pp. 4.2-267 to 4.2-276). Thus, contrary to the assertions in one comment, a mitigation measure is identified for crowding on the routes where the capacity utilization standard would not be met; as explained on EIR p. 4.2-271, the feasibility of the mitigation measure is unknown because the SFMTA cannot be certain of its ability to provide additional service citywide to

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maintain the capacity utilization standard and therefore the impacts remain significant and unavoidable. No mitigation measures are required to be identified when the analysis shows no significant impacts would occur. The comment regarding the legal adequacy or coherency of the mitigation measures identified and provided in the Initial Study and EIR does not provide specific information as to how the mitigation measures are legally inadequate.

#### Alternatives

The EIR does not present “options” in lieu of alternatives, as stated in one comment. Two alternatives, a TTRP Moderate Alternative and a TTRP Expanded Alternative, are described and analyzed at an equal level of detail throughout the EIR and the Initial Study, as explained in EIR Chapter 6, Alternatives, on pp. 6-1 to 6-3. In particular, this EIR section articulates why these two alternatives form a reasonable range of alternatives as required by CEQA Guidelines § 15126.6(a). Chapter 6 of the EIR provides a summary of the analysis conducted for these alternatives as well as the impacts identified in Chapter 4, Environmental Setting, Impacts, and Mitigation. Therefore, the environmental analysis of the alternatives in the TEP EIR is adequate.

#### Other Topics Raised in the Comments

Other comments state that the commenter believes the Draft EIR to be adequate and appropriate for use by decision-makers. The San Francisco Planning Commission will consider the adequacy and accuracy of the EIR based on the administrative record as a whole (including all comments submitted on the Draft EIR and responses to them) at the EIR certification hearing. Comments concerning the adequacy of the EIR, scope of the project, and the level of effort and work by the Planning Department and SFMTA on the TEP EIR are noted. As described above, the EIR is adequate with respect to the project description provided, the methodologies used to assess environmental impacts, including the baseline conditions and significance criteria, the significant environmental impacts disclosed, and the alternatives presented and analyzed. The comments do not provide specific information on the content of the EIR and no responses are required.

Refer to Response EP-1, above, for a response to the comment concerning socio-economic or human impacts, and Response MER, in Section 4.K, Merits of the Proposed Project, pp. RTC-4.K-94 to RTC-4.K-102, for a response to comments concerning the appropriateness of the project and suggested variations to the proposed project.

**Comment EP-3: Public Participation Process**

**O-SC (3)**

*(Sue Vaughan, San Francisco Group Secretary and Executive Committee, Linda Weiner, Executive Committee, Sierra Club, Email with Letter, September 17, 2013)*

...The SC is concerned that not enough outreach has been done to reach riders of routes slated for elimination or segment changes....

**O-SC (7)**

*(Sue Vaughan, San Francisco Group Secretary and Executive Committee, Linda Weiner, Executive Committee, Sierra Club, Email with Letter, September 17, 2013)*

...The SC is also concerned that too many riders of the 19 Polk do not know that the segment south of SFGH is slated for elimination....

**I-Bartak (4)**

*(John Bartak, Letter, August 20, 2013)*

- A similar proposal was made several years ago and not approved because of the community reaction. So it seems to me that because the Planning Department is wasting time and resources by revisiting a decision that has already been made. I also feel like the Department is trying to slip something by the community because they did not like the reaction they received the first time around.

**I-Beigel (9)**

*(Lynda Beigel, Email, August 31, 2013)*

If you would truly like public input and the voice of experience, you might just get a focus group together taken from those who use MUNI. Yes, I am willing to serve.

**I-LewisR (1)**

*(Rob Lewis, Email, September 6, 2013)*

I have recently learned that there are plans to change the Line 27 Folsom to go down Vallejo St. And I am amazed that the city "planners" did such a poor job of researching their proposed new path and not notifying the neighborhood. You can't expect people to go to sf.gov or muni.com to learn of changes to their neighborhood. I am appalled at your tactics. You need to reach out to the Russian Hill Neighborhood Association.

**I-Weiner2 (4)**

*(Herbert Weiner, Letter, September 16, 2013)*

It is highly likely that many of the residents of the Richmond, who don't speak English, are unaware of the changes that have occurred. They were probably not fully aware of the proposals to reduce service.

**I-Weiner2 (16)**

*(Herbert Weiner, Letter, September 16, 2013)*

Relations of the TEP with the public have been poor. MTA can cite the many public and community meetings that have been held. But concerns were basically ignored. The public should have had a say in the first stages of planning and not be confronted with the *fait accompli* of unrealistic proposals.

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Julie Kirschbaum at a public meeting stated that there were “tradeoffs” in the TEP proposals. In their zero sum recommendations, people are being traded off with the deletion or alterations of routes that had served them more adequately in the past. Removed buses and coaches from the neighborhoods are being grafted onto those of the Rapid Network, the routes most heavily used. Of further significance, one notes that the majority of the Network coaches and runs terminate in the downtown and Northeast sectors of the city, favoring those who work and live there.

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#### **Response EP-3: Public Participation Process**

Comments pertain to public outreach by SFMTA to inform the public of proposed TEP route changes. One comment suggests that service in residential neighborhoods would be reduced in order to increase service on the corridors in the Rapid Network.

The development of the TEP has been an ongoing process since 2005. Two significant milestones include the presentation of the initial planning documents and findings in 2008 and the development of an Implementation Strategy in 2011. The process leading to publication of the TEP Draft EIR began in 2011 with the issuance of the TEP Notice of Preparation of an EIR on November 9, 2011. Extensive public outreach was conducted to develop TEP proposals to meet the ability of Muni to serve the systemwide transit needs of its customers. As stated in EIR Chapter 1, Introduction, on pp. 1.2 to 1.3, starting in the spring of 2008, the SFMTA conducted extensive outreach efforts to solicit public input; presented draft recommendations to a broad cross-section of stakeholders through a series of 11 citywide workshops and over 100 stakeholder briefings; and refined and developed a set of draft TEP recommendations that were subsequently endorsed by the SFMTA Board of Directors for environmental review and are presented in the Draft EIR with appropriate and adequate environmental analysis. These recommendations were subsequently refined further to inform the SFMTA’s development of a Service Policy Framework (Policy Framework) to guide the planning and implementation of the TEP, and to guide future Muni plans and programs systemwide. The SFMTA conducted 32 community meetings and focus group interviews, conducted 9 public workshops to review the TPS Toolkit improvements proposed along project-level TTRP corridors, and conducted a citywide meeting to review the TTRP corridors and the overall TEP in its entirety.

In addition, SFMTA has conducted outreach with the SFMTA Citizen's Advisory Committee, and intra-agency coordination with City agencies including the Mayor's Office, Planning Department, San Francisco County Transportation Authority, and the Mayor's Disability Council. SFMTA also maintains a TEP web page that provides information about the TEP

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Draft EIR, with the date of the Draft EIR public hearing and information on how the public could comment on the Draft EIR,<sup>4</sup> and links to the Planning Department's website for the environmental review of the TEP. The SFMTA website also includes descriptions of proposed service changes and the project-level TTRP corridors that are analyzed in the EIR, and a Frequently Asked Questions (FAQ) fact sheet that provides an overview of the TEP.

The SFMTA currently keeps a TEP list serve where individuals and organizations that have requested to be included receive updates on meetings and major milestones via email. Individuals and organizations can request to be on the list when they sign in at community meetings, or through an email to the project website.

The specific information regarding the details of the Service Improvements is presented in the Initial Study and Draft EIR, which were noticed as required by CEQA. The project description included in both the Initial Study, published January 23, 2013, and in the Draft EIR, published July 10, 2013, contains details regarding the proposed Service Improvements and Service Variants. In the Initial Study, the details of the Service Improvements are presented in Tables 6 and 7 on pp. 65 to 106 and in Appendix A; in the Draft EIR, the details are presented in Tables 7 and 8 on pp. 2-59 to 2-101 and in Appendix A to the Initial Study, attached to the Draft EIR.

Please see Response EP-6, pp. RTC-4.I-30 to RTC-4.I-32, concerning public noticing and outreach for the Draft EIR. Refer also to the Guide to the TEP for a discussion of future public outreach and opportunities for public input on the TEP.

As explained in the EIR Project Description on p. 2-63, implementation of the TEP would require an additional approximately 60 transit vehicles. EIR Section 4.2, Transportation and Circulation, explains on p. 4.2-41 that there would be an approximately 10 percent increase in the number of transit service hours and therefore an increase in the number of transit trips in the City as a result of the proposed Service Improvements. Thus, the TEP would not merely remove vehicles from neighborhood routes and place them along the Rapid Network corridors, as suggested in one comment, but would require additional vehicles to fully implement the TEP program.

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<sup>4</sup> SFMTA, 2013. TEP – Transit Effectiveness Project - Description. Online at <http://www.sfmta.com/projects-planning/projects/tep-transit-effectiveness-project/detail>. Accessed January 10, 2014.

## Section 4: Responses to Comments

### 4.1 EIR Process

#### **Comment EP-4: Adequacy of Service Improvements Analysis**

##### **A-Farrell (2)**

*(Mark E. Farrell, Supervisor, City and County of San Francisco, Letter, September 16, 2013)*

To justify the elimination of an entire MUNI line that has served a large community for decades, I would expect that the DEIR contain a thorough and rigorous analysis that would explain the underlying reasons for the elimination and the impacts of any proposed service modifications. It is my understanding that the purpose of the DEIR is to address the impacts or the proposed TEP on the environment "consistent with the provision of a decent home and suitable living environment for every Californian, as a guiding criterion in public decisions." While a broad statement, I find that the impacts of the elimination of the #3 Jackson have not been fully vetted to adequately understand impacts on the environment.

The DEIR refers to Tables 12 and 13 in an effort to provide statistics on percent utilization during peak hours for various bus lines. However, actual statistics on the numbers of riders are not provided for the #3 Jackson. The DEIR goes on to assume that alternatives to the #3 Jackson could simply include the #2 Clement, #10 Sansome, #22 Fillmore, #24 Divisadero and the #43 Masonic. To get a sense of how those lines might replace service along the #3 Jackson, my office went out to the area to actually walk the alternatives mentioned in the DEIR to get a sense of how realistic these options are. Given the topography of the area, not only are some of these "alternatives" untenable for many due to steep hills, the additional transfer points required and walking distance will likely double the total transit time for riders currently served by the #3 Jackson....

##### **A-Farrell (4)**

*(Mark E. Farrell, Supervisor, City and County of San Francisco, Letter, September 16, 2013)*

In addition to my own review of the DEIR, I have heard from an overwhelming number of constituents, including several schools in the area, who absolutely rely on the #3 Jackson during all times of the day – not just peaks hours – who will be adversely affected by this drastic change that poses few viable bus route alternatives. It is my hope that before the DEIR is approved by the Planning Commission, a more detailed and robust analysis is performed on the proposed elimination of the #3 Jackson for the reasons stated above.

##### **A-SFPC-Moore (4) (pp. 42-43)**

*(Kathrin Moore, San Francisco Planning Commission, Public Hearing Transcript, August 15, 2013)*

That came -- that was very strongly stated by the people on the 3 Jackson line that that is being considered, because we will not change the fact that there are no abilities for having or adding parking garages in those areas. Schools are intensifying in that area. We all have approved the growth and rebuilding of certain schools, including the increase in student attendance. I think all of these issues need to be clearly brought into the EIR and have statistics by which we can truly see what the impacts are.

##### **O-CCSC (1)**

*(Priya Sawhney, Central City SRO Collaborative, Letter, September 18, 2013)*

...However, we are concerned that certain proposed service changes will negatively impact the Tenderloin neighborhood while not being sufficiently analyzed in the DEIR. Without sufficient analysis, the DEIR is unable to provide adequate mitigation of environmental

impacts. Under the California Environmental Quality Act (CEQA), environmental impacts of a project are required to be analyzed and reasonably mitigated.

**O-CCSJ1 (3)**

*(Alex Long, Concerned Citizens for Saving #3-Jackson, Letter, September 16, 2013)*

Based upon comments we have received, and our reading of the Draft Environmental Impact Report (DEIR), we have identified deficiencies in the DEIR which do not address the impact of proposed service modification to the #3-Jackson, the #12-Folsom-Pacific, and perhaps other lines. These deficiencies are discussed in the first attachment to this letter. We have organized our comments about the Draft Environmental Impact Report into three parts within this first attachment:

- **Part 1** - Need for the DEIR to assess how various aspects of the proposed TEP will impact the quality of the environment "consistent with the provision of a decent home and suitable living environment for every Californian, as a guiding criterion in public decisions." The DEIR's failure to address this issue by affected population is a deficiency.

**O-CCSJ1 (5)**

*(Alex Long, Concerned Citizens for Saving #3-Jackson, Letter, September 16, 2013)*

- **Part 3** - Request that MUNI work with our community and others where serious service cuts are proposed to try instead to improve services for the students and the elderly, increase ridership, and reduce operational costs.

This letter and its attachments provide details about the negative impacts that the proposed elimination of the #3-Jackson will have on our community and which merit a more extensive environmental analysis. This is the third time that the #3-Jackson bus route has been proposed for elimination in the past ten years. We would like to find a constructive solution that embraces the San Francisco commitment to "Transit First" for our neighborhood.

**O-CCSJ1 (6)**

*(Alex Long, Concerned Citizens for Saving #3-Jackson, Letter, Attachment #1, September 16, 2013)*

**Part 1: Need for DEIR to Assess Impact on Communities**

The draft Transit Effectiveness Plan proposes numerous changes to enhance service including: transit stop changes, lane modifications, parking and turn restrictions, traffic signal and stop sign changes, and pedestrian improvements. It also proposes the realignment of selected routes like the 8X-Bayshore Express and the full elimination of the #3-Jackson and #12-Folsom-Pacific. The DEIR fails to discuss the impact of the proposed realignments or eliminations in terms of the potential impact on the quality of the environment in which the citizens of San Francisco live. The assumption is made that the riders (including the young, the elderly and those that are mobility impaired) will be willing and able to use other bus lines without a detailed assessment of what is being asked of the riders. MUNI's failure to consider the many impacts of such changes on the affected communities is a deficiency of the DEIR.

## Section 4: Responses to Comments

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#### **O-CCSJ1 (8)**

*(Alex Long, Concerned Citizens for Saving #3-Jackson, Letter, Attachment #1, September 16, 2013)*

...Overall ridership statistics for the various bus lines are not given; however, Tables 12 and 13 provide information on percent utilization during peak AM and PM hours. Our area is more of a residential area, than a destination (although there are "destination" schools and churches whose constituents depend on the #3-Jackson). Thus, one would expect ridership to be higher on the inbound direction during the morning and on the outbound direction during the afternoon. If one compares just the peak direction data to other lines for which inbound and outbound data is given, we can see that utilization of the #3-Jackson going inbound actually ranks 14<sup>th</sup> of 43 lines in the morning. Similarly, it is nowhere near the bottom in terms of outbound ridership in the afternoon.

Furthermore, by only considering peak period use, the DEIR fails to comprehend the impact on residents who have relied on the #3-Jackson for the broad variety of trips - mid-day, evenings and weekends. Many seniors and non-car owning residents are dependent on Muni service for transportation - and the failure to consider the adverse impact on these constituents or populations is a clear example of this deficiency of the DEIR.

In the DEIR the assumption is stated as a footnote to Tables 12 and 13 that the "#2-Clement, #10-Sansome, #22-Fillmore, #24-Divisadero and #43-Masonic would replace service along portions of the discontinued #3-Jackson." There is no analysis provided to show that the existing riders on the #3-Jackson would be able to use these other lines given constraints of schedule, travel time and topography. We will address these concerns in the next section.

#### **O-GPA (9)**

*(Michael Rice, President, Glen Park Association, Letter, September 11, 2013)*

8. ...Would the van service [**35 Eureka route**] accommodate ridership projections? Would such vehicles have different impacts on traffic and noise conditions?

#### **O-GPA (12)**

*(Michael Rice, President, Glen Park Association, Letter, September 11, 2013)*

Again, bringing the 35-Eureka line to the BART station is a desirable improvement in service to and from Glen Park. However, the specific details of the new route must be evaluated further in the Final EIR.

#### **I-Wermer (2) (pp. 34-35)**

*(Paul Wermer, Public Hearing Transcript, August 15, 2013)*

Specifically, the DEIR for 3 Jackson, which is where I've paid most attention because I've been now for the third or fourth time addressing for plans to eliminate the 3 Jackson, the DEIR doesn't mention the 3 Jackson. If it doesn't mention the 3 Jackson, clearly they can't have analyzed the impact on the quality of life on the residents, which in turn depends on what is the percentage of vulnerable populations who are reliant on public transit in the service area. What are their incomes? What are their alternatives?

Because they have not addressed these lines and the impact on the people, they have not considered mitigations. Mitigations might involve route adjustments of some other services to provide some form of equivalent service. It includes such things as -- instead of just focusing on peak demand in the a.m./p.m. commute hours, looking at something like the 3 Jackson, which serves seniors who are using it in the middle of the day to get to

the JCC at California and Presidio; and it's not looking at the impact on seniors who are using it for culture-enrichment activities, such as transit to Van Ness, where there is a good connection to this district for music and dance. And it doesn't provide -- doesn't consider the impact on service to the downtown theater district, which is a significant issue for a number of the low-income seniors in the Jackson area that I know who do not own cars and have never owned cars because they have relied on the 3 Jackson. This has not been considered that the 3 Jackson elimination has not been dealt with in the EIR.

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#### **Response EP-4: Adequacy of Service Improvements Analysis**

Comments express concern that the elimination of the 3 Jackson route has not been analyzed in the EIR, or has not been analyzed sufficiently. In particular, comments state that there are no statistics on ridership on the 3 Jackson, and express concern that parallel and overlapping routes would not serve the passengers who now use the 3 Jackson. The comments include concerns about service on the 3 Jackson during non-peak hours and access for students, low-income seniors, and disabled populations who currently use the 3 Jackson. Other comments express concern about the adequacy of the analysis of other route changes proposed as part of the Service Improvements, specifically the 12 Folsom, 8X Bayshore Express, and 35 Eureka. Comments express concern that the TEP does not meet the City's *Transit First* policy. A comment asks whether use of vans in place of motor coaches on the 35 Eureka route would accommodate ridership demand, and whether vans would have different traffic or noise impacts.

The transportation analysis of the TEP was conducted pursuant to the *San Francisco Transportation Impact Analysis Guidelines*. The project-level analysis of the proposed Service Improvements with respect to transit, traffic, pedestrian, bicycle, and emergency access is provided on EIR pp. 4.2-121 to 4.2-162. Please see Responses TR-3 and TR-4, in Section 4.D, Transportation and Circulation, pp. RTC-4.D-17 to RTC-4.D-22 and RTC-4.D-28 to RTC-4.D-35, respectively, for additional information on the ridership on the 3 Jackson and ridership and capacity utilization on the 2 Clement and other routes that parallel or overlap with the 3 Jackson route, and for additional information about the 12 Folsom-Pacific route and its overlapping routes. As explained in Response TR-4, the a.m. and p.m. peak periods are the two busiest periods during the weekday on the Muni system; they are, therefore, the appropriate periods to use in analyzing the potential environmental impacts of the proposed Service Improvements and are the times for which existing and projected future ridership are presented in Tables 12 and 13 on EIR pp. 4.2-122 through 4.2-135. Ridership during other periods of the day would be less than shown for the morning and afternoon peaks.

For the 3 Jackson, Table 12 on EIR pp. 4.2-122 to 4.2-128 shows 240 passengers traveling inbound and 72 passengers traveling outbound in the a.m. peak hour under existing

## Section 4: Responses to Comments

### 4.1 EIR Process

conditions; Table 13 on EIR pp. 4.2-129 to 4.2-135 shows 125 passengers traveling inbound and 210 passengers traveling outbound in the p.m. peak hour under existing conditions. The same information is provided for each route and line in the Muni transit system; thus, contrary to the statements in some comments, ridership statistics are given for all Muni transit lines and routes. No passengers are shown for the 3 Jackson in the Existing plus Service Improvements and other existing plus project scenarios because those passengers have been shifted to overlapping 2 Clement or parallel 1 California or other parallel routes. See also the Guide to the TEP for information on the factors taken into consideration during development of the Service Improvements, with specific examples related to the proposal to eliminate the 3 Jackson route, and information about access to transit for the elderly, disabled, and school populations. See Response PD-3, in Section 4.A, Project Description, pp. RTC-4.A-22 to RTC-4.A-23, regarding more detail about topography along transit routes in hilly parts of the City.

All the proposed Service Improvements, including those for routes that serve the South of Market, Chinatown, Pacific Heights, Glen Park, and Tenderloin neighborhoods, including the 12 Folsom, 8X Bayshore Express, and 35 Eureka, are analyzed as a group at a project level of detail in the Draft EIR. The proposed project would involve changes to the entire citywide transit system, and the analysis is carried out on a systemwide basis. Environmental impacts on transit are identified in relation to capacity utilization on transit corridors rather than by neighborhood, as explained in Transportation and Circulation, Section 4.2.4.2, Approach to Analysis, 1. Approach to Impact Analysis, on EIR pp. 4.2-26 to 4.2-29. The EIR shows that there are no significant capacity utilization impacts with implementation of the proposed Service Improvements (see EIR pp. 4.2-121 to 4.2-163). See also Response TR-4, which explains that the effects of the TEP on capacity utilization are assessed by bundling parallel routes within a corridor and analyzing them together.

Please refer to EIR Chapter 3, Plans and Policies, beginning on EIR p. 3-1, and Response PP-1, in Section 4.B, Plans and Policies, pp. RTC-4.B-3 to RTC-4.B-8, for a discussion of conformity with the City's *Transit First* Policy and other relevant local and regional transportation policies.

One comment asks whether the van service recommended for the 35 Eureka would accommodate ridership in the future, and whether use of vans would result in different traffic and noise impacts. As shown in Tables 12 and 13 on EIR pp. 4.2-122 to 4.2-135, there would be sufficient future capacity with implementation of the proposed Service Improvements alone, and this route would not exceed Muni's 85% capacity threshold. Vans were assumed in this analysis, to provide a conservative estimate of capacity, although motor coaches may continue to be used on this route and others for which vans are recommended. Therefore, because the analysis shows that there would be sufficient

capacity, and the analysis assumed use of vans rather than the larger motor coaches, the analysis supports a conclusion that vans would accommodate ridership projections. The analysis of traffic impacts of the Service Improvements, including changes proposed for the 35 Eureka, shows that no adverse changes to traffic conditions would occur. (See the summary of traffic impacts of the Service Improvements on EIR p. 4.2-42, and the detailed analysis on pp. 4.2-117 to 4.2-162, with specific discussion of the 35 Eureka on p. 4.2-151 where the text explains that the service changes would not substantially affect traffic or parking conditions. This would be true whether the 35 Eureka service uses vans or standard motor coaches.) The noise analysis in the EIR assumes that standard diesel motor coaches would be used on all motor coach routes to provide a conservative analysis of potential noise impacts, while noting that vans would be expected to generate a lower noise level (see EIR p. 4.3-36). No significant operational noise impacts were identified in this conservative analysis, as explained in Impact NO-3 on EIR pp. 4.3-35 to 4.3-48.

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**Comment EP-5: EIR Baseline**

**O-CAR (4)**

*(Mary Miles, Coalition for Adequate Review, Email, September 17, 2013)*

**3. There Is No Accurate Baseline Description of Actual Existing Conditions that Will Be Affected By the Project.**

The document fails to accurately state existing conditions on every street affected by the Project. There is no way to assess the Project's impacts without describing the existing conditions of traffic, parking, transit, air quality, and noise on every street affected by the Project. There is no accurate description of existing traffic volumes on any street affected by the Project or of the existing number of parking spaces. The baseline fails to state existing conditions of traffic for cumulative impacts analysis.

**I-Whitaker (3)**

*(Jamie Whitaker, Email and Letter, September 15, 2013)*

Drilling down on the topic, I'd like to point out especially the TEP-informed decision to remove 12-Folsom MUNI bus service from the Rincon Hill neighborhood east of 2nd Street effective December 5, 2009. Apparently part of the "Statutory exemptions for SFMTA Fiscal Emergency" service reductions that are categorically exempt from environmental review despite having the effect of shortening peoples' lives is just fine with the City. The SFMTA continues to kill SoMa residents via increased traffic and related environmental air quality effects due to its discriminatory service decisions to ignore Folsom and Harrison residents east of 2<sup>nd</sup> Street.

## Section 4: Responses to Comments

### 4.1 EIR Process

#### **Response EP-5: EIR Baseline**

Comments question the baseline used in the EIR for the analysis of environmental impacts. The physical environmental conditions as they exist at the time the Notice of Preparation of an EIR (NOP) is published is the Environmental Setting for an EIR, and is normally the baseline used by a Lead Agency to determine whether an environmental impact is significant (*CEQA Guidelines* § 15125(a)). The baseline against which physical environmental impacts are measured in the TEP EIR was generally established as of the publication of the TEP NOP on November 9, 2011, presented in Appendix 1 to the EIR. The transportation analysis in the TEP EIR is based on the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review* (2002). The Transportation and Circulation section of the EIR includes a summary of existing transportation conditions; an analysis of existing conditions with the proposed project, including both the Moderate and Expanded TTRP alternatives; and an analysis of future 2035 conditions without and with the proposed project. Traffic counts for the baseline of traffic impacts were taken in November and December 2011, with a few additional counts in October and November 2012 (see EIR pp. 4.2-4 to 4.2-5 and Transportation Impact Study [TIS] p. 210). Transit ridership data for San Francisco's Municipal Railway system are based on SFMTA monitoring data collected in 2010/2011 (see EIR p. 4.2-8). Regional transit ridership and capacity are based on information from the *34<sup>th</sup> America's Cup and James R. Herman Cruise Terminal and Northeast Wharf Plaza EIR* published in 2011 (see EIR pp. 4.2-8 to 4.2-9 and TIS p. 190).

Background noise levels for the environmental setting are based on the background noise map prepared by the San Francisco Health Department and Planning Department, dated 2009, which is the most recent citywide noise information available (see EIR p. 4.3-7 and Figure 26 on p. 4.3-8). San Francisco air quality monitoring data defining existing air pollutant conditions for San Francisco were obtained from the Bay Area Air Quality Management District for 2007 through 2011, the most recent available when the Draft EIR was published (see EIR pp. 4.4-2 to 4.4-8).

Including changes to the transit system that occurred in 2009, two years prior to publication of the TEP Notice of Preparation in November 2011 that established the EIR's baseline, would have constituted an unusual selection of a baseline for the impact analysis. Selecting 2009 as the base year, prior to rerouting the 12 Folsom, as suggested in a comment, would have required that the remainder of the baseline data for the transportation analysis also come from 2009. This would have presented an inaccurate picture of the existing, or baseline, conditions in place at the time the EIR analysis was conducted because, in reality, the 12 Folsom had been rerouted two years previously. Use of the environmental setting in 2011 as the analysis baseline is appropriate for this EIR.

## Section 4: Responses to Comments

### 4.1 EIR Process

For this citywide project, representative intersections were selected throughout the City to provide an analysis of traffic impacts that could result from the program of changes to the local transit system proposed in the TEP. It is not necessary to have traffic data for every location in the City where changes to the transit system proposed in the TEP may occur, as suggested in one comment, in order to present significant traffic impacts that would result from the TEP. The 70 intersections selected were those identified as the most likely to be affected by the proposed project, as explained on EIR p. 4.2-1; they provide an appropriate baseline from which to measure traffic impacts of the TEP.

Parking is generally a localized issue, as a loss of parking spaces in the Richmond District neighborhood would not affect motorists looking for parking in Noe Valley. It is not necessary to present a detailed inventory of the number of parking spaces on each block in the City as part of the existing conditions baseline in order to analyze the impacts of the proposed project and reach reasonable conclusions as to whether or not those impacts would be significant under CEQA. The EIR discusses loss of parking in considerable detail. Up to five or six parking spaces would be removed at a limited number of locations to add transit zones for bus stops, to add transit-only lanes, or to construct accessible platforms throughout the City for the proposed Service Improvements and Service-related Capital Improvements. These losses of parking spaces would be localized and would not be a significant impact. This is discussed on EIR pp. 4.2-76 to 4.2-77, 4.2-89 to 4.2-91, and 4.2-102. The parking impact of the TTRPs analyzed at a program level, where the placement of facilities that could result in loss of parking spaces is not yet known, is discussed in the EIR on pp. 4.2-109 to 4.2-110. The TTRPs analyzed at a project level include detailed information on the total number of parking spaces that would be removed and the net change in parking conditions (in some cases parking spaces would be added, such as where an existing bus stop is proposed to be removed or consolidated with another nearby stop). This information is summarized on EIR pp. 4.2-61 to 4.2-62 and in Tables 19A, on p. 4.2-244, and 19B, on p. 4.2-256, and presented for each corridor and specific groups of blocks (segments) along each corridor on pp. 4.2-242 to 4.2-265. There is sufficient detail in the TEP EIR regarding how many parking spaces would be lost and added to establish whether a parking shortfall would result from the projects in the TEP that would cause the greatest amount of change in curbside facilities, such as new transit bulbs and expanded transit zones, and whether that parking shortfall would create hazardous conditions or significant delays in travel time with respect to traffic, transit, bicycle or pedestrian circulation, and result in significant transportation impacts. These analyses of parking impacts provide representative information relevant to the entire TEP. See also Response TR-11, in Section 4.D, Transportation and Circulation, pp. RTC-4.D-79 to RTC-4.D-82.

## Section 4: Responses to Comments

### 4.1 EIR Process

The cumulative traffic impact analysis assesses the contribution of all components of the proposed project in combination with other reasonably foreseeable projects forecast to occur by 2035. Cumulative transportation impacts are presented on EIR pp. 4.2-265 to 4.2-322. The 2035 Cumulative scenario that includes none of the TEP components, that is, the “2035 Cumulative No Project” scenario, is the future baseline against which the various 2035 cumulative scenarios with the proposed project are compared. The 2035 Cumulative No Project traffic information is presented in Tables 24 and 25 in the EIR on pp. 4.2-283 to 4.2-289.

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#### **Comment EP-6: Notice and Outreach**

##### **A-SFPC-Moore (1) (p. 42)**

*(Kathrin Moore, San Francisco Planning Commission, Public Hearing Transcript, August 15, 2013)*

I want to make sure, since the EIR might have been rushed,...**[in reference to public comments made at the Draft EIR hearing]**

##### **O-CCHO (2) (p. 38)**

*(Peter Cohen, Council of Community Housing Organizations, Public Hearing Transcript, August 15, 2013)*

On this process, honestly, I think the EIR process has been a little rushed. And it's rather untimely, being that it's in the middle of the summer, the Board's on recess. A lot of folks are taking summer vacations. You don't see a lot of folks here today and I think that's why. It's not for lack of interest or lack of being prepared. It's because this came up quickly and folks simply don't have time to provide for you some intelligent thoughts. You may see more in writing.

##### **I-Colamarino (1)**

*(Sophia Colamarino, Email, September 18, 2013)*

I ride the 3 to work every day and this morning for only the second time saw a flyer posted about its elimination (the first flyer I saw a few weeks ago was the first I'd heard of this).

I've googled and searched the SFMTA site but found no current mention of the proposed elimination, and all the other riders I spoke with were either unaware, which is awful, or confused (like me). I don't know why there has not been better notification on the buses.

Anyway, I finally contacted Supervisor Farrell's office and they gave me a name at sfmta so I sent this letter earlier this week. As I saw your name today I am also sending to you since I never received notification that my letter was received.

##### **I-Cox (5)**

*(Toni Cox, Email, December 8, 2013)*

I'm copying Scott Wiener on this. I wonder if his office knows that public notices were not sent out to notify local residents of the proposed changes, or updates to this project. The only notification I saw was one notice posted on one tree in Glen Park. I have ridden both

buses many times during the past year and there are no notices posted at the bus stops or the stations. Doesn't this violate planning rules? If a tree removal requires public notification, shouldn't a bus line require at least that much?

Please update me and my community on the proposed route changes, we deserve to have a say in this before it's too late.

**I-Craig (2)**

*(Blair Craig, Email, September 16, 2013)*

My last point is in regards to no notice of the EIR or the chance of discontinuing this line. No notice place cards on the 12-Folsom, or at the (newly built) bus shelters. I find this troubling, and completely lacking in transparency.

**I-Esgandarian (2)**

*(Gail Esgandarian, Email, September 11, 2013)*

Please note that I do not feel that the public is adequately aware of the termination of the #3 bus and the 9-17 deadline to respond, which is evidenced by the following facts: I ride the #2 and #3 buses twice daily, 5 days a week and only noticed the poster 2 days ago and I tend to be very observant. This may suggest that MUNI only recently posted the poster and/or more than 1 poster needs to be posted in each #3 bus. Further, today I called MUNI at 673-6864 to inquire about my questions stated in the paragraph below, and the woman with whom I spoke, as well as her supervisor, did not know about the planned termination of the #3 bus and therefore could give me no information. This woman even checked the MUNI website for information on this matter, which yielded nothing. Therefore, if you fail to get adequate public input, it may not be due to the public's lack of concern but rather due to their lack of knowledge.

**I-Goodman2 (5)**

*(Aaron Goodman, Email, September 15, 2013)*

...Many non-english speaking riders do not know how to complain or write in the issues, and are thus cannot fight the system for the issues they face commute wise daily.

**I-Martin (1)**

*(Peter Martin, Letter, September 3, 2013)*

I had heard that changes were being proposed for the 3 Jackson trolley bus, but have been unable to find what those changes are looking at SFMTA's TEP website. This is not good.

**I-Ravel (1)**

*(Elise Ravel, Email, September 17, 2013)*

I have been unable to navigate your website to comment on the proposed extension of the 35 Eureka to Glen Park.

**I-RiekeR (2)**

*(Ruby Rieke, Email, August 14, 2013)*

I am a resident of Harrison street and opposed to bus lines running on this street. A couple of years ago this plan was purposed and we went to meetings about this. The school was up in arms about it affecting the safety and traffic in front of the school. I am sure all the parents and teachers would oppose this measure once again. Having this hearing during summer without any of them knowing about it seems like a dirty trick....

## Section 4: Responses to Comments

### 4.1 EIR Process

#### **I-Sisson (1)**

*(Daniel Sisson, Email, July 29, 2013)*

Thank you. I will review the document and submit a response. I really would like to become active in shaping the future of transportation in San Francisco so please do let me know how I can get involved in addition to submitting a response.

#### **I-Strahs (1)**

*(Mark Strahs, Email, September 4, 2013)*

I have only recently learned that the SFMTA has plans to shift the 27 Folsom bus line right through my neighborhood where I have lived since the late 1990's. I am not sure how such plans could be made without publicly alerting the neighborhood residents given the dramatic impact to our neighborhood. I have major concerns with the new plan including that one of the key reasons I chose to live at 1362 Vallejo Street (between Hyde & Larkin) over a decade ago was so that I could raise a family on a safe street absent of bus and rush hour transit traffic.

#### **I-Weninger (1)**

*(Andrea Weninger, Email, September 6, 2013)*

I have only recently learned that the SFMTA has plans to shift the 27 Folsom bus line right through my neighborhood where I have lived since the late 1990's. I am not sure how such plans could be made without publicly alerting the neighborhood residents given the dramatic impact to our neighborhood. I have major concerns with the new plan including that one of the key reasons I chose to live at 1362 Vallejo Street (between Hyde & Larkin) over a decade ago was so that I could raise a family on a safe street absent of bus and rush hour transit traffic.

#### **I-Wizowski (1)**

*(Kathy Wizowski, Email, September 5, 2013)*

I recently found out that Muni wants to change the route of the current 27 Bryant to the 27 Folsom making it to go through Vallejo Street where I have lived since 1987. I don't see how a plan like this can be made without further notice to the retailers and the residences that live in this neighborhood, some for a very long time I might add.

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### **Response EP-6: Notice and Outreach**

These comments raise concerns about adequate public noticing and outreach for the TEP Draft EIR, and state that the EIR process was rushed because the Draft EIR hearing occurred in the summer when many people are on vacation.

The requirements for public notice related to preparation of an EIR are set forth in the *CEQA Guidelines* and Chapter 31 of the San Francisco Administrative Code (Administrative Code). The following procedures were undertaken by the Planning Department for public noticing in compliance with the *CEQA Guidelines* and the Administrative Code; the noticing procedures exceeded these requirements.

## Section 4: Responses to Comments

### 4.1 EIR Process

As required by *CEQA Guidelines* § 15082(a), the Planning Department issued a Notice of Preparation of an EIR and Notice of Public Scoping Meetings (NOP) on November 9, 2011. (A copy of the NOP is provided in Appendix 1 to the EIR.) *CEQA Guidelines* § 15082(c)(1) required that the City conduct at least one public scoping meeting. As required in § 31.12 of the City's Administrative Code, notice of the public scoping meetings and availability of the NOP was published in the *San Francisco Chronicle*, a newspaper of general circulation in San Francisco, and posted in the Planning Department offices and on the Planning Department website on November 9, 2011. Copies of the NOP (provided in English, Spanish, and Cantonese) were mailed to a mailing list of over 5,000 agencies, organizations, and individuals, and notices were e-mailed to a list of persons requesting notice by email, exceeding the requirements of CEQA and Chapter 31. The distribution list included all neighborhood organizations that have signed up for Planning Department notices and all branches of the San Francisco Public Library. In addition, SFMTA posted on-board public notices on all transit vehicles that provided the locations, dates, and times of the public scoping meetings. All on-board notices were multi-lingual, translated into Spanish and Cantonese to address the needs of limited-English-speaking populations. Notice was also provided on the SFMTA website. The City conducted two public scoping meetings on December 6 and 7, 2011, one more than required in the *CEQA Guidelines*. Spanish and Cantonese translators were available to assist at both public scoping meetings, as needed.

An Initial Study for the TEP was published on January 23, 2013, and circulated for a 30-day public review and comment period beginning on January 24, 2013. A copy of the Initial Study is provided in Appendix 2 to the EIR. Public notice of the Initial Study exceeded the requirements in the *CEQA Guidelines* and Chapter 31 of the City Administrative Code. As required, the Initial Study and information regarding the public comment period were provided on the Planning Department's website. Copies of the full Initial Study were circulated by mail to about 50 organizations and individuals, and copies were placed in all branches of the San Francisco Public Library. A Notice of Availability of the Initial Study was published in the *San Francisco Chronicle* on January 23, 2013, posted on the Planning Department website and at the San Francisco County Clerk's Office, made available in the Planning Department offices, and mailed to over 490 organizations, agencies, and individuals who requested the notice. Notice was e-mailed to individuals who requested notice in this format. In addition, SFMTA posted on-board public notices of the availability of the Initial Study on all transit vehicles, in English, Spanish, and Cantonese, and posted a notice on the SFMTA website. Comments on the Initial Study were submitted by over 60 individuals and 15 organizations. These noticing activities exceeded the requirements of CEQA and of Chapter 31 of the San Francisco Administrative Code.

Pursuant to Administrative Code §31.14, on July 10, 2013, the Planning Department published and distributed the Draft EIR, which was accompanied by a Notice of Availability of a Draft EIR (NOA). Public notice of the availability of the Draft EIR exceeded the

## Section 4: Responses to Comments

### 4.1 EIR Process

requirements of both the *CEQA Guidelines* and Chapter 31 of the City Administrative Code. The NOA announced that a public hearing before the Planning Commission was scheduled for August 15, 2013, and that public comments on the Draft EIR would be accepted until 5:00 p.m. on August 26, 2013. The NOA was published in the *San Francisco Chronicle* on July 10, posted on the Planning Department website and at the San Francisco County Clerk's Office, and made available in the Planning Department offices, and copies of the Draft EIR were made available on the Planning Department's website and in the Planning Department offices. Notice was also posted on the SFMTA website with a link to the Planning Department's website. The NOA, printed in English, Cantonese, and Spanish, was mailed or e-mailed to a list of over 200 organizations and individuals who requested notice, and copies of the Draft EIR were placed in all branches of the San Francisco Public Library and provided to individuals who requested it. The Draft EIR was circulated through the State Clearinghouse as required by CEQA. In addition, multi-lingual notices of the availability of the Draft EIR and the date of the public hearing on the Draft EIR were posted on all transit vehicles during the public review and comment period.

In response to requests from the public, the public comment period was extended by the Planning Department to September 17, 2013, resulting in a 68-day public review and comment period authorized at the discretion of the Environmental Review Officer, well beyond the required 45-day comment period and in excess of the 60-day maximum period recommended in the *CEQA Guidelines* (§ 15105(a)).

As discussed in Response EP-3, p. RTC-4.1-18, SFMTA conducted extensive public outreach for the TEP, including many citywide public workshops and over 100 stakeholder interviews to develop and balance the tradeoffs of TEP proposals to meet the ability of Muni to serve the systemwide transit needs of its customers.

A number of comments state that some Muni customers were uninformed about proposed changes to certain Muni routes, including the 3 Jackson, 12 Folsom, 19 Polk, 27 Folsom, and 35 Eureka. Proposed changes to these routes were identified in the Initial Study and described and analyzed in detail in the Draft EIR, both of which were advertised and made available as described above. Both documents were posted on the Planning Department's website. SFMTA provided a direct link to the Planning Department's website to access these documents. Newspaper notice, mailed or emailed notice, and on-board posting on transit vehicles were also provided as described above.

## 4.J GENERAL

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The comments and corresponding responses in this section cover general subjects not directly related to a specific section of the EIR, although in some cases they address a number of interrelated topics discussed in various sections of the EIR. The following categories are addressed under General:

GEN-1: Non-CEQA Comments

GEN-2: TEP Progress

GEN-3: General Comments

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### **Comment GEN-1: Non-CEQA Comments**

#### **O-CCHO (1) (pp. 37-39)**

*(Peter Cohen, Council of Community Housing Organizations, Public Hearing Transcript, August 15, 2013)*

But there's three things that I want to point out from our standpoint around affordable housing that are directly relevant. One, we need to distinguish between transit-dependent populations and transit-choice riders. Folks do use the transit in different ways. They're not just units of ridership, but people have different experiences and dependencies on transit. Therefore, service changes have a very different implication for folks, depending on their transit dependency.

Secondly, we need to think about the TEP in relationship to growth and development plans. And for the last 12 years, this city has been working on and primarily queues up the east and southeast part of the city for 60-plus percent of all of our growth.

And, thirdly, even more specifically the relationship of that growth to our housing-element goals around who is supposed to be living in these communities and how transit is serving those future populations. Again, we have a diverse workforce that our plans are anticipating. And how does that diverse workforce utilize and need transit? We're not all downtown commuters. So, again, service changes have to recognize that.....

#### **O-CCSJ1 (13)**

*(Alex Long, Concerned Citizens for Saving #3-Jackson, Letter, Attachment #1, September 16, 2013)*

#### **Part 3: Charting a Path Forward**

In the past ten years, MUNI has proposed to eliminate the #3-Jackson bus line at least three times. As in the current situation, the community has rallied and spent considerable effort collecting signatures and attending meetings to protest the cut. Isn't it time to meet with the community as part of the EIR process and determine whether the impact of the proposed cuts is as significant as we have stated in this attachment? If so, can we work together to develop a plan that will actually increase ridership, improve service, and perhaps reduce operating costs.

## Section 4: Comments and Responses

### 4.J General

After all, our community has been served by the #3-Jackson and prior to that the Jackson Street cable car since the 1880's. As a community we feel the #3-Jackson is critical (please see comments in Attachment #2)!

Here are a few initial steps we might take together:

- **Acceptable Change Criteria** - can MUNI develop a set of criteria with respect to the magnitude of disruption that would be acceptable when canceling or making a major change to service? These criteria should look at the requirements for additional walking, additional transfers, additional transit time, topography, safety/security, and ridership age.
- **Usage Data** - can MUNI share usage data on the lines that are proposed for elimination? It would be helpful to be able to review utilization by day of week, time of day, embarkation stop, number of riders embarking and whether the rider is a student or senior?
- **Impact Analysis** - using the acceptable change criteria and the usage data, we would be happy to work with MUNI and other neighborhoods with similar proposed cutbacks to reanalyze the assumptions we have presented in this attachment. Further, we could look at the pros and cons of other possible service adjustments.
- **Outreach** -- finally, we feel it would be beneficial to meet with the schools in our neighborhood to learn how well MUNI service is currently meeting their needs and other potential changes or enhancements that might be made especially with respect to the #3-Jackson. If these meetings are fruitful maybe they could also be arranged in other impacted neighborhoods.

#### **O-CTIP2 (2)**

*(Wil Din, Co-Chair, Harvey Louis, Co-Chair, Chinatown Transportation Research and Improvement Project, Letter, September 17, 2013)*

#### TEP and CEQA

The California Environmental Quality Act (CEQA) requires that the environmental impacts of a project be analyzed and that all reasonably feasible mitigation be implemented.

The local impacts of the proposed project are broad-ranging, as the transit changes recommended influence the flow of people throughout San Francisco. Changes to the transportation networks in Chinatown and the Tenderloin are extremely relevant to its residents, as (1) ridership through Chinatown is considered among the highest in the city both mid-day and rush hour; (2) per capita income is lower than median; and (3) auto ownership is lower than median. Residents in these neighborhoods are more fully reliant on bus and rail for their mobility; to compromise frequency of service on some of the lines as proposed would greatly impact the livelihood of these residents.

#### **I-Bastunas (2)**

*(Brandon Bastunas, Email, September 12, 2013)*

Furthermore, several years ago SF closed down parts of Vallejo Street, in Russian Hill, to repave them. What the City neglected to do was after the repaving, was close them again to do a thoroughly cleaning. Our street is still plagued by rocks, pebbles, and small bits of asphalt. Please note, I called into the City multiple times on this. We don't need the 27

coming down the street and pushing the aforementioned into our homes, garages, or down the storm drains, anymore (sic) than the cars already do.

**I-Beigel (6)**

*(Lynda Beigel, Email, August 31, 2013)*

5. Our problem is not traffic holding up the MUNI, but missed runs, lack of maintenance (hate to tell you how often the fare box is broken!), and "lying" bus shelters.

**I-Bornheimer (2)**

*(Tom Bornheimer, Email, September 14, 2013)*

In addition, to make Jackson Street safer, I highly encourage that Muni have all the buses loading onto their lines and returning to the bus barn use California instead of Jackson. The #1, #30, #45 and other buses are often speeding down our street in the morning and late at night rarely stopping at the stop signs. This is very dangerous and against the law. A much better route would be to have all these loading and returning buses use California as this street is wider, has a higher speed limit and is a faster route.

**I-Isyanova2 (1)**

*(Victoria Isyanova, Email, August 2, 2013)*

Hello Mrs. Dwyer, I am a resident who resides on Lake Merced blvd. who pay taxes to have a normal bus service [**Muni 18 46<sup>th</sup> Avenue**] and who is going to be eliminated of this.

First, I want to bring to you attention that it is not any street light on the area where the bus going to be eliminated [**Lake Merced Boulevard between Font Boulevard and Winston Drive**].

**I-Isyanova2 (3)**

*(Victoria Isyanova, Email, August 2, 2013)*

Third - The reason originally brought to eliminate this route [**Muni 18 46<sup>th</sup> Avenue**] does not make any sense because it is enough (for this area) ridership. It is a new area on Brotherhood way where a huge development is building right now.

Fourth - The home value in this area would go down.

**I-Long2 (2)**

*(Alex Long, Email, July 25, 2013)*

- There have been complaints raised by Pacific Heights residents that the line is being used to stage buses from other routes in the early morning or late evening. How frequently is the route being used for such staging and would it be impacted by the termination of #3 service?

**I-PanH (2)**

*(Henry Pan, Letter, September 16, 2013)*

**Automatic Passenger Counter (APC) Data** – Please consider including data acquired from the APC readers that were used to inform the TEP. This batch of data was recently removed from the SFMTA website, and it is harder to inform my transit research. Furthermore, I believe having raw APC data included in the Final EIR, or included in the Statement of Overriding Considerations, will make a stronger case for the TEP.

## Section 4: Comments and Responses

### 4.J General

#### **I-PanH (16)**

*(Henry Pan, Letter, September 16, 2013)*

**N-Judah:** As part of the Central Subway service plan, the N is slated to be extended to Mission Bay (Mariposa Station) to accommodate increased demand. What route will then terminate at the existing N platform at 4<sup>th</sup> and King in order to facilitate an easier and safer connection to Caltrain? Is it possible to build an LRT corridor to Mission Bay via the Interstate 280 right-of-way, assuming it is, indeed, demolished?

#### **I-Reed (1)**

*(John T. Reed, Email, August 6, 2013)*

The only reason why I should be hearing from you is because the MUNI disconnected the primary transportation connections from North Beach to the Financial District several years ago, and so far as I can see, you and a host of other people in a group call TEP have been getting paid outrageous sums of money to talk about it for years without actually doing anything to change this situation. Please stop bothering me, you really annoy me.

#### **I-Weiner2 (14)**

*(Herbert Weiner, Letter, September 16, 2013)*

It appears that projects as the Central Subway and bike lanes are given higher priority than the transportation services that MTA is delegated to do. Bikers, due to the power of their lobby, have more political power than passengers who are greatly inconvenienced by the lack of transportation services. Quentin Kopp, a former member of the Board of Supervisors and the California State Senate, indicated in his column in the *West of Twin Peaks Observer* that: "The Municipal Transportation Agency (MTA) assuredly intends to spend as much as \$6,000,000 to expand bicycle lanes and create other ways to enhance the bicycle 'experience' in our city." **That sum should clearly go to increase buses, coaches and drivers, preserve existing runs and restore runs that were previously discontinued or altered.** At the least, coaches should be added to the most heavily used runs and those of the neighborhoods left intact; the neighborhoods need these services as much as those using the core routes which are the backbone of MUNI. Increased transportation services are desperately needed in the face of a growing population. Passengers should have equal, if not more, priority in the provision of public transportation.

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### **Response GEN-1: Non-CEQA Comments**

Comments express concern about how the proposed service changes correspond with the needs of all residents and populations throughout San Francisco with a specific emphasis on the future development of affordable housing as well as on those populations that are transit-dependent; and the need for increased transportation services to accommodate population growth. Specific concerns raised include development of TEP components and their relationship to ridership needs and population growth; the availability of transit data; the elimination of the 3 Jackson and changes to routes, including the 18 46<sup>th</sup> Avenue, 27 Bryant, and N Judah; problems with existing Muni service; the use of Jackson Street by other buses; the allocation of transit funds; and potential reductions in home values.

One comment states that Service Improvements should be considered in regard to the needs of transit-dependent riders and that City planning efforts have resulted in land use area plans that recognize that San Francisco has, and will continue to have, a diverse workforce. The comment states that changes to the transit system such as the proposed Service Improvements should address the fact that not all San Franciscans are downtown commuters and that a large percentage of future growth is allocated to the northeast and southeast areas of the City. As described in the SFMTA's Guide to the TEP, SFMTA understands from the ridership data and community feedback that while downtown trips are generally well served by existing Muni service, riders are increasingly relying on Muni for travel between neighborhoods and to connect to regional and other high-frequency transit hubs. The proposed Service Improvements have been designed to improve transit for these types of neighborhood trips by addressing circuitous routes, multiple transfers, and long wait times. For example, the TEP proposes improvements to a number of crosstown routes that do not serve downtown, such as for the 22 Fillmore and the 28L 19<sup>th</sup> Avenue Limited routes. For additional information regarding considerations in the development of the Service Improvements, please see the Guide to the TEP.

Prior to the development of the TEP, the SFMTA's updates and refinements to transit service were developed at a micro level rather than at a system-wide level. Changes were guided by the SFMTA's best management practices, public participation processes, and existing City policies such as the *Transit First*, Complete Streets, and Better Streets policies, as well as the policies and objectives found in the General Plan Transportation Element. Transit service changes in the TEP were guided by the SFMTA's proposed Service Policy Framework (Policy Framework), which includes objectives and actions intended to effectively allocate transit resources while maintaining citywide coverage, efficiently deliver transit service, improve transit service reliability and reduce transit travel time, and improve the customer experience. As stated in the Policy Framework discussion in EIR Chapter 2, Project Description, p. 2-21 under Action A.3, SFMTA's service standards and policies "must address how service is distributed across the transit system and must ensure that the manner of the distribution affords all users access to these assets, regardless of race, color, national origin or low-income status." For additional information regarding the factors considered by the SFMTA in developing the proposed service changes and capital projects, please see the Guide to the TEP.

The EIR's analysis of the TEP's consistency with applicable City and regional plans and policies (including the *San Francisco General Plan*, which includes the City's Housing Element) found that there would not be any conflicts (see EIR Chapter 3, Plans and Policies, pp. 3-1 to 3-2). As stated in EIR Appendix 2: Initial Study and Service Improvement Maps, Topic 3: Population and Housing, pp. 195-200, implementation of SFMTA's Policy

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Framework would indirectly support higher density and infill development where improved transit service, reliability, and effectiveness are proposed. Although the TEP would accommodate some of the future transit ridership that would be generated by forecast population and employment growth in San Francisco to 2035, it would not, and was not intended to, accommodate all the future transit demand that would be generated by this growth.

For more information regarding the purpose of the TEP, please see Response PD-5, in Section 4.A, Project Description, pp. RTC-4.A-33 to RTC-4.A-34.

One group of comments expresses concern about the proposed elimination of bus routes and/or changes to them (e.g., 3 Jackson, 18 46<sup>th</sup> Avenue, 27 Bryant, and routes that provide service between North Beach and the Financial District) and the process used to generate the different Service Improvement proposals analyzed in the TEP EIR, along with concerns with the process used to solicit public input on the TEP. For information regarding SFMTA's process for developing the Service Improvement proposals, please see Response EP-3, in Section 4.I, EIR Process, pp. RTC-4.I-18 to RTC-4.I-19, and the Guide to the TEP. In addition, please see EIR Chapter 2, Project Description, pp. 2-19 to 2-23, for a discussion of SFMTA's proposed Policy Framework, which includes objectives and actions intended to effectively allocate transit resources while maintaining citywide coverage, efficiently deliver transit service, improve transit service reliability and reduce transit travel time, and improve the customer experience. For more information regarding the TEP public participation process, please see Response EP-3. For information regarding transit service as a historical resource, please see Response CP-1, in Section 4.C, Cultural Resources, pp. RTC-4.C-1 to RTC-4.C-2.

One comment requests additional information or clarification related to extending the N Judah into Mission Bay and the future use of the Fourth and King streets transit platform across from the Caltrain station, as well as the potential to construct a rail transit corridor along the I-280 right-of-way, if the freeway were to be demolished. Please see EIR Chapter 2, Project Description, Table 8, p. 2-64, which states that the E Embarcadero line would terminate at the Fourth and King streets transit platform. If the N Judah line is extended south to the Mariposa Street station, it would stop at the existing Muni Metro platform in Fourth Street south of King Street, which provides access to the Caltrain station similar to its existing terminal at Fourth and King streets. An extension of this line is not part of the TEP. A project to construct a rail transit corridor along the I-280 right-of-way is speculative and not part of the proposed project analyzed in this EIR. If such a plan were to be developed, that project would be required to have separate environmental review. No further response is required.

For information regarding the collection and use of transit ridership data in the environmental review process as well as the transit capacity utilization of the different Muni routes/lines, please see Responses TR-2 and TR-4, in Section 4.D, Transportation and Circulation, pp. RTC-4.D-3 to RTC-4.D-7 and pp. RTC-4.D-28 to RTC-4.D-35, respectively. The TEP components 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 to integrate service changes that were implemented in 2009 and 2010. For information regarding the SFMTA process and its considerations for development of the TEP components, please see the Guide to the TEP.

One group of comments consists of requests for clarification about street maintenance along Vallejo Street in the Russian Hill neighborhood (i.e., the proposed segment for the realigned 27 Folsom route), and concerns regarding poor Muni operations, such as missed runs, poor bus maintenance, and inaccurate real-time information, and Muni buses using Jackson Street to reach their routes and the bus yard during early morning and late evening hours. These comments describe existing conditions and do not pertain to physical environmental issues related to the TEP components or to the content or adequacy of the TEP EIR. Thus, no further response is required in this document. However, these comments are acknowledged and are being provided to the decision-makers in this Responses to Comments document.

One comment expresses concern about the loss of website access to the SFMTA's automatic passenger counter (APC) data that were used to inform the TEP and requests that this raw data be included in the Final EIR or in the statement of overriding considerations. Please see Response TR-2 in Section 4.D, Transportation and Circulation, which addresses the baseline transit ridership data used for the transportation impact analysis. As noted in that response, the baseline data for the transit analysis for the EIR is included in the Appendices to the Transportation Impact Study, which is part of the Administrative Record for the EIR and available for public review at the San Francisco Planning Department's offices (see EIR p. 4.2-1 and footnote 1). The comment does not address any issues related to the analysis in the EIR and does not require any further response. However, the APC data are available online at <http://archives.sfmta.com/cms/rtep/tepdataindx.htm>. Regarding the suggestion that the raw APC data be included in the Statement of Overriding Considerations, that statement, required to be made by decision-makers when approving projects with unmitigated significant environmental impacts, presents the decision-maker's reasons for accepting the residual environmental effects and its balancing of these effects against the benefits of the project identified in the statement (*CEQA Guidelines* §15093). Data supporting the statement of overriding considerations are not presented in the statement

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### 4.J General

itself, but they are provided in the EIR, the EIR's Administrative Record, and other documents in the decision-maker's entire record for the project.

One group of comments raises concerns regarding the potential for home value reductions as a result of a perceived loss of transit service in the Lake Merced area and the allocation of resources to other modes (bicycles) or other projects (Central Subway) to the detriment of transit users. *CEQA Guidelines* § 15382 states that a social or economic change by itself shall not be considered a significant effect on the environment; therefore, the EIR does not address the SFMTA's allocation of resources or the project's effects on home values when such actions or perceived outcomes would have no physical environmental effects.

This group of comments includes issues and requests for information not related to the adequacy or accuracy of the EIR for the TEP and does not pertain to physical environmental issues related to the TEP components. These non-CEQA comments generally relate to policy decisions made at the discretion of the project sponsors as part of their project development process regarding subjects that are of interest to the public but do not affect the CEQA environmental analysis. As such, no further response is required in this document. However, these comments are acknowledged and are being provided to the decision-makers for their consideration in this Responses to Comments document. For a response to comments that raise issues related to the adequacy of the environmental impact analysis, please see Response EP-2 in Section 4.I, EIR Process, pp. RTC-4.I-9 to RTC-4.I-16.

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#### **Comment GEN-2: TEP Progress**

##### **I-Barber (2)**

*(Troy Barber, Email, August 24, 2013)*

My only complaint is that this TEP process is taking so damn long to implement. I've been reading about it and the BRT lines on Geary and VanNess for about a decade now? more? the time lines keep stretching out to the point where i'm wondering if these projects will ever bear fruit.

##### **I-Boyd (1)**

*(Adam Boyd, Email, August 15, 2013)*

Please get the TEP implemented as fast as possible....

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#### **Response GEN-2: TEP Progress**

These comments express concern about the length of time that has elapsed since the TEP was initiated and a desire that the TEP be implemented in a timely manner. For information

on the evolution of the TEP since its inception in 2006, please refer to EIR Chapter 1, Introduction, pp. 1-3 to 1-4 (Section 1.2, Project Background), which delineates the steps taken to formulate and refine the SFMTA's proposals for a program of transit service improvements. For information on the initiation of the environmental review process (2011), please refer to EIR Chapter 1, Introduction, pp. 1-9 to 1-13 (Section 1.6, Environmental Review Process).

As these comments do not pertain to physical environmental issues related to the TEP or the content or adequacy of the EIR, they are presented for informational purposes and no further response is required. These comments are acknowledged and are being provided to the decision-makers for their consideration in this Responses to Comments document.

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**Comment GEN-3: General Comments**

**I-Goodman2 (2)**

*(Aaron Goodman, Email, September 15, 2013)*

As you are well aware as city agents responsible for the public's best interests the Parkmerced EIR is in court still pending a resolution on the CEQA concerns raised by community members and organizations. Legally the concern for the 19<sup>th</sup> Ave. Transit Study and TEP EIR are both in jeopardy if the courts find that the city was improper in their decision to approve the Parkmerced project. The impacts of routing a public transit line through a residential neighborhood brings to mind the battles in NYC on Washington Square Park where Jane Jacobs fought to prevent Robert Moses from destroying a neighborhood in order to propose better auto and traffic linkages. The Parkmerced proposal bisects a community to provide a developer a dead-end transit stop vs. a direct linkage and access along the most straight and simple routing on 19<sup>th</sup> Ave through grade separation. The submittal of alternatives to the routing through parkmerced submitted during the initial transit studies on 19<sup>th</sup> Ave. and Parkmerced's EIR requires the city to look at significant alternatives submitted even if not aligned with a project sponsor's objectives. The city must look INDEPENDENTLY of the developer at the routing and public's best interests including independence in routing, methods, and means, and alternatives that promote a less destructive and impacting routing to existing communities. This is mandated by CEQA and to ignore the shortest route possible which is directly along 19<sup>th</sup> Ave and ensure that the second phase of the proposed Tier-5 Level improvements are financial feasible and within planned reasonable assurances is critical for the planning of the station stops of the future line. An example would be designing for a bullet train from Seattle to LA, but placing stops in smaller towns and ignoring I-5 as the main route alongside which to route the direct valley train routing. In the same vein, the Parkmerced development plan dog-legs transit and promises future connectivity and even directs station planning without properly vetting the alternative and better direct routes proposed by people who have submitted alternative sketches and locations for the transit connectivity that reduce the impact on the community existing.

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**Response GEN-3: General Comments**

This comment focuses on the legal challenge to the Parkmerced Project EIR and the transit alignment change proposed for the M Ocean View light rail line associated with that project. There is no discrete commentary on the TEP EIR beyond the implication that its legality may be in question if the court overturns the City's decision to approve the Parkmerced Project.

As this comment does not pertain to physical environmental issues related to the TEP or the content or adequacy of the EIR, no further response is required.

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#### 4.K MERITS OF THE PROPOSED PROJECT

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This section presents comments on the merits of the proposed project. Comments expressing similar themes related to support, opposition, suggested variations, support or opposition to implementation of stop consolidation, general concerns, economics, or comments about the Muni transit fleet are generally grouped together; a single response that addresses all of the comments under each of these topics is provided on pp. RTC-4.K-94 to RTC-4.K-102. These comments do not relate to the physical environmental effects of the Service Policy Framework or the TEP proposals, and are being provided for informational purposes and may be considered by the SFMTA Board and other decision-makers as part of the decision to approve, modify, or disapprove of this project. The comments on the Draft EIR including those related to the merits of the project have been provided to the SFMTA for consideration.

The SFMTA has prepared a document called *A Community Guide to the Transit Effectiveness Project* (Guide to the TEP) that explains the transit planning process embodied in the TEP. The Guide to the TEP acknowledges and addresses concerns expressed in comments regarding issues that are beyond the scope of the environmental review of the TEP project. In particular, please see this document for additional information regarding concerns for route restructuring, stop consolidation, parking removal, and tradeoffs for those traveling by private automobiles. The Guide to the TEP is available at [www.sftep.com](http://www.sftep.com).

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#### Comment MER-a: Support

##### A-PT (2)

*(Mark Helmbrecht, Transportation Program Manager, Presidio Trust, Letter, August 9, 2013)*

##### 43 – Masonic

The Trust supports Muni's recommendation to extend the 43 route farther into the Presidio to the Transit Center at the Main Post...

##### O-CTRIPI (2) (pp. 29-30)

*(Phil Chin, Chinatown Transportation Research and Improvement Project, Public Hearing Transcript, August 15, 2013)*

We feel that further down the line on Stockton that there was a variant to not eliminate parking, but just to reduce the lanes to two wider lanes. We think that's a better solution, more with less. There's no need to pick a fight by we moving **[removing]** parking where you don't need to.

Section 4: Responses to Comments  
4.K Merits of the Proposed Project

**O-GPA (2)**

*(Michael Rice, President, Glen Park Association, Letter, September 11, 2013)*

The Glen Park Association board of directors met on August 14, 2013 and reviewed this proposal. The board very much supports a direct bus route between Castro-Market and Glen Park BART.

**O-GPMA (1)**

*(Ric Lopez President, Zoel Fages, Vice President, Glen Park Merchants Association, Email, September 17, 2013)*

The GLEN PARK MERCHANTS ASSOCIATION board of directors would like to support the letter sent by the Glen Park Association board. See attachment.

**O-HVNA (2)**

*(Jason Henderson, Chair, Transportation and Planning Committee, Hayes Valley Neighborhood Association, Letter, September 10, 2013)*

***The TEP Expanded Option is the Superior Option***

In preparing the EIR, planners considered a range of alternatives to improve transit, from a weak, diluted "moderate" scenario to a bolder "expanded" scenario. The EIR shows that implementing the "Expanded" scenarios is the best option. The expanded scenario provides faster, more reliable service and will attract more ridership -which is good for the **environment**.

The Expanded scenarios give Muni priority over automobiles on public streets in the TTRP corridors. Buses and trains would have higher frequency and better reliability. This attracts more ridership, enabling San Franciscans to reduce driving. Reducing driving will in turn reduce greenhouse gas emissions and fossil fuel dependency while accommodating some of the new growth approved by the planning commission.

**The Expanded scenarios in the TEP are also more equitable.** More service and reliability touches every corner of San Francisco and will improve the daily lives of hundreds of thousands of people. The expanded options best address traditionally underserved parts of the city such as the Western Addition and the Excelsior, making significant enhancements to the 5- Fulton, 8x Bayshore , 14 Mission and 22 Fillmore routes.

**The Expanded TEP is best for pedestrians.** It slows traffic, increases pedestrian visibility and makes it safer to cross streets at intersections and transit stops. It includes more pedestrian bulbs, pedestrian refuge islands, and traffic calming to make it safer to walk. The expanded TEP is not just transit first. It's "pedestrian first." That, too, is good for the environment.

**O-SC (12)**

*(Sue Vaughan, San Francisco Group Secretary and Executive Committee Linda Weiner, Executive Committee, Sierra Club, Email with Letter, September 17, 2013)*

The SC supports the creation of the new 11 Downtown, which will carry riders in SoMa more directly to the Financial District, Chinatown, and North Beach;

The SC encourages the SFMTA to consider restoring and reconfiguring lines or routes that have been eliminated, such as the 26 Valencia, and restoring the segment of the 18 that once carried tourists and others to the Cliff House;

The SC encourages the SFMTA to evaluate the financial impact of big projects, such as the Central Subway, on the rest of the system. The SC is concerned that streamlining proposed by the TEP may help save money – while at the same time stranding some passengers

and/or forcing them into cars – that will then be diverted into the Central Subway or other projects; and,

The SC urges the TEP to include a 'human relations' component that will study and make recommendations about how to improve the experience of school children and adults on the buses and other transit vehicles before and after school.

**I-Baker (1)**

*(Robert Baker, Email, September 17, 2013)*

I am TOTALLY in Favor of the proposed routing of bus 48 up and down Clipper St. The bus route today is slow an laborious. And, there are so many unnecessary stops along Grand View.

The new route makes a LOT of sense. Please cast my vote in favor of this move.

**I-Barber (1)**

*(Troy Barber, Email, August 24, 2013)*

I want to provide some feedback about the proposed changes to the 5-Fulton. I live on Divisadero St. and the 5 is one of the top 3 buses i use.

**I totally support the elimination of redundant bus stop to speed up the current SLOW transit times. It can't happen soon enough.**

The bus stops at every single block at some points and makes for very slow transit times. If some stops were eliminated, i would use the bus more often.

I live near the broderick/mcallister stop and can't figure out why it exists with 2 other stops a block away (Divis and Baker).

Even worse is the block by city hall where the bus stops twice in the SAME BLOCK on McAllister b/w VanNess and Polk. It makes me want to scream every time.

**I-Boyd (2)**

*(Adam Boyd, Email, August 15, 2013)*

...I go to the University of San Francisco and the vast majority of my trips are by transit and all of these proposed changes would have a huge positive impact on how me and my friends get around, especially the creation of the 5L Fulton Limited Line. Don't water down any of these proposals to keep car parking at all.

**I-Cauthen (1)**

*(Gerald Cauthen, Letter, August 15, 2013)*

The Transit Effectiveness Project includes a number of valid proposed improvements to various Muni bus lines. Sean Kennedy and his staff, who have identified and developed these proposals, deserve to be commended for their dedication and hard work.

**I-ChristensenM (1) (pp. 12)**

*(Mark Christensen, Public Hearing Transcript, August 15, 2013)*

There are a few positive elements to the Transit Effectiveness Project. One is the 17 Parkmerced line that will be expanded and serve riders with Daly City BART station and five major shopping centers. That is a positive.

Section 4: Responses to Comments  
4.K Merits of the Proposed Project

**I-Critchlow (1)**

*(Edwin Critchlow, Email, September 14, 2013)*

I live on Wilder St in Glen Park and would like to support and encourage the extension of the 35 Eureka to the Glen Park BART station.

The extension would allow my fellow residents of Glen Park and I to access Diamond Heights, Noe Valley and the Castro without having to climb the steep hill to reach the current 35 stop on Bemis and Moffitt Streets.

The extension would also allow residents of Diamond Heights, Noe Valley and the Castro to efficiently connect to the MUNI J, 23, 36, 44 and 52 and the BART in Glen Park.

Because of these benefits, I heartily support the extension of the 35 line.

**I-Cronbach (1) (pp. 31)**

*(Michael Cronbach, Public Hearing Transcript, August 15, 2013)*

...In terms of things like stop-consolidation and bus bulbs, I'm for them. But I won't argue them with the previous speakers...

**I-Cronbach (3) (pp. 31-32)**

*(Michael Cronbach, Public Hearing Transcript, August 15, 2013)*

In my own neighborhood, though I know over the years there have been discussions about changing what's now the 48 back when it was still the 11 Hoffman and changes to the 37 and the 35. And, again, I think if there's a net balance in terms of the hours of service and number of people that can be served, then I think basically the environmental impact is okay.

And that's close to the end of what I'm going to say. So I just hope the MTA carries on after this document is approved, which I presume it will be.

**I-DeFoor (1)**

*(Bradley S. DeFoor, Email, September 16, 2013)*

I live at 2201 Baker St (corner of Jackson) which is on the bus line. We would strongly support eliminating this bus- line. Given we face Jackson, I see the bus passing in both directions multiple times day and night. The bus is regularly empty of any passengers. It's rare that you see more than maybe 1-2 people on the bus.

Given the cost to the city, noise, general poor driving by bus drivers (often all most run you over while backing out of garage), very limited use in our neighborhood, overhead electric cables, etc. we would STRONGLY support eliminating this bus line.

I've asked dozens of neighbors who live within a few blocks of the bus line and not a single one ever uses the bus. This seems like a perfect opportunity to use limited and valuable resources in a more productive way for other city residents. I am sure some other neighborhoods could use the additional transportation resources.

**I-Dollens (1)**

*(Grant Dollens, Email, September 16, 2013)*

I was told by our neighborhood group to send thoughts on the proposed closure of the #3 jackson bus line.

Section 4: Responses to Comments  
4.K Merits of the Proposed Project

We live at 2221 Baker Street, right on the corner of Baker and Jackson. We occasionally use the line, and see its usage all the time, due to a stop being right on our corner. Our opinion is that this is a highly under-utilized route. We have never been on this bus with more than a couple of people. Whenever we see the bus driving by, we very rarely see more than a couple of riders.

We are very strong supporters of public transit in general. However, we think the cost and resources of this line could be better allocated to a higher use route. Also, with lines on California, Divisadero and Fillmore street, this area is nicely served.

I would be a big proponent of a bike lane being installed on Jackson. If this bus line were to be removed, there would be a reduction in traffic and thus it could be a good candidate for a bike lane. With the schools, alta plaza park, and fillmore street all accessible from Jackson – I think this would be highly utilized.

In my opinion, the trade of a bike lane for an under-utilized bus line would be a good one.

**I-Haile (6)**

*(Vera Haile, Email, August 12, 2013)*

...I'm in favor of more TTRP, for those of us who live far out. If you have to add more traffic lights, that slows down buses more than stop signs do unless they are timed to keep buses moving.

**I-Johnson (1)**

*(Emily Peters Johnson, Email, September 16, 2013)*

I am a resident of Jackson Street in Pacific Heights. I employ a regular nanny and hire babysitters, all of whom would use public transportation if it was viable.

The #3 route however does not serve their needs for commuting from outlying neighborhoods nor for connecting from other bus lines that do serve them. Perhaps the line was intentionally serving commuters to the financial district, however it is very slow and the 1BX is just down the hill and offers a more efficient trip.

I am dismayed to see the bus nearly empty all day whereas the stops on California are teeming with commuters. In an environment where our resources for transit spending are limited, I would be in favor of eliminating the #3 and improving service on bus lines that move a higher volume of passengers, or are geared to the realities of the routes passengers take in 2013, versus the routes established for commuters in previous decades.

Thank you for considering removing the # 3 bus line.

**I-KellyM (1)**

*(Michelle Kelly, Email, September 16, 2013)*

I live at 2050 Lyon Street (corner of Washington) and I echo Brad's comments below. I have lived in the neighborhood for 10 years and ride this bus line maybe one time per year.

Generally speaking, most people who live in our neighborhood do not ride Muni due to the system's inability to get us from point A to B in a reasonable amount of time, the buses are filthy (and unhealthy in my opinion), and regularly don't come or are late. To give you an example, I am able to walk from work (downtown SF) to my home (Pacific Heights) faster than the bus can drive me there. That's over 2.5 miles. The only people who ride them are those that can take the express bus 1BX.

## Section 4: Responses to Comments

### 4.K Merits of the Proposed Project

I'd like to see this line eliminated as well and would also like to see the funds diverted to other resources such as early morning express busses (1BX prior to 6:15am) or increased efficiency on the 1 and 2.

#### **I-Kilgore (1)**

*(David Kilgore and Jimmy Newell, Email, September 16, 2013)*

Thank you for helping to reroute the #48 bus to Clipper between Douglas and Grand View. I've lived on Grand View for 13 years and the street is so narrow at multiple points that cars and other buses frequently drive up on the sidewalk rather than wait for each other which has resulted in repeated breaking of the concrete surround on the meter in the sidewalk as well as cracking our sidewalk necessitating repairs to the sidewalk at our expense. Clipper is wide, previously 4 lanes until the recent restriping, and the homes on that section are set back much farther than the homes on Grand View so the change in route makes sense.

#### **I-Leifer (1)**

*(Adrienne Leifer, Email, September 12, 2013)*

Here are my remarks regarding the MUNI route changes proposed by the Transit Effectiveness Project.

1. Please don't eliminate any more existing routes until the new routes and some other TEP improvements have been implemented. Since the only part of TEP to be implemented until recently was the 2009 service reductions, I sometimes wonder whether TEP is just a cover for service reduction. Please don't let that perception become reality! To this end, please just leave the 3 and 12 routes alone for now. I use both of them quite often. The 12 is quite handy after visiting Rainbow Grocery.
2. I like the proposal to increase the frequency of the 2 Clement. But I do not like the proposed Clement Service Variant. Please stop playing with the 2 Clement route! I get the sense that Muni is trying to discourage people from using the 2 by reducing its frequency and reliability and constantly changing the route, so that it can be eliminated. It is a useful route and I would like it to be left alone, except for increasing frequency.
3. I like the proposed new route for the 33.
4. If the 27 Bryant and 47 Van Ness are re-routed, what routes will serve the Bed Bath and Beyond/Trader Joes/Nordstrom Rack shopping complex at 9th and Bryant? That is a convenient stop for shoppers (including me). I really can't walk another two very long blocks if loaded down with bags.
5. I like the idea of extending the 43 Masonic to Fort Mason. I am concerned about eliminating some of the Presidio stops, because the Presidio's buses don't run into the night.
6. I like the proposed route change for the 48, but do not like the idea of decreasing its frequency. The bus doesn't run that often as it is now!

#### **I-LewisG (1)**

*(Geoff Lewis, Email, September 17, 2013)*

I have been a resident and owner of 741 Grand View Ave, San Francisco since 1987. In general, I support the re-routing of the #48 bus along Clipper St – the current route along Grand View etc is on narrow and hilly roads unsuitable for large buses and their close proximity to homes create significant noise and vibration – however I do have some concerns.

**I-Miller (1)**

*(Jenn Raley Miller, Email, September 9, 2013)*

In reviewing the Transit Effectiveness Project report and recommended service changes, I have comments on two of the changes:

1. I support the changes to the **43-Masonic** to reroute behind the Letterman complex.
2. I am strongly against the elimination of the **3-Jackson**, and would like to advocate extending the line instead.

**The 43-Masonic:** Like many who work on the Presidio, I will be very happy once the Doyle Drive project is over. I am very pleased that MUNI is making it a priority to connect directly with the Presidio Transit Center, which will make it easier for residents, employees, and tourists to connect with the PresidiGo. The reroute of the 43-Masonic toward Main Post and then behind the Letterman complex will much improve traffic flow and create a safer environment for pedestrians. (Crossing Letterman Drive can be scary!) While I have your attention, I would like to make a pitch for more frequent service on the 43-Masonic, especially on weekday nights.

**The 3-Jackson:** This line is the only line that goes directly from downtown all the way into Pacific Heights. The 3-Jackson has been a huge convenience for me personally, both inbound and outbound, and is a major reason why my husband can get home at a decent hour after missing the last 1-BX. More importantly, though, I can only imagine that the 3-Jackson is essential for people who work at homes and schools in Pacific Heights, and for those who come home to Jackson and adjacent streets each night. It would not be trivial to climb the hill each day from the 2-Clement or the 1-California.

I would like to suggest the following: **Instead of eliminating the 3-Jackson, MUNI should instead extend the line into the Presidio.** The Presidio is frustratingly underserved by San Francisco's transit system. The 3-Jackson would be an even more useful transit line if it were to continue down Jackson, enter the Presidio through the Arguello gate, and connect with the 43-Masonic at Main Post – or, even better, somehow make its way to Crissy Field. It is maddening how difficult it is to reach Crissy Field, and it will be even more exasperating as additional sights and attractions proliferate, drawing more visitors to Crissy Field and Main Post.

**I-PanH (20)**

*(Henry Pan, Letter, September 16, 2013)*

**3-Jackson:** Ridership on Jackson is not strong enough to justify maintaining the route. Eastern Presidio Heights residents will have direct access to Downtown via the 1-California, 1BX-California B Express, 2-Clement, and the soon-to-be-reinstated 4-Sutter line. The mobility-impaired in Presidio Heights also have access to the 43-Masonic, which connects with Downtown-serving routes. In addition, Outer Pacific Heights residents have access to the 24-Divisadero, which would afford them access to Downtown-serving bus lines. However, there are three alternatives to keeping 3-Jackson service, which I encourage the SFMTA to pursue before deciding to discontinue the 3 outright:

- Having 30 and 45 buses normally deadheading to and from Presidio yard serve stops along Fillmore and Presidio Avenues, as well as Jackson Street. Estimated hours of service based on current 30 and 45 pull-in and pull-out schedules would be 4:35am-7:54am (to Downtown), 9am-9:15am (to Presidio Yard), 12:44pm (to Downtown), 1:29pm (to Downtown), 6pm-9pm (to Presidio Yard), and 12am-1:40am (to Presidio

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Yard). This would essentially restore original operating hours of the 3-Jackson, albeit fragmented. To maintain as much continuity as possible, some runs could be scheduled to pull-in/pull-out rather than relieved, which could potentially improve reliability on the 30 and 45 routes, as is currently done on the 19.

- Extending the 10-Townsend (10-Sansome in the DEIR) to cover the discontinued Jackson street service; see 10-Sansome header for more info. While it would duplicate most of the 24, this would allow the 24 to potentially be extended northward towards the Marina District.
- Extend the 4-Sutter to Jackson and Presidio to cover as much of the lost 3-Jackson service as possible, especially if wheelchairs are significant in ridership on the 3. This reduces dwell time on the nearby rapid routes, as well as on the proposed 4 due to wheelchair boardings.
- In addition, there are several schools (University High School, Hamlin School, Montessori School) that could benefit from the 3 operating on school days. If there is enough ridership from students of these schools on the 3, then maybe the 3 could be kept, or even extended to neighborhoods where these students live. This requires further study.

**4-Sutter:** (Currently being evaluated under the TEP as the 2-Clement short-line variant) Support reinstatement of this route, and naming of the 2-Clement short-line variant the 4 to reduce confusion. In addition, the route could be extended to Presidio and Jackson to serve the Presidio Heights/Pacific Heights demographic with direct access to Downtown, particularly those on wheelchairs.

**I-PanH (44)**

*(Henry Pan, Letter, September 16, 2013)*

**28-19th Avenue:** I support the installation of bulbs at the bus stops since it often takes about 30 seconds for the buses to pull into traffic after they finish loading at the bus stop. However, I have ~~three~~ four issues with other aspects of this plan:

**I-Peltz1 (1)**

*(Steve Peltz, Email, September 12, 2013)*

I live in the heart of Glen Park and would like to enthusiastically support the extension of the 35 Eureka to the Glen Park BART station.

The extension will allow residents of Glen Park, Diamond Heights, Noe Valley and the Castro to efficiently connect to the Glen Park connections of Muni Lines J, 23, 36, 44, 52 and BART.

The extension will also allow residents of the flat parts of Glen Park to access Diamond Heights, Noe Valley and the Castro without having to hike up a steep hill to reach the current 35 stop on Bemis.

**I-Peters (1)**

*(Brandon Peters, Email, September 2, 2013)*

I support the elimination of the 3 Jackson bus route.

**I-Puin (1)**

*(Mitch Puin, Email, August 8, 2013)*

For years our group, Jackson St. Neighborhood Watch, has tried to eliminate the #3 Jackson bus route because of lack of ridership. We are the people who actually ride the bus, we are the people who benefit the most, and we are the people who clearly see how wasteful it is.

It's inefficient to the point of being ridiculous and somewhat embarrassing. We have long felt it was overly gratuitous to have a bus route servicing Jackson between Presidio and Divisadero ... when there are reasonable options on nearby streets. It's wasteful financially...it's wasteful in our carbon blueprint.

We want you and your team to know there are many who enthusiastically SUPPORT the elimination of the #3 Jackson bus route and request our views and opinions are properly represented.

**I-Ramírez (1)**

*(Mario Ramírez, Email, July 12, 2013, 2013)*

I am writing to express my support for the stop consolidation plans included for the 14 Mission and 49 lines that run on Mission St, it would be far less painful to ride these buses if they did not stop every block. I'm sure that residents that commute to the end of the line would appreciate the faster travel times. Why not do this to every Muni line? I feel like the stops are too close together on just about every line.

**I-Smithwick (1)**

*(Michael Smithwick, Email, August 10, 2013)*

I have used Muni exclusively for my work-related and personal travel within San Francisco for more than 34 years. In that time, I have noticed a significant deterioration in quality of service, especially with regard to travel times. It takes MUCH longer to travel anywhere in San Francisco now via surface buses than it used to. It doesn't take an engineer to understand why: the buses are stuck in traffic behind long lines of private vehicles. I see this every day from my seat on the bus. Most of those cars have just one occupant: the driver, and often they are on the phone talking or texting. I find it outrageous that a bus jammed filled with passengers trying to get to work and appointments are consistently delayed waiting for these private vehicles to get through the intersection. Often, these cars block the intersection, further reducing Muni travel times.

As a taxpayer, I also recognize that if we could clear the cars from Muni's path, a single coach could probably make several more round trips per shift than it can now. While this sounds simple, the results would be significant: increased transit frequency, increased speed of transit travel, increased schedule reliability AND ALL AT NO INCREASED COST TO THE TAXPAYER. That's because the same bus and same driver could simply deliver better performance to the fare-paying passengers. Sound like a win-win to me.

That said, I'm sure people who prefer to drive everywhere (and used to "owning the road") are giving you hell right now by about TEP. That's because it would presumably make travel times in cars (along Muni routes) slower. While unfortunate for them, it is simply impossible to provide drivers all the access and convenience they may want in our dense City when it clearly comes at the expense of an effective public transit system. If that were to happen, we'd have total gridlock for all transit modes. I also note that 1 out of 4 car trips in SF are for a distance of one mile or less. Imagine how much less congested our streets would be (for

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the benefit of ALL) if those 1 out of 4 trips were made on foot, by bike or via Muni. Not too much to expect in my opinion.

In summary, I have read both the TEP and the associated DEIR and would like to convey my strong and enthusiastic support to move the TEP project forward in all respects. Frankly, this should have happened 25 years ago! Please proceed and do what is right for San Francisco!

#### **I-Swaminathan (1)**

*(Laura Swaminathan, Email, August 6, 2013)*

I am affected by changes to routes 35/48/58. Overall, I see many benefits to these changes. However, there are two major oversights I think you should consider:

1. Why go to all the effort to make bus 48 faster to connect people from the Sunset, and then have it veer off 3 blocks shy of the CalTrain station to go into Hunters Point? This plan is going to add an extra transit connection in BOTH DIRECTIONS for people who want to take the line across town and connect to CalTrain. A second disincentive for people to use bus 58 to reach CalTrain is that bus 58 likely will not be a night owl line with frequent service the way bus 48 is. You know that timing is everything, and increasing the number of connections, especially with less frequent service, is the fastest way to drive people OFF MUNI. Please consider keeping bus 48 running to CalTrain at 22nd street; the new line 58 could continue to connect Hunters Point to the main connections (24th BART, bus 24) that are already proposed in the current plan. Put the transfer on people going from Hunters Point to Ocean Beach (fewer number of people would need this transfer, I'm sure), instead of making people transfer to reach a major regional commuter train!!
2. Also, I LOVE the improvements to bus 35, but hope that MUNI is smart enough to anticipate increased ridership since bus 35 will now connect two major transit hubs (Castro MUNI and Glen Park BART). In order to provide equitable service to our neighborhood and accommodate the increased demand due to the new BART connection, this line will need to run more frequently and over longer hours. Currently bus 35 only runs every 30 minutes or less. The plan calls for DECREASING service and reducing to a van shuttle, which is completely short-sighted and AGAIN - will have the effect of DECREASING RIDERSHIP!!

Thank you for your consideration. I appreciate the complexity of these assessments and overall believe that the changes proposed on these lines are good with respect to serving the needs of the whole city, with the exception of these two major points. I hope you consider my feedback.

#### **I-Weiner2 (2)**

*(Herbert Weiner, Letter, September 16, 2013)*

The rest of the proposal seems adequate and actually beneficial, because extending the 2 trolley run to 6th Avenue and Clement Street provides more service to the Inner Richmond. Hopefully, these coaches will run past midnight like the 3 Jackson presently does.

**I-Wickland (1)**

*(Timothy Wickland, Email, September 19, 2013)*

I would like to voice my support for the TEP program overall and **I strongly support the TTRP Expanded Alternatives for all lines**. TEP will significantly reduce transit travel times and make it much easier and more pleasant to travel by Muni. This will have invaluable side effects in reducing the number of auto trips, auto congestion, air pollution and greenhouse gas emissions. It will also greatly benefit San Franciscans as a whole, especially those from historically disadvantaged groups.

**I would particularly like to support:**

- the introduction of the #11 line
- the rerouting of the #27 to Folsom St in SOMA
- bi-directional #11/#27 service on Folsom St in SOMA
- the rerouting of the #47 along Division and Townsend (and shorter route to improve reliability!!!)
- the conversion of the #49 to #49L limited service
- the introduction of #5L limited service
- the introduction of Van Ness stops to express services such as the 1AX/1BX/38AX/38BX/31AX/31BX/etc
- the conversion of the #2 from diesel to all-trolley service
- more frequent service on the T-Third, N-Judah, #1, #2, #10, #14L, #22, #38L, #47, #49L

**I-Wolf (1)**

*(Eva Sheppard Wolf, Email, July 23, 2013)*

I am writing to say I think the proposed changes for the 36 Teresita line make a lot of sense to me and I endorse them. Twenty-minute intervals would be much better than 30-minute intervals; and there are rarely enough people on the bus to justify having such a large vehicle, so a van makes good sense.

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**Comment MER-b: Opposition**

**A-GGBHTD (1)**

*(Ron Downing, Director of Planning, Golden Gate Bridge, Highway and Transportation District, Letter with Attachment, September 10, 2013)*

The District raised concerns about the plan to terminate weekday peak period and daytime service on Muni Line 28-Nineteenth Avenue at the Golden Gate Bridge Toll Plaza in its review of the TEP Initial Study released earlier this year. As indicated in our letter to the San Francisco Planning Department dated February 15, 2013 (attached), the proposed expansion of the bus stop adjacent to the Bridge Pavilion has site constraints that limit its usefulness as a layover zone. The District thanks the City for acknowledging that it will need to site an appropriate bus terminal in consultation with District and Golden Gate National Recreation Area staff.

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**A-GGBHTD (3)**

*(Ron Downing, Director of Planning, Golden Gate Bridge, Highway and Transportation District, Letter with Attachment, September 10, 2013)*

The District is concerned about two aspects of the TEP proposal to terminate weekday peak period and daytime service on Muni Line 28-Nineteenth Avenue at the Golden Gate Bridge Toll Plaza. First, we have determined that the proposed layover zone adjacent to the Bridge Pavilion is not a suitable location due to the high concentration of tour buses, taxis and auto trips by visitors (unfamiliar with the area) searching for parking. District staff looks forward to working with SFMTA, Presidio Trust and National Park Service staff to identify alternative layover areas that meet the needs of all agencies, as well as the Presidio.

**A-UCSF (2)**

*(Lori Yamauchi, Assistant Vice Chancellor UCSF Campus Planning, University of California San Francisco, Letter, September 17, 2013)*

...For this reason, we strongly oppose the median and boarding island design as presented in the TEP EIR. Our office has been working with MTA staff on an alternative design that would maintain the left turn lanes at this location. Should the MTA consider approving the Expanded Alternative at 16th and 4th Streets, we urge that this alternative design be analyzed in the Final EIR and approved.

**O-BSSF (2)**

*(Timothy W. Johnson, Head of School, The Bay School of San Francisco, Letter, September 3, 2013)*

We appreciate your efforts to preserve this essential transit link for our neighborhood, and strongly encourage you to continue your opposition to the elimination of the #3 Jackson, which provides a vital transportation link in an otherwise underserved corridor. We look forward to continuing to encourage our community to utilize all possible MUNI lines as they commute to and from our campus.

**O-CCSC (2)**

*(Priya Sawhney, Central City SRO Collaborative, Letter, September 18, 2013)*

Changes to the transportation networks in the Tenderloin are extremely relevant to its residents, as (1) per capita income in the Tenderloin is lower than median; and (2) auto ownership is lower than median. Residents in these neighborhoods are almost completely transit dependent. To compromise the frequency of service on some of the lines as proposed would greatly impact the livelihood of residents.

**O-CCSC (3)**

*(Priya Sawhney, Central City SRO Collaborative, Letter, September 18, 2013)*

**19-Polk**

We are opposed to the alignment changes as proposed.

The 19-Polk is a major line for Tenderloin residents. This line is a major North-South connector for the Tenderloin and travels the core of the neighborhood, bringing residents to San Francisco General Hospital. Additionally, the 19-Polk is the only line that services the Little Saigon commercial corridor on Larkin. The proposed alignment change will eliminate service for the Tenderloin (TEP DEIR, p. 2-79).

The Tenderloin is home to many low-income, transit-dependent residents and houses many social services supporting the poor across San Francisco.

- This alignment change creates challenges to seniors, the disabled, and other populations in need who require access to San Francisco General Hospital.
- This alignment change will impact the economic success of small businesses in Little Saigon.
- The length of the route will be substantially reduced, limiting ridership of this line.
- The alignment change will route the 19-Polk away from the Little Saigon/Larkin St. commercial corridor, its only available bus service.

**O-CCSC (8)**

*(Priya Sawhney, Central City SRO Collaborative, Letter, September 18, 2013)*

...We ask that the changes to the 19-Polk not be considered as part of this project. The impacts will impact the livelihoods of many Tenderloin residents and small businesses.

**O-CCSJ1 (2)**

*(Alex Long, Concerned Citizens for Saving #3-Jackson, Letter with Attachments, September 16, 2013)*

...At the same time we endorse the Policy Framework of the TEP and are committed to San Francisco's Transit First Policy.

In this letter and the attachments, we detail the reasons we believe that the elimination of the #3-Jackson would degrade the quality of our neighborhood. We have gathered comments and signatures from over 1000 neighborhood riders of the #3-Jackson who feel strongly that the service should be continued (see Attachment #2). We have also received letters or endorsements from ten local associations, businesses, and schools that further discuss the negative impacts that such a termination would have (see Attachment #3).

**O-CCSJ1 (9)**

*(Alex Long, Concerned Citizens for Saving #3-Jackson, Letter, Attachment #1, September 16, 2013)*

**Part 2: Impact Analysis of #3-Jackson Elimination in our Community**

We define a sixty block area in Pacific and Presidio Heights as the affected neighborhood (see Figure #1). There are four unique attributes which need to be considered in any analysis of the impact of eliminating the #3-Jackson on the quality of our environment. They are:

- **Topography** - our neighborhood is very hilly. Jackson crests at about 350 feet at Lyon Street and then drops off along either side to, for example, 150 feet at Sutter (please see Figure #1). Steep hills are not easy for the elderly to negotiate.

Figure 1: Topological map of the 60 block area from which the predominant number of the riders of the #3-Jackson come or go.

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Figure 2: Summary of petition gathering effort and data collected. Note: we focused on collecting signatures from users of the #3-Jackson who either started and/or ended their ride in our community of sixty square blocks. In addition, we have collected and attached 469 additional petition signatures which were not analyzed for a grand total of 1561 signatures!

Figure 3: List of the major grade and high schools within our community. Note: we have not included faculty count, some of whom use the #3-Jackson.

- **Elderly Riders** - as part of the petition process we gathered information on whether a signer was over 65 years of age. We found that approximately 28% of the riders who signed were over 65 years of age (please see Figure #2). Given the topography of our neighborhood, it will not be easy for many of these riders to walk up and down hills to reach another bus stop or to make bus transfers.
- **Student Riders** - there are seven major schools and a school residence in our neighborhood with a total of 1,577 students (please see Figure #3). We have received copies of letters sent by four of these schools discussing the importance of saving the #3-Jackson bus line in terms of student body and staff transportation. Traffic congestion is already a problem during student drop-off and pick-up times. We would like to facilitate discussions/actions to increase the use of public transit for these schools as opposed to reducing service.
- **Safety/Security** - personal safety and security is an important issue for all riders, but especially younger students and senior citizens. Safety concerns include many possible factors such as: crossing busy streets or being required to walk further to access a bus. If riders do not feel comfortable or secure about making a transfer, this too adds a deterrent. Perhaps MUNI has additional safety and security data that could be shared with us, especially at frequently used transfer points?

**O-CCSJ1 (14)**

*(Alex Long, Concerned Citizens for Saving #3-Jackson, Letter, Attachment #1, September 16, 2013)*

**Attachment #2: PETITION RELATED INFORMATION**

In order to gauge the level of support for saving the #3-Jackson in our Community as well as the age of riders and the weekly usage, we conducted a petition campaign. This was done in three distinct ways with the objective of gathering information from riders who used the #3-Jackson to travel from or into our 60 block area:

- **On Bus Survey** - where riders who boarded or got off the bus between the start of the route at Sacramento and Presidio and the exit of route from our community at Sacramento and Fillmore,
- **Sign Ups** -- we left petitions for signature at Tullys (Jackson & Fillmore), Bloomers (2075 Washington St.), and Café Luna (Presidio & Sacramento),
- **On-line Petition** - that was announce on the local Pacific and Presidio Heights electronic bulletin board (Nextdoor.com)

The following (see Figure #4) is a small sample of the over 1000 signators showing the location of those that lived within the Community (about 53% of those that signed the petition gave addresses within the 60 block area).

Figure 4: Plot showing where a random group of the over 1000 petition signers lived in our 60 square block community.

**O-CCSJ1 (15)**

*(Alex Long, Concerned Citizens for Saving #3-Jackson, Letter, Attachment #1, September 16, 2013)*

**Attachment #3: LETTERS in SUPPORT of #3-JACKSON**

We have attached copies of letters we received from the following nine organizations and noted that this document has been co-signed by PHRA. The letters detail the importance of saving the #3-Jackson from their perspective:

**Schools**

- SF University High School
- Stern School (5th thru 8th)
- The Bay School (high school)
- SF Waldorf School (kindergarten thru 8th)

**Other Organizations**

- Presidio Heights Association of Neighbors (PHAN)
- Pacific Heights Residents Association (PHAR - co-signed this letter)
- Hotel Drisco
- Jackson Court
- Laurel Inn
- Calvary Presbyterian Church

**O-CHRC (1)**

*(Scott Plymale, Executive Director, Community Health Resource Center, Email, September 17, 2013)*

I am writing in response to the proposed termination of the number 3 bus line and wanted to voice my opposition. As the executive director for the Community Health Resource Center, the number 3 bus provides access to services at our offices to hundreds of people annually. Our center offers much needed counseling and healthcare services to individuals who rely on public transit, notably the number 3 muni bus line.

**O-CPC (1)**

*(Rev. John Weems, Pastor and Head of Staff, Calvary Presbyterian Church, Letter, August 21, 2013)*

We are writing regarding the Environmental Impact Statement for the Transit Effectiveness Project (TEP) which proposes to eliminate the #3 Jackson MUNI line. This is the key bus line in our community, connecting us with our members located along the entire bus line.

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Many of our members are elderly and rely heavily on the #3 to bring them to and from church, not only for Sunday worship, but also for senior programs throughout the week. Families also utilize this bus line during the week to attend pre-school and playgroups.

#### **O-CPC (4)**

*(Rev. John Weems, Pastor and Head of Staff, Calvary Presbyterian Church, Letter, August 21, 2013)*

It is our belief that the proposed elimination of the #3 Jackson, when coupled with the expansion of service on the #2, #22 and #24 lines, will have a minor impact on MUNI's budget. However, eliminating the #3 will have a very significant impact on a thriving community that relies on Calvary Presbyterian Church.

#### **O-CTIP2 (3)**

*(Wil Din, Co-Chair, Harvey Louis, Co-Chair, Chinatown Transportation Research and Improvement Project, Letter, September 17, 2013)*

##### **8X - Bayshore Express**

*TRIP is opposed to the elimination of the 8X and 8BX route north of Broadway (TEP DEIR, Appendix A).*

The proposed project would eliminate service north of Broadway.

- This would prevent upper Stockton and upper Broadway residents and merchants from accessing the 8X.
- The Northern Waterfront includes 3 major low-income and senior housing complexes at Wharf Plaza, 227 Bay, and North Beach Place.
- This would result in an economic impact on small businesses.
- Chinatown would lose a direct connection to Francisco Middle School, Tel Hi Community Center, North Beach Library, Safeway and other services and institutions.
- Retail and service jobs driven by the tourist industry at Fisherman's Wharf would be harder to access by Chinatown residents and by the rest of the City.

#### **O-CTIP2 (5)**

*(Wil Din, Co-Chair, Harvey Louis, Co-Chair, Chinatown Transportation Research and Improvement Project, Letter, September 17, 2013)*

##### **TTRP.30\_1 - Expanded Alternative Variant 1**

*TRIP supports Expanded Alternative Variant 1. We are opposed to Variant 2 due to the proposed elimination of parking on this section of Stockton Street. Variant 1 enables the proposed project to achieve its goal of widening traffic lanes to expedite transit while maintaining parking.*

The proposed project would provide improvements for the 8X Bayshore Express, 30 Stockton and 45 Union-Stockton. (TEP DEIR p. 2-158)

##### **30-Stockton**

*TRIP is opposed to the addition of a new northbound stop at the northeast corner of Stockton and Washington and instead supports a new northbound stop between Washington and Clay (TEP DEIR, pg 2-160).*

**O-CTIP2 (9)**

*(Wil Din, Co-Chair, Harvey Louis, Co-Chair, Chinatown Transportation Research and Improvement Project, Letter, September 17, 2013)*

**10-Sansome, 12-Folsom**

*TRIP is opposed to the elimination of the 12-Folsom line and the resulting midday headway increase.*

**O-CTIP2 (12)**

*(Wil Din, Co-Chair, Harvey Louis, Co-Chair, Chinatown Transportation Research and Improvement Project, Letter, September 17, 2013)*

*TRIP opposes the 10-Sansome alignment change, directing it down Sansome southbound and no longer along Battery.*

- This change would result in the elimination of the two southbound stops nearest Broadway Family Apartments, an affordable housing building with low-income, transit-dependent riders, and Broadway-Sansome, the future site of a similar affordable housing building.
- The next nearest existing stop to these sites would be at Montgomery and Broadway, two blocks away and up an 8% gradient hill, posing ADA access challenges.
- Another stop must be added at the corner of Sansome and Broadway to ensure these low-income, transit-dependent riders remain adequately served by this bus line.

**O-CTIP2 (13)**

*(Wil Din, Co-Chair, Harvey Louis, Co-Chair, Chinatown Transportation Research and Improvement Project, Letter, September 17, 2013)*

**19-Polk**

*TRIP is opposed to the alignment changes as proposed.*

The 19-Polk is a major line for west Tenderloin residents. This line travels the core of the neighborhood and brings residents to San Francisco General Hospital. Additionally, the 19-Polk is the only line that services the Little Saigon commercial corridor on Larkin. The proposed alignment change will eliminate service for the Tenderloin (TEP DEIR, p. 2-79). The Tenderloin is home to many low-income, transit-dependent residents and service agencies supporting the poor.

- The alignment change creates challenges to seniors, the disabled, and other populations in need who require access to San Francisco General Hospital.
- The alignment change will impact the economic success of small businesses in Little Saigon.

**O-CTIP2 (15)**

*(Wil Din, Co-Chair, Harvey Louis, Co-Chair, Chinatown Transportation Research and Improvement Project, Letter, September 17, 2013)*

**27-Folsom**

*TRIP is opposed to the alignment change as proposed.*

The 27-Folsom is a major line for east Tenderloin residents visiting SF General Hospital. The current alignment stops two blocks from the hospital.

- The alignment change will result in the line being 1/2 mile from SF General, impeding Tenderloin residents' access.

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- We also question the proposed route continuation on Leavenworth north of Jackson to Vallejo Street and request more information on the impacts and to surrounding residents and justification for the alignment change.

With respect to the proposed changes to the existing transit system, we ask that these changes do not decrease current service levels in the Chinatown and Tenderloin neighborhoods. Lives are built around the existing transportation infrastructure in these two high-density neighborhoods -- the highest in the city -- and decreasing service in any way will greatly impact thousands of residents. The hardships related to having lived in a transit-centered household, and possibly losing access to bus lines around which livelihoods have been created, would bring long-lasting negative impacts on these San Francisco communities.

#### **O-JC (1)**

*(Evelyn Jingco, General Manager Jackson Court, Email, August 25, 2013)*

Jackson Court, a Timeshare/ Bed & Breakfast Inn located at 2198 Jackson St cor. Buchanan has been in this neighborhood serving the locals and tourist for the past 30 years. The staff, timeshare owners and guests frequently use this bus line, as this is the only bus that will need no transfer from Pacific Heights to Union Square. A very popular and easy route to downtown.

The inn is attractive to visitors who prefer to stay in a beautiful neighborhood like Pacific Heights and still have the safety, accessibility and convenience of public transit specifically bus #3 Jackson. Also we are a preferred place to stay to most of our neighbors friends and families during their visit.

Eliminating this bus line will have a significant impact on the employees who commute everyday and our guests who finds this route efficient and convenient considering we are just 2 blocks from the bus stop to catch the 3 bus line.

#### **O-LI (1)**

*(Christopher Hill Operations Manager, The Laurel Inn, Letter, August 29, 2013)*

We are writing regarding the Environmental Impact Statement for the Transit Effectiveness Project (TEP) which proposes to eliminate the #3-Jackson MUNI line. This is the key bus line in our community, connecting us with our patrons located along the entire bus line to the downtown (Union Square, Market Street and Bart). I personally utilize the #3 line twice a day as the last/first stop is extremely convenient for me, being located directly across from my job at 444 Presidio Avenue and the Montgomery BART Station. Each day I witness many elderly, students and business professionals on the bus along with me and it would be a shame to lose such a convenient route.

Because our area is extremely hilly, it will be difficult for our patrons to walk over to the proposed alternate bus line, #2-Clement, on Sutter street (as much as a fifteen story elevation change). And, the options of taking the #22 along Fillmore or the #24 along Divisadero are not convenient for many, and will significantly increase the length of their trip and cause inconvenience and possibly safety issues for the young and the elderly.

#### **O-LI (3)**

*(Christopher Hill Operations Manager, The Laurel Inn, Letter, August 29, 2013)*

It is our impression that the proposed elimination of the #3-Jackson when coupled with the expansion of service on the #2, #22 and #24 lines will have a very minor impact on MUNI's

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budget. However, the proposed reduction in service will have a very significant impact on not only the locals that utilize the #3 line each day, but visiting hotel guests that find convenience in utilizing local transportation rather than driving around in a strange city and paying for parking.

**O-PEA (1)**

*(Arthur W. Allen, M.D., President, Pacific Eye Associates, Letter, September 17, 2013)*

On behalf of the physicians and patients of Pacific Eye Associates, I am writing you to strongly object to the cancellation or modification to the existing 3-Jackson Muni bus line. Pacific Eye Associates is the largest multi-specialty Ophthalmology practice in San Francisco with a large and diverse patient base. Many of our patients rely on the 3-Jackson line to get to our medical office in Pacific Heights for their much-needed eye care, whether it is for the treatment of their glaucoma, cataracts, or just to get a pair of eyeglasses. Currently, the 3-Jackson line has a bus stop at the corner of Fillmore St. and Sacramento St., which is conveniently located within two blocks of our office at 2100 Webster St.

By canceling the 3-Jackson line, you would especially impact our lower income patients who rely on this very bus line to get to our office from their homes in the Tenderloin, Civic Center, and Downtown neighborhoods. If the 3-Jackson bus line were not available to our patients, some would not seek out the medical care that they really need.

Once again, I strongly ask you to reconsider the cancellation or modification of the current Muni 3-Jackson line. It would not only affect Pacific Eye patients, but also people seeking medical care at California Pacific Medical Center and the surrounding medical offices.

**O-PHAN (1)**

*(William L. Hudson, President, Presidio Heights Association of Neighbors, Letter, August 16, 2013)*

I am the President of the Presidio Heights Association of Neighbors which represents the residents living between Pacific St. and California St. and Presidio Ave. and Arguello Blvd.

I am writing regarding the Environmental Impact Statement for the Transit Effectiveness Project (TEP) which proposes to eliminate the #3- Jackson MUNI line. This is the key bus line serving our community, connecting our residents to the downtown (Union Square, Market Street and Bart) and providing public transit for the day workers and students who come every day to the schools, hospitals and businesses in our community.

Because our area is extremely hilly, it will be difficult for our residents or workers coming to our community to walk over to or from the proposed alternate bus line, #2-Clement, on Sutter Street (as much as a fifteen story elevation change). And, the options of taking the #22 along Fillmore or the #24 along Divisadero are equally inconvenient for our residents going downtown or elsewhere in the City or for day workers and students coming to our community, and will significantly increase the length of their trip and cause inconvenience and possibly safety issues for the young and the elderly.

**O-PHAN (3)**

*(William L. Hudson, President, Presidio Heights Association of Neighbors, Letter, August 16, 2013)*

It is our impression that the proposed elimination of the #3-Jackson when coupled with the expansion of service on the #2, #22 and #24 lines will have a very minor impact on MUNI's budget. However, the proposed reduction in public transit service to our community by the

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elimination of the #3-Jackson will have a very significant adverse impact on the quality of life in our community.

**O-PYRIA (1) (pp. 25-26)**

*(Siu Ying Tsang, Ping Yuen Residents Improvement Association, Public Hearing Transcript, August 15, 2013)*

PYRIA is an organization established by residents of Ping Yuen and Ping Yuen North Public Housing in San Francisco Chinatown. We have over 400 households living in the developments; and we are mostly low-income, limited-English-speaking, and immigrant families and seniors.

I'm here today to share my concerns on the proposed changes on the 8X route to Fisherman's Wharf. These changes are going to affect the lives of our residents. We rely heavily on public transit to get around in the city. And many residents take the 8X to school and work. I take the 8X from Chinatown to Safeway to buy food too. Eliminating the route past Broadway to Fisherman's Wharf is a bad proposal because it will impact our community. Please keep the original 8X bus route.

**O-SC (1)**

*(Sue Vaughan, San Francisco Group Secretary and Executive Committee Linda Weiner, Executive Committee, Sierra Club, Email with Letter, September 17, 2013)*

The SC is impressed with many aspects of the Transportation Effectiveness Project (TEP) such as plans to add up to 60 buses over time (page 2-63), the construction of bulb outs and longer boarding platforms throughout the city, transit signal prioritization, and other methods to increase the speed of buses, the addition of new lines, and others.

However, while the SC understands that the DEIR is narrowly focused on the environmental impact of discreet changes in the system to the environmental quality of categories required for analysis by the California Environmental Quality Act, the SC believes that a less than adequate project could have profound environmental consequences for the city and the planet. In particular, the SC is concerned that the TEP is not vast enough to meet the needs of current San Franciscans, let alone future ones; that it proposes altering service in some parts of the city perhaps without enough outreach to riders; and that it is focused too narrowly on commuters. In sum, it is not sufficient for a truly transit first city. (In fact, according to Sean Kennedy at the February 2013 Municipal Transportation Agency Citizens Advisory Council meeting, the TEP is only projected to increase ridership by 2.5 to 10 percent over projected San Francisco population growth.) The SC encourages the San Francisco Municipal Transportation Agency (SFMTA) to 'think big' – and to work on plans to greatly increase service throughout the city and at all hours. Additionally, service levels on weekends should be robust enough to meet the needs of the ridership in a growing city, and all service changes should be in the context of regional plans to reduce greenhouse gas emissions. The TEP should be able to demonstrate that it will provide – or will be part of a plan to provide – a sustainable level of transit service for the region's current and future riders.

**O-SC (6)**

*(Sue Vaughan, San Francisco Group Secretary and Executive Committee Linda Weiner, Executive Committee, Sierra Club, Email with Letter, September 17, 2013)*

The SC urges that the proposed elimination of segments of the 19 Polk and the 22 Fillmore be reconsidered. As noted, the Eastern Neighborhoods are slated for an increase in density

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without a concomitant increase in mass transit. In fact, the TEP proposes rerouting the 22 Fillmore out of the Eastern Neighborhoods to Mission Bay and away from Potrero Hill/the Eastern Neighborhoods. The 22 Fillmore is well ridden at all times of the day and night and travels through low-income neighborhoods where residents are less likely to own personal automobiles. Members of the SC understand that the TEP proposes replacing the segment of the 22 that now travels along 18th Street in Potrero Hill with the 33 Stanyan – but the 33 Stanyan will run as infrequently as it does now, according to the DEIR (page 2-88). The SC urges the SFMTA to keep the current route intact or at the very least to increase the frequency of the 33;

In addition, the SC notes that the 19 Polk is slated for elimination south of San Francisco General Hospital (SFGH). The SFMTA has proposed creating a transfer hub near San Francisco General Hospital where riders can transfer from the 19 to the 48, but the SC notes that the 19 Polk is another very well-ridden bus at all times of the day and evening. In fact, members of the SC who take the 19 Polk from locations in the northern half of the city to points south of SFGH, note that the 19 Polk is well ridden on nearly all segments. The SC is concerned that riders from Bayview/Hunters Point who are traveling to Market Street and points north (and vice versa) will have even longer travel times because of the need to transfer.

**O-SC (9)**

*(Sue Vaughan, San Francisco Group Secretary and Executive Committee Linda Weiner, Executive Committee, Sierra Club, Email with Letter, September 17, 2013)*

Members of the SC know that the TEP proposes an extension of the 48 to Hunters Point, and that the TEP argues that the 48 will take riders from Bayview/Hunters Point to the 24th Street BART station more quickly than the 19 now takes riders to the Civic Center BART station. However, many Bayview/Hunters Point riders are low income and do not ride BART for that reason. The SC therefore recommends that the SFMTA survey current riders of the 19 again to assess their needs or make no changes in the 19 Polk route;

The SC urges the SFMTA to create a transit hub AT SFGH – or as close as possible, not near SFGH; The SC urges the SFMTA to reconsider rerouting the segment of the to-be-renamed 10 Sansome that now travels along Townsend Street. The SC notes that 10 Townsend currently travels past 1 Henry Adams (Showplace Square) and near 801 Brannan Street, two sites that are slated for large residential developments, without concomitant plans to increase mass transit. The SC is aware of TEP plans to reroute the 47 through Showplace Square – yet there is still no net increase in transit through the neighborhood, and that Mission Bay, where the 10 Sansome will travel, is already served by the T-Line;

The SC urges retention of the arm of the 56 Rutland that travels along Blanken Avenue in lieu of van service, because passengers do not like to transfer and are more likely to ride transit if they do not have to make many transfers;

The SC urges the SFMTA to retain that portion of the 23 ~~Monterrey~~ **[Monterey]** that loops around Toland, Jerrold, and Phelps. According to the tables available on the SFMTA website, riders do use the stops along this section of the route. To eliminate that loop would force some riders to walk around a third of a mile to the nearest bus stop. While this is not difficult for able-bodied people, it is for the elderly, the disabled, and parents with small children;

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The SC urges that SFMTA and the Planning Department to include in the DEIR studies of lines that have not been included in the TEP, such as the 83X. This new bus route has not yet been evaluated for its usefulness. Depending on the results of the study, the SC suggests that this line be eliminated – or extended to Mission Bay to make it more useful, instead of rerouting the 22 to a terminus in Mission Bay;

The SC urges that SFMTA to consider running three-car N-Judah trains and utilizing transit signal priority along this route;

The SC notes that the TEP proposes a few more metro trains per hour in the subway. The subway already has issues with capacity, therefore the SC urges the SFMTA to explore solutions that involve coupling, double berthing, and other measures that increase transit capacity;

#### **O-SFUHS (1)**

*(James F. Chestnut, Chief Financial Officer/Community Liaison Officer, San Francisco University High School, Letter, August 17, 2013)*

I am writing on behalf of University High School; but wish to point out that Town School and the Waldorf School will face the same issues presented by the proposed service changes. And although I am concentrating on the impact to the school population, I by no means discount the hardship such a change will have on the larger community, particularly the elderly that are dependent on public transit.

At University High School we have 90 employees, nearly all of which live outside the neighborhood, and about half of which live in the East Bay. We have 389 students, none of which are permitted to drive to school. The City gives us a grand total of 8 teacher parking permits. By necessity we do everything we can to encourage public transportation. The proposed elimination of the 3 Jackson route would be a real setback to our efforts.

The #3-Jackson MUNI line is the key bus line in our community and the only convenient link to downtown, Union Square, Market Street and especially BART. All of the proposed alternatives are far from our location and will significantly increase commute time, especially in the morning. The #2- Clement in particular would require a steep up hill walk to the school. The #22-Fillmore and the #24- Divisadero add transfer points and several blocks of walking in hilly terrain to get to the school. It's ironic that at the same time as the school administration is encouraging people to use BART and MUNI, the service that makes that option attractive is on the chopping block. I can pretty much guarantee that making the commute longer and more difficult will not result in increased ridership.

#### **O-SFWGS (1)**

*(Cory Powers, Administrator, San Francisco Waldorf Grade School, Email, September 14, 2013)*

Our school actively promotes alternatives to single family car as a means of transportation. We do this through promoting walking, biking, public transportation and carpools. Our promotion of alternative transportation includes: participation in citywide events like Walk-to-School Day and Bike-to-School Day; car pool and bike pool listings for parents; and listings of local MUNI service on all our event flyers.

Our school is very opposed to the #3 Jackson bus service being terminated as it is one of the lines listed on our website and in all our promotional material. Our demographic covers a broad swath of the middle class and upper middle class families that San Francisco is trying

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hard to hang on to as more and more families move out of the city. We strongly support young adolescents using bus service over being driven by their parents or getting driver's licenses. In order for the students to really embrace using the buses they need more service and more lines not less.

**O-SS (1)**

*(Ed McManis, Head of School, Sterne School, Letter, August 20, 2013)*

I am writing to you on behalf of Sterne School, our students, parents, and teachers. We understand that there is a possibility that the #3 Jackson bus would be eliminated. This is a key bus line for our students, teachers, and even parents.

Currently having the #3 drop right in front of school is not only a convenience, but also an issue of security. We are a middle school, and the #3 makes for a safe trip to school. Eliminating the #3 would force our students to take different bus routes including a significant walk, which is less secure than the present set up.

**O-SS (3)**

*(Ed McManis, Head of School, Sterne School, Letter, August 20, 2013)*

We strongly urge you to keep the #3. It is a key bus route for our school and the members of our community. Its elimination will have a severely negative impact.

**O-TS (1)**

*(Nancy Doty, Chief Financial Officer, Town School for Boys, Email, September 16, 2013)*

I would like to add Town School's opposition to the proposal to drop the #3 Jackson Street line from our neighborhood. We do have students and faculty who use that bus line to get to school and I know it is an important link to other bus lines as well that serve our neighborhood.

**I-Annamanthodo (2)**

*(Guy Annamanthodo, Email, September 10, 2013)*

With the elimination of the 4 Sutter a few years ago, the #3 Jackson is really the only Muni bus line that services the Presidio Heights/Pacific Heights area and it is an area where many people utilize Muni and are very conscious of the need for public transportation in a traffic congested city such as San Francisco as well as recognizing the environmental benefit of taking public transportation.

I hope you will also consider the many elderly residents that also depend on the #3 for their transportation needs when finalizing your decision.

I would hope that there are other solutions to the objectives of the TEP rather than eliminating the 3 Jackson line completely, that will satisfy both the needs of the commuting public and the TEP.

**I-Asner (1)**

*(Darby Asner, Email, September 15, 2013)*

I am expressing my opinion with regards to re-routing bus #27 onto Vallejo Street. Please do not re-route this bus to run on Vallejo Street.

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**I-Barnaby (1)**

*(Denise Barnaby, Email, September 17, 2013)*

My colleagues and I rely on the 3-Jackson to get to our office in Lower Pac Heights. It drops us off within a block of the office and proximity and accessibility to work is important.

Please don't eliminate the Muni 3-Jackson.

**I-Barrett (1)**

*(Keith Barrett, Email, September 10, 2013)*

I am an SF resident living at 2514 Sacramento in SF and I ride the 3-Jackson everyday to and from work. Please do not cancel/eliminate this bus route as part of TEP. Thank you.

**I-Bartak (1)**

*(John Bartak, Letter, August 20, 2013)*

I recently became aware of the Draft Environmental Impact Report for the Transit Effectiveness Project, and I would like to register a strong protest against one of the proposals. I think variant 2 for the 27 Folsom (moving service onto Harrison Street) is a bad idea for several reasons:

**I-Bechtel (2)**

*(Brian Bechtel, Email, August 8, 2013)*

I would suggest considering a different turn around, one which avoids the Diamond/Wilder intersection. The levels of traffic and congestion are unacceptably high already. Adding the 35 Eureka bus turnaround would be a disaster for MUNI's efforts to provide safe and reliable bus schedules.

**I-Beigel (5)**

*(Lynda Beigel, Email, August 31, 2013)*

4. One already has to take 2 or more MUNI vehicles to get almost anywhere from the center of the city to its 3 1/2 mile away corners; your plan appears to make it more complicated and less convenient and speedy.

**I-Bell (1)**

*(Susan Bell, Letter, September 4, 2013)*

I am writing to you today to encourage you to continue service on the 3 Jackson line in Pacific Heights. My family is proudly car free, and the 3 Jackson bus was one of the major factors in our deciding to move to our current apartment last February. We have young children, and without the 3 Jackson, the neighborhood becomes much less walkable, and more isolated from other neighborhoods. We use the 3 Jackson every day to take our children to school on Cathedral Hill. My husband uses the 3 Jackson regularly to commute to his job at Folsom and Embarcadero. I frequently use the 3 Jackson to help get me to clients throughout the city.

**I-Bell (4)**

*(Susan Bell, Letter, September 4, 2013)*

I also see quite a few seniors on the 3 Jackson, and if it will be a hardship for an able-bodied family with small children to walk the hills of this neighborhood, it will be doubly difficult for the elderly residents.

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Please consider an alternative to completely discontinuing this vitally important bus line. Reduced service (limited hours or lesser frequency) would be preferable to having no service to northern Pacific Heights - although I feel that increased and more reliable service on the 3 Jackson would increase ridership, by using the NextMUNI service, it is navigable. Increased service on the 2 Clement will be no substitute for the service connecting the Jackson Street and Alta Plaza Park corridor to the more vital shopping and dining districts of Fillmore Street, Japantown and Union Square (including Montgomery BART!).

**I-Bender (1)**

*(Rich Bender, Letter, September 13, 2013)*

Hello. My name is Richard Bender and I have lived at 1380 Vallejo Street for ten years. I recently read an alarming notice stating that Muni is planning to move Bus Line 27 from Jackson Street to Vallejo Street. Vallejo Street has many children as well as elderly residents, and I strongly appeal to my representatives to not allow the 27 Bus Line or any other large city or commercial vehicles to use this street on a regular basis for traveling.

**I-Berg (1)**

*(David Berg, Email, September 16, 2013)*

I am writing to express my great discomfort with the proposed discontinuation of the 3 Jackson bus line. I am a regular user of the line during all hours: commute, evenings, and weekends. The route followed by the line is irreplaceable. For me, it is a convenient alternative to the automobile and enables me to make maximum use of public transit.

I hope your agency will reconsider the discontinuation of the 3 Jackson.

**I-Borchard1 (1)**

*(Philipp Borchard, Email, August 30, 2013)*

The discontinuation of the MUNI line 3 Jackson would be a significant hardship for the residents of neighborhood. I am a daily commuter rider of the line from Jackson and Divisadero to the Kearny and Sutter stop, elimination of the service would almost double my commute time. Without a 3 line there would be no east west transit service within many blocks in my neighborhood. The next east west service would be up or down via many block with significant grades. The 3 line provides an important public transit artery for the residents of the Pacific Heights between Fillmore and Presidio Avenue.

**I-Borchard1 (3)**

*(Philipp Borchard, Email, August 30, 2013)*

The MUNI 2 line provides a service which is essentially duplicated by the MUNI 1 and 38 lines, either of these lines run within 1 to 2 blocks of the MUNI 2 line at any location. If service needs to be consolidated it should be the 2 line which is eliminated. The 3 Jackson line with its clean energy propelled buses provides a great and unique service to San Francisco.

I would strongly urge the commission to modify the proposed plan and maintain the 3 Jackson service. It is a great asset to the neighborhood and would maintain the low pollution electric trolley service through a central region of San Francisco.

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**I-Borchard2 (1)**

*(Philipp Borchard, Letter, September 8, 2013)*

As a longtime resident of the Pacific Heights neighborhood serviced by the 3 Jackson MUNI line I am very concerned about the proposed elimination of the line. The discontinuation of the MUNI line 3 Jackson would be a significant hardship for the residents of neighborhood. I am a daily commuter rider of the line from Jackson and Divisadero to the Kearny and Sutter stop, elimination of the service would almost double my commute time. Without a 3 line there would be no east west transit service within many blocks in my neighborhood. The next east west service would be up or down via many block with significant grades. The 3 Jackson line provides an important public transit artery for the residents of the Pacific Heights between Fillmore and Presidio Avenue.

**I-Borchard2 (3)**

*(Philipp Borchard, Letter, September 8, 2013)*

The MUNI 2 Clement line provides a service which is essentially duplicated by the MUNI 1 and 38 lines, either of these lines run within 1 to 2 blocks of the 2 Clement line at any location. If service needs to be consolidated it should be the 2 line which is eliminated. The 3 Jackson line with its clean energy propelled buses provides a great and unique service to San Francisco.

I would strongly urge the commission to modify the proposed plan and maintain the 3 Jackson service. It is a great asset to the neighborhood and would maintain the low pollution electric trolley service through a central region of San Francisco.

**I-Bornheimer (1)**

*(Tom Bornheimer, Email, September 14, 2013)*

Please maintain the #3 Muni bus line. My wife and I commute to work every day on the #3 and we also often use it on weekends. The #3 is very full when it reaches downtown each weekday morning and coming home it is completely full by the second stop after leaving Montgomery. The #3 serves four schools nearby and we often see students going to school in the morning. We also see San Francisco Ballet School students coming and going on the bus as they live in apartments nearby.

If Muni is looking to save money than an alternative would be to stop the #3 at maybe 9 or 10pm as there are few riders after this time.

**I-Bromberger (1)**

*(Seth Bromberger, Email, September 9, 2013)*

I am writing to express my objection to the proposed rerouting of the #27 bus line down Vallejo Street.

**I-Bromberger (6)**

*(Seth Bromberger, Email, September 9, 2013)*

Please reconsider the proposed route and keep MUNI buses off of this quiet residential street.

**I-Browne (1)**

*(Sean Patrick Browne, Email, August 28, 2013)*

Hi Sean and Sarah this is Sean over by Alta Plaza Park. I need the 3 Jackson to get to work and back every day. Please do not remove this bus line. I beg of you.

**I-Burnham (1)**

*(Betty Burnham, Email, September 16, 2013)*

Please do NOT stop the #3 Jackson line.

**I-Burns (1)**

*(Josh Burns, Email, September 14, 2013)*

Hello - just voicing my opinion to keep the 3 Jackson as is based on my 6-10 rides on it per week. Since the 2 stops running much earlier in the evening, it is even more important for me as one of the few options to get home at night without a transfer.

**I-Byrne (1)**

*(Lily Byrne, Email, September 6, 2013, 2013)*

My name is Lily Byrne and I am a resident of the Presidio Heights neighborhood. I am writing to formally object the the 3-Jackson bus line being discontinued. One of the best parts of this neighborhood is the fact that it's so easily accessible by a number of bus lines. So this is a change that will severely impact the neighborhood. And as someone who commutes downtown every day and relies on the 3-Jackson, I am extremely concerned at the possibility of its discontinuation.

Please consider this as the discussion around the 3-Jackson continues.

**I-Cadenasso (1)**

*(Erin Cadenasso, Email, August 28, 2013)*

I just recently heard that there is a chance that the 3 Jackson bus line may be eliminated. I am really hoping this is not the case! If this line is no longer in service, the 2 nearest lines that go downtown are the 1 California and the 45 Union. Both of these are about 4 blocks away and overall very inconvenient, especially late at night. I would say the public transportation in SF is already lacking in comparison to other major cities. I urge the planning department to please reconsider eliminating this line!

**I-Camus (1)**

*(Jeanne-Louise Camus, Email, September 19, 2013)*

My colleagues and I rely on the 3-Jackson to get to our office in Lower Pac Heights. It drops us off within a block of the office and proximity and accessibility to work is important.

Please please don't eliminate the Muni 3-Jackson.

**I-Chenard (1)**

*(Rachelle Chenard, Email, September 16, 2013)*

This is to inform you of my interest in keeping the Jackson 3 bus line active.

**I-Chin (1)**

*(Stephen Chin, Email, September 16, 2013)*

I am sending this email Rio implore you to reconsider eliminating the 3 Jackson Muni line. The 3 Jackson line is incredibly useful to people working in downtown who need to stay later at work. Please preserve the 3 Jackson.

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#### **I-Chow (1)**

*(Barbara Chow, Email, July 22, 2013)*

I am writing to object to the proposed plan to reduce the service on the 36 Teresita line through the Forest Knolls neighborhood, where I've lived for 14 years. It's a beautiful but hilly area of SF where the 36 line is crucial to my commute to Forest Hill station to downtown.

I do not see how the benefits to Muni outweigh the benefits to my community.

1. Deleting forest knolls from the route would not save substantial time nor fuel. The route only adds about 3-4 mins and is not a redundant route and is downhill.

2. We have students, workers, and elderly residents that rely on the bus in our hilly neighborhood. I closing in on retirement within 10 years and as of now, walking my hills is getting harder and harder.

Replacing the bus with a van is a good idea. I think you could even leave the stops at 30 mins apart, rather than going back to 20 mins. That would hopefully help Muni reduce costs while providing an invaluable service.

#### **I-ChristensenB (1)**

*(Bob Christensen, Email, August 12, 2013)*

I want to voice my opposition to the proposed changes [35 Eureka] where the loop down Farnum to Bemis and back up Addison is eliminated. This is an area of steep hills. Many of us passengers are either handicapped or elderly. Climbing the hills from alternative lines and BART is increasingly difficult with age. I also try to avoid climbing the hill from the BART station at night because of security concerns.

The proposed change makes no sense because it duplicates 52 line service in the Diamond Heights and Diamond St. section while removing all service from the Farnum/ Moffit/ Bemis/ Addison loop.

#### **I-Clyde (1) (pp. 22-23)**

*(Marie Clyde, Public Hearing Transcript, August 15, 2013)*

And I love the neighborhood despite the fact that we are crowded with churches, schools, and hospitals, which makes it difficult to get around. I love the 3. I couldn't manage without it and I beg you to keep it.

#### **I-Colamarino (2)**

*(Sophia Colamarino, Email, September 18, 2013)*

I don't know if the attached will help, but I ride the 3 Jackson line every day to work, and my elderly mother and her friends use it to get to their various doctor appointments, so it would be devastating to lose it.

#### **I-Colamarino (3)**

*(Sophia Colamarino, Email and Letter, September 18, 2013)*

I am writing to express my extreme distress over the potential elimination of the 3 Jackson bus. I live in Pacific Heights and take the 3 bus every day to work in SoMa on Mission Street at 2nd. Eliminating this line will be a major inconvenience for my work commute.

When I started in new offices earlier this year I spent a full month experimenting with every combination of buses to arrive at work. A priori, I had no bias. I just wanted to figure out

what was the safest and most comfortable ride for a daily commute that would allow me to arrive at work quickly, reliably, and the least frazzled.

**I-Colamarino (5)**

*(Sophia Colamarino, Email and Letter, September 18, 2013)*

This leads me to the 3 Jackson, which is always a clean, pleasant, reliable ride. Even if I have to walk up several steep hills to reach it, it is still the best bus from my area, and by far the most convenient.

Because it does not originate on the other side of the city, unlike the 38 or 2 lines, I actually manage to find space to SIT down. It avoids an extra transfer and the route downtown is direct and fast. The people are polite even when crowded. I no longer dread the commute, nor wake up cursing MUNI. Dare I say it, I actually enjoy my ride to work. And it is not just for commuters - my elderly mother also relies on the 3 for her doctor appointments.

**I-Conde (2)**

*(Daniel Conde, Email, September 16, 2013)*

Furthermore, twice recently the 1 California broke down around Jones street, which forces me to walk down to Sutter Street to take the 3 Jackson. Waiting for the line to be repaired would have taken too long. Had there not been a 3 Jackson, I would have needed to go down to Geary which would have been very inconvenient.

There are many passengers who go from downtown to the middle of the city, so the 3 Jackson serves the needs of people who need a bus that quickly loops back in that route, and do not need to go further out to the Richmond District.

Without the 3 Jackson, there is often no convenient alternative. I urge you and the Muni to keep the 3 Jackson operating.

**I-Connelly (2)**

*(Kelly Connelly, Email, September 12, 2013)*

I realize that on the last few blocks of the route, the numbers who ride it are small. The 3-Jackson is still a crucial link. Many of the riders at the end of the line are elderly or are young students. The closest line to use is down the hill, which is difficult, if not impossible, for these elderly riders. The 3-Jackson is a busy and active bus line.

If there must be some compromise, we could possibly have fewer commuter buses. Rather than every 10 minutes in the morning and afternoon, just keep it to every 20 minutes. Please help. This would be a huge hardship for me and for many others to lose this line.

**I-Cook (1)**

*(Nancy Cook, Email, September 15, 2013)*

Please do NOT stop the #3 Jackson line

**I-Cox (2)**

*(Toni Cox, Email, December 8, 2013)*

There is very little transit to this area already, and the #52 is not reliable. If you reduce or eliminate the #35 route you are effectively cutting MUNI service to an entire section of the city. We were hoping for the increase promised by the MTA (<http://www.sfmta.com/node/97906>) so we might be able to live either without a car or perhaps with just one per household.

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**I-Cox (4)**

*(Toni Cox, Email, December 8, 2013)*

Your message is confusing, just what is it that you expect us to do? We live in an area with very steep hills, and very limited public transportation. I would suggest that someone in your office come here and see what it's like to walk from say the J-Church train or Glen Park BART to the Diamond Heights Safeway, and then decide if it is practical to expect someone to walk several blocks to a mile uphill and back to go grocery shopping. All of the major transit stations; Bart, Forest Hill, and the Castro St stations require a long walk up extremely steep hills to access them. The unreliable #52 bus and the reliable #35 bus are our only links to the major transit stations.

**I-Craig (1)**

*(Blair Craig, Email, September 16, 2013)*

I am writing to voice my strong opposition to the discontinuing of the 12-Folsom line. This is the bus I use to get to and from work each day. This bus is packed every morning and evening with downtown workers who live in the mid-Mission area. In addition to FiDi commuters there are also Asians getting to Chinatown, low income MUNI riders, and disenfranchised. In other words, this bus is a cross section of the whole city. Not only should you NOT discontinue it, you should ADD more service to this line. Have you ridden this line in the A.M. or P.M.? if not, then considering it's deletion is short-sighted. I have a disability and discontinuing the 12-Folsom would make it quite a hardship to just "find another route" to work. Without the 12-Folsom, there is no bus line between Mission Street and Bryant Street. A gap of almost 10 blocks. This is very short sighted.

To use your EIR, which as a Urban Planning Minor at SFSU, I find to be completely lacking in real world fixes. "In an effort to make Muni service more convenient, reliable and attractive to existing and potential customers, the San Francisco Municipal Transportation Agency (SFMTA) and the San Francisco Office of the Controller have launched a detailed analysis of existing travel patterns and a comprehensive review of service options". – Your EIR and plans do the exact opposite of making MUNI more convenient, reliable and attractive. It is taking a whole 20 block by 10 block radius and leaving it without transportation and essentially cutting it off.

**I-Craig (3)**

*(Blair Craig, Email, September 16, 2013)*

I hope that you will consider my letter, and any others you may get opposing the loss of the 12-Folsom and re-examine the extreme need for this particular line.

**I-Crawford (1)**

*(Scott Crawford, Email, September 10, 2013)*

Sarah and Sean, I am a regular rider [3 Jackson] to work, downtown and to giants games! Love it!!!

**I-Cuca (2)**

*(Yvette Cuca, Email, September 12, 2013)*

In addition, it seems that there may be plans to re-route the #27 bus onto Vallejo St. Vallejo is a residential streets with many families with children. Routing a bus along Vallejo will change the neighborhood completely, and generally reduce safety for drivers, cyclists and pedestrians.

**I-Dachowski (1)**

*(Michael Dachowski, Email, September 16, 2013)*

I am writing to you to show my support for the Muni 3-Jackson bus. I understand the the Transit Effectiveness Program is voting on whether to keep this bus active. Please know that the #3 is very important to us in the Pacific Heights area. It is my primary route to work in the financial district. My wife and I also use it to go to Union Square, ATT Park, Sacramento Street shops, as well as other everyday things such as getting a haircut, going to the dentist or the dry cleaner. Parking in the city has become very expensive, coupled with the price of gasoline, the bus becomes even more important.

Please keep the 3 Jackson active. It is the best way for us to connect and enjoy so many parts of San Francisco.

**I-Demergasso (1)**

*(Bonnie Demergasso, Email, September 16, 2013)*

Please register my vote to Keep the Jackson # 3 bus line in service. It is valuable to our neighborhood.

**I-D'Este (1)**

*(Judy D'Este, Email, September 15, 2013)*

PLEASE help to save this bus line!!!

thank you from the locals who ride this bus....

**I-Ehrlich (1)**

*(Peter Ehrlich, Email, July 14, 2013)*

I am a retired Muni operator. I worked for Muni from 1979 to 2005, the last 10 years as an F-Line operator.

I also was a San Franciscan Resident from 1966-2010

In viewing the proposed TEP route changes and enhancements, I noticed that the proposal for line 28L - 19th Avenue Limited eliminates the stop at the Golden Gate Bridge Toll Plaza. This is simply bad policy! It's bad for residents, it's bad for visitors, and it's bad for anyone who wants to enjoy the Golden Gate Bridge, but doesn't want to drive there.

The extension to the edge of the Fisherman's Wharf area is good. This should have been done years ago. But to extend it into the tourist-heavy Wharf region without stooping at the Golden Gate Bridge is wrong, wrong, wrong!, and defeats the proposed eastward extension.

In my experience as an F-Line operator, I had to show visitors how to get to the Bridge, using a combination of the 30-Stockton to Chestnut/Laguna and a transfer to the 28. They accepted that. But how would visitors get to the Bridge from the Wharf area--where the greatest concentration of visitors are coming from--if there is no stop at the Bridge for Muni? The alternatives of PresidioGo and Golden Gate Transit buses are unpalatable. They're infrequent, unreliable and don't accept Muni fare instruments such as Visitor Passports.

No. The 28, either Local or Limited, MUST continue to stop at the Golden Gate Bridge Toll Plaza. Anything else defeats the purpose of a faster and more useful 28-Line.

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**I-Esgandarian (1)**

*(Gail Esgandarian, Email, September 11, 2013)*

Last Monday morning, September 9, as I was on the # 3 MUNI bus going inbound to work, I read a MUNI poster in the bus that stated that MUNI is planning to discontinue the # 3 bus and if the public does not wish for this happen, we must voice our feelings by emailing either or both of you by 9-17-13, which is the reason for this email.

I work full-time, Monday through Friday, in the Financial District and every morning between 9:15am -9:30 am, I catch either the inbound # 2 or # 3 bus at Larkin and Post, which I have done since 2006. My employment is located at Market and Beale Streets so the #2 bus is perfect for me since it drops me off at that stop. For that reason, I try to catch the #2 bus but, as you know, MUNI buses often don't arrive at the same time every morning and/or sometimes I'm running late so if I miss the #2, I take #3 inbound to Sutter and Sansome, which is the last inbound stop, then walk to Market and Beale.

Currently, I often have to wait about 10-15 minutes for a bus at Larkin and Post. If MUNI discontinues the #3 and doesn't replace it with #2, that will pose an EXTREME HARDSHIP on me, causing my wait to be much, much longer and risk my being late for work often.

I will also feel the impact of the termination of the #3 bus on my commute home in the evenings. I catch the outbound #2 bus at the bus stop at Market and Front Streets shortly after 6 pm Monday-Friday. However, sometimes I miss it or sometimes I work late and when the bus stop timer indicates that the #2 isn't due for another 8-20 or more minutes, I walk to Sutter and Sansome to have the option of catching the #3 bus that may arrive sooner. If #3 is terminated, I will no longer have that option.

**I-Esser (1)**

*(Meg Esser, Email, September 16, 2013)*

My colleagues and I rely on the 3-Jackson to get to our office in Lower Pac Heights. It drops us off within a block of the office and proximity and accessibility to work is important.

Please don't eliminate the Muni 3-Jackson.

**I-FarrellC (2)**

*(Casey Farrell, Email, September 8, 2013)*

Seniors have few advantageous rides as our JACKSON 3.

TOURISTS exhalt about their day-trip on teh JACKSON 3.

In addition that line services a variety of conditions that without which many folks could just be served. including alp-like hills...

financial center big-wigs, seniors & service industry personel, and children & child-care givers, mothers, & grandmothers.

San Francissco is growing! Don't cut the essentials nor trim back the essential system.

**I-Feyer (1)**

*(Robert Feyer, Email, September 11, 2013)*

I understand SFMTA is considering eliminating the 3 Jackson line. As a longtime resident on Jackson street, I feel this would be a serious mistake. There currently are no other buses running E-W between California and Union Streets through Pacific Heights. There are many seniors in this area, for whom it would be a real hardship to have to walk from Jackson or

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Pacific or Broadway over to a No. 1 or a No. 41/45. Also, you have a lot of students at University High School and Town School who use the bus. I would urge reconsideration of this proposal.

**I-Frances (1)**

*(Barbara Frances, Email, September 11, 2013)*

I am writing to urge you to save the #3 Jackson!

I live at Washington and Lyon (for 27 years) and I work at Fillmore and Filbert from noon until nine as a psychologist.

I wait for the bus at Jackson and Presidio.

Without the number 3, I would be stuck waiting for the 43 which is one of the longest lines and not reliable! I have heard the drivers complain about not having a "leader" especially in mid day.

To walk down the very steep hill to California is scary and dangerous on my knees. Then to have to catch a number 1 to Fillmore 22 can add up to 45 minutes depending upon the schedule to travel 12 blocks!

If I travel to SFO, I like to take the 3 to the Montgomery Bart, if it is gone, now I either have to lug my suitcase down the big hill, wait for the 43 to go 4 blocks to get the 1 or 2

It also seems to me that my neighborhood contributes more in taxes than probably any other? Shouldn't we get a return on our investment?

Just to be clear, for 3 years I supervised a low income preschool on the 43 line while working in Cow Hollow and I always had to allow extra time for the 43 that would not always show up on time prior to 6:30 am!

I am 68 and plan to continue working for several years. I don't want to have to take 2 busses to get to Fillmore or Inion Square!

Also, the bus structure was removed at the Jackson/Presidio during construction for a building on the corner. When is it going to be returned?

Especially in light of the possible elimination if the 3?

**I-Freemantle (1)**

*(Benjamin Freemantle, Email, September 8, 2013)*

Please don't take away the 3 line. I live with 28 other people and we take that bus at least 2 times a day, each of us. It's the only bus that takes us right into the area where we live. Without that bus, half the time we wouldn't be able to get home when we are in the downtown core. We would have to take at least 2 buses and then have to walk in order to get home. Please keep the 3, it's our only way of getting home.

**I-Friedman (1)**

*(Phyllis Friedman, Email, September 12, 2013)*

Your idea to reroute buses onto Vallejo St is a terrible one! We never asked for that to happen. It's bad enough we have to deal with those little yellow two seaters blasting their tour info and other tour buses in front of our house.

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**I-FungH (1)**

*(Helen Fung, Email, September 17, 2013)*

My family has been riding the #3 Jackson for 45 years and we depend on it as a lifeline.

This e-mail is to respectfully request that SFMTA NOT ELIMINATE OR CHANGE THE ROUTE or SCHEDULES FOR THE #3 JACKSON BUS BETWEEN PRESIDIO AVENUE/CALIFORNIA VIA JACKSON, FILLMORE, POST AND SANSOME/SUTTER STREETS.

In 2009, cuts were made to the #3 Jackson bus route. Today, *four* years later, the Institutions and Citizens serviced by #3 Jackson have not decreased. Two nearby schools are applying to the SF Planning Commission to increase enrollment. It remains vital to every neighbor, especially *Senior Citizens, School Students (1500), and Workers* as well as *Businesses and a major Medical Center* that the route not be eliminated! #3 Jackson is a *lifeline*.

**I-FungH (5)**

*(Helen Fung, Email, September 17, 2013)*

- D. **Businesses and California Pacific Medical Center:** The #3 route runs 7 blocks along Fillmore Street linking downtown and residential neighborhoods with restaurants, bars, shops, grocery stores and one of San Francisco's major hospitals, California Pacific Medical Center.
- E. **BART:** #3 Jackson terminal is at Sutter and Sansome Streets- where an escalator or elevator links to the Montgomery Street BART Station with service to Millbrae, San Francisco International Airport (SFO) and The East Bay. *If the #3 is eliminated, an existing, convenient link to Bart will be eliminated!*

MUNI #3 route MITIGATES TRAFFIC. Our residential neighborhood has an unusually high density of schools, businesses, churches, and a major medical center, operating under Conditional Use Permits. #3 IS NECESSARY AND VITAL TO SAN FRANCISCO'S MASTER PLAN. PLEASE, DO NOT ELIMINATE THE #3 BUS!

**I-FungW (1)**

*(Wayne Fung, Email, September 14, 2013)*

The 3 Jackson is essential for University High School, Calvary Presbyterian Church, California Pacific Medical Center, Japantown, Stewart Hall Highschool,, JCC, Townschool, Schools of the Sacred Heart, 2100 Webster Medical Building, all the businesses on Fillmore Street and more.

**I-Gaddi (1)**

*(Anton Gaddi, Email, September 14, 2013)*

I am very much opposed to stopping the Muni #3 bus. That is the only bus that goes near Union Square that goes to Pacific Heights. I do NOT want operation of that bus to be stopped.

**I-Ghosh (1)**

*(Samir Ghosh, Email, September 16, 2013)*

I am and have been a resident and owner of 762 Clipper St, SF, CA since 2002. I oppose the proposed change to route MUNI bus #48 east and west along Clipper Street between Douglass St and Grand View Ave for some of the following reasons:

**I-Gibson (1)**

*(Nora L. Gibson, Email, August 27, 2013)*

I understand the #3 Jackson is once again being considered for elimination. I wanted to weigh in that I live at Presidio and Pacific and rely on the #3 muni for transportation every day to and from work in the financial district of downtown San Francisco. In addition, my two sons rely on the bus to get to and from school at Stuart Hall for Boys on Broadway and Filmore. I am aware, having seen this to be the case as I ride the bus regularly, that the #3 Jackson is also used heavily by seniors living in the Pacific Heights/Presidio Heights neighborhood and students attending the myriad of schools along the #3 corridor. In addition, the San Francisco Ballet School students who live along Jackson rely heavily on the #3 for transportation to and from their dorm facility to the ballet school near Civic Center. Forcing people to walk down to Sacramento/California to get the #1 or the #2 buses is not a good alternative option, especially for the elderly, given the walking distance from some of the upper Pacific Heights Streets where people rely on the #3 currently. In addition, it is not infrequent that at California and Presidio the #1 and the #2 buses are so full the drivers cannot even stop to pick up additional riders.

I sincerely hope that the possible elimination of the #3 Jackson will be reconsidered. It would be devastating to the neighborhood to lose the only bus that really covers the upper Pacific Heights corridor to the downtown area.

**I-Goodman2 (3)**

*(Aaron Goodman, Email, September 15, 2013)*

I have submitted to the TEP comments and concerns prior, and have submitted alternatives on the 19<sup>th</sup> Ave Transit Study, and Parkmerced Vision project, in addition to comments on the BRT Van-Ness project and the lack of future vision built into the current up-front planning and short segment recently approved.

My concerns stem from **a lack of connectivity and looping/linking of systems up front as the most effective system investment** to allow for continual flow of trains, and more flexibility in the system than is currently available.

With the current Parkmerced legal case still pending, transit issues related to the cities west-side must comprehend that the developer may not be able to meet its financial obligations, nor is their suggested route the most preferable nor best public transit option and solution.

The elimination of SFSU-CSU bus services to Daly City BART coupled with 88 bus line, and 17 Parkmerced cuts in services caused irreversible harm to many low-mid income tenants, students and seniors living in and around parkmerced and lake merced.

The direct need to provide services out to Daly City's Westlake Mall, and the Lakeshore Mall on Sunset and Sloat Blvd. requires more futuristic thinking to provide a link and loop from the L-Taraval around lake merced and connecting the L and N and J lines more effectively.

I had initially suggested looking at extending the L-Taraval Line back up sloat blvd. which has band-width and capacity for a light-rail connection back past Stern Grove with stops at the SF Zoo, Sunset Blvd. Intersection, Lakeshore Mall, and Stern Grove prior to connecting back up to St. Francis Circle and West Portal. This would give linkage and looping of systems and the ability to run trains in a circuit.

The other extension would be out to Daly City around the east or west side of Lake Merced providing direct access to the Lake Merced area, and providing a west-side transit stop for

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SFSU-CSU and Parkmerced future density. The loop could go-up brotherhood Way or out to John Daly Blvd. in Daly City and route up to the Daly City BART station.

A sub-route or secondary system could lap from top-of-the-hill and to colma bart back around the main street connecting Daly City top-of-the-hill development and retail with other neighborhoods that could take transit to these locations now only accessible by auto.

There is also the 800 Brotherhood Way project which currently has no access to public transit, even a BRT stop on Brotherhood Way could better service the METNA and other communities along the Lake Merced Corridor to provide better connectivity to regional and local transit hubs.

Other connectivity suggestions included looking at an above grade transit hub at mercy h.s. on 19<sup>th</sup>, that routed the M-Line from the current route south on Sloat cutting south on 20th st. after going below grade on Sloat, providing a below grade station at Stern-Grove, routing southbound through Stonestown and providing a new plaza entrance at the Macy's and Pet-Shop Store and going above grade by the YMCA Annex, allowing re-building of the YMCA Annex and YMCA buildings, and getting the transit lines grade-seperated from 19<sup>th</sup> Ave. traffic out towards daly city bart.

#### **I-Greene (1)**

*(Toni Greene, Email, September 7, 2013)*

I live on Vallejo Street between Larkin and Hyde, and am a long time resident - 28 years. I am opposed to the re- routing of Bus #27 onto Vallejo Street...

#### **I-HansenM (1)**

*(Morten Hansen, Email, September 7, 2013)*

I understand that there are plans to close down the 3 Jackson bus line. I am a resident of 3267 Jackson Street and my daughter and her friends take this bus line all the time, and it is such a great addition to our neighborhood. It allows these kids to come and go, and leaves parents like me with a peaceful mind.

The trend is toward collective transportation, not against it. It is green and efficient. Closing down the 3 Jackson line is in the wrong direction. I urge you to re-consider

#### **I-Hardy (1)**

*(Thomas Rex Hardy, Email, September 16, 2013)*

Please save the 3 Jackson MUNI line. I read with dismay that you are considering eliminating it, but I have not found what your alternative solution is. I have projects in areas served by the 3 Jackson, and it's the best way for me to get to them from my office downtown. It would be detrimental for me to have to rely on several transfers to other lines if the 3 Jackson is eliminated.

#### **I-HarrisJ (1)**

*(Jeannette Harris, Email, September 10, 2013)*

I am writing to strongly suggest the city not cancel the 3 Jackson line - all the other current routes like the 2 Clement and 1 Calif are quite a distance from the 3 route and would make taking public transportation prohibitive geographically, when I take the bus in the morning and afternoons mostly it is packed standing room only- my children take it to school and my husband like me to and from work downtown- please send this on to the powers that be let's keep the 3 Jackson line!!

**I-Hearst (1)**

*(Margaret Hearst, Email, September 16, 2013)*

Please continue the invaluable service of the Muni #3 Jackson. I have used the #3 Jackson for years. Our four children and their friends at University High School and all the other schools in the neighborhood use it daily. Many neighborhood housekeepers use it to commute to work. All the young dancers who live in the SFBallet residence on Jackson St use it to commute to daytime SFBallet classes and evening performances at the Opera House. Many people rely on the bus line to do errands, too.

**I-Hemphill (1)**

*(Maria Sullivan Hemphill, Email, September 17, 2013)*

My name is Maria Sullivan and I am a resident of Lower Pacific Heights. Somehow, I just got word this morning (someone posted flyers on our bus) that the TEP is suggesting the elimination of the 3 Jackson and that the deadline for input from neighbors is today at 5pm. I have to say, we are so so sorry to hear this and would really advocate for keeping the line, or at least would like a better understanding of how those that take the 3 will be covered by other lines.

We live on Bush and Fillmore, so we are lucky enough that we can take the 2 or the 3 downtown and home each day. However, I grew up farther up in Pacific Heights and have taken the 3 at least once a week for 20+ years.

When I was a kid, I'm sure my parents wouldn't have even allowed me to use MUNI alone if it didn't pick up in our neighborhood. I have read comments that the 3 is basically "a community service line" after it turns onto Fillmore, but as a member of that community all my life, I can tell you it was much appreciated by that community.

Currently, as I mentioned, my husband and I can take the 2 or the 3. We almost always take the 3 if possible, because the 2 is always beyond crowded, is unreliable, there is less seating and it is much more unsteady of a ride (since it is not on cables). I get bouts of Vertigo and always avoid the 2 if possible for fear that the terribly jerky ride will make me sick...

**I-Hogan (1)**

*(Kim Hogan, Email, September 16, 2013)*

I've just heard about the proposal to end #3 Jackson MUNI line from my neighborhood watch group leader, and I was very disappointed to learn this news. I live on Pacific Avenue near Presidio Avenue and use this line over others frequently – especially with the rise of parking downtown. As I'm sure you know, this line provides valuable transportation for the Pacific Heights neighborhood and many use it to commute downtown for work and others for shopping in several of the neighborhoods it connects. Other lines are often not as direct, and it will definitely discourage many, including me, from shopping downtown.

**I-Horcabas (1)**

*(Danielle Horcabas, Email, September 17, 2013)*

I noticed a sign indicating that the Muni no. 3 line is being considered for elimination. I rely heavily on this bus route and strongly urge that this route not be eliminated.

Like many SF Bay Area residents, I lead a very busy life and exclusively rely on public transportation. I work full-time, go to school in the evenings and am the primary caregiver for a toddler. Without the no. 3 line, I definitely would not be able to make it from home to work to school on time, and my child's preschool schedule would be impacted as well.

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**I-Hurford (1)**

*(Gina C. Hurford, Email, September 12, 2013)*

I am writing to you to communicate my preference that the 3 Jackson bus line be retained. I am a resident along the line that rides this bus daily to and from work and on the weekends. In fact given my health condition & limited mobility this bus provides a safe and convenient way for me to get to work without.

Thank you for taking my request and personal situation into consideration. I rely heavily on the 3 Jackson.

**I-Isyanova1 (1)**

*(Victoria Isyanova, Email, July 11, 2013)*

I just don't understand what is the point of our comments if no matter how many times we explain that Lake Merced Blvd. needs bus 18 nothing changes. I don't understand why the whole committee spends time and efforts and taxpayers' money if they don't listen to us! They still going to do what it was decided from the first time! Why play this democracy game?

**I-Jeu (1)**

*(Karen Jeu, Email, September 17, 2013)*

My colleagues and I rely on the 3-Jackson to get to our office in Lower Pac Heights. It drops us off within a block of the office and proximity and accessibility to work is important.

Please don't eliminate the Muni 3-Jackson.

**I-Jocelyn (1)**

*(Jocelyn, Email, August 28, 2013)*

i Petition that no. 3 Jackson would continue on the route. i'm rider for 12 years and it is very inconvenient for me if the no. 3 would go away.

**I-Kahn (1)**

*(Linda M. Kahn, Letter, August 16, 2013)*

I am writing about the Environmental Impact Statement for the Transit Effectiveness Project (TEP). I understand it proposes to eliminate the #3 Jackson line, the key bus line for me and my neighbors. It is difficult enough to get around in the City these days. Years ago you decreased the number of bus stops, then decreased the number of buses but increased the size of many, if not most of them so that they carry more passengers. Now you want me to walk down the hill (which becomes more hazardous to me as time goes by) to Sutter and take the #2 Clement (and then back up the hill when I return). The #2 Clement is often very crowded. This would require more transfers. As for the #33 Fillmore, because of the neighborhoods served by its long north-south route, I sometimes fear for my personal safety. In addition, using it requires more transfers than my other option. The elbowing of other passengers, the often jammed aisles, and the jerkiness of the stops and starts makes getting on and off the bus more challenging with each passing year. The fewer transfers the better. Discontinuing the #3 Jackson line will require more transfers for many of us who rely on it to get downtown and will make getting around in the City far more challenging.

**I-Kahn (3)**

*(Linda M. Kahn, Letter, August 16, 2013)*

Focusing on tightening current work rules and effectively managing safety hazards and the resultant lawsuits should result in far greater savings than the elimination of the #3 Jackson Bus Line. Please don't let this be the straw that breaks the camel's back. I urge you to retain the #3 Jackson Bus Line.

**I-Kay (1)**

*(Renate and Ron Kay, Email, September 15, 2013)*

I just found out the the [3 Jackson] bus is being eliminated and only the 2 Clement will service Post St., but understand it stops running at 8 PM. It would be a hindrance to us all if this line is eliminated.

**I-KellyJ (1) (pp. 21-22)**

*(Jean Kelly, Public Hearing Transcript, August 15, 2013)*

This is the second time I've come down here in the last five years to plead for the savior of the 3 Jackson, which is the only bus that comes into our neighborhood that will take us to our jobs at Union Square, down in the Financial District, and back. The 3 Jackson is often crowded even when I ride it during the day. I'm getting older. I do not want to hike up and down hills to ride the #1, which would involve a transfer or the #2, which would also involve a transfer for me.

And I just wanted to let everyone know that we count on this bus service. I do not drive. Many of us do not drive. Many of us are too old to drive and we really need to keep this.

We can't use the Union Street buses. They don't take us where we want to go. Or necessarily the #2 does not also take us where we want to go. It does go -- I grant it does go to Union Square and to the Financial District, but it goes down Market Street in the Financial District, which is not convenient for all of us.

So anything we can do to save this line I would be deeply appreciative. Thank you.

**I-KellyW (1) (pp. 23-24)**

*(William Kelly, Public Hearing Transcript, August 15, 2013)*

The first thing I'd like to do is respectfully object to the characterization that's given in this piece of paper we have talking about convenient, reliable, and attractive alternatives, reduction of travel time. Are we talking about the 3 Jackson? This seems positively Orwellian, because it's the exact opposite of what is being proposed and I think it's misrepresenting what's going on to the public.

I don't really have any more statistics to offer on the #3 Jackson. Just anecdotally, I live on Jackson. I guess there's no map here. The east/west lines, there's nothing between California and Union Street, which is absolutely incredible. I just never really understood or was given any explanation why this is even being attempted. It's not the most sparsely used line in the city by any means.

I'm 65. There's the alternative to take the 1 California. I went to a meeting at Jackson and Fillmore recently about this topic; and it occurred to me as I was walking out if it weren't for the #3 Jackson, I'd have to walk down to California Street, take the bus, wait for a bus, walk up the hill back to Jackson. It would be virtually the same as walking all the way home myself, which maybe is what everyone is intending. I could lose a little weight, I suppose.

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But I am getting older and walks like this are becoming extremely inconvenient. And I think there are lots of people in the same boat on this.

**I-Kent (1)**

*(Daniel Kent, Email, September 17, 2013)*

I am writing to request your assistance with preventing the re-routing of the #27 bus onto Vallejo Street. Vallejo street already is a major route for Taxis routing onto Hyde Street and Larkin Street as corridors to/from downtown...

**I-Kent (4)**

*(Daniel Kent, Email, September 17, 2013)*

...My hope is that the 27 bus will not be routed onto Vallejo Street as there is already too much traffic and auto pollution on this street.

**I-Klein (1)**

*(Larry Klein, Email, September 17, 2013)*

As yet another long term resident of the 700 block of clipper street AND a frequent User of the 48 line in both directions I would echo Samir's comments. Crossing clipper to catch or debark a bus would be significant increase in risk. I do not move as quickly as I did in my youth. The same cannot be said for the clipper traffic.

**I-Kline (1)**

*(Marilyn Kline, Email, September 10, 2013)*

Please save the Jackson 3 muni line. I take it regularly.

**I-KochC (2)**

*(Caroline Koch, Email, September 7, 2013)*

I appreciate the opportunity to provide my comment in this important issue, and I hope the 3 Jackson remains a part of the City transit system.

**I-Kuechler (1)**

*(Henry N. Kuechler IV, Letter, September 17, 2013)*

My family has lived in the Pacific and Presidio Heights neighborhoods, and I have been riding the #3 Jackson, for over twenty-five years. We depend on it as a lifeline. This e-mail strongly urges the SFMTA not eliminate or change the route or schedules for the #3 Jackson Bus between Presidio Avenue/California via Jackson, Fillmore, Post and Sansome/Sutter Streets.

In 2009, cuts were made to the #3 Jackson bus route. Today, four years later, the Institutions and Citizens serviced by #3 Jackson have not decreased. Two nearby schools are applying to the SF Planning Commission to increase enrollment. It remains vital to every neighbor, especially Senior Citizens, School Students (1500), and Workers as well as Businesses and a major Medical Center that the route not be eliminated! # 3 Jackson is a lifeline.

**I-Kuechler (5)**

*(Henry N. Kuechler IV, Letter, September 17, 2013)*

**D. Businesses and California Pacific Medical Center:** The #3 route runs 7 blocks along Fillmore Street linking downtown and residential neighborhoods with restaurants, bars, shops, grocery stores and one of San Francisco's major hospitals, California Pacific Medical Center.

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**E. BART:** #3 Jackson terminal is at Sutter and Sansome Streets- where an escalator or elevator links to the Montgomery Street BART Station with service to Millbrae, San Francisco International Airport (SFO) and The East Bay. If the #3 is eliminated, an existing, convenient link to Bart will be eliminated!

The Muni #3 route mitigates traffic. Our residential neighborhood has an unusually high density of schools, businesses, churches, and a major medical center, operating under Conditional Use Permits.

The #3 is necessary and vital to San Francisco's Master Plan. Please, do not eliminate the #3 bus!

**I-Lambin (1)**

*(Alexandre Lambin, Email, September 16, 2013)*

My name is Alex Lambin, and I live on 2222 Lyon Street.

I am sure I am not the only one who sent you an email regarding the #3 jackson bus.

i sincerely ask you today to not discontinue the bus I take four times a day, every single day.

Alternatives are really not easy to reach and it will be pain to go to work.

**I-Lao (1) (pp. 27-28)**

*(Rong Hai Lao, Public Hearing Transcript, August 15, 2013)*

As a grass-roots resident, I would like to be here to express my thoughts about the 8X bus line changes.

The TEP has proposed to eliminate the 8X route past Broadway Street. This is basically trying to cut off our community in half. We have a lot of residents who use the 8X frequently to access important institutions and businesses. I have a friend who has grandchildren who take the 8X to attend Francisco Middle school, go to North Beach library, even Safeway. I also take the 8X to Visitacion Valley to visit my relatives. I know a lot of my neighbors also do the same. If we indeed make this change, it would mean that elderly folks would need to transfer to another bus line, which increases the likelihood of injuries as a result of transferring from one bus to another.

Lastly, the working-class and immigrant population are frequent riders of 8X. This change would deeply impact the bus line that is vital in connecting communities like Chinatown and Visitacion Valley. My neighbors and I really do not like this change and please do not eliminate the 8X route past Broadway.

**I-Lawton (1)**

*(Julia Lawton, Email, August 28, 2013)*

I wanted to express my strong desire to keep the Muni line 3. I, as well as my 3 roommates, rely on the 3 for all of our transportation, and without it the city would have a gaping void in transportation for residents in the area. It's been proposed that the 2 or the 1 could suffice, but we would be walking a 1/2 mile every time we need to use transportation if we had to resort to these other lines. Additionally:

-I am a young woman and it could be a safety concern to have to walk home each night from the stop at the 2

-It could impact the flow of business on Fillmore since the 3 takes you down the whole street

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4.K Merits of the Proposed Project

**I-Ley (1)**

*(John Ley, Email, September 6, 2013)*

I ride this nearly everyday and would be crushed if it becomes eliminated.

Please reconsider this.

**I-Li1 (1)**

*(F. Chaney Li, Email, September 16, 2013)*

My family and I depend on the # 3 Jackson bus line for our commute daily. It would be more than an inconvenience, it would make our daily travels much more difficult if Muni eliminated # 3 Jackson line!

**I-Li2 (1)**

*(F. Chaney Li, Email, September 16, 2013)*

Our comments and protests regarding the proposed elimination of the #3 Jackson

This long established line serves our needs effectively - our children, our aging selves, our friends and neighbors. Alternatives are not easy to reach, not good connections, etc.

**I-Ligare (1)**

*(Christina Ligare, Email, September 16, 2013)*

I sincerely hope that you will keep the #3 Muni bus line. My husband and I use the #3 bus every day and sometimes also on the weekends. The #3 is very full during commute hours, so I don't see why you would want to eliminate the line?

**I-Locatelli (1)**

*(Erik Locatelli, Email, September 15, 2013)*

I'm a ballet student from Italy who I'm studying at San Francisco Ballet school. I'm living in Jackson st. so the bus 3 is really important for me because can bring me near ballet school and near where I'm living.

I'm asking with all my heart, please keep the 3 Jackson line, It's really important and it is a good line.

I hope that you will take in consideration my e-mail.

**I-Long3 (1) (pp. 17-18)**

*(Alex Long, Public Hearing Transcript, August 15, 2013)*

In the brief time allocated to me, I'd like to provide just a bit of background about our neighborhood and the reasons for the impact that we perceive from the termination of #3 service. My colleagues will then talk more about the environmental concerns we have about this impact.

To understand our neighborhood, I think you have to realize that we are primarily a residential community, not a destination community. Therefore, the majority of our ridership is in the morning into town and in the afternoon from downtown into our area. We have 20 to 25 percent of our riders of the age of 65 or older. And, finally, we're a very hilly community with topology changes of 150 to 250 feet in our community.

The #3 bus traverses the spine of our community. And it goes where riders want to go downtown. If it is terminated what buses are left for our riders to use?

Well, the obvious choice is the #2, which follows the same path over much of the route. But in our neighborhood it is seven blocks away and it is somewhere between 100 and 200 feet in elevation change. We may also be able to use the #22, the 24, or the 43, which run perpendicular to our current #2 and #3 route. However, to take that requires additional walking; it requires a bus ride; and it requires a transfer.

What is the result for our riders, especially the elderly and the young on this change? We believe it to be a serious inconvenience, an increased safety concern associated with changing buses, especially at night. Will the existing 3 riders continue to be Muni riders if you terminate their service?

#### **I-Long4 (1)**

*(Alex Long, Public Hearing Transcript, Exhibit #1 – Power Point Presentation Slides, August 15, 2013)*

##### Presentation Overview

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- **Challenge** – MUNI is proposing to eliminate the #3-Jackson line and upgrade service on the #2, #22, #24, #43 and #10 (see *TEP-EIR 7/10/13*)
- **Our Neighborhood** (mostly Pacific Heights) – 60 square blocks from Laurel to Buchanan and from Broadway to Sacramento has special characteristics!
- **Impact of Plan** – because of the characteristics of our neighborhood, we will show the serious impact this reduced service will have on us & environment.
- **Benefits?** – we will question whether there will be benefits to the elimination; ask why #3-Jackson is being eliminated; and we will suggest a positive approach.

##### Our Neighborhood

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- Since the 1880's we have had cable/MUNI service!
- Strongly supportive (gathered from only those living, working, or visiting)
  - petition signatures > 700 (see *appendix for location map*)
  - letters of support - ###
- More a residential community than a destination
  - as evidenced by larger ridership in-bound during am and out-bound during pm.

#### **I-Long4 (4)**

*(Alex Long, Public Hearing Transcript, Exhibit #1 – Power Point Presentation Slides, August 15, 2013)*

##### Impact of Plan on Neighborhood

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- Discontinuing #3-Jackson will leave many riders stranded. Why?
  - riders of #3-Jackson want to go downtown where #3 and #2 go **not** where #1 goes except at very west end the #2-Clement is 7 blocks away, and
  - 100 to 200 feet different in elevation! (see *appendix for route map*)
  - using #24 to #2 involves extra travel and a transfer; doubling the trip time! (see *appendix for route map*)

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- using #22 or #43 is possible for folks at east or west end of community, but requires hassle of transfer. (see appendix for route map)
- For the elderly or young students this is a significant inconvenience and a safety issue.

**I-Long4 (8)**

(Alex Long, Public Hearing Transcript, Exhibit #1 – Power Point Presentation Slides, August 15, 2013)

Cost Savings by Cutting #3?

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- Eliminating the #3 hurts those that can't afford cars, the elderly that shouldn't drive, and those that want to help the environment by using a bus. Is this the goal of TEP?

**I-Long4 (11)**

(Alex Long, Public Hearing Transcript, Exhibit #1 – Power Point Presentation Slides, August 15, 2013)

Appendices

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- Plot locating petition signers (sample)
- Visual showing use of #2 instead of #3
- Visual showing use of #24 instead of #3
- Visual showing use of #22 or #43 instead of #3

Figure: Sample of Petition Signatures

Map of the 60 block area with plotted locations of petition signers

Figure: Sample Petition Comments

Figure: Using #2 instead of #3

Figure: Using #24 to #2 instead of #3

Figure: Using #22 or #43 instead of #3

**I-LongD (2)**

(Daniel Long, Email, August 18, 2013)

PLEASE, PLEASE, PLEASE do not redirect the 48 to bypass Grandview Avenue.

**I-Lopez (1)**

*(Cristina Lopez, Email, September 13, 2013)*

I am moving into the neighborhood October 1st and the 3-Jackson line will be the fastest and safest way for me to get to and from work.

Please keep it going for your present and future residents!

**I-Lowe (1)**

*(Barbara Lowe, Email, September 17, 2013)*

I have heard that you are considering dropping the Jackson 3 route. As a frequent user of the line, I want to encourage you to hold on to it.

And....as CPMC is constructing at new hospital at the corner of Post and Van Ness, this line will be important to patients and employees for transportation to that site.

**I-Madamala (1)**

*(Kishan Madamala, Email, September 12, 2013)*

I saw a flyer saying that the 3-Jackson might be eliminated. I really hope it is saved. I live at Pacific and Laguna and the 3-Jackson is the only nearby bus that can get me downtown to work in less than 30 min. I've timed the other routes!

**I-Madson (1)**

*(David Madson, Email, September 16, 2013)*

Every day I use the 3-Jackson to get to my office in Lower Pac Heights. Its proximity and accessibility to my work is important to me and my colleagues. Please don't eliminate the Muni 3-Jackson.

**I-Marks (1)**

*(Gregory Marks, Email, September 16, 2013)*

My colleagues and I rely on the 3-Jackson to get to our office in Lower Pac Heights. It drops us off within a block of the office and proximity and accessibility to work is important. This line is also one of the most civilized and cleanest rides in the entire Muni fleet. It would be a travesty to see the 3-Jackson line removed.

In the meantime, do something about the God forsaken 22 Fillmore line. Every time I ride that disgusting filthy bus, I feel like I need a shower or to light up a cigarette when I get off the bus at my destination. It's a very sad state of affairs if you ask me.

But the bright leaders at the MTA feel the need to eliminate the Muni 3-Jackson? There is something very wrong and broken with the system.

**I-Marquez (1)**

*(Nick Marquez, Email, September 11, 2013)*

Just a quick note to implore you to not eliminate the 3 Jackson Muni line. Aside from it being my primary transportation to work, I know there are several elderly riders to whom this would be an even tougher development.

The alternate bus lines are already crowded enough, I hope you reconsider your opinion on this matter.

## Section 4: Responses to Comments

### 4.K Merits of the Proposed Project

#### **I-Martin (2)**

*(Peter Martin, Letter, September 3, 2013)*

I am a regular rider of the 3 Jackson and believe rumored proposals to eliminate this line makes no sense. According to MUNI data, the 3 Jackson serves more than 4,000 daily riders today. In 1975 it formerly served 5,675 daily boardings. Headways on weekdays in 1975 were 8 minutes improving to 6 minutes in the pm peak. Today the 3 Jackson operates on 12 minute peak headways and 20 minute midday headways on weekdays. The service corridor market has likely intensified since 1975, but MUNI has reduced its service. It would seem illogical that MUNI has reduced service and also contrary to City policies to increase use of transit. The service reduction largely explains the patronage drop since 1975. Bottom line is that with 1975 headways the 3 Jackson could be serving 6,000 or more daily riders. Even today's ridership of 4,000 is above what the Federal Transit Administration considers a successful transit line. The FTA uses a threshold of 3,000 daily riders to be eligible for their very small starts funding for capital improvements. So why is MUNI considering elimination of this successful service?

#### **I-Martin (6)**

*(Peter Martin, Letter, September 3, 2013)*

Bottom line is that the TEP effort is mis-directed toward efficiency and not towards effectiveness. Elimination of successful bus routes like the 3 Jackson are the first step towards weakening a good transit service and will not improve livability or environmental sustainability in San Francisco. TEP planners might have a blackbox ridership model that says it will, but common sense knows better. Garbage into a model and garbage out. Another cliché is if it isn't broken don't fix it.

#### **I-Marutani (1)**

*(Greg Marutani, Email, September 17, 2013)*

For visitors who ride BART to SF, using the #3 Jackson bus service is very convenient; I believe discontinuing its service will affect the number of visitors who stop at Japantown and the Fillmore. For the seniors who live along the route will be inconvenienced if they are to visit a physician at CPMC. And with no apparent construction beginning at Geary and Van Ness, the move of CPMC appears to be quite some time off in the future.

To encourage locals to take MUNI rather than drive MUNI should not suspend or discontinue the #3. To not inconvenience the seniors living along the #3 route from getting to CPMC at this point in time is a very bad decision. Please allow the #3 continue until the CPMC facility is up and running.

Losing a second transit service along Sutter Street will have an impact that is not beneficial to many. Please postpone the closure of #3 Jackson.

#### **I-McGee (1)**

*(Donald L. McGee, Email, August 28, 2013)*

It is hard for me to overstress the necessity of retaining the 3 Jackson. I live in Pacific Heights and depend on the bus to take me church, to the Financial District for business purposes and to connect with the 47 or 49 to go to the Civic Center for a variety of reasons. The 1 California is helpful although a challenge going up the hill on my way home. The hours of the 2 Clement have been reduced considerably, and the journey down and especially back up to my place is also a tough slog.

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I am a substitute teacher, working most week days but in various parts of the City. Off-street parking is often unavailable, and the limited on-street parking frequently requires a residential permit. I need to take the 3 Jackson as the only reasonably accessible transportation to connect with other buses to reach parts of the City far from Pacific Heights.

Many of us depend on the 3 Jackson. I am fortunate to have a car, but parking is increasingly difficult and expensive. The Transit First policy of San Francisco would be thwarted by curtailing or eliminating this service.

**I-McGraw (1)**

*(Michael McGraw, Email, August 18, 2013)*

I live near the top of the 900 block of Elizabeth street. if the 48 line is to no longer run along Grandview I will have an arduous climb to my house. I do not want this change to occur.

**I-Monahan (1)**

*(Natasha W. Monahan, Email, September 19, 2013)*

Please do not eliminate this bus. All our children use it to get to and from school, as well as ourselves. It's an important part of conservation in the city, and minimizing cars on the road and pollution and congestion.

**I-Moskal (1)**

*(Tom Moskal, Email, September 17, 2013)*

It's too late to save the Jackson 5....but we have time to save the "JACKSON 3". Keep our bus line please.

**I-Myers (1)**

*(Derek Myers, Email, September 17, 2013)*

I am writing to ask your office to please save the Muni 3-Jackson line. I live near the Presidio/California stop and use the 3 to get to and from work downtown. The 3 is regularly busy during all hours of the morning and night. Without it, my commute and the commute of many others would be extremely difficult. I would likely need to consider other commuting options because I would not be able to rely solely on the other Muni options.

I respectfully ask that the 3 Muni be saved. Ending this line would significantly impact a lot of people.

**I-NebabJopet (1)**

*(Jopet Nebab, Email, September 16, 2013)*

I am writing to SF Muni to please do not cut off the 3 Jackson route for my workplace commute.

**I-NebabJosephine (1)**

*(Josephine Nebab, Email, September 16, 2013)*

It would be a great inconvenience to terminate the 3 Jackson Line. Please do not remove this line from Pacific Heights to downtown SF.

**I-Nicco (1)**

*(Mark Nicco, Email, September 17, 2013)*

I live on Vallejo Street and I oppose the Bus #27 re-route on Vallejo Street.

Section 4: Responses to Comments  
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**I-Noble (1)**

*(Winifred Noble, Email, September 16, 2013)*

The 3# Jackson bus line is crucial to our daily lives here in Pacific Heights, and in Presidio Heights. It serves our children and non-driving neighbors, taking them to school and to the downtown area. The nearest lines are many blocks away. Please do all that is necessary to continue this service.

**I-Norby (1)**

*(Susan Anderson-Norby, Email, September 16, 2013)*

I want to keep the 3 Jackson bus line. It is the bus I use frequently and I am not able to walk further to another line. Also most of the people who work in our building use it too.

**I-OeyM (1)**

*(Mulyadi Oey, Email, September 16, 2013)*

As a resident of the Pacific Heights neighborhood which would be negatively impacted by the elimination of the 3- Jackson line, I am very concerned about the proposed elimination. The 3-Jackson line is a commuter line with high ridership during commute hours and the elimination of the line would leave many residents including myself without nearby public transportation. I would strongly urge you to reconsider the proposed elimination, the 3-Jackson is a vital line to the Pacific Heights neighborhood.

**I-OeyY (1)**

*(Yuly Oey, Email, September 16, 2013)*

I am a daily commuter rider of the line from Jackson and Divisadero to the Kearny and Sutter stop. Without a 3 line there would be no east west transit service within many blocks in my neighborhood and surely double my travel time. I am a passenger with knee problems.

The MUNI 2 line runs a same service by the MUNI 1 and 38 lines, either of these lines run within 1 to 2 blocks of the MUNI 2 line at any location. If service needs to be consolidated it should be the 2 line which is eliminated.

I would strongly urge the commission to modify the proposed plan and maintain the 3 Jackson service.

**I-Omalley (1)**

*(Wendy O'Malley, Email, September 13, 2013)*

I want you to know that the 3-Jackson bus is critical for my son to get to his school. He is a young teenager commuting from the East Bay to a private school on Jackson and Scott streets. Contrary to the typical student families, we are in the low middle class financial bracket with both parents working. We are getting financial aid for him to attend.

The 3-Jackson line allows our son the ability to get himself to school on his own.

I'm sure I speak for others when I ask that you do everything in your power to keep this line open.

**I-Ono (1)**

*(Hiroko Ono, Email, September 14, 2013)*

I am writing to urge you to keep the 3 Jackson bus running! I have been riding this bus line for years and it would be a great hardship to me if this line is eliminated. If you had to rely on this line as I, as well as many other residents, you would feel the same way. Please think of

the residents and keep this line running - I don't understand why the city wants to eliminate bus lines when it inconveniences the riders.

**I-Osano (1)**

*(Lori Osano, Email, September 16, 2013)*

I am a resident in the Pacific Heights neighborhood and I'm a frequent rider of the 3-Jackson MUNI line. I was concerned to see that this often used line is on the list of routes to be discontinued. While I understand that the ridership through Pacific Heights on Jackson Street does not see high ridership, this should not be the basis for elimination of the entire line. As I mentioned above, I'm a frequent rider and I appreciate how this line gets me from Pacific Heights, to Japantown, to Union Square and BART. The line is convenient, buses are clean, and is easily accessible for me. Individuals who live and work in the Pacific Heights neighborhood take this bus to connect with downtown and BART. For instance, there are a number of employees and patients at the University of the Pacific School of Dentistry and CPMC Pacific Campus who use this line daily and would be inconvenienced if this line is eliminated; buses are filled during peak commute hours.

I read that the alternative is to increase service on the #2 Clement line. The closest bus stops for those of us in Pacific Heights start at Sutter and Fillmore (then Sutter/Buchanan & Sutter/Laguna) which aren't as easily accessible because it means having to walk 5-6 blocks at the very least in both directions. Some streets going down to Sutter (like Buchanan, Laguna, and Webster) are very hilly and it'd be a difficult trip for the elderly or those with disabilities. The other alternative would be taking the #1 California bus, which already sees packed buses on a regular basis even during non-peak hours and would require more buses to come more frequently.

If there has to be a change on the 3-Jackson line, perhaps the last stop should be moved to Fillmore/Jackson. Complete elimination of this line because a segment of it is not profitable does not make sense. Please reconsider the decision to end this line. Many people in the Pacific Heights neighborhood depend on the 3-Jackson MUNI.

**I-PanH (46)**

*(Henry Pan, Letter, September 16, 2013)*

47-Van Ness: I strongly recommend maintaining the 47 on its current route, along 11th Street. This is to accommodate expected growth in the West SoMA plan, and that travel times are comparable on 11th versus South Van Ness and Division. In addition, South Van Ness leading up to the Central Freeway on-ramp is known to congest, exasperating delays on the 47.

**I-PanM (1)**

*(Miranda Pan, Email, September 6, 2013)*

As a small business owner on Vallejo Street, I just want to point out the facts that why this change isn't suitable for this neighborhood.

1. There is no shortage for public transportation to getting people in and out of the neighborhood

# 19 on Polk ( commercial area)

#47 & #49 on Van Ness ( high way 101)

# 1 on California ( commercial street )

## Section 4: Responses to Comments

### 4.K Merits of the Proposed Project

# 41 and 45 on Union ( commercial Street )

# 22 on Broadway ( wider street )

#12 on Pacific ( commercial area)

Cable car on Hyde Street ( Historical )

These bus line run on the streets above which is reasonable because they provide convenience for people to shop, to work and get onto the bridges.

#### **I-Paszy (1)**

*(Barbara Paszy, Letter, September 17, 2013)*

The local petition was picked up today before I could sign it so this letter conveys my strong protest regarding the elimination of the #3 Bus. This particular line is essential to the many people in the neighbourhood, particularly the older ones like myself who have been using it for years and years.

#### **I-Paxton (2)**

*(Jon C. Paxton, Email, September 16, 2013)*

(3) Neighborhood Evolution: Transportation has a profound effect on the character and evolution of certain neighborhoods; the character of those neighborhoods has evolved with the expectation that certain transit lines will continue to be there. People make decisions on where to live, where to open businesses and churches and schools, based in part on access to transportation. In San Francisco, certain streets, bus lines and neighborhood development inextricably intertwined. The 3 Jackson has had an essential impact on the long-term evolution of the Jackson and Fillmore Street corridors. To eliminate the line would be to disregard many decades of individual and group decisions, and to interrupt the fabric of the neighborhood.

**The 3 Jackson should NOT be eliminated**, and its operations should not be curtailed further. To do so would be to impose a substantial negative impact on the people in the neighborhood, and the bus-riding citizens of San Francisco. As the City evolves, the 3 Jackson becomes more important, not less so.

#### **I-Pervez (1)**

*(Sunia Pervez, Email, September 16, 2013)*

I live on Pacific between Baker and Lyon, and only have to walk down the street to get to the bus stop. I have been using the 3 Jackson for years! It's extremely convenient to get to main spots in the city. Fillmore, Japan Town, Vanness, Union Square and Financial District. When we hit Fillmore and Jackson, the bus is PACKED!! By the time we get to Vanness, there's barely any room to stand. This bus gets a ton of traffic in the morning and in the evening. Even on weekends! It's extremely convenient. Terminated 3 Jackson would create a really big issue for everyone who currently uses it. Please reconsider this, it would be a huge disappointed to all users. It's a very safe, clean and friendly environment on the bus. I feel very comfortable taking it late night, instead of other buses, that drop me off many blocks away from my home.

**I-Pizzi (1)**

*(Christopher Pizzi and Sabra Zacharias, Email, September 11, 2013)*

Please don't cancel the #3-Jackson bus route. My wife and I take it daily commuting to/from work. It's bad enough we have to battle with the tourists for seats on the bus. Please don't make the Tender-Nob any more-under served than it is. It is the densest part of the city.

We would hope that if you do cancel it, that at least you will run twice as many #2's to make up the difference.

**I-PowersJ (1)**

*(John Powers, Email, September 16, 2013)*

The 3 provides important service to our PAC heights neighborhood. Please maintain our service!!!!

**I-PowersJQ (1)**

*(J. Q. Powers, Email, September 13, 2013)*

I am writing to protest the removal of the 3 line from service. I am a student at the San Francisco Ballet School, and I rely on the 3 to transport myself to and from ballet every day. I need the 3, and I know that my friends and classmates do as well. Please do not let this email fall on deaf ears.

**I-Ravel (3)**

*(Elise Ravel, Email, September 17, 2013)*

Please submit my objection to the proposed route **[for the 35 Eureka]**.

It is my understanding that the Glen Park Transit Plan has a proposed bus drop off and loop at the BART Station. This would be a more logical and safe option.

**I-Rice (1)**

*(Jennifer Rice, Email, September 17, 2013)*

I avoid #2 like the plague; it's always packed and uncomfortable. The 3 stops right by my house and is my favorite bus line. It's the only one that goes to upper/lower fillmore. I can't imagine how awful the 2 will be if the 3 is cut. I'll probably stop riding Muni entirely. Please keep it!

**I-Richter (1)**

*(Kathleen M. Richter, Email, September 2, 2013)*

I am writing to appeal the elimination of the MUNI #3 Jackson bus line.

I was recently made aware of the MUNI "Transit Effectiveness Program" which proposes eliminating the MUNI #3 Jackson line. I have to ask, effective for whom, Ms. Jones?

I have been a resident of San Francisco for more than 20 years and taken MUNI just as long. More than 5 years ago, I made a decision to comply with The City's endeavor to reduce traffic congestion, pollution and reliance on fossil fuel by selling my personal vehicle. Please understand that I rely solely on MUNI for all my transportation needs. And now, after doing my part as a responsible citizen and supporting public transportation, MUNI is punishing those who became part of the solution by eliminating the #3 Jackson. Does that seem fair to you, Ms. Jones?

The #3 Jackson is the only east-west line available to residents in upper Pacific Heights that enables direct access to downtown San Francisco, Union Square and the Financial District.

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Just as importantly, the #3 is the only line within four blocks of any other east-west line that enables transferring to other MUNI lines. Are you aware of that Ms. Jones?

From my residential location at Jackson and Baker Streets, I already have to take two buses to get to work at 8th and Minna streets in the South of Market area. There is no rush hour express bus to that area from Pacific Heights and I must rely on the local buses only. It can easily take 45 minutes for me to travel only 2 miles to work on MUNI. Without the #3, I may have to take 3 buses and commute an hour or more. Does that sound reasonable to you, Ms. Jones?

Yes, I am still working at 63 years of age. Without the #3 Jackson, residents much older than I will be forced to walk a steep incline for an unreasonable distance in inclement weather and early darkness. Do you have any idea how many San Francisco seniors depend on the #3 Jackson all through the day and night, Ms. Jones?

I have been riding MUNI long enough to remember the MUNI #4 Sutter line. Should the #3 Jackson be eliminated, MUNI will have effectively collapsed 3 lines that previously ran along Sutter Street into just one line - the #2 Clement. Do you really think that all the passengers previously carried by the MUNI #2, #3, and #4 can now fit on just one MUNI line, Ms. Jones? Do you know that the #2 Clement does not run in either direction after 9:00pm, leaving zero bus service along Sutter Street in the late evening, Ms. Jones?

**I-Ries (1)**

*(Joe Ries, Email, September 15, 2013)*

The # 3 Bus line is vital to those of us that need MUNI transportation in the evening on the Sutter Street/Fillmore route. The

# 2 stops at 8 PM, leaving ONLY # 3 public transportation for residents, Seniors, students and tourists in the Polk Street; Pacific Heights; Van NEss, Fillmore corridors.

DO NOT OUR ONLY SOURCE OF TRANSPORTATION NOT AVAILABLE. THE CITY SHOULD INCREASE MUNI TRANSPORTATION, NOT ELIMINATE IMPORTANT ROUTES.

**I-Rodriguez (1)**

*(Suzannah Cowell Rodriguez, Email, September 16, 2013)*

I rely on the 3-Jackson to get to work every day. It drops me off within a block of my office and with a (hopefully temporary) disability, this proximity to work is very important.

I know many of my colleagues at CPMC Foundation and CPMC Pacific campus rely on the 3-Jackson as well.

Please don't eliminate the Muni 3-Jackson.

**I-Rosen (1)**

*(Steven H. Rosen, Email, September 9, 2013)*

This bus line transports many, many residents from Presidio Heights to the CPMC/UofP Dental School/Webster Medical building complex. Ending the 3 will adversely impact many – especially seniors – from reaching this location. They transfer to the 1 at Fillmore/Sacramento. Their access needs to be enhanced not impeded.

Additionally, the small businesses in the Fillmore Corridor will lose prospects and customers as there will be less foot traffic arriving from the 3 Jackson. This will negatively impact sales and accompanying tax revenues which support The City we all love.

**I-RotenstreichH (1)**

*(Henry J. Rotenstreich, Email, September 16, 2013)*

I am writing to voice my strong support for retaining the #3 Jackson Line. As a resident of Presidio Heights, I rely on the #3 to return me home from work virtually every week day from The Union Square area. Moreover, my children use this line frequently to get to and from school and the Fillmore Street corridor. The elimination of the line will rob the city of vital and import bus route that is important to a wide and diverse community of San Franciscans. Robust public transportation is a critical and distinguishing factor of major metropolitan areas such as New York, London, and Paris. San Francisco deserves to be in this group. Please save the number 3.

**I-RotenstreichV (1)**

*(Victoria Rotenstreich, Email, September 16, 2013)*

As a longtime (44 year) resident of both the Presidio and Pacific Heights area, I am very distressed about the proposal to eliminate the #3 Jackson. As a child, I rode the bus to school, to jobs and to do errands such as grocery shopping for my family. My children and many of their fellow peers in the neighborhood now ride the bus in addition to numerous working parents who commute. Additionally, the many fine schools in the neighborhood rely on the 3 Jackson as a means of transportation for their diverse student body who comes from all over the city and greater Bay Area. I can't imagine the adverse impact this will have on the schools alone who are all committed to socioeconomic and ethnic diversity and rely on the 3 Jackson for transportation for their families and faculty.

I sincerely hope muni will reconsider maintaining the 3 Jackson which is invaluable to the daily existence of so many in our community.

**I-Sanford1 (1)**

*(Patti Sanford, Email, September 16, 2013)*

My colleagues and I rely on the 3-Jackson to get to our office in Lower Pac Heights. It drops us off within a block of the office and proximity and accessibility to work is important.

Please don't eliminate the Muni 3-Jackson.

**I-Schachter (1)**

*(Bart Schachter, Email, September 16, 2013)*

I'm writing to petition to save the number 3 – Jackson muni line

**I-Seto (1)**

*(Abby Seto, Email, September 16, 2013)*

I am writing in regards to the proposed MUNI changes found in the draft EIR report that include eliminating the 36 Teresita line through Warren Dr and 7th Avenue (Section 4.2-160). I would request that this portion of the line NOT be eliminated.

I wanted to bring up to your attention that the report states that the 43 and 44 line is a short walk away, however, they are at the bottom of a steep hill. The walk - distance wise- may not be long, however, due to the steepness of the hill in this area, it is not easily accessible

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as the report would state. Our neighbor rides the #36 daily to get to Forest Hill station and is older, due to her health and age, she can not walk to and from home and Forest Hill. Currently the 36 comes every 30 mins. She will wait the full 30 mins if she misses the bus.

We are newer to the neighborhood and work downtown and in the East Bay. Our decision to live in this area was because there is a MUNI bus that passes by so we have the choice to take the bus to and from work and not have to consider the extra time it would take to walk up and down the hill to and from Forest Hill or Judah as the rest of the commute is already long. If we knew there was going to be a chance this line would be eliminated we wouldn't have considered living in this area.

I'd like you to consider NOT eliminating the 36 Teresita line from the Forest Knolls area as those in the neighborhood do rely on this one bus line. My suggestion to make this bus line more efficient would be to limit the amount of bus stops in the Midtown Terrace and Forrest Knolls areas. It looks like there is a stop every half a block to a block. It maybe more efficient to have a stop on every other block. We would rather walk one somewhat flat block to get to the bus than a couple of steep blocks as the report claims. It is understood that ridership is not as heavy as in other areas, if an elimination is necessary, I would request that a better alternative be provided than to suggest those in the neighborhood to hike up and down to take the other bus lines at the bottom of the hill. I would like to see the statistics if there is efficiency with limiting stops or any other improvements, before a full elimination is decided on.

#### **I-Shapiro (1)**

*(Matthew Shapiro, Email, September 17, 2013)*

First off, thank you both for the work and planning you do for the City (and probably the abuse you endure when unpopular proposals are made public).

I read with some interest the upcoming TEP proposals for MUNI, and by and large, I greeted it with a thumbs-up. The new lines, the reasonable efforts to improve boarding, the whole thing.

Of course there's a "but." And I admit outright it's a selfish "but."

I'm having a hard time fitting the 12-Folsom elimination into the plan. It seems that most of the construction that is going on now around the Folsom street area from 1st to 4th, which would likely mean an increase of riders, is now going to have to rely on a bus that starts rather further away, if you're talking of moving the 27 to run on Folsom Street from 5th to Cesar Chavez. Which means just to get to there, folks in the new buildings from the Embarcadero to 4th or so would have to change busses if they intend to go Southwest but start from the Rincon hill area.

It's a bit of a cut-off for folks who get to the UCSF Mission Center building (which has a link to the new Mission Bay campus from there), and folks going to FoodsCo (or Rainbow). Given that I know the new Rene Cavenaze construction is going to support low-income housing -- which is great -- and I'm assuming there may be some more around that area, that's a bit of a blow to those future residents as well.

If I understand the proposal, folks in Chinatown that frequent FoodsCo will still be able to take something more or less direct on Vallejo.

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So, shorter version, it seems like the area with the most projected increase in population and then usage, as well as current riders such as myself, is getting a bit of a setback w/ the elimination of the 12 Folsom. I don't support it.

**I-Shutzer (1)**

*(Michelle Shutzer, Email, September 16, 2013)*

My colleagues and I rely on the 3-Jackson to get to our office in Lower Pac Heights. It drops us off within a block of the office and proximity and accessibility to work is important.

Please don't eliminate the Muni 3-Jackson.

**I-Siegel (1)**

*(Sheri Dana Siegel, Email, September 3, 2013)*

this is a very important line and I often take it to and from my downtown office

please save it

!!!!

**I-SinshiGami (1)**

*(Maria SinshiGami, Email, September 17, 2013)*

I'm a devotee of the 3 Jackson bus route and have ridden it almost every day since I came to San Francisco in fall of 2009.

I'm also an Academy of Art student and I have used this bus when my school shuttles didn't have an appropriate time of arrival and when I used to live at their Octavia building. The last 3 Jackson of the night always came at an appropriate time when the last shuttle to my place was done and waiting a while for a campus cruiser to come get me, which could take 30+ minutes. 3 Jackson also eases crowds for the 2 Clement as well. There are a lot of people who come and get on this bus at rush hour and if it was solely 2 Clement, there would be no room for people for another 20 minutes or so. If you want to trim 3 Jackson that bad, at least have it going from 3pm to the last bus at 11:40, but that's just me.

Also, for me personally, 3 Jackson is also the bus that has come more often than the 2 Clement for me. It was there when I needed it. 2 Clement just ended early and I always was heading back home late so I relied on 3 Jackson to take me all the way home.

I'm so blessed to have this bus. I really am. It was the bus that came for me when I was sick, 3 Jackson came to get me. When I needed a ride getting close to really late at night, 3 Jackson was there. I rely on 3 Jackson. I had a goal to one day drive 3 Jackson someday and its sad that y'all feel like getting rid of it. I'm sad you guys are coming to the decision to get rid of it, but please, don't take my bus away!

**I-Sommerich (1)**

*(Karen Sommerich, Email, September 16, 2013)*

I am writing to request that the #3 Muni bus line not be eliminated. I use this bus once or twice per week, and it is the only one that goes through Pac Heights to Fillmore & Jackson St.

Additionally, the #2 will not be able to pick up the need left if the #3 is eliminated unless the #2 significantly increases route times, especially on evenings and weekends.

Please keep the #3 going. Thank you.

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**I-Spikol (1)**

*(Adolphe B. Spikol and Aurora Gamboa-Spikol, Email, September 13, 2013)*

This is in response to an announcement posted in the bus regarding discontinuing the service of Bus #3.

We would like to put our names in the petition (as mentioned in the posting) to continue the Bus #3- Jackson MUNI service route. We are residents of San Francisco and we use regularly this bus. It would be inconvenient greatly for the residents of the area being served by this bus, especially the seniors, if this service is discontinued.

We'd appreciate it if you would kindly include our names in the petition. Thank you.

**I-Sternlieb (1)**

*(Sanford Sternlieb, Email, September 12, 2013)*

The proposal to needlessly reroute the #27 Muni bus line to Vallejo street is a really bad idea. Not only I, but the steady stream of riders who rely on the current route will be enormously inconvenienced.

**I-Strahs (5)**

*(Mark Strahs, Email, September 4, 2013)*

My family would sincerely appreciate that your team reconsider taking the "27 Folsom" bus line through our neighborhood. In addition to all the points above, we don't need additional bus capacity in this area and we certainly don't need the additional traffic and the safety concerns this brings for the children in our building and the neighborhood.

**I-Stucky1 (1)**

*(Shirley A. Stucky, Email, August 26, 2013)*

I am in receipt of the memo regarding the addition of the number of students to your school and its impact on the neighborhood which will include increased student enrollment, parking and public transportation. I have no objection to UHS filing an amendment to their CUP for a fourth increase in enrollment.

My reason for writing to you is that the San Francisco Municipal Transportation Authority (SFMTA) is trying to eliminate the 3-Jackson bus and its route which travels (whether inbound or outbound) directly by your school and stops for the boarding of riders at Baker and Jackson. I believe this would impact your students' ability to take public transportation as well as all of us in the Pacific Heights neighborhood who regularly rely on this bus and its current route and schedule.

SFMTA's program is called Transit Effectiveness Project (TEP), which includes an Environmental Impact Report. It is my understanding that this report recommends elimination of the 3-Jackson bus and moving its ridership to the 2-Clement bus approximately 4 blocks away. This is neither an efficient nor an environmental reason to eliminate the 3-Jackson bus. This bus is not only vital to your school and your students, but other schools with younger students (in the area), seniors, other citizens and tourists who live along its present route and who use it to travel to/from work, school, health care facilities and offices, retail stores, hotels, restaurants, the financial district downtown, Fillmore Street neighborhood (travels to/from Jackson & Sutter Streets), Union Square, BART and SFO. The 3-Jackson ridership may appear less on some days than other buses/routes, but it still serves as a vital connection point (especially to tourists) to other neighborhoods, our City's scenic attractions, bus routes and modes of transportation.

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We need UHS's help in keeping the 3-Jackson bus and its current route/schedule and would appreciate your support by contacting the people listed below at your earliest convenience. For your easy reference, I have listed some of the contacts and their e-mail addresses:

SFMTA Board - E-mail: [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com)

Roberta Boomer, Secretary to SFMTA Board - E-mail: [Roberta.Boomer@sfmta.com](mailto:Roberta.Boomer@sfmta.com) Sean Kennedy (SFMTA) - E-mail: [Sean.Kennedy@sfmta.com](mailto:Sean.Kennedy@sfmta.com)

Debra Dwyer (SF Planning Dept.) - E-mail: [Debra.Dwyer@sfgov.org](mailto:Debra.Dwyer@sfgov.org)

Sarah B. Jones, ER Officer (SF Planning Dept.) - E-mail: [sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org)

I have been fortunate enough to live on Jackson Street for 33 years so my reliance on the 3-Jackson bus and its current route/schedule is total. I also firmly believe it is important to the Pacific Heights neighborhood and its commitment to be environmentally responsible by taking public transportation. If SFMTA eliminates the 3- Jackson and/or changes its current route and/or schedule, the opportunity to be "green" and contribute to the neighborhood has been taken away and our City will not be better for it.

Thank you very much for taking time to read my e-mail. I hope UHS can support our neighborhood efforts to save the 3-Jackson bus and its current route/schedule.

### **I-Stucky2 (1)**

*(Shirley A. Stucky, Email, September 17, 2013)*

On February 22 and March 19, 2013, I wrote to SFMTA and the SF Planning Department regarding my concerns with their Transit Effectiveness Program (TEP), which is, once again, considering elimination of the 3 Jackson Bus (the "3"). It is very discouraging that we continually need to go through this exercise (as recently as 2008 and 2009) to save a vital SF bus and its route/schedule that services so many of the City's neighborhoods, retirement communities, schools, medical facilities, entertainment, tourists, etc.

Listed below are some, but not all, of the important reasons for keeping the 3 and its current route/schedule:

- 1. Retirement Communities/Senior Citizens** - The 3 stops at the Jewish Retirement home (Presidio/Sacramento), Sequoias and Carlyle (both on Post), and several other retirement homes on Sutter Street. Its elimination will adversely affect the mobility and the access to public transportation for the senior citizens who live in these facilities.
- 2. Students** - The 3 stops near SF University High School (UHS) (Jackson/Baker) servicing students who attend but are not permitted to drive to work (please refer to the letter of 8/17/13, from Mr. James Chestnut, CFO-UHS, sent to SFMTA clearly explaining why the 3 is vital to UHS and its students.) The 3 also services other schools and students (Town School/Waldorf School, etc.) in the area. Several students live on Jackson Street who take dance, ballet and art classes. The 3 is a lifeline to their classes as well as being within their budget.
- 3. Japan Town** - The 3 stops in front of Japan Town (Sutter/Post) and services the many tourists who visit the City's attractions and who also stay at nearby hotels.
- 4. Union Square** - The 3 stops in the heart of Union Square (Post/Powell), which services the many tourists visiting San Francisco who shop, stay at the hotels along Sutter Street/Presidio Avenue, and ride the Cable Car. Many SF residents take this bus to Union Square as well.

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**5. Theatre District** - The 3 stops near the Theatre District (Post/Taylor) which is a short walk for SF/Bay Area residents and tourists who wish to attend performances without taking a car.

**6. California Pacific Medical Center** - This should need no explanation. The 3 will also be vital to reach the new medical facilities (formerly a hotel) being built on (Post/Van Ness) because the 3's current route on Post will take the medical staff, patients and visitors directly to these new medical buildings.

**7. Fillmore Street Neighborhood** - The 3's current route travels on Fillmore Street (inbound and outbound) (Jackson/Sutter). This busy and active neighborhood with restaurants, shops, grocery stores, vendors, bars, apartments, homes, etc. depends on the 3 bringing the public, tourists, employers and employees to work, play and/or live. If one does not have a car and cannot afford a taxi (the fares are outrageous), how does one take groceries home or stop for a drink with friends (and then be responsible and not drive by taking public transportation)?

**8. Hotels/Restaurants** - The 3's current route runs by many of these businesses and brings the public, employers and employees to their doors while at the same time encouraging these businesses to support public transportation and save the environment.

**9. Access to BART/SFO** - The 3 travels downtown to (Sansome/Sutter) stopping directly in front of a BART station where riders can take BART to other Bay Area communities and/or to SFO. This is extremely convenient and affordable. Taking a taxi to SFO is too expensive, especially since taxi fares were increased in 2012. (We now have the highest taxi fares of any major city, including New York and Washington, DC.)

**10. Safety/Bus Drivers** - The 3 consistently seems to be safer than riding many of the other buses/routes. The drivers are usually more pleasant and helpful as well.

**11. Schedules/Routes** - The schedules for the 3 have been changed. It now stops running at 12:00 midnight in lieu of 2:00 a.m. It also seems to run every 30 minutes in lieu of every 20 minutes. The current route (inbound and outbound) should remain "as is" for the 3. The ridership as a whole is agreeable to the schedule changes listed here, but the route must remain the same thereby servicing the most people.

**12. Environmental Studies** - Over the years, the City has submitted several environmental studies regarding public transit which included the 3. In these hard economic times and with cities declaring bankruptcy, how do we afford yet another environmental study? With or without environmental studies, the results are the same - **we must keep the 3 "as is" because it positively benefits the most people.** We are constantly bombarded with ads that tell us how important it is to save the environment by taking public transportation, and yet, SFMTA wants to eliminate a bus that meets that criteria.

I believe today is the deadline for submitting public comments. Would you please forward my e-mail to the SFMTA members and thank them for their kind consideration of my request.

#### **I-Sullivan (1)**

*(Jerome Sullivan, Email, September 12, 2013)*

I use the 3 Jackson every day to get to and from work. I board at the Sutter and Sansome stop in the morning and take it to the end of the line at California and Presidio. It's a quiet electric bus that meets my needs. Taking it out of service would be a huge disappointment

and I would need to find an alternate bus that would be a diesel bus and not a clean energy form of transit.

My carbon footprint is null when taking the 3 Jackson and I feel good about that.

**I-Sylvester (1)**

*(Erich Sylvester, Email, September 16, 2013)*

My wife and I are regular users of the number 3 bus line. We ask that it be retained. We live in the Presidio.

**I-ThomasA (1)**

*(Alice Thomas, Email, September 17, 2013)*

My colleagues and I rely on the 3-Jackson to get to our office in Lower Pac Heights. There isn't another bus that runs along Sutter to get closer to work. But also I take this bus when I find it difficult to board the 22 Fillmore which is a long ride to the next transfer to get downtown..

Please don't eliminate the Muni 3-Jackson.

**I-Thoron (1)**

*(Sam and Julia Thoron, Email, September 16, 2013)*

The #3 Jackson line provides an important service to many neighborhoods that can't be duplicated in other ways. Please do not eliminate it. It has been an important asset to our lives for the past 45 years and will mean hardship to many if abandoned.

**I-Townsend (1)**

*(Randy Townsend, Email, September 17, 2013)*

Please count me among those that do not want the 3 Jackson Line to be discontinued.

Many seniors use this convenient route to access services on the Pacific Campus of CPMC. You would be doing them a disservice by eliminating this route.

**I-Vega (1)**

*(Robert Vega, Email, September 14, 2013)*

I use this bus every day to get to work. This is the only bus that goes from Pacific Heights to Union Square and back. Please don't discontinue this line.

**I-Wattis (1)**

*(Anne Wattis, Email, September 16, 2013)*

PLEASE do NOT eliminate the #3 Jackson. It is absolute necessary to have that bus. I am also making a request to have the shelter put back at the bus stop. It is a disgrace to remove the shelter and eliminate that bus line. I see at least 15 people at that stop every morning. What is the neighborhood coming to?

**I-Weiner2 (1)**

*(Herbert Weiner, Letter, September 16, 2013)*

In this document, I will examine particular changes in routes and services and then use these examples to make general observations of the Transit Effectiveness Project (TEP) itself. It is my contention that the present proposals will provide less services to neighborhood communities and severely impact the most physically vulnerable of our community, i.e.,

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senior citizens, critically ill and the handicapped. The basic, flawed assumptions of the TEP will be noted and remedies proposed.

As an example of unrealistic proposals, we will first examine bus lines which will be altered or eliminated.

#### The 3 Jackson and 2 Clement Lines

It is proposed to delete the 3 Jackson line, replacing it with the 2 Clement trolley which will supplement the present 2 Clement motor coach route. The 3 Jackson line, replicating the now extant 4 Sutter line, will travel from Sansome and Market St., turn at 8th Avenue and California St. and have a terminal point at 6th Avenue at Clement Streets.

What will be eliminated is any trolley service from Presidio Avenue and Jackson Sts. to Divisadero and Jackson Sts. on grounds of low ridership. The market system laws of supply and demand are being applied to public transportation services; the criteria should be based on need. Severely impaired individuals will be required to walk a long distance between Divisadero and Presidio Avenue to catch a bus. They must also walk a long distance from Jackson Street to California St. on inclined hills to catch a bus and also go to their homes on such inclines. There is the risk of falls, fatal hip fractures and possibly stroke or heart attack in the process of taking public transportation. This would result in highly costly lawsuits and also the unnecessary loss of lives which would be preventable by retaining the run from Divisadero Street to Presidio Avenue.

One alternative proposal might be extending the terminal site for the proposed 10 Sansome line to Presidio and Jackson Streets with a turnaround on Washington Street. The real problem would be noise pollution of the coach which could be minimized by the new ecological technology in hybrid motor coaches.

#### **I-Weiner2 (13)**

*(Herbert Weiner, Letter, September 16, 2013)*

The bus schedules and routes that existed prior to 2008 were intricate and systematic in service delivery, covering the city. What was lacking was the timeliness of service, due to breakdowns and runs that were not filled. What was needed to improve service delivery was examination of internal management and revision of operations. Management, because it is responsible for the operations of MUNI, had the obligation to correct this deficiency which it apparently has never done. A historical note: Timeliness of service improved initially under the directorship of Michael Burns, a previous General Manager of MTA, to the point of 71% reliability. While not achieving the optimal goal of 85%, it was a significant improvement without the reallocation and redistribution of services. Later, the service did decline, but it does show that internal adjustments can improve services. TEP is not the answer, because, even with its revision and elimination of services, there is no guarantee that the proposals will work. This will be the result of many work hours and money spent on a faulty project.

I suffered a personal hardship with the TEP alteration of the 29 Bus line that had previously run to Crissy Field. While it was difficult to get to Crissy Field on the Presidio Go shuttle, it was worse coming back. I had a gathering to attend across town at 38th and Taraval St. I was able to get the Go shuttle with little difficulty which took me to the area of Richardson Ave. At Richardson and Francisco St., I waited for the 28 Bus where the travel panels kept fluctuating in times of arrival. When the 28 arrived, it was full and passed us by. The next bus would come in 80 minutes! Furious, I walked to Lombard and Divisadero Street where I caught the 43 bus which took me to Forest Hill Station and the L line. I left

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Crissy Field at 2:40pm with the intention of arriving at 38th and Taraval at 4:00pm. When I finally arrived at my destination it was 4:30. It took nearly two hours to get across town. Had the 29 bus been available, I would have arrived in an hour or shortly after. It should be noted that Crissy Field, like the Cliff House, are San Francisco landmarks; the Transit Effectiveness Project has eliminated direct access to them. These deletions have not only inconvenienced me. They must have inconvenienced countless others. The TEP may meet with the approval of MTA management and SPUR. But that is not whom they are mandated to serve. There will undoubtedly be more horror stories to add to those of the past, should the next recommendations of TEP be implemented.

**I-Weiner2 (18)**

*(Herbert Weiner, Letter, September 16, 2013)*

Public transportation should be for everyone, not selected segments of the city. Should the police only protect those most victimized and not every resident of the city? Should the Fire Department be selective in putting out fires in only particular houses? Should we restrict the services of doctors to the most needy and not have preventative services for all? As residents of San Francisco everyone is entitled to equal services. MUNI even displays this with its bus sign: *"Equality for All!"* The Transit Effectiveness Project flies in the face of it with the not guaranteed aim of the buses running faster and many riders being left behind. The zero sum solution of the TEP, which does not add buses to the fleet but reallocates resources to the detriment of many, is inappropriate to what SFMTA calls a "Transit First" city; it clearly does not address the problem of public transportation which is presently an eyesore.

Public transportation is a vital element of the city infrastructure. Instead of strengthening service delivery, the TEP, if implemented, will subvert if not destroy transportation services that this city desperately needs. The neighborhoods and the small businesses throughout the city will suffer, due to lack of availability of buses and coaches that formerly existed to their benefit and that of consumers. This will damage the economic life of the city.

**I-Weiner2 (20)**

*(Herbert Weiner, Letter, September 16, 2013)*

There is the old saying: *"Be careful what you wish for, you may get it."* But the MUNI passengers of San Francisco did not wish for the above. And they are getting a flawed project that they will have to endure with suffering. Public transportation will be worsened as a result of the project as it presently stands.

The TEP should pause and reflect as to how to expand the number of coaches and buses in the fleet, serve every neighborhood in the city and even restore deleted and altered routes. This is a switchback that the public and riders would greatly welcome from a public agency with a proclaimed policy of *Transit First*.

**I-Weninger (5)**

*(Andrea Weninger, Email, September 6, 2013)*

My family would sincerely appreciate that your team reconsider taking the "27 Folsom" bus line through our neighborhood. In addition to all the points above, we don't need additional bus capacity in this area and we certainly don't need the additional traffic and the safety concerns this brings for the children in our building and the neighborhood.

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**I-Wizowski (5)**

*(Kathy Wizowski, Email, September 5, 2013)*

My family and I would most appreciate it if you could reconsider an alternate route for the proposed 27 Folsom.

**I-Woodruff (1)**

*(Debra Woodruff, Email, September 17, 2013)*

As a frequent rider of the 3 Jackson, I want to express my support for continuing service on the 3 Jackson line.

One of the considerations I made when I bought my home was the availability of close mass transit. I had previously lived near the 1 California line. I wanted to have transportation close by should I no longer be able to walk far or drive.

I know there have been previous efforts to eliminate the 3 Jackson but there are good reasons it should continue to operate:

- For anyone wanting to go to the Fillmore district, transfer to go to the Marina district, they must walk 6 blocks or more to get transportation. There are many elderly in the neighborhood who can't walk that far to take the bus to do their errands. Many of these individuals (and others) do not own cars.
- There are handicapped individuals, using electric wheelchairs, who use the 3 Jackson to navigate the hills on Fillmore, Jackson and Presidio Streets. The 3 Jackson provides them a direct link to those streets lessening the likelihood they break down or become stranded.

**I-Woodruff (3)**

*(Debra Woodruff, Email, September 17, 2013)*

- Eliminating the 3 Jackson would require at least one, if not more transfers to reach the Union Square area, increasing the time of the trip from 30 minutes to close to 1 hour or longer.
- Keeping the 3 Jackson, especially during the fall and winter, when it gets dark earlier, provides **safe** transportation for the residents of the neighborhood.

**I-Woodruff (6)**

*(Debra Woodruff, Email, September 17, 2013)*

- The 3 Jackson provides access to Alta Plaza Park. Other Muni lines serve other large parks in the city. These parks are used by the surrounding schools for recreational activities.

Eliminating this valuable service is not the right thing to do. I'd rather pay an additional dollar or two for my monthly pass than to lose this valuable link to other Muni lines and BART.

**I-WooR (1)**

*(Russell Woo, Email, September 17, 2013)*

As a neighbor who has exceeded Helen Fung's 45 years riding the 3 Jackson bus, I wholeheartedly support maintaining the 3 Jackson bus as a lifeline on its current route because of the reasons she so succinctly outlined. The impact on senior citizens, school children whom the city is trying valiantly to retain and a transportation system which supports minimizing cars would unravel the fabric of the neighborhoods and city. The Jackson 3 is to be retained.

**I-WooS (1)**

*(Sharon Woo, Email, September 17, 2013)*

**PLEASE DO NOT ELIMINATE THE JACKSON THREE BUS!** ALL PERTINENT POINTS WERE MADE IN HELEN FUNG'S EMAIL MESSAGE TO YOU SO I DO NOT NEED TO REPEAT THEM. JUST WANT TO EMPHASIZE THE SIGNIFICANCE OF THIS ISSUE AND THIS REQUEST FOR OUR NEIGHBORHOOD.

**I-Zhang (1) (pp. 26-27)**

*(Pei Juan Zhang, Public Hearing Transcript, August 15, 2013)*

I'm here to express my concerns regarding the No. 10 and 12 bus lines as proposed in the TEP.

I have lived in the North Beach/Nob Hill neighborhood since my family first immigrated to the U.S. 27 years ago. My husband has mobility issues; and we use the #10 and 12 bus lines every day to go to Chinatown or to transfer to other bus lines. I'm very satisfied with having these two bus lines in my neighborhood.

However, the TEP proposes the elimination of the No. 12 and replacing it with the 10 line. In other words, there's going to be a service cut; and it will have a dramatic effect on our community...

**I-Zhang (3) (pp. 27)**

*(Pei Juan Zhang, Public Hearing Transcript, August 15, 2013)*

...Please don't eliminate the #10 and 12 bus lines. Any elimination on the bus lines means service cuts to the community who really relies on public transit.

**I-Ziman (1)**

*(Sasha Ziman, Email, September 18, 2013)*

The Ziman family of 4 (living at Divis & Jackson, some attending school within 20 blocks) values the #3 and its connections to work, school and home. Neither the reenvisioned #2 -- running through a rougher neighborhood -- nor the #1 provides an equivalent assist to little legs on hills around town.

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**Comment MER-c: Suggested Variations**

**A-PT (1)**

*(Mark Helmbrecht, Transportation Program Manager, Presidio Trust, Letter, August 9, 2013)*

**29 – Sunset Route**

The Trust continues to support the extension of the 29 route farther in the Presidio to better serve park visitors using Muni to get to the park. At a minimum, we recommend extending to the Golden Gate Bridge Toll Plaza, where a new visitor center and plaza improvements have recently been built. The current temporary restroom facilities located in Baker Beach are subject to removal in the next five years. Therefore, by having the Golden Gate Bridge Toll Plaza as a route terminus, Muni drivers would be able to use the new and permanent visitor restroom facilities. The extension of the route to the toll plaza would also facilitate transfers between many Golden Gate Transit route, the PresidiGo Shuttle, and the 28 – 19th Avenue Muni route. In addition, the Trust expects that transit demand for this area of the park will

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increase because of improved trails and two new overlooks in this area. The occupancy of the Fort Scott District is also expected to increase steadily in the next few years.

**A-PT (4)**

*(Mark Helmbrecht, Transportation Program Manager, Presidio Trust, Letter, August 9, 2013)*

**44 – O’Shaughnessy**

The Trust continues to support the extension of the 44 route into the Presidio to the Transit Center in the Main Post. Extending this route in conjunction with other changes outlined in the study would substantially improve transit service to the Presidio. The 44 is an efficient route serving large parts of San Francisco and has a less circuitous route than the 43 route. Therefore, this would better serve San Francisco residents, employees, and visitors traveling longer distances.

**A-PT (5)**

*(Mark Helmbrecht, Transportation Program Manager, Presidio Trust, Letter, August 9, 2013)*

**76** – The Trust suggests the 76 route use the new Girard interchange being built as part of the Doyle Drive Reconstruction Project to enter the Presidio in the northbound direction, stop at the Presidio Transit Center, and then travel westbound on Lincoln through the Presidio to US101 at the south end of the Golden Gate Bridge. Similarly, in the southbound direction, the Trust suggests the 76 route enter the Presidio immediately south of the Golden Gate Bridge Toll Plaza, travel through the Presidio to the Presidio Transit Center and then to US 101 via the Girard interchange. This diversion into the Presidio would serve more recreational users and provide a valuable connection between these two park sites for San Francisco residents and visitors. Traffic congestion on Doyle Drive varies considerably on weekends, and a route through the Presidio may also allow for improved service reliability.

**O-GPA (6)**

*(Michael Rice, President, Glen Park Association, Letter, September 11, 2013)*

6. The Final EIR should evaluate alternative loops, such as extending the 35 line to Mission-Silver, to avoid use of Wilder or stopping and idling at Glen Park BART.

**O-HVNA (5)**

*(Jason Henderson, Chair, Transportation and Planning Committee, Hayes Valley Neighborhood Association, Letter, September 10, 2013)*

... ***Bicycle planning and transit planning are somewhat disjointed.***

Like transit, bicycling is a key to meeting the city's environmental goal of reducing driving. In some cases, such as on the 5-Fulton on McAllister, the EIR shows that transit and bicycling might blend well. In other cases, like Church near Market Street, the EIR shows that the TEP might unavoidably squeeze bicyclists. But this is avoidable and cyclists deserve safe access to the same retail corridors where there is transit service. Rather than put the squeeze on bicyclists, the EIR should mitigate by allocating more space to bicycles AND transit and do this by taking away space from cars. However this option seems to be ignored because of how the Planning Department evaluates streets using intersection LOS (see below).

**I-Balsamo (2)**

*(Michael Balsamo, Email, August 25, 2013)*

Additionally, I wish to provide the following commentary:

- 1.) I would like to see mention of low floor vehicles on the routes which encounter high instances of boarding/alighting delays
- 2.) On major routes and major stops where cash fares (as opposed to clipper monthly fares) are utilized,

I would like to suggest the installation of outdoor ticket vending machines (TVMs) and Clipper readers. The idea here is that for transit corridors such as Market street and the F line, a lot of those passengers are visitors and are more likely to purchase a cash fare. For bus operators, the cash fare payment delays boarding of the bus/trolley. In addition, the desire is for passengers to only queue for boarding, not for the clipper readers or cash payment. On those corridors, the goal should be for buses and trolleys to only allow off-vehicle payment. This type of payment scheme already works for NY MTA's quasi-BRT line (attached is a photo), I think SFMTA should consider it along the F-line and along Market Street to Van Ness.

**I-De (1)**

*(Hypocro De, Email, September 17, 2013)*

I think the 14 Mission should remain as trolley

14L Mission Limited should remain as Motor (Since this the faster & limited bus)

**I-Goodman1 (2)**

*(Aaron Goodman, Email, August 22, 2013)*

We suggested alternative routing and stops, linkage, looping and connectivity for the L-M lines on the western side of SF, which also requires more accurate information in terms of grade separation, at the 1952 interchange at brotherhood way, and what alternative tunneling and arial platform designs require in terms of distance to get arial platforms and for below grade routing.

An example would be the L-Taraval extension up Sloat back to a Stern-Grove underground station stop and mixed use building at the Pumpkin patch at 19th Ave and Sloat. With a turn southbound on 20th a revised Mercy H.S. arial station stop with urban plaza adjacent to Macy's and a new YMCA, Pet-Store, and Annex for Seniors adjacent to a new urban plaza design.

The location of our alternatives relies on more information from the SFCTA and SFMTA on routing station stop future possible locations down 19th past the brotherhood way interchange, and where we could place a stop @ 77 Cambon drive and the old Parkmerced Garage. Part of the discussion hinges on SFSU- CSU and Parkmerced altering their plans in regards to the transit first routing direct to Daly City BART.

The current 19th Ave Study ignored the distance, and multiple obstacles to Daly City Bart 1952 interchange at brotherhood way, overpass at Merced area cross-over and 280 interchange up to the BART station. We have started looking at alternatives including a brotherhood way routing, and around John Daly Blvd. to top-of the hill Daly City to provide a secondary transit link- loop for bi-county transit improvements but need further info. and planning routing (sections, plans, and height/topography dimensions)

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#### **I-Goodman2 (7)**

*(Aaron Goodman, Email, August 22, 2013)*

The 14 and 14L also face a similar concern for lacking BRT services along the Excelsior and Mission routes which provide a main arterial for the inner-mission for many working families of the excelsior. A TEP project EIR should focus on such suggestions to improved immediate services to these areas.

Bi-county improvements can also be made or proposed to improved Daly City Services along the Mission route over the top-of-the-hill and bus relay area, and the routes to colma bart and john daly blvd. over to the western sunset blvd. route of SF. By improving connectivity to transit in these areas there can be a much larger ridership and lessening of the reliance on automobiles in the urban single family home areas.

Please consider also the impacts of the Central Subway and the funding it reduces for the TEP EIR improvements that could improve transit for a much larger base of transit improvements.

The simple extension of the L-Taraval from the SF Zoo where the 2800 Sloat Blvd. Housing project was proposed up past Stern-Grove could easily revitalize the housing situation by providing impetus for development of the Sloat Blvd avenue, LakeShore Mall and housing above retail concept. The turning under-ground and turning on 20<sup>th</sup> into Stonestown's parking lot and ramp to an aerial platform heading down 19<sup>th</sup> Ave could add significant density and housing opportunities adjacent to the stonestown mall for essential rental housing construction. It can also provide impetus for new parks, plaza's and open-space if designed with transit friendly access to the platforms.

I will gladly provide sketches again for your discussion and possible inclusion in the TEP EIR final, so that the TEP EIR includes the type of analysis that is proactive in terms of proposed mass-transit proposals to be open and investigatory towards new ideas for future routing of major public transit systems in SF. A copy of the drawings was submitted to Chester Fung for the 19<sup>th</sup> AVE Transit Studies prior, and I have attached the memo sent prior (without all images and sketches due to size of the file)

#### **I-Haile (2)**

*(Vera Haile, Email, August 12, 2013)*

BALBOA A & B EXPRESS. No changes are proposed for these lines except an additional stop on Van Ness. I believe Muni's Express buses are the best services Muni provides that can get people out of their cars and on to buses. BUT they don't run long enough. The last one in the a.m. leaves at 8:30 a.m. and the last one in the p.m. leaves at 5:00 p.m. I took the A EXP for 13 years to Chinatown, and I could not have gotten there any faster driving. I continue to recommend that Express buses run all day. TEP says, "Oh that costs too much." It would not if you ran an Express once an hour, and replaced another bus run. That would not cost too much. People have different work schedules these days, and it would help those with part time jobs, classes at different times. Surely MUNI could try it with publicity to the neighbors for months and see.

**I-LewisG (4)**

*(Geoff Lewis, Email, September 17, 2013)*

One (admittedly creative) solution could be to have a single bus stop for both inbound and outbound directions (ideally with a shelter and an arrival information display) located on the corner of Grand View and Clipper Terrace. Outbound buses traveling up the hill would pull into the bus stop like any other bus stop. Inbound buses coming down the hill on Clipper would circle the traffic circle to pick up passengers and then circle it again to resume travel down Clipper. This would side-step the issue of how passengers would safely cross Clipper to get to a bus stop on the south side of the road, as well as eliminate the need for a bus stop that might block traffic.

**I-PanH (8)**

*(Henry Pan, Letter, September 16, 2013)*

**Bikes onboard trains:** Please evaluate the feasibility of allowing bikes onboard LRVs at all times. Several rail corridors, like 3<sup>rd</sup> Street and Twin Peaks, will greatly benefit from this, as there are no dedicated bike facilities on 3<sup>rd</sup> Street, and negotiating Twin Peaks is difficult for novice bicyclists. This will also diversify mode share.

**Longer Buses on some routes that do not justify 60' artics:** This is in reference to page 6-52. Some routes have ridership that would be considered crush-load but not enough to justify using 60' articulated buses. Some of these routes may not be able to use 60' buses because of geometry issues, most notably the 108 with respect to the Treasure Island Road ramps. I suggest that the agency explore clearing 45' buses and any associated infrastructural geometry changes for use on certain routes, particularly the 1, 6, 28, 29, 43, 44, and 108 lines as needed. NABI, recently acquired by New Flyer, recently discontinued the Compobus, the 45' city bus currently used by Los Angeles Metro, but may reinstate it.

**Low-floor LRVs:** Please evaluate the feasibility of making the system low-floor, with the long-term goal of making the system entirely accessible and reducing maintenance and capital costs with respect to no longer having to maintain hi-lo steps and no longer having to construct wheelchair ramps to accommodate high-floor multi-level LRVs.

**Parking Removal and Replacement** This project will necessitate significant parking removal, especially on the Rapid corridors with Project-Level improvements. Some of the parking will be restored by implementing stop consolidation. In an effort to reduce parking demand, car usage, and GHG emissions, as well as increase modeshare of other forms of transit, particularly 20% of bicycling by 2020, please study the possibility of implementing carshare pods, bikeshare pods, corrals, or parklets, in that order, rather than bona fide parking spaces which will merely perpetuate driving and the parking problem these opponents have been claiming. Encouraging other forms of transportation will diversify the city's mode share and comply with the Transit- First policy.

**I-PanH (11)**

*(Henry Pan, Letter, September 16, 2013)*

**E-Embarcadero:** I support the immediate, when feasible, operation of the route from Caltrain to Fishermans' Wharf, especially on game days to alleviate overcrowding on the N and the T. Another item that would potentially accommodate extra capacity on those days would be to operate LRVs on the E from Pier 39 to Caltrain, which would potentially require further evaluation since LRVs operate on AC and consume more power than the DC-powered PCC cars.

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In addition, I want to see what impacts would occur if the E operated between Jones and Beach to the Muni Metro East (MME) turnaround. This would allow single-ended PCC and Milan cars to operate on that route, and accommodate future growth at the Warriors Stadium, as well as the Mission Bay, Pier 70, and Hunters Point developments. If this were implemented, all-door boarding would not apply to the third street portion of the route unless the low boarding platforms at the existing stations were expanded.

**F-Market and J-Church:** In order to alleviate overcrowding in the Muni Metro subway and the Muni Metro Turnaround (MMT), please consider decreasing the headway on the F to 10 minutes and operate the J with PCCs, which would also operate at 10-minute intervals. Assuming the E operates on 10-minute headways, frequency along the corridors served on the F would remain at five minutes. This would also address concerns from Noe Valley residents that the LRVs are heavy and are destroying the foundations of many homes in the area, and free up LRVs for operation on other lines. Dilapidated streetcars currently stored at Marin Division could potentially be used to fulfill this operation.

**J-Church** Please consider studying the feasibility for wheelchair ramps at the stops on Santa Rosa, Santa Ynez, and Ocean. Currently, wheelchair-bound passengers along the corridor have no direct means of reaching Noe Valley or Downtown without a transfer. An alternative would be to study extending the 35 to Balboa Park BART in order to increase accessibility along this corridor. Alternatively, low-floor cars should be ordered during the next round of procurements, eliminating the need to study wheelchair-ramps and making the entire system fully wheelchair-accessible.

In addition, it is highly recommended that the stop at Liberty not be eliminated due to safety concerns. Removing the stop will result in more pedestrians trespassing on the right-of-way, mainly to reach the 21<sup>st</sup> Street stop.

**K-Ingleside:** What is currently being decided for the route after the interconnection with the T is broken when the Central Subway opens? Potentially, to accommodate future growth along the waterfront and to alleviate congestion at MMT, the K could be extended to the Mission Bay, the MME turnaround, or even to Hunters Point Shipyard when the development is ready.

#### **I-PanH (13)**

*(Henry Pan, Letter, September 16, 2013)*

**M-Ocean View:** Is it feasible to maintain both the 19<sup>th</sup>-Ocean View alignment and the Parkmerced alignment? Such an option would not preclude extension of the M to Daly City BART, but would also encourage light rail, or even BRT, to be built along the 19<sup>th</sup> Avenue-Park Presidio corridor.

#### **I-PanH (15)**

*(Henry Pan, Letter, September 16, 2013)*

In addition, I highly suggest a transit-activated signal be implemented at the intersection where trains cross northbound 19<sup>th</sup> Avenue by Mercy High School. Such a signal would activate when a train arrives at inbound Stonestown or outbound Eucalyptus, causing the traffic lights for 19<sup>th</sup> Avenue at Eucalyptus to turn green and the traffic signal by the right-of-way intersection to turn red. This happens until all cars are clear of the intersection with the right-of-way. This allows the M to cross 19<sup>th</sup> Avenue without delay.

Also, please consider consolidating the stops at Right-Of-Way/Ocean and Right-Of-Way/Eucalyptus. These stops are located 200' apart from each other. I suggest lengthening the existing inbound stop at Right-Of-Way/Ocean and the existing outbound stop at Right-Of-Way/Eucalyptus to create a single stop that serves the Lakeside district, thus reducing overall dwell time. This also affords an opportunity to improve the pedestrian network, since it legitimizes a new pedestrian connection between Ocean and Eucalyptus (pedestrians have been sighted walking along that portion of the right-of-way to get between Ocean and Eucalyptus).

**I-PanH (17)**

*(Henry Pan, Letter, September 16, 2013)*

**NX-Judah Express:** Please evaluate the possibility of extending the NX into Chinatown on weekends, to alleviate overcrowding on the 8X, 30, and 45. My rationale for this is that most people riding the 8X, 30, and 45 offboard at Market and transfer to Muni Metro, most presumably the N-Judah to complete their journey to the Sunset. This also could be justified by the high amount of boardings at Kearny and Geary.

**1-California:** Please evaluate the feasibility of making the existing rush-hour only transit-only lanes full-time, especially on Clay between Powell and Stockton. On weekends, there is excess congestion caused by autos leaving Chinatown via the Stockton Tunnel, and it often takes a bus two to three minutes to traverse one block from Powell to Stockton. Furthermore, please evaluate the feasibility of a short-turn service on weekends, operating from Presidio or Fillmore to Drumm and Clay. Buses are frequently packed on weekends caused by those in the Richmond riding to Chinatown, and as a result, many heading to Chinatown from Nob Hill are often passed up. The 1 is also susceptible to bus bunching on weekends. Short-turns would alleviate overcrowding and reduce pass-ups along the corridor, as well as increase its general reliability. If such a thing is not possible, I would like either the NX alternative to be evaluated, or articulated coaches be evaluated for the line.

**I-PanH (19)**

*(Henry Pan, Letter, September 16, 2013)*

Also, please study the possibility of a rush-hour transit-only lane with signal priority along the Pine-Bush couplets to enhance travel times from the Richmond/Sunset District to Downtown.

**2-Clement:** The short-turn variant of the 2-Clement is reminiscent of the 4-Sutter. To eliminate any confusion among riders on the corridor, please consider naming the trolley portion of the 2 the 4-Sutter. Also see comments pertaining to the short-turn service under the header "4 -Sutter". Also, in coordination with the consolidated option for the Geary BRT, please consider extending the 2-Clement to either 33<sup>rd</sup> and Balboa (pre-2009 routing), or to Ocean Beach via Balboa (38-Geary pre-2009 Ocean Beach leg), or to Fort Miley.

**I-PanH (22)**

*(Henry Pan, Letter, September 16, 2013)*

In addition, I want to ask that you study the possibility of having tiered express service as it is done on the 1, 31, and 38, as an alternative to limited service. An A-level express route would operate from Ocean Beach to Park Presidio Boulevard during rush hour, then express Downtown via the Fell-Oak couplet following closely the 16X route. The B-level express will operate from Park Presidio Boulevard to Masonic, then operate express downtown via the NX route along the Pine-Bush couplet. Such an arrangement would eliminate the need for a limited-tier service and increase legibility along the corridor. The additional amount of buses

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on the couplets could necessitate a rush-hour-only bus lane to enhance transit time from the local stop closest to the inbound terminal to downtown.

If crowding still persists in the Downtown portion without the 5L, I suggest a short-turn service operating from Yerba Buena Gardens to Fillmore, or restoring the 21 to its pre-2009 terminus at Fulton and 8<sup>th</sup>, in order to complement Fulton Street service.

#### **I-PanH (27)**

*(Henry Pan, Letter, September 16, 2013)*

**10-Sansome:** Explore extending the 10 to Masonic/Geary for three reasons. The first is to accommodate increased demand to CityTarget, slated to open in October 2013. The second is to replace reduced service on the Jackson corridor caused by discontinuation of the 3-Jackson, to afford Outer Pacific Heights residents easier access to Downtown. Also, contingent on this extension, this bus should be served exclusively with hybrid, low-floor buses. The third reason is to free up the 24 for a potential extension northward to the Marina District.

#### **I-PanH (29)**

*(Henry Pan, Letter, September 16, 2013)*

Regardless of the short-turn situation, it would still be a good idea to run it between Van Ness and 1<sup>st</sup> & Harrison in Rincon Hill. This is to capture the ridership in Nob Hill, who frequently ride the buses to Chinatown and Downtown, as well as the growing population as a result of densification of Rincon Hill and the lack of adequate transit service. This would enable the 10 to operate every 10 minutes between Van Ness and Rincon Hill. A potential route could operate on Pacific, then left on Powell, right on Broadway, right on Sansome, right on Market, left on 2nd, left at Folsom, right at Embarcadero, right at Harrison, right on 2<sup>nd</sup> to regular inbound route to Pacific and Van Ness.

#### **I-PanH (31)**

*(Henry Pan, Letter, September 16, 2013)*

...Might I suggest using this alternative short-turn route to better serve residents of western Nob Hill/Polk Gulch, which has a significant elderly population, some of whom have been living here for over 40 years: from Pacific and Larkin inbound, left at Larkin, right at Jackson, right at Polk, right at Pacific to new outbound terminal and regular route. It would miss Van Ness BRT by one block, however the walking distance seems tolerable.

#### **I-PanH (33)**

*(Henry Pan, Letter, September 16, 2013)*

**11-Downtown:** Please consider evaluating an alternative alignment which traverses Rincon Hill via SUGGESTED INBOUND: From Folsom/2<sup>nd</sup> via Folsom, left on Beale, Drumm, left on Sacramento, right on Sansome to regular route and OUTBOUND: From Clay/Sansome continue on Clay, right Davis, Main, left on Folsom, right on Embarcadero, right on Harrison to regular route. The neighborhood already has several high-density developments, and more are anticipated in the future. At the time the TEP was being studied in 2007, the 12 operated through the neighborhood. Because the high-density developments were not open yet, there was not enough demand to save the 12 from being rerouted during the December 2009 cuts.

**I-PanH (38)**

*(Henry Pan, Letter, September 16, 2013)*

**18-46<sup>th</sup> Avenue:** To increase reliability for the route, please study the feasibility of rerouting it around the Cliff House (pre-December 2009 routing). In addition, since its current outbound terminal at Stonestown will be displaced by the 19<sup>th</sup> Avenue realignment project, please consider either extending the route to the Parkmerced Transit Center or even to Daly City BART, to accommodate anticipated increased ridership loads along the corridor until the M spur to Daly City BART via Parkmerced is complete.

I also want to oppose any rerouting of the 18-46<sup>th</sup> Avenue away from the southern tip of Lake Merced. While this routing will be replaced by the 17-Parkmerced, service on Lake Merced between Font and John Muir will be eliminated. As a result, two housing developments – Brotherhood Way and Lake Merced Hills – will no longer be served by accessible transportation, and will be subject to multiple fare burden by paying for SamTrans AND Muni to get Downtown. This area is already transit-sparse, especially with 18-line service operating every 20-30min frequencies on weekends. This area also has infrastructure disproportionately favoring the automobile, with multiple lanes of traffic and uncontrolled intersections. Two other alternatives that could be explored are: restoring the original 88-BART Shuttle route that was discontinued in December 2009, or just to keeping the 18 through Lake Merced would be to have the 17 operate service to these communities, see 17-Parkmerced above and 88-BART below.

**I-PanH (39)**

*(Henry Pan, Letter, September 16, 2013)*

**19-Polk:** Please consider studying an alternative to maintain its current routing between Hunters Point Shipyard and Fishermans' Wharf. Many residents rely on the 19 as an alternative to the T to get downtown, and requiring them to transfer would be a significant depreciation in service to the low-income transit-dependent community there. This also ensures increased capacity to Downtown for the anticipated Hunters Point Shipyard development, when the HPX is not running.

In addition, I would strongly recommend maintaining the current 19-Polk route through the Tenderloin to serve the mobility-impaired demographic in the neighborhood, as well as to allow the maximum benefit of the Polk Street Improvement Project. By keeping the 19 as it is now, Polk south of Geary could be made one-way, thus allowing fully separated bicycle lanes in both directions and making Polk a truly multi-modal corridor and diversifying mode share on the corridor.

**I-PanH (42)**

*(Henry Pan, Letter, September 16, 2013)*

In addition, there are excessive amounts of bypassing buses around the Nob Hill neighborhood because they are so behind schedule. This is usually caused by congestion that often occurs on Friday-Sunday on 5th Street between Mission and Market heading inbound as well as congestion leading to the Eastbound Interstate 80 onramp at 5th and Market. Are there plans for a transit- only lane to alleviate congestion on that stretch of 5th Street as well as to make the 27 more reliable before the reroute is implemented?

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**I-PanH (45)**

*(Henry Pan, Letter, September 16, 2013)*

- On page 161, the IS describes shortening one of the two left-turn lanes so the M would be less likely to be stuck in left-turning traffic. How short would the left-turn lane be, and why is it not feasible to completely eliminate the left-turn lane?
- I would also suggest the addition of a transit-only lane throughout the corridor, if not, then at the very least from Holloway to Wawona, especially in the northbound direction, as there is heavy traffic during the PM rush. I would also suggest in particular that the lane could be implemented first on 19th between Eucalyptus and Sloat, since there is a parking lane that is not at all utilized and is generally used by traffic on the lane closest to the sidewalk. These lanes would be required to accommodate growth along 19<sup>th</sup> Avenue as a result of the Brotherhood Way, Parkmerced, SF State Master plan, and a possible Stonestown development.
- I would also closely examine the stop-consolidation plans currently outlined for 19th Avenue between Wawona and Lincoln, particularly south of Noriega. Stops are currently spaced 600 feet apart, and consolidating most of them would result in stop spacings up to 1200 feet apart. While this is the same stop spacing for stops in the Richmond, each of these stops connect to a transit line, thus making consolidation bearable because residents living on streets not served by the 28 could walk to nearby connecting transit service and transfer at Park Presidio. This is not the case in the Sunset, where transit routes are spaced every two to four blocks, housing density is very low, and transit service is more sparsed. I would potentially be fine with stop consolidation north of Noriega, since the 16X and 71L are three blocks away and can function as feeder service to the 28/28L. However, if all the stops were retained, service on the corridor would still be excessively slow. Thus, I recommend examining an alternative option that maintains the 28 as is, the 28L as it was before the October 2011 changes but operates all day and terminates at Van Ness/North Point, and a third service level that closely mimics the 28L as proposed in the TEP but with even larger stop spacings, stopping at transfer points with heavy- ridership routes, like at Van Ness and North Point (11, 19, 30, 47, 49), Lombard/Fillmore (GGT10,70,80; 22, 43), Park Presidio/Geary (38), 19th/Judah (N), Taraval (L), Stonestown (M, 17, 18, 28, 29), SF State (M, 28, 29), Balboa Park (8X, 29, 43, 54, 88), and Mission/Geneva (8X, 14, 14L, 29, 43, 54, 88) and hours similar to today's 28L. I will only support stop consolidation if there is parallel service that will accommodate those with mobility issues, and thus, I will support such an act north of Noriega, but encourage the planning team to consider the alternative of operating three-tiered service on 19<sup>th</sup> Avenue. See Table 2<sup>1</sup>.
- To better connect the northern waterfront until the E-line Fort Mason extension opens, the 28/28 L should be extended to Fisherman's Wharf at a location to be determined (preferably near Pier 39), to better connect with the Golden Gate Bridge and to afford Richmond and Sunset residents easier access to the area.

**Table 2: Stop Arrangements For Each Service Alternatives Described**

<p><sup>1</sup> EWD – Evening and weekends. DT – Daytime. AT – All the time, defined approximately as 5am-9pm. SL – Superlimited: M-F 7am-10am, 2:30pm-5pm.</p>
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Stop	28-19th Ave Consolidated north of Noriega	28-19th Ave suggested completely consolidated	28L per TEP	28L-19th Ave pre-October 2011 service; suggested alternative	28X-19th Ave SuperTEP variant
Van Ness/North Point	EWD	EWD	DT	AT	SL
Van Ness/Chestnut	EWD	EWD			
Lombard/Laguna	EWD	EWD			
Lombard/Fillmore	EWD	EWD	DT	AT	SL
Lombard/Pierce	EWD	EWD			
Lombard/Divisadero	EWD	EWD			
Richardson/Francisco	EWD	EWD	DT	AT	
Golden Gate Bridge	AT	AT		AT	
PPres/California	AT	AT	DT	AT	
PPres/Geary	AT	AT	DT	AT	SL
PPres/Balboa	AT	AT		AT	
PPres/Fulton	AT	AT	DT	AT	SL
19th/Lincoln	AT	AT	DT	AT	
19th/Irving					
19th/Judah	AT	AT	DT	AT	SL
19th/Kirkham					
19th/Lawton	AT	AT			
19th/Moraga					
19th/Noriega	AT	AT		AT	
19th/Ortega	AT	AT-IB only			
19th/Pacheco	AT	AT-OB only			
19th/Quintara	AT	AT	DT	AT	
19th/Rivera	AT	AT-IB only			
19th/Santiago	AT	AT-OB only			
19th/Taraval	AT	AT	DT	AT	SL
19th/Ulloa	AT				
19th/Vicente	AT	AT			
19th/Wawona	AT				
19th/Sloat	AT	AT	DT	AT	
19th/Ocean	AT				
19th/Eucalyptus	AT	AT		AT	
19th/Winston	AT	AT	DT	AT	SL
SF State	AT	AT	DT	AT	SL
Junipero Serra	AT				
Junipero Serra/Brotherhood	AT	AT			
SF Golf Course	AT				
Daly City BART	AT	AT		AT	

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Stop	28-19th Ave Consolidated north of Noriega	28-19th Ave suggested completely consolidated	28L per TEP	28L-19th Ave pre-October 2011 service; suggested alternative	28X-19th Ave SuperTEP variant
Brotherhood/Junipero Serra			DT		SL
Balboa Park BART			DT		SL
Geneva/Mission			DT		SL

**29-Sunset** While not a rapid network route and not a route considered under the Travel Time Reduction Proposal, please consider stop consolidation, particularly on Sunset/Yorba and Sunset/Sloat. Also, please consider installing a transit-activated signal at Garfield/Junipero Serra, as there are usually delays as a result of yielding to through traffic.

**30-Stockton/45-Union/Stockton:** Please consider reconfiguring 3<sup>rd</sup> Street between Mission and Market such that the transit-only lane runs the full length of the block, which will entail removing a right-turn lane. This will alleviate congestion problems currently caused today since it was implemented, and would better coordinate with the Better Market Street project.

Also, what impacts would result if Stockton were restricted to transit, emergency and delivery vehicles, and those with disabilities?

In addition, the 30 and 45 could be used to partially replace the 3-Jackson during its pull-in and pull-out trips, by serving stops on Presidio, Jackson, and Fillmore Streets. Estimated hours of service on this proposed route based on current 30 and 45 pull-in and pull-out schedules would be 4:35am-7:54am (to Downtown), 9am-9:15am (to Presidio Yard), 12:44pm (to Downtown), 1:29pm (to Downtown), 6pm-9pm (to Presidio Yard), and 12am-1:40am (to Presidio Yard). To maintain as much continuity as possible, some runs could be scheduled to pull-in/pull-out rather than relieved, which could potentially improve reliability on the 30 and 45 routes, as is currently done on the 19.

**33-Stanyan (OWE.33):** Please consider evaluating rerouting the 33 on Guerrero or South Van Ness as an alternative to Valencia. It is understandable that the 33 should be rerouted away from Mission to reduce friction and to improve overall reliability on the route, and I support that. However, I am interested in whether running the 33 on Valencia would have a comparable impact than operating on Mission since there is a Class II bicycle facility on Valencia. That bike facility is often obstructed by double-parked vehicles that bicyclists are forced to use the auto lane. In addition, there is usually slightly traffic on Valencia during the evenings. Both of these could slightly slow the 33, possibly to worse than how it operates on Mission now.

In addition, with respect to South Van Ness, the infrastructure is there. There are overhead wires along 18<sup>th</sup> and South Van Ness that would support such a reroute with minimal capital investment. Unfortunately, this rerouting would miss a crucial regional connection: BART at 16<sup>th</sup>/Mission.

Rerouting the 33 onto Guerrero seems to make the most sense. There are two lanes of freeflowing auto traffic in both directions, and would evenly space transit service to every two blocks in the northern Mission, between Church and Bryant. This may actually save more time over rerouting on to Valencia, although it may require more capital investment since

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there are no OCS on Guerrero, compared to Valencia, which already has OCS between 16<sup>th</sup> and 17<sup>th</sup>.

**35-Eureka:** Please consider extending the route to Balboa Park station via the pre-2009 26-Valencia route along San Jose Avenue, in order to complement the J-Church for wheelchair-bound passengers. Currently, all stops along San Jose with the exception of Randall are not wheelchair-accessible and necessitate transfers for anyone who is in a wheelchair heading to Noe Valley and Downtown, causing unneeded hardship. In order to make up for perceived decreased quality of service caused by the extension, I highly recommend that the 58 is routed via Hoffman and Douglass, and not the 35.

**36-Teresita:** I would recommend maintaining 30-foot buses on the route, or even exploring having 35-foot buses on the route. I rode the 36 from Glen Park one Friday during the PM rush, and the bus was over capacity. Also, how feasible is it to extend the route from its current terminus at St. Luke's Hospital to 24th and Mission, to make connections easier for passengers transferring to and from the 14, 27, 48, 49, 58, and 67 lines.

**37-Corbett:** Please consider extending the 37 to Forest Hill Station, in order to increase the quality of transit access for those living in Twin Peaks, as well as to complement the Muni Metro in case there is a major delay and not enough shuttle buses can be scrambled.

**44-O'Shaughnessy:** Would the circuitous loop at the inbound terminal (Clement, Park Presidio, California) be altered so its original loop is restored? Resources could also be saved by converting 6th and California into a transit center, which would entail the 44 to continue on 6th, then left at Cornwall, right at 7th, and right onto California. This would require reversing the flow of traffic on Cornwall and eliminate parking spaces, but this also provides an opportunity for an improved waiting experience, and could potentially serve the 1BX as well.

**I-PanH (48)**

*(Henry Pan, Letter, September 16, 2013)*

**56-Rutland:** I'm concerned with the route being routed away from Executive Park, especially since there's an anticipated high-density development there and at nearby Candlestick Park. Such a route connecting Executive Park is necessary until the Geneva Overpass is completed and the 28L is extended into the development. Also, this misses an opportunity for Muni to better connect Bayshore Caltrain with the rest of the system, and as a result, I highly suggest studying extending the 56 to the station until the T and 28L are extended there.

**58-24th St:** I am curious why Muni did not choose to do the terminal routing along the current 48 routing on Hoffman and Douglass instead of what's being proposed at Castro/25th. Also, how feasible would it be to extend the 58 to Burnett, replacing the 37 loop?

**71-Haight/Noriega:** Is it being considered routing the 71 along 19<sup>th</sup> Avenue, rather than along 22nd and 23rd Avenues, in order to consolidate transit corridors?

**76-Marin Headlands:** I highly advocate extended service during the 4<sup>th</sup> of July, which would increase access for locals interested in watching fireworks from the Marin Headlands for those who do not have access to a car or are mobility-impaired. This could also serve the same purpose during the America's Cup to accommodate spectators interested in watching

## Section 4: Responses to Comments

### 4.K Merits of the Proposed Project

the event from Marin. Alternatively, what would be the effects of delegating this service to Golden Gate Transit?

**88-BART Shuttle:** What is the feasibility of extending this route back to 655 John Muir Drive via Parkmerced (pre-2009 routing) in order to accommodate expected increased densities as an alternative to rerouting the M? This would also accommodate residents at Lake Merced Hills and 900 Brotherhood Way, who are slated to lose the existing 18-46th Avenue service (alternatives are explained under 18-46th Avenue above.)

**91-Owl:** Please consider studying the possibility of extending one of the 91-Owl legs into Hunters Point Shipyard to accommodate expected growth. It is currently a 2-mile walk from the shipyard to 3rd Street, and the walk can be generally dangerous at night.

**All Owl Lines:** Service should be increased to approximately every 20 minutes, or longer vehicles used, to accommodate extra crowds on Friday and Saturday nights (Saturday and Sunday mornings), as well as holidays, in order to increase Owl line reliability.

**108-Treasure Island:** Please consider extending this route from Transbay Terminal to Caltrain as it was done from 2008-2009 to increase neighborhood access to fresh grocery, as the 108 terminated in front of the Safeway. This also affords better regional access to Treasure Island. In addition, the stops at Avenue B/Chinook and 9th Ave/Ave B on the island should be consolidated.

#### **I-Strassner (2)**

*(Howard Strassner, Letter, August 29, 2013)*

**Study the Entire Line** to maximize improvements at minimum cost when TEP operation starts. One example is the '28' Line where the EIR should have studied improvements all the way to the new terminal, including bus bulbs and ideal placement of stops similar to Nineteenth Avenue. It will be useful for the study to cover the ideal and have the impacts known even if the State now sees moving autos as more important than moving transit. In addition, since reliability is such an important part of TEP the EIR should have studied ways to minimize extreme delays, often over ten percent of total route time, during nice summer week-end days, the tourist peak, to move a bus through the stop at the Golden Gate Bridge view parking lot. Here the delay is due to: A) tour buses, taxis and vans blocking the bus; B) lack of clear signage to show tourists which bus is going where (a cartoon map on the wall of the visitors centers will be useful); C) lack of a traffic signal with transit priority light to bunch the movement of pedestrians walking to their cars or the bathroom and allow traffic and the buses to leave the area and D) a stop sign to facilitate the bus turning left to enter the freeway. These small low cost improvements will also be useful off peak. Other Lines have similar problems and they should be studied.

**Study Limited Service Compared to Local Service with fewer stops** to see which works better for riders. The EIR should have included enough information allow the Agency and the Public to decide which way is better. The examples given are for the '28' and '5' but these comments apply to the '14' and other lines. The '28' has a proposal for an extreme limited but if service from both Daly City and the East side stopped at all of the '28' stops Nineteenth Avenue riders would have more frequent service and riders from the east side would not have to transfer to get to their desired stop. Fewer stops are not proposed for the inner '5' and so a Limited seems necessary. However, if the study included fewer stops (as defined above) a limited would not be necessary. If there were no limited, for the '5', there would be no need for bypass overhead wires and bus bulbs could be provided to reduce

running time and running the extra service as “turnback” service will serve the core of the ‘5’ Line.

**Study Future Impacts** on Market Street and elsewhere. All of the Lines that run on Market Street can be expected to greatly increase their service frequency when the population increases. During peak hours the Lines on Market are frequently delayed as indicated by “bunching” this means that the frequency of service is already close to the maximum possible. The study should have considered that there is a need for the ‘5’ and other lines to turn back short of Market and/or have shorter runs on Market. On a happier note if the ‘28’ increases ridership due to faster more frequent service than the “turnback” service on the ‘5’ should start at Presidio Drive.

**I-Wickland (2)**

*(Timothy Wickland, Email, September 19, 2013)*

Although the following are not recommended in the draft EIR, I would also support further changes to:

- introduce more frequent service on the #19 which is very crowded between Townsend and California in both AM and PM peaks
- introduce more frequent evening and weekend service on the #5/#5L which is very crowded during these supposedly "non-peak" hours

**I-WongH (1)**

*(Howard Wong, Letter, September 17, 2013)*

**Howard Wong, AIA**

**SaveMuni.com = FRISC**

Fast, Frequent, Reliable, Inexpensive, Safe, Clean and "Cool".

Emphasizing best transportation practices in the world, SaveMuni.com is dedicated to improving the entire Muni transit system in every neighborhood of San Francisco---quickly and inexpensively---rather than wasteful projects, like the Central Subway, that decrease transit service levels and take money from the rest of the Muni system.

**SIMPLE MUNI SOLUTIONS: BEST PRACTICES IN THE WORLD**

17 Images

**TRANSIT EFFECTIVENESS PROJECT (TEP) = TRANSIT-PRIORITY STREETS (TPS)**

Starting in 2003, with voter approval of Prop K and its citywide TPS policy, a world-class transit system could have been initiated---instead of bad priorities that caused service cuts, route eliminations, shortened bus lines, switchbacks, missed runs, deterred maintenance, "holiday" schedules, increased fares/ fees/ fines/ meters.... The current TEP cuts service levels for the neighborhoods, seniors, disabled, low-income and disenfranchised. SFMTA can modernize transit in every neighborhood---rather than usurping funds for limited expensive projects at the expense of citywide quality. First, the TEP should provide a record of Muni service degradation since 2003. Then, instead of shuffling funding and service levels as a zero-sum game, Prop K's TPS should be planned for the entire Muni system. By adopting best practices in the world, the entire Muni system can be transformed----quickly.

5 images

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**SAN FRANCISCO AS A MEDITERRANEAN VILLAGE**

San Francisco is geographically compact with a relatively small population. San Francisco is a livable city and a world-class destination because of its Mediterranean village-like quality, geographic beauty, topographic splendor, historicism, culture, diversity and a human scale rich with creativity. San Francisco's uniqueness drives its largest industry of tourism--- the economic-engine that attracts 16 million visitors and \$8.5 billion annually. Buttressing what already now occurs, good urban design gets people to pass by every street, cafe, restaurant, storefront, park, scenic vista, landmark... People should activate every street and every neighborhood---walking, shopping, sitting, biking and riding buses/ cable cars/ streetcars. Smart planning amplifies social connectivity, chance encounters and diverse interactions---stirring the economic and creative primordial pot throughout the day and night.

**SIMPLE SOLUTIONS FOR MUNI**

We need world-class transit for every street and every neighborhood---quickly and inexpensively. Simplicity is quicker. Plain is cheap. Elegance is efficient. Even developing countries can move millions of daily riders with limited funding. Forty years ago in Curitiba (Brazil), Mayor Jaime Lerner (an architect and urban planner) integrated public transportation into a comprehensive urban plan. Curitiba's transit-priority streets and bus rapid transit were consistently implemented in stages, avoiding large-scale and expensive projects in favor of modest initiatives. In 1973, Zurich's voters rejected an expensive subway project and voted instead to implement a less costly transit-priority program---leading to one of the world's highest per capita ridership rates because its transit service is fast, frequent, reliable and inexpensive. While regional-metropolitan transit authorities are commonplace globally, even more prevalent are citywide integrated transit systems. Meanwhile, Muni has fewer riders now than it did a decade ago---the only major transit agency to lose customers among the nation's top six transit districts. Only 17% of all trips within the city are by public transit, 21% are by biking/ walking and 62% are by motorized vehicles. Transit-Priority Streets are flexible and easily phased. Muni has already adopted elements of all-door boarding, traffic light synchronization, bus-only lanes and color-coded lanes---expandable with parking/traffic management, peak hour management, delivery management, neighborhood loop buses, pedestrian-bicycle enhancements, street beautification and a citywide comprehensive plan.

Rendering

**BEST TRANSIT PRACTICES IN THE WORLD**

Unless the SFMTA reprioritizes funding to improve Muni throughout the city, most people will rely on their automobiles---to meet complex multi-tasking in their daily lives. Many cities have transformed public transit through conventional innovations to meet people's needs.

**YOUTUBE: Epic Bus Ad from Denmark**

<http://www.youtube.com/watch?v=75F3CSZcCFs>

DENMARK: Design is important! Taking the bus has never been cooler than this funny Danish TV commercial for Midttrafik. Good transit has to be safe, clean and "cool" too. Cable cars and historic streetcars are desirable "slow" transit because they're "cool".

**YOUTUBE: Take The Bus, De Lijn, Funny Video**

<http://www.youtube.com/watch?v=yQJZUHmOHxo>

BELGIUM: Transit can demonstrate collective benefits. Cute Bus Ads by Belgium's De Lijn, which transports over 508 million passengers annually, for an area population of 6.5 million.

**PLANETIZEN: Zurich, The World's Best Transit City**

<http://www.planetizen.com/node/53044>

"The thing that sets Zurich apart is not just the frequency of the individual bus lines, but the density and interconnectedness of the overall network of buses, trams, commuter rail, funicular railroads and ferries on Lake Zurich."

**MINETA TRANSPORTATION INSTITUTE: Implementation of Zurich's Transit Priority Program**

<http://www.andynash.com/nash-publications/Nash2001-Zurich-PT-MTI-01-13.pdf>

"Zurich is famous for the quality of its public transportation system and it has one of the highest levels of per capita transit ridership in the world. This is because its transit service is fast, frequent, reliable and inexpensive due in large part to its transit priority program."

**YOUTUBE: Swiss Streetcars, Trolleybuses and Trains**

<http://www.youtube.com/watch?v=280mYXdc4w>

By year 2000, Zurich was a leader in ecological, environmentally-friendly, integrated transit systems.

**NEW YORK MAGAZINE: Subway On The Street**

<http://nymag.com/news/features/67027/>

"To a large extent, flexibility remains the bus's chief advantage--unrailed, they can go wherever we want them to go-and they're a relative bargain. But over the last decade, in a few transit-enlightened cities around the world, the bus has received a dramatic makeover. It has been reengineered to load passengers more quickly. It has become much more energy-efficient. And, most important, the bus system-the network of bus lines and its relationship to the city street-has been rethought. Buses that used to share the street with cars and trucks are now driving in lanes reserved exclusively for buses and are speeding through cities like trains in the street. They are becoming more like subways."

**CRI ENGLISH: Guangzhou Wins Sustainable Transport Prize**

<http://english.cri.cn/690912011/01f25/189s617349.htm>

A bike-sharing program, wide bicycle lanes lined with trees, and a huge bus system that ties into the municipal rail network are all part of the recipe for a winning transportation system in Guangzhou. The bus rapid transit system which opened in February 2010 carries as many as 800,000 people a day, making it one of the world's largest. More importantly, the new bus system "hooks up seamlessly" with rail and "idyllic" bicycle paths and bike-sharing stations and helps to make the city.

**STREETFILMS: MBA: Bus Rapid Transit**

<http://www.streetfilms.org/mba-bus-rapid-transit/>

"Bus Rapid Transit (BRT) provides faster and more efficient service than an ordinary bus. These systems operate like a surface subway but cost far less than building an actual metro. Watch this chapter of 'Moving Beyond the Automobile' to learn about the key features of bus rapid transit systems around the world and how BRT helps shift people out of cars and taxis and into buses."

**URBAN HABITAT: Curitiba's Bus System is a Model for Rapid Transit**

<http://urbanhabitat.org/node/344>

"The bus system of Curitiba, Brazil, exemplifies a model Bus Rapid Transit (BRT) system, and plays a large part in making this a livable city. The buses run frequently-some as often as every 90 seconds-and reliably, and the stations are convenient, well-designed, comfortable, and attractive. Consequently, Curitiba has one of the most heavily used, yet

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low-cost, transit systems in the world. Around 70 percent of Curitiba's commuters use the BRT to travel to work, resulting in congestion-free streets and pollution-free air for the 2.2 million inhabitants of greater Curitiba."

**HUFFINGTON POST: China Plans Huge Buses That Can DRIVE OVER cars**

[http://www.huffingtonpost.com/2010/08/02/3d-express-coach-pictures\\_n\\_667452.html#s121540&title=Traffic Flow](http://www.huffingtonpost.com/2010/08/02/3d-express-coach-pictures_n_667452.html#s121540&title=Traffic Flow)

"The innovation will allow cars less than 2 meters high to travel underneath the upper level of the vehicle, which will be carrying passengers. The 6-meter-wide 30 Express Coach will be powered by a combination of electricity and solar energy, and will be able to travel up to 60 kilometers per hour carrying some 1200 to 1400 passengers."

In the coming future, transportation technology will develop quickly, requiring planning flexibility and adeptness.

16 images

**TRANSIT-PRIORITY STREETS HAVE GREAT FLEXIBILITY**

Transit-Priority Streets (TPS) is a flexible concept that can be adapted to individual neighborhoods and phased in incremental steps. Under-developed countries implement variations of TPS as funding allows.

**TRANSIT-PRIORITY STREETS MITIGATE DEVELOPMENT AND GENTRIFICATION**

Subway projects, which connect to regional commuter rail, drive up land values, up-zoning, special use districts, development, densification and gentrification---threatening affordability, evictions, diversity and neighborhoods. Modern surface transit suits the Mediterranean village of San Francisco---strengthening all neighborhoods equally.

**SAN FRANCISCO HAS EXISTING TPS PLANS THAT CAN BE IMPLEMENTED**

Transit-Priority Streets are city policy by 2003's Proposition K. TPS can be built in parts or in phases---quickly with performance specifications that use field-directed work and unit costs. Thousands of jobs for every neighborhood would stimulate the economy---with massive local hiring of a wider range of workers.

SFMTA has already implemented elements of TPS, such as all-door boarding, dedicated bus lanes, color-coded lanes, sidewalk widening, bulb-outs, traffic signal synchronization... With a global city plan, every neighborhood can implement TPS---with street beautification, parking/ traffic/ delivery management, BRT stations, pre-boarding payment, low-floor buses, neighborhood loop buses... SFMTA has already developed a host of TPS plans and trial projects. By example, for northeastern San Francisco, small amounts of funding could revolutionize transit quickly:

**CHINATOWN AREA TRANSPORTATION STUDY, 1996**

Following the 1989 Loma Prieta Earthquake, this study evaluated a host of transit solutions. Besides a subway, quicker alternatives included new bus routes, F-Line loops, street/ traffic management...

**STOCKTON STREET ENHANCEMENT PROJECT, 2003, By CHS Consulting Group**

<http://nonorthbeachdig.org/docs/sfmta/misc/STOCKTON%20ST.%20ENHANCEMENT%20PROJECT%202003.pdf>

In 2003, this study of a Stockton Street TPS program could be built for under \$10 million---including dedicated bus lanes, sidewalk widening, bulbouts, street beautification...

**STREETSBLOG: Chinatown Businesses Thrive During a Week Without Car Parking**

<http://sf.streetsblog.org/2012/01/24/chinatown-businesses-thrive-during-a-week-without-car-parking/>

During the 2012 and 2013 Chinese New Year, Stockton Street's parking removal, no double parking, delivery restrictions and "widened" sidewalk instituted TPS elements that allowed buses to fly through the busy commercial corridor.

**SAVEMUNI.COM: STOCKTON STREET IMPROVEMENT PLAN**

[www.SaveMuni.com](http://www.SaveMuni.com) ---under "2010 Milestones")

Rendering

**BETTER MUNI PRIORITIES FREES UP FUNDS**

Usurping \$595 million in state and local funds, the Central Subway Project has drained Muni budgets. With upcoming cost overruns, as high as \$500 million, the Central Subway will take more funds---state, local, transportation tax dollars, debt load, revenue bonds and general obligation bonds. The 2014 TEP General Obligation Bond may be tapped for the Central Subway.

To subsidize the Central Subway, SFMTA has taken Muni operating/ maintenance funds---causing service cuts, route eliminations, shortened lines, deferred maintenance, crumbling infrastructure, missed runs, switchbacks, "holiday" schedules, increased fares/fees/fines/meters... Major commercial streets like Columbus Avenue, Clement Street and Valencia Street have diminished as transit corridors. In 2007, the new T-Line (*Central Subway Phase 1*) eliminated the 15-Kearny Bus/20 Columbus Bus and cut hours for the 41-Union Bus. In 2009-10, SFMTA eliminated 6 routes, shortened 16 routes and reduced operating hours on 22 routes.

If built, according to FEIR and FTA documents, the Central Subway will take \$15 million annually from Muni operating funds and cut 34,000-76,000 bus hours/ year from the 8X, 30, 45 bus lines---decreasing service to many northern and southern neighborhoods. With elimination of the T-Line's Embarcadero/ Waterfront loop and direct connectivity to Market Street's BART/ Metro Stations, the Central Subway will cut transit service for hundreds of thousands of riders. The Central Subway decreases net Muni service to the transit-starved southeast corridor, Waterfront, Market Street Corridor, Chinatown and northeast quadrant.

*Moreover*, the Central Subway's unnecessary 2,000 foot, empty tunnels from Chinatown to Washington Square will waste \$70 million. And the Pagoda Theater Project will waste another \$9 million---taken from Muni operating funds.

Map of Impact of Central Subway on T Line Route and HSR Connectivity

**CENTRAL SUBWAY DECREASES NET TRANSIT SERVICE**

The Central Subway Project takes \$595 million of state and local funding from the rest of Muni---as well as \$942 million of federal funds, much needed for the Downtown Caltrain Extension. With impending cost overruns, as high as \$500 million, stealth plans are to take more funds from Muni. Little known, the Central Subway eliminates the existing T-Line's Embarcadero Loop (dashed line)---causing a net service decrease into Market Street's BART/ Metro Stations and less connectivity to the waterfront, Transbay Terminal and future High-Speed Rail.

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**Expensive projects override TPS transit improvements in every neighborhood of San Francisco.**

14 images

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**Comment MER-d: Transit Access**

**O-CTA (1) (pp. 24-25)**

*(Wing Huo Leung, Community Tenants Association, Public Hearing Transcript, August 15, 2013)*

I would like to express our concern on TEP on behalf of our elderly members. Public transit is a necessity, not a choice, for our low-income residents, most of whom are transit-dependent when it comes to traveling across the city. Some of the service changes proposed by TEP are, frankly, a reduction in services.

We absolutely do not need any cuts in Chinatown transit. I encourage all the Commissioners to come to Chinatown and take any Muni bus line during the day and see what it's really like commuting in our neighborhood.

MTA should be thinking about how to improve bus service and address issues such as keeping bus stops and overcrowded buses. Rerouting or eliminating bus lines just makes public transportation an unappealing option for our residents.

**O-SSFRA (1)**

*(Kathie Cheatham, Board President, The Sequoias - San Francisco Resident Association, Email, September 16, 2013)*

Elimination of the 3 Jackson bus line is particularly disturbing because of the unique neighborhoods it services. The line serves a large senior community in both Japantown and Cathedral Hill. So many seniors have extremely limited mobility and a one street difference in a bus stop can mean viable transportation or not. It carries people to Union Square, downtown, through Pacific Heights and, very importantly, provides a connection with the 22 Fillmore bus to and from the Marina. A large number of seniors ride this bus to attend church services and activities, particularly at Calvary Presbyterian Church which has a senior community outreach program each Tuesday. Please take the needs of this very vulnerable population into consideration and keep the 3 Jackson bus in operation.

**I-Bocci (4) (pp. 20)**

*(Barbara Bocci, Public Hearing Transcript, August 15, 2013)*

So by eliminating the #3, we will be stranding residents, students, and workers. It will hurt those who cannot afford cars. It will hurt the elderly that shouldn't and can't drive; and it will hurt those people who just can't afford to hire taxis or the Uber Car Service. And, sadly, it will punish those people who are just trying to do the right thing for the environment by taking the bus.

**I-Bol (1)**

*(Morris Bol, Email, September 15, 2013)*

As resident of the Sequoias, I fully endorse Ms Cheatham' letter [see **O-SSFRA (1)**]

**I-Britton (1)**

*(Burnett Britton, Email, September 15, 2013)*

Please do not eliminate the #3 Jackson. We old folks at the Sequoias San Francisco rely on it all the time. Thank You

**I-Brown (1)**

*(Swan Brown, Email, September 15, 2013)*

I am 91 years old and live at Sequoias 1501 Post. I rely on the #3 bus to get to Calvary Presbyterian Church and to my doctors on Jackson and on Webster. Please do not allow this service to be eliminated.

**I-Cassidy2 (1)**

*(Michaela Cassidy, Email, September 12, 2013)*

My entire family utilizes and depends on the #3 Jackson nearly every day. My husband (81 years old) uses the bus regularly to get to Fillmore Street, downtown, the movies and other activities that keep him stimulated and alert. Our adult disabled daughter takes the #3 from her home at The Granada (Hyde & Sutter) (and back) to visit her father and me at least twice weekly. I use it nearly daily to get downtown to work. More importantly for me, when I work late, without it, I would have to transfer two or three times to get home after regular rush hours – not good for a less-than-young me to be walking out alone at night!

**I-Chan (1)**

*(Paul Chan, Email, September 7, 2013)*

Why is the city so against the Senior citizens who depend the Muni for their daily travels.

The #3 bus route passes by many Senior residence. Fares keep going up and services keep cutting.

There is no logice to this move.

**I-ChristensenM (4) (pp. 14)**

*(Mark Christensen, Public Hearing Transcript, August 15, 2013)*

In closing, you are hindering the elderly and the disabled by eliminating stops, the very people you are trying to serve. Do not eliminate stops to slightly speed up the buses, for in fact you will very often create a longer trip for passengers to get from their starting point to their destination. All of this just to say the bus is moving slightly faster? Then again maybe that's the goal. Muni can say that the bus got from Point A to Point B quicker.

**I-Costello1 (1)**

*(Shirley Costello, Email, September 17, 2013)*

PLEASE DO NOT ELIMINATE THE 31 JACKSON BUS LINE. IT IS AN IMPORTANT MEANS OF TRANSPORTATION FOR MANY PEOPLE IN THE AREA BUT ESPECIALLY US SENIOR CITIZENS.

I USE THE LINE AT LEASE A DOZEN TIMES A WEEK. IT IS NEEDED!

THANK YOU FOR RETHINKING THIS VERY BAD IDEA.

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**I-Costello2 (1)**

*(Shirley Costello, Email, September 17, 2013)*

PLEASE DO NOT ELIMINATE THE 3 JACKSON. IT IS AN IMPORTANT RESOURCES FOR US SENIORS IN THE AREA AS WELL AS EVERYONE ELSO.

I USE THE LINE AT LEASE A DOZEN TIMES A WEEK.

IT IS NEEDED!

THANK YOU FOR RETHINKING THIS VERY BAD IDEA.

**I-Crickard (1)**

*(Lewis Crickard, Email, September 15, 2013)*

As a senior citizen living on Cathedral Hill, and one whose vision no longer permits me to drive, the # 3 line is an invaluable link to downtown and to the medical facilities at CPMC at Pacific Heights.

Please continue this service, even if evening service must be curtailed.

**I-Francoeur (2)**

*(Robert Francoeur, Email, July 17, 2013)*

Seniors and people with disabilities need access to the #6 since the elevation of the Frederick Nob hill makes it difficult to get down to Haight or Cole St to access connections to downtown...

**I-Francoeur (4)**

*(Robert Francoeur, Email, July 17, 2013)*

I work at The School of the Arts and Academy of Arts and Sciences High Schools. The 37 line is a crucial link to SOTA/AAS for students and teachers. In addition, there are many families/teachers who take the bus to Rooftop K-8 schools. There are many young families moving to Cole Valley Ashbury Heights area...

**I-Friedman (4)**

*(Phyllis Friedman, Email, September 12, 2013)*

We have many elderly people in this area. Don't you think we have enough activity already?

Please STOP THE CHANGES and leave our Russian Hill neighborhood alone.

**I-FungH (3)**

*(Helen Fung, Email, September 17, 2013)*

- B. **Retirement Communities/Senior Citizens:** 1. Jewish Retirement home (Presidio/California/Sacramento), 2. The Sequoias (Post), 3. Carlisle Retirement home (Post). Elimination of the #3 will adversely affect each and every independent Senior Citizen.

**I-Hague (1)**

*(Amburn Hague, Email, September 15, 2013)*

About 300 senior residents, like myself, live at the Sequoias Senior Residence. It is serviced by the #3 bus line. Elimination of that line would be a major inconvenience for us.

Most of us do not have cars and must depend on public transportation.

Please see to it that the #3 bus line is retained.

**I-Hall (1)**

*(Harriet Hall, Email, September 15, 2013)*

Please do not eliminate the #3 Bus service. I am a senior that relies on this bus line. You would be creating a hardship for me and force me to walk further to catch another bus. Also, I would have to make a transfer before I would reach my destination.

**I-HarrisR (1)**

*(Ralph Harris, Email, September 15, 2013)*

There are many old and disabled people living on Cathedral Hill which are served by the #3 Jackson bus who would find their transportation options greatly reduced if this line were eliminated. The current route stops outside the Sequoias (318 elderly residents), and is very close to a number of other retirement communities including the Carlisle, Martin Luther Towers, The San Francisco Towers and others. You may be acquainted with the fact that Cathedral Hill is sometimes referred to as "Pill Hill" because of the large senior and disabled population living here.

**I-Heineman (1)**

*(Margaret Heineman, Email, September 15, 2013)*

I am very unhappy about the proposed discontinuing of the 3 Jackson bus line. I am a frequent user of public transportation, and have stopped using a car for travel in San Francisco. The 3 Jackson line is one I use frequently, both to go to the financial district and to the upper Fillmore area. I walk with a cane, and would have great difficulty getting to the 22 Fillmore or the 1 California.

I am writing to protest this change on my own behalf, and on the behalf of many friends who have the same problems.

**I-Hobi (1)**

*(Herman [Homer] Hobi, Email, August 26, 2013)*

I live on Grand View Ave and 23 St. I am 67 years old and am a rider of the bus to the mission and to West Portal. I have a problem walking more than a few blocks and hills are a challenge to me. Currently the bus stop is across the street. If the 48 route were to abandon its portion along Grand View Ave. I would have to look for other means of transportation or move. Please do not abandon this portion of the 48 route.

**I-Houghton (1)**

*(Donald Houghton, Email, September 16, 2013)*

I am writing to urge, or plead, with you to keep the 3 Jackson bus running! This has been the bus I have used for years, and now that I'm living in a Retirement Center, it is a vital form of transportation for all of this community. Not only is it used for going down town, but the western end is very much in demand for various churches and the Jewish Community Center whose gym is used by many residents in this area. It would be a terrible hardship for many people if this service was to be discontinued.

**I-Hutchins (1)**

*(Beverly J. Hutchins, Letter, July 14, 2013)*

I am a senior citizen and a registered voter and frequent rider of Muni. Please don't change the bus stop for 29 Sunset bus that runs across town. I am also disabled and cannot do a lot of walking or standing. Please forward this letter to the proper channels or process.

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**I-JonesJanet (1)**

*(Janet Jones, Email, September 16, 2013)*

I have just learned that the No 3 Muni bus is threatened with going the way of the No 4, leaving only the No 2, which will end at 8 pm.

When I moved to the Sequoias seven years ago there were three buses (2,3,4) on Post St., returning on Sutter. I used them all. There are hundreds of us in just this one building in a neighborhood of retirement communities. Some of us have always relied on public transit, the rest are encouraged to use it to cut down on traffic congestion and parking problems...

**I-JonesJosie (1)**

*(Josie L. Jones, Letter, August 27, 2013)*

This is regarding a change in the bus stops to speed up service. I've written to Muni before about the former bus stop at Felton and Oxford Streets. I'm requesting that it once again be a bus stop. It isn't easy as some of us age to be carrying bags down a hill. So please consider restoring the Felton and Oxford Streets bus stop.

I realize this filing (letter) is late, however, I hope that it would be considered.

**I-Koo (1)**

*(Kathleen and Gum Koo, Letter, August 15, 2013)*

I am writing to ask you to please not eliminate anymore bus stops as it is very hard on us who are handicapped and already cannot make it even one block. I have a very painful back pain taking pain medication (sometimes does not help) and arthritis in my feet and have a very hard time walking right now. At present, I am living at 17<sup>th</sup> Ave. and Lake St. and have to walk 3 blocks to California and 16<sup>th</sup> Ave. to get the #1 Calif. bus for doctors and dentist appointments. I am sure many other people like me are having the same problem. I am retired and on a fixed income and cannot afford to call a taxi each time. I am 85 years old and my husband is 87 and cannot drive anymore because of bad eyesight. We depend on Muni for all of our transportation. We are pleading and begging you not to eliminate the bus stops as there must be some other way to save the bus drivers time so that the buses will be on schedule.

Please keep in mind all the handicap people who also depend on Muni. Do not make it harder for us to get around. Thank you for your kind attention to this matter.

**I-Kuechler (3)**

*(Henry N. Kuechler IV, Letter, September 17, 2013)*

**B. Retirement Communities/Senior Citizens:** 1. Jewish Retirement home (Presidio/California/Sacramento), 2. The Sequoias (Post), 3. Carlisle Retirement home (Post). Elimination of the #3 will adversely affect each and every independent Senior Citizen.

**I-Lamm (1)**

*(Michael E. Lamm, Email, September 15, 2013)*

I am writing to urge that the #3 Jackson bus not be eliminated. I am a senior citizen living on Post St on Cathedral Hill, and I frequently use this bus to go downtown via Post St and return via Sutter St.

Elimination of this bus line would seriously inconvenience me and many of my neighbors.

**I-Long4 (2)**

*(Alex Long, Public Hearing Transcript, Exhibit #1 – Power Point Presentation Slides, August 15, 2013)*

Our Neighborhood

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- Has a significant elderly and student ridership
  - 1/3 of riders are > 65 (from our petitions)
  - student ridership not measured due to vacations

**I-Palatucci (1)**

*(Blaid Keller Palatucci, Email, September 14, 2013)*

I would like to communicate my support of the Save the 3 Jackson Bus campaign. I am an older woman with a handicap, but rather than apply for a handicap parking permit and drive my car, I ride the 3 Jackson to my part-time job in Laurel Village and also to Union Square and the Financial District. I have noticed many others who have handicaps worse than mine who also ride this bus.

It is far better to have us on public transportation than taking up scarce parking places. It is also far better to have us on a bus where transferring is not necessary.

**I-Palmer (1)**

*(James Palmer, Email, September 16, 2013)*

If this line is removed, after fifty years in residence at 3198 Pacific Ave. we may very well be forced to move. Living on a San Francisco hill almost requires that some means of public transportation be available. The only available transportation for us to the downtown area is the No. 3 line. We depend on it because it is all we have. And as we age, this dependency will only increase. I am 86, and my wife is 82. We need that bus line.

**I-Preger (1)**

*(Leslie Preger, Email, September 15, 2013)*

I am 87 years old a WW2 vet. I depend on the 3 line to get to my doctors. Please do not cancel this vital service. I live in the Sequoias at the 3 busstop. It is used by many of us in this old age home.

**I-Savelson (1)**

*(David Savelson, Email, September 7, 2013)*

I understand there are plans to cut the no. 3 bus line in San Francisco. I write to ask that you maintain this route. It is extremely important for my family on Mon-Fri each week.

The no. 3 bus stops directly in front of my son's school (at Jackson and Scott) and within a block of our home (at Clay and Presidio). In fact, we chose our apartment location specifically so that my son could take the no. 3 bus to and from school each day. There is no other transportation option which is nearly as safe, convenient and cost effective for this purpose.

**I-Tananbaum (1)**

*(Dana Tananbaum, Email, September 16, 2013)*

My family and neighbors and most especially, the large number of us who depend on the #3 bus, are very distressed about the proposal to eliminate our bus. My children and many of

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their fellow students and peers at SF University High School, the Presidio School, Hamlin, Convent, Stuart Hall, Drew, Gateway and numerous others have relied on this bus to get to school. It will most certainly negatively affect the many working parents who are unable to drive their children to work. All of these schools are committed to socioeconomic and ethnic diversity and depend on the #3.

I hope muni will reconsider the needs of a large population.

#### **I-ThomasL (1)**

*(Linda Thomas, Email, September 6, 2013)*

I am very distressed by plans to discontinue the #3 Jackson bus line. IT IS THE ONLY SANE, SAFE, BUS LINE LEFT IN SAN FRANCISCO. Please don't take that away from me.

It is also the only way to access Jackson or Washington St., which, using a walker like I do, going up those hills on foot, is very hard. I've been a Laurel Heights resident for 32 years, and the #3 Jackson has always taken me to the dentist, the doctor, Macys at Christmas time, and the Fillmore from top to bottom.

#### **I-Weiner1 (3) (pp. 16)**

*(Herbert Weiner, Public Hearing Transcript, August 15, 2013)*

The net result of the Transit Effectiveness Project will be less services to the neighborhoods, the heart and soul of San Francisco. The elderly and frail will have to walk longer distances to the bus stops, resulting in missed buses and detriment and hardship to physical health, notably in the chronically and terminally ill. While this plan is comported as financially sound, it is humanly a hardship for many. Seniors, as you may know, constitute 20 percent of San Francisco residents. Electric signs on Muni buses claim "Equality for All" and "We Stand with Boston." Isn't it high time that all passengers be treated equally and that MTA stand with the passengers of San Francisco?

#### **I-Weiner2 (3)**

*(Herbert Weiner, Letter, September 16, 2013)*

The motor coach run that terminates at Park Presidio Boulevard greatly limits transportation services to the Richmond District. Individuals, many of whom are the physically vulnerable described above, must walk to Geary or California Streets to catch the 38 Geary or 1 California, respectively. This places a physical hardship on many and also deprives the business community west of Park Presidio of transportation services for potential customers. In respect to the latter, this has a negative economic impact.

It has been argued that there is low ridership west of Presidio Avenue for the 2 Clement. But in all runs, ridership is low from and to terminal points. This is natural for the Metro, trolley and motor runs. In fact, some of the Rapid Network vehicles, considered to be the main lines and backbone of the MUNI fleet, can be almost empty at times.

#### **I-Weiner2 (6)**

*(Herbert Weiner, Letter, September 16, 2013)*

This is a line that originally ran from 33rd and Geary Streets to the Ferry Building. It was a good line for transportation. It has been claimed that the coaches that have been deleted from this altered run will provide more coaches for the Geary line, guaranteeing elderly passengers a seat. The Geary lines can still be crowded and this promise is quite uncertain after this long, taxing walk. In addition, many buses on either the Geary or

California lines will be missed, due to the long walk and time to catch these coaches. As noted before, walking the long distance creates a physical hardship for the most physically disadvantaged. In light of the above, it would seem wise to restore the 2 Clement motor coach to its original route which would serve more residents of the Richmond District.

**I-Weiner2 (15)**

*(Herbert Weiner, Letter, September 16, 2013)*

If MTA can advocate for youth bus passes, why can't they advocate for the grandparents and parents of these youths as well by providing more service and preventing the removal of vitally needed buses? The TEP recommendations for removal of bus stops, lengthened walks to bus stops and elimination and modification of bus runs that have served senior citizens have an undertone of ageism which has permeated this whole project. As previously noted, senior citizens constitute 20 percent of the city's population which should be reflected in services provided. MTA can claim that they provide services to seniors, but that is because they are federally mandated. Transportation services to seniors by MTA should be of its own volition, not by force of mandate. Transportation services to the elderly and ill are a weathervane of the overall quality of services provided by MTA. They should be emphasized and specified in the TEP plan.

**I-Zhang (2) (pp. 27)**

*(Pei Juan Zhang, Public Hearing Transcript, August 15, 2013)*

...I have a lot of senior neighbors who uses this bus line to go to Chinatown for their daily needs. Less buses means more people on each bus. If they're unable to get on the buses, they will have to carry the heavy groceries and walk uphill back to their homes.

Accessible public transportation is extremely important to the community, especially for senior residents who often have mobility issues....

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**Comment MER-e: Stop Consolidation**

**O-SC (10)**

*(Sue Vaughan, San Francisco Group Secretary and Executive Committee, Linda Weiner, Executive Committee, Sierra Club, Email with Letter, September 17, 2013)*

The SC urges that SFMTA to evaluate stop elimination carefully. Already, many stops are being eliminated through the rerouting of lines, forcing people to walk longer distances to bus stops. This is a particularly important issue for seniors, people with disabilities, and people with small children. The SC also urges the SFMTA to take into consideration slope when considering eliminating stops;

**I-ChristensenM (2) (pp. 12-14)**

*(Mark Christensen, Public Hearing Transcript, August 15, 2013)*

But the effectiveness? Is it for the passengers or is it for the buses themselves? It proposes only to slightly speed up the buses at the expense of ridership. Case in point -- and this can be duplicated throughout the system: Let's take the 28 19th Avenue bus line. One stop slated for removal is at 19th Avenue and Santiago. Let's say you live at 16th and Santiago. Currently you walk the three blocks to 19th and Santiago and wait for a bus. Under the TEP you now have to walk three blocks to 19th Avenue, an additional long block

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to either Rivera or Taraval. Then while waiting on 19th Avenue, the closest stop, while you're walking, the 28 bus passes you by; and that will happen quite often. So how will that affect getting to your destination quicker?

And if the bus stop at your destination is eliminated, how does that get you to your final destination quicker?

Furthermore, eliminating stops does not really speed up service that much. Let's say you have ten passengers waiting to board a bus at one stop and ten more at another stop that's going to be eliminated. At one stop it takes time for those twenty people to board the bus. Under the TEP, you eliminate a stop and then you have the same twenty people board at one stop. It basically takes the same amount of time for those twenty people to board a bus.

I'll grant you this: It does take a little more time if the bus stops at two stops rather than one stop, stopping and starting. But is that time savings really worth the inconvenience of eliminating a stop for passengers who have to walk an additional block or two? Most prudent people will answer no.

#### **I-PanH (10)**

*(Henry Pan, Letter, September 16, 2013)*

**Stop Consolidation Non-Rapid Routes:** Stop consolidation should also be evaluated for non-rapid network routes, which allows routes not designated for rapid service but still considered very integral to the system to be optimized. For example, the stops at Avenue B/Chinook and 9<sup>th</sup> Ave/Ave B on the 108 in Treasure Island, as well as the stops at Sunset/Yorba and Sunset/Sloat for the 29, should be consolidated.

*Conditions For Supporting Stop Consolidation:* While I believe that Muni needs to be faster, and that stop consolidation is a way to make it so, consideration needs to be paid attention to the mobility-impaired who use this service and are ineligible for paratransit. Many of the proponents making the case for stop consolidation believe that opposing stop consolidation are too lazy to walk and are tethered to the automobile. This is not the case for many immigrants, who had little access to the automobile (China had one of the best car-free policies, encouraging bicycling through its towns, until recently). I support stop consolidation provided that there is parallel transit service that will not be affected by stop consolidation, so that these services can continue to assist the mobility-impaired. Examples I will raise in my letter are that of the 8X and the 28. The other reason that I would support stop consolidation is if the stops are painfully close together, like the stops at Ocean and Eucalyptus for the M (~200'), Judah/12<sup>th</sup> and Judah/Funston (~200'), Ave B/Chinook and 9<sup>th</sup> Ave/Ave B for the 108 (~200'), and Sunnydale/Santos and Santos/Brookdale (~150-200') for the 8X and 9.

#### **I-PanH (25)**

*(Henry Pan, Letter, September 16, 2013)*

**8X-Bayshore Express:** Would stop consolidation along San Bruno Avenue apply to the 9 as well? I strongly suggest not consolidating stops for the 9-San Bruno in order to accommodate the mobility-impaired. Meanwhile, the 8X should be made into a limited route south of Silver Avenue, in order to enhance travel times on the route. As such, the 8X should only make stops at major transfer points:

- Silver (NB: 44) and Felton (SB: de facto 44) (on personal observation, many, including my late grandfather, were willing to make the two-block trek to the 44).

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- Bacon (54)
- Mansell (29; allows uniform transfer point and even stop spacing)
- Wilde (56)
- Arleta (T)
- Rutland (56)
- Santos/Sunnydale (9)
- Santos/Geneva (9)
- Geneva/Naples (43, 54)
- Geneva/Mission (14, 29, 43, 54)
- Balboa Park BART (J, K, M, 29, 43, 54)
- City College (K, 29, 43, 49)

If that alternative is infeasible, I suggest evenly distributing stop consolidation to every two blocks along San Bruno, and every three to four blocks along Visitacion, instead of a mix of every two to three blocks on San Bruno and Visitacion for legibility reasons (easier to coordinate route transfers, as well as ease of access to stops). The impacts on travel time would have to be further evaluated, however:

**Table 1: Suggested stop arrangement for the 8X.**

<b><u>Outbound Stops (Transfer Point) (N - nearside, F - Farisde)</u></b>	<b><u>Inbound Stops (Transfer Point)</u></b>
	<u>San Bruno/Silver (44) N</u>
<u>San Bruno/Felton (44 de facto) N</u>	<u>San Bruno/Felton F</u>
<u>San Bruno/Bacon (54) F</u>	<u>San Bruno/Bacon (54) F</u>
<u>San Bruno/Woolsey N</u>	<u>San Bruno/Woolsey N</u>
<u>San Bruno/Mansell (29) N</u>	<u>San Bruno/Mansell N</u>
<u>San Bruno/Ward N</u>	<u>San Bruno/Ward N</u>
<u>3801 San Bruno</u>	<u>3800 San Bruno (56)</u>
<u>San Bruno/Somerset N</u>	<u>San Bruno/Somerset N</u>
<u>Bayshore/Arleta (SMT292, 9, T) F</u>	<u>San Bruno/Arleta (9, 56) F</u>
<u>Visitacion/Desmond N</u>	<u>Visitacion/Desmond N</u>
<u>Visitacion/Rutland (56) N</u>	<u>Visitacion/Rutland (56) N</u>
<u>Visitacion/Schwerin N</u>	<u>Visitacion/Schwerin N</u>
<u>Visitacion/Hahn N</u>	<u>Visitacion/Sawyer N</u>
<u>Santos/Brookdale (9) N</u>	<u>Santos/Sunnydale (9) N</u>
<u>Geneva/Santos F</u>	<u>Santos/Geneva F</u>
<u>Geneva/Brookdale N</u>	<u>Geneva/Carter N</u>
<u>1621 Geneva/John McLaren Park</u>	<u>1620 Geneva</u>
<u>Geneva/Moscow F</u>	<u>Geneva/Munich F</u>
<u>Geneva/Naples F</u>	<u>Geneva/Naples F</u>
<u>Geneva/Lisbon F</u>	<u>Geneva/Lisbon F</u>
<u>Geneva/Mission N</u>	<u>Geneva/Mission F</u>
<u>Geneva/Cayuga N</u>	<u>Geneva/Cayuga N</u>
<u>Geneva/San Jose F</u>	<u>Geneva/San Jose N</u>

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<u>Outbound Stops (Transfer Point) (N - nearside, F - Farisde)</u>	<u>Inbound Stops (Transfer Point)</u>
<u>City College</u>	<u>City College</u>

**I-Weiner2 (9)**

*(Herbert Weiner, Letter, September 16, 2013)*

Removal of Bus Stops

The removal of bus stops has consistently occurred for at least two decades without dramatic improvement in transportation speed.

It is proposed to consolidate bus stops on the long streets of 19th Avenue. 19th Avenue itself has inclined streets, creating a hardship in walking for the physically disadvantaged in addition to the streets being extremely long between present bus stops. This problem occurs in other parts of the city, and is reflected in other transportation projects of MTA.

On Tuesday September 10, 2013, the proposed BRT system for Van Ness Avenue was reviewed by the San Francisco County Transportation Authority. The Board added the northbound station on Vallejo Street, because seniors would have to walk the steep grade of Van Ness Avenue to bus stops north and south. Supervisor Wiener dissented from this decision, because seniors have housing in many hilly areas of the city, and approval of Vallejo Street would set a precedent. This reflects the problem of seniors walking long distances on inclined streets in other parts of the city. And this problem has relevance to the Transit Effectiveness Project as well.

Because of the long distance, people may very well see their desired buses passing them by as walk to their bus stop. This is undoubtedly the case at the present time. But it would be further complicated by the TEP proposals.

In addition, less stops mean concentration of passengers at the remaining ones, resulting in more loading time which in turn makes the runs slower.

The above constitute examples of the unrealistic proposals and the hardship that will be created for riders whom the Municipal Transit Agency is mandated to serve.

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**Comment MER-f: General**

**I-HarrisM (1)**

*(Mark Harris, Email, September 11, 2013)*

Hello, I understand you're the acting Environmental Review Officer for the issue about the 3 Jackson, is that correct? If it's true is the issue with the 3 Jackson environmental or cost?

**I-Kirshenbaum (1) (pp. 32)**

*(Daniela Kirshenbaum, Public Hearing Transcript, August 15, 2013)*

And I'm finding that some of the TEP service-cut proposals are pitting us against each other. And that's having an environmental effect, conceivably. We're told that if we add service in one area or neighborhood, we'll have to remove it from another.

**I-Long4 (10)**

*(Alex Long, Public Hearing Transcript, Exhibit #1 – Power Point Presentation Slides, August 15, 2013)*

Isn't there a Positive Fix?

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- reduce use of Jackson Street (a residential street ) for staging of over xx non Jackson-3 buses per day?

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**Comment MER-g: Economics**

**O-HVNA (7)**

*(Jason Henderson, Chair, Transportation and Planning Committee, Hayes Valley Neighborhood Association, Letter, September 10, 2013)*

***If we do not find the money, the TEP can be used shamefully.***

The TEP -especially the expanded TTRP corridors - is a progressive plan for transit. It offers a practical, modest approach to re-allocating street space and making Muni more reliable and enjoyable. But without confronting inadequate funding, it can also be used for darker purposes. For example in 2010, at the height of a ruthless fiscal austerity discourse that swept the nation, the early TEP data informed cuts to Muni service -not improvements. While many cuts were eventually restored, it showed a cynical use of the TEP. Similarly the TEP may be used to justify reallocating service from lower to higher-ridership routes. The plethora of ridership data and numbers about capacity utilization standards can be used to rationalize the system and cut service.

If we are to truly reach a 30% mode share for transit in San Francisco we need to preserve service, not cut it. A true transit first policy would not only enhance the trunk lines, but also expand capacity into the hill districts and into evenings and weekends. Adding 70,000 new homes and 161,000 new jobs to San Francisco means the city needs to expand service on routes that may appear under-used today.

**I-LewisR (6)**

*(Rob Lewis, Email, September 6, 2013)*

5. Businesses will be affected by removing more parking space.

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**Comment MER-h: Transit Fleet**

**I-Martin (4)**

*(Peter Martin, Letter, September 3, 2013)*

MUNI's fleet is *essentially* the same as it was in 1975 despite major growth in the city and its expressed policy to divert car drivers to MUNI and alternative modes of transportation. Peak period operation required 282 trolley coaches, 446 motor coaches, 26 cable cars and 106 streetcars. This is essentially what MUNI operates today. MUNI has failed to invest in service expansion to support city policies.

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#### **I-Weiner2 (17)**

*(Herbert Weiner, Letter, September 16, 2013)*

Even if TEP subscribes to the principle of supply and demand instead of need, shouldn't the supply of transportation vehicles be increased in light of the increasing population of San Francisco which is now over 800,000 people?

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#### **Response MER: Various Project Merit Topics**

The following responses concerning merits of the proposed project are organized by subtopics that roughly correspond to the comment groups listed above. These comments address the merits of the proposed project or individual aspects of the TEP, and do not address the physical environmental effects of the proposed project or the analysis in the EIR. Many of the comments, particularly those in opposition, relate to elderly and disabled, low-income, student, and transit-dependent passengers and their access to downtown and shopping, medical appointments, and schools. These comments are socio-economic in nature and do not address physical impacts on the environment or the adequacy or content of the EIR, but are acknowledged and provided to decision-makers for their consideration during their deliberations on the proposed project. Thus, they do not raise any specific environmental issues about the adequacy or accuracy of the EIR's coverage of physical environmental impacts requiring a response in this Responses to Comments document under *CEQA Guidelines* §15088. Opinions on the merits of the proposed project may be considered by the SFMTA Board of Directors and other decision-makers as part of the decision to approve, modify, or disapprove the proposed project.

#### **Support**

Many comments express support for the proposed project, particularly some of the Service Improvements. Some comments request specific changes to individual routes and route segments, with a large number suggesting options to address the proposed elimination of the 3 Jackson route. Some of the comments in support of the proposed project also note concerns in opposition to other features of the proposed project. Those comments in opposition are generally similar to the comments listed on pp. RTC-4.K-11 to RTC-4.K-63, and are addressed below in the Opposition subsection.

Proposed Service Improvements are described in Table 8: Description of Proposed Service Improvements, on EIR pp. 2-64 to 2-1010, and are shown in Appendix 2, Initial Study and Service Improvement Maps. Comments received supported rerouting of the 33 Stanyan, 27 Bryant, and 47 Van Ness; extension of the 35 Eureka to the Glen Park BART station; initiation of the new 11 Downtown Connector route; rerouting of the 48 Quintara-24<sup>th</sup> Street

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line on Clipper Street; initiation of the new 5L Fulton Limited service; expansion of the 17 Parkmerced route; rerouting and extension of the 43 Masonic into the Presidio Transit Center and to Fort Mason; the alignment change for the 36 Teresita; and extension of the 2 Clement to 6<sup>th</sup> Avenue and Clement Street. One comment endorsed the TTRP Expanded Variant and another comment supported the stop consolidation proposed for the 5 Fulton. Another comment expressed concern about eliminating direct service on the 48 Quintara-24<sup>th</sup> Street route to the 22<sup>nd</sup> Street Caltrain station. Another comment supported stop consolidation plans for the 14 Mission and 49L Van Ness-Mission Limited routes on Mission Street. Several comments support elimination of the 3 Jackson, mostly referencing observed low ridership. Other comments that express support of route changes also noted concerns about the elimination of the 3 Jackson; those comments are addressed in the Opposition subsection below.

One comment supports the implementation of stop consolidation and bus bulbs in general. Another comment opposes the Service Variant for the 2 Clement.

Comments in support of the proposed project will be provided to decision-makers as part of the Responses to Comments document for their consideration when determining whether to approve, disapprove, or modify aspects of the TEP. They do not constitute comments on the adequacy of the EIR.

### **Opposition**

This set of comments generally opposes implementation of the proposed Service Improvements, and other aspects of the TEP. Some comments oppose specific changes to individual routes and route segments, while other comments suggest altered routes and options to those proposed in the TEP. The majority of the comments focused on elimination of specific routes and route segments. The TEP is a group of interrelated transit improvements that comprise the proposed project, which is described and analyzed in the EIR. Comments opposing individual aspects or features of the project are not considered comments on the adequacy of the EIR. A broad overview of comments opposing individual aspects of the TEP is provided for informational purposes to assist decision-makers in their deliberations.

The vast majority of the comments on the Draft EIR oppose elimination of the 3 Jackson route, particularly because the route serves a number of schools, medical facilities, downtown employment destinations, and dining and shopping districts on Fillmore Street, Sacramento Street, and in Japantown and Union Square. Some of these comments suggest options to retain the 3 Jackson with variations on the route or variations to the 2 Clement to

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retain and consolidate service on the 3 Jackson. One comment that opposes elimination of the 3 Jackson, endorses the Policy Framework and the City's *Transit First* Policy.

Comments that oppose elimination of the 3 Jackson route relate to the merits of this service improvement and as such are not comments on analysis in the EIR. Refer to the Guide to the TEP for a discussion of the development of the 3 Jackson service improvement, including the factors considered by the SFMTA in the development of this proposal to eliminate the 3 Jackson and increase service on Sutter Street between Fillmore Street and Presidio Avenue with the 2 Clement.

Two comments express concern about the proposed termination of weekday peak period and daytime service on the 28 19<sup>th</sup> Avenue route at the Golden Gate Bay Bridge Toll Plaza, and the proposed bus layover zone adjacent to the Golden Gate Bridge Pavilion. One of these comments notes that the existing stop at the Bridge Toll Plaza is a destination for tourists/visitors to the City. As stated in EIR Chapter 2, Project Description, Table 8, on p. 2-83, the precise location of the proposed bus terminal at the Golden Gate Bridge Pavilion would be selected by the SFMTA in consultation with the Golden Gate Bridge Highway and Transportation District and the Golden Gate National Recreation Area.

Other comments raise concerns about proposed changes to the frequency of service on some of the routes serving the Tenderloin neighborhood, and the proposed alignment of the 19 Polk route due to effects on low-income and transit-dependent populations, and effects on small businesses in the Little Saigon/Larkin Street commercial corridor in the Tenderloin. Other comments oppose elimination of the 19 Polk route segment south of San Francisco General Hospital (SFGH), which would require transfers at the proposed transit hub near SFGH. Refer to the Guide to the TEP for a discussion of the factors considered by the SFMTA in the development of the proposed rerouting of the 19 Polk.

Opposition was expressed concerning the elimination of the 8X and 8BX Bayshore Express north of Broadway due to its linkage between immigrant communities in Visitacion Valley and the North Beach and Chinatown neighborhoods, service to low-income and senior housing developments north of Broadway, and service to retail and tourist-related employment destinations. Refer to the Guide to the TEP for a discussion of the factors considered by the SFMTA in the development of the proposed rerouting of the 8X.

Other comments oppose rerouting the 22 Fillmore to Mission Bay and rerouting the 35 Eureka and the 35 Eureka turnaround near the Glen Park BART station. Refer to the Guide to the TEP for a discussion of the factors considered by the SFMTA in the development of the proposed rerouting of the 22 Fillmore and the 35 Eureka.

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Comments express opposition to rerouting the 27 Folsom (currently named the 27 Bryant) onto Vallejo Street. The 27 Folsom Variant 2 would reroute service onto Harrison Street from 11<sup>th</sup> to Cesar Chavez streets, farther from SFGH than the existing Bryant Street alignment. Comments also express opposition concerning rerouting the 10 Sansome (currently the 10 Townsend) away from Showplace Square, and rerouting the 48 Quintara-24<sup>th</sup> Street along Clipper Street and extending the route into Hunters Point. Refer to the Guide to the TEP for a discussion of the factors considered by the SFMTA in the development of the proposed rerouting of the 27 Folsom, 10 Sansome and 48 Quintara-24<sup>th</sup>.

Comments also oppose alignment changes to the 17 Parkmerced; elimination of the 56 Rutland route segment on Blanken Avenue to Executive Park; elimination of the Toland-Jerrold-Phelps loop on the 23 Monterey; elimination of the 36 Teresita route segment serving the Forest Knolls neighborhood; elimination of the 12 Folsom-Pacific route; and rerouting of the 47 Van Ness to accommodate expected growth in the West SoMa Community Plan.

There are several comments concerning TTRPs. Comments oppose left-turn restrictions at 16<sup>th</sup> and 4<sup>th</sup> streets into the Mission Bay campus as proposed under the TTRP.22 Fillmore\_1 Expanded Alternative, oppose the elimination of parking on Stockton Street that would result from the TTRP.30\_1 Expanded Alternative Variant 2, and express concern about the removal of stop signs and replacement with traffic calming measures at the intersection of Judah Street and 41<sup>st</sup> Avenue on the TTRP.5 N Judah line. As stated above, these comments relate to the merits of the propose project. The pedestrian bulbs, speed humps, and special striping that are proposed to be added as traffic calming measures at the intersection of Judah Street and 41<sup>st</sup> Avenue for the TTRP.5 N Judah Expanded Alternative, as described on EIR p. 2-121, are intended to enhance pedestrian safety at that location.

One comment suggests that the 83X Mid-Market Express be evaluated and perhaps eliminated as part of the TEP or extended to Mission Bay, instead of rerouting the 22 Fillmore into Mission Bay.

One comment expresses concern about accessing Grandview Terrace with the proposed rerouting of the 48 Quintara-24<sup>th</sup> Street due to the hilly topography. Another comment suggests an extension of the 37 Corbett to Forest Hill Station in order to increase the quality of transit access for people who live in Twin Peaks. Refer to the new Appendix 5, Topography, in the EIR, and Response PD-3, in Section 4.A, Project Description, pp. RTC-4.A-22 to RTC-4.A-23. Also see the Guide to the TEP for information regarding how the SFMTA considered topography among other factors in the development of proposed Service Improvements.

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### 4.K Merits of the Proposed Project

As explained above, these comments about the proposed project and suggestions to change the components of the proposed project are not comments on the EIR analysis or the adequacy of the EIR. Refer to the Guide to the TEP for additional information on how the SFMTA develops proposals for route changes and for the elimination of specific routes and route segments. In addition, the document provides information regarding provision of transit services to the elderly.

One comment states that prior Muni service changes to the 29 Sunset were a hardship and inconvenience. That service change was implemented as part of prior Muni service cuts due to an SFMTA declared fiscal emergency in 2009 and is not part of the TEP. The transit service changes associated with the budget deficit were implemented on December 5, 2009, with an additional series of service changes made on May 8, 2010. See EIR, Chapter 1, Introduction, Section 1.2, Project Background, pp. 1-3 to 1-4 for further discussion of these service cuts.

#### **Suggested Variations**

Most comments suggest variations to certain routes or route segments, transit stops, travel frequency, stop spacing, service span, terminal point locations, and alternate fleet types proposed as part of the TEP. One comment suggests that the SFMTA consider running three-car N Judah trains and using transit signal priority along the N Judah rail line. Another comment suggests bi-county improvements to extend SFTMA service to the Daly City and Colma BART stations.

These suggested variations are not project alternatives, as defined by CEQA (which requires the Lead Agency to look at alternatives to the project that reduce physical environmental effects); rather, they are suggested changes to or preferences for specific aspects of the proposed project. EIR Chapter 6, Alternatives, pp. 6-1 to 6.52, analyzes alternatives to the proposed TEP.

Other comments suggest changes to the Muni system in general, future study of issues such as transit impacts on Market Street, and implementation of Best Practices used successfully to provide transit service in other international cities.

These comments do not require responses as they do not address the adequacy or content of the EIR, but are noted. The suggested variations may be considered for informational purposes by decision-makers during their deliberations on the proposed project.

### **Transit Access**

Comments express concerns about the TEP's effect on transit access for the elderly and disabled, low-income passengers, students, and teachers and their access to downtown and shopping, medical appointments, and schools. These comments are socio-economic in nature and do not address the adequacy or content of the EIR, but are acknowledged and are being provided to decision-makers for their consideration during their deliberations on the proposed project. The EIR analysis acknowledges that as a result of the proposed Service Improvements and the implementation of stop consolidation on the TTRPs, some people may have to make longer walk trips to access transit. However, having to walk further to access transit does not constitute a significant physical environmental effect for the purpose of CEQA. Pedestrian impacts were found to be less than significant; see the discussions of pedestrian impacts in EIR Section 4.2, Transportation and Circulation, pp. 4.2-53 to 4.2-55, 4.2-83 to 4.2-85, and 4.2-154 to 4.2-162. Please also refer to the Guide to the TEP for a discussion of these issues.

### **Stop Consolidation**

Some comments regarding stop consolidation question the effectiveness of utilizing this Transit Preferential Streets (TPS) Toolkit element to reduce transit travel time, and others offer suggestions for implementing stop consolidation on non-rapid routes or on specific routes such as the 8X Bayshore Express. Consolidating transit stops involves removing closely spaced transit stops. Stop consolidation can decrease transit travel times by reducing the number of times transit vehicles must stop to pick up and drop off passengers and re-enter traffic. Consolidating transit stops typically involves removing two consecutive transit stops along a transit route and establishing a new transit stop at an intermediate location. As discussed on EIR p. 2-26, when selecting stop locations to be consolidated or removed, SFMTA considers street grades and surrounding land uses, transfers to intersecting routes, and the volume of boardings and alightings at the transit stop, along with distances between stops. Stop consolidation is one element of the TPS Toolkit that is integrated with other TPS Toolkit elements to achieve overall travel time savings on the TTRP corridors. For more information on how slope was considered and accounted for in stop consolidation decisions see Response PD-3, in Section 4.A, Project Description, pp. RTC-4.A-22 to RTC-4.A-23. Comments suggesting the installation of TPS Toolkit elements on non-Rapid routes are acknowledged; however, these comments do not address the proposed TEP analyzed in the EIR, and no response is required.

Refer to EIR Chapter 1, Project Description, Subsection 2.5.1.3 Program Level Travel Time Reduction Proposals, p. 2-26, and the Guide to the TEP for further discussion of stop consolidation as part of the TPS Toolkit to reduce transit travel time.

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### 4.K Merits of the Proposed Project

Comments concerning stop consolidation for the 8X Bayshore Express and TTRP.9 San Bruno are acknowledged and are being provided to the decision-makers for their consideration. TTRP.9 was discussed in the Draft EIR at a program level because a specific corridor design, including potential stop consolidation, had not yet been determined. Since publication of the Draft EIR, a detailed corridor design has been developed for both a Moderate Alternative and an Expanded Alternative for the TTRP.9 San Bruno, and that route has been analyzed at a project level. See Section 2, Project Description Revisions, of this Responses to Comments document for a description of TTRP.9 and Section 5, Revisions to the Draft EIR, for information on impacts of this project-level component of the TEP.

#### **General**

These comments refer generally to the proposed elimination of the 3 Jackson route and the use of Jackson Street by other buses traveling to or from the bus yard, and note that the TEP appears to establish trade-offs among neighborhoods in the implementation of the proposed Service Improvement changes. These comments do not address the adequacy or content of the EIR, but are acknowledged and are being provided to decision-makers for their consideration during their deliberations on the proposed project. Refer to the Guide to the TEP for a discussion of the factors considered by the SFMTA in the development of the 3 Jackson proposal. As stated in EIR Chapter 2, Project Description, Subsection 2.5.2.1, Policy Framework, pp. 2-19 to 20-20, the TEP would be implemented to meet the Policy Framework Objective to allocate transit resources effectively, while maintaining citywide coverage. As such, the TEP has been developed to provide improved transit service in a balanced, equitable manner across all neighborhoods citywide.

Please also see Response CP-1, Historic Transit-Served Neighborhoods, in Section 4.C, Cultural Resources, pp. RTC-4.C-1 to RTC-4.C-2, for a discussion of neighborhoods with long histories of transit service.

#### **Economics**

These comments raise issues about funding the improvements included in the TEP, in light of the Muni budget deficit that resulted in service cuts in 2009 and 2010, and about economic effects, particularly in neighborhood commercial areas, as a result of removing parking. As discussed in EIR Chapter 1, Introduction, Section 1.2, Project Background, pp. 1-3 to 1-4, transit service changes associated with an SFMTA emergency budget deficit were implemented on December 5, 2009, with an additional series of service changes made on May 8, 2010. The 2008 draft TEP recommendations were used to inform necessary service cuts in December 2009 and May 2010 due to severe budget deficits, but were not the catalyst or the reason for these service cuts. Approximately 60 percent of the transit service

eliminated in May 2010 was restored. See EIR Section 1.2, Project Background on pp. 1-3 to 1-4 for more information.

As discussed in EIR Chapter 2, Project Description, Subsection 2.5.4, Project Schedule, p. 2-162, the TEP projects would be implemented based on funding and resource availability, and phased accordingly.

As stated in EIR Chapter 2, Project Description, Section 2.4, Project Sponsor's Objective's, p. 2-7, one of the objectives of the proposed project is to more fully implement the City's Transit First Policy by prioritizing transit operations in high ridership corridors over automobile delay in order to reduce transit travel time, and to prioritize transit operations in high ridership corridors over the provision of on-street parking.

Whether parking removal results in a loss of business has not been demonstrated conclusively. Regardless of whether parking removal has the potential to financially affect business, under *CEQA Guidelines* §15131, economic and social effects are not required to be analyzed in an EIR. The physical environmental effects of parking removal would be less than significant at the project level and are addressed in EIR Section 4.2 Transportation and Circulation, in Impacts TR-18 on EIR pp. 4.2-121 and 4.2-142 to 4.2-154, TR-19 on EIR pp. 4.2-163 to 4.2-166, and TR-57 and TR-58 on EIR pp. 4.2-242 to 4.2-265. At the cumulative level, parking removal for some of the TEP components would be less than significant as discussed under Impacts C-TR-50 and C-TR-51 on EIR pp. 4.2-313 to 4.2-316, and C-TR-53 on EIR pp. 4.2-319 to 4.2-320. However, for other TEP components that result in substantial parking removal and in consideration of the conditions in certain areas of the City where increased density over time is anticipated to result in an increased demand for on-street and off-street parking, there is the potential for potentially hazardous conditions or significant delays to alternate modes to result under cumulative conditions. Therefore, for these TEP components there would be a considerable contribution to a significant and unavoidable cumulative parking impact as described in the following impacts: Impact C-TR-49, on pp. 4.2-311 to 4.2-313, Impact C-TR-52 on p. 4.2-316 to 4.2-319, and Impact C-TR-54 on p. 4.2-320 to 4.2-322.

### **Transit Fleet**

One comment states that the fleet of transit vehicles has not changed since 1975 and provides numbers of various types of transit vehicles allegedly used then; while this is not a comment on the analyses of the impacts of the TEP in the EIR and the Initial Study, and therefore no response is required, it is worth noting that EIR Table 42, which presents the 2014 Muni fleet of vehicles, shows more vehicles in every category than are listed in the comment (see EIR p. 4.4-45). See also Response PD-1, in Section 4.A, Project Description,

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p. RTC-4.A-2, and Response AQ-1, in Section 4.F, Air Quality, pp. RTC-4.F-6 to RTC-4.F-13, for additional information about the fleet of Muni transit vehicles. As stated in the EIR Chapter 2, Project Description, Subsection 2.4.2.1, Service Improvements, p. 2-63, implementation of the TEP would increase the number of transit vehicles required to operate the Muni system over time by approximately 60 vehicles; the analysis in the EIR reflects this project description information.

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## 5. DRAFT EIR REVISIONS

This section presents text changes for the *Transit Effectiveness Project Draft Environmental Impact Report* initiated by Planning Department staff. Some of these changes are identified in the responses in Section 4, Comments and Responses, and others are staff-initiated text changes that add minor information or clarification related to the project and correct minor inconsistencies and errors. The text revisions presented below clarify, expand or update the information presented in the Draft EIR. The revised text does not provide new information that would call for changes to any of the conclusions of the EIR, or result in any new significant impact not already identified in the EIR or any substantial increase in the severity of an impact identified in the EIR. In addition to the changes called out below, minor changes may be made to the Final EIR to correct typographical errors and to correct small inconsistencies.

Throughout the text and table revisions in this section, new text is underlined and deletions are shown in ~~strike through~~. Staff-initiated text changes are distinguished from changes called out in the responses by an asterisk (\*) in the left margin. Some text changes include ellipses (“...”) at the beginning and/or end of a paragraph or between sentences, which indicates the omission of existing, unrevised text in the Draft EIR from the excerpted text, for the sake of brevity. For ease of reading, new tables are not shown in underline but are marked with “(New)” before the table title. EIR figures included in this section are marked with “(New)” or “(Revised)” before the figure title, and revisions are explained.

### A. REVISIONS TO VOLUME 1 (CHAPTERS 1-7)

#### SUMMARY

- \* The first full paragraph on p. S-6 has been revised and a new footnote (designated “FN”) has been added as follows to add three TTRPs described and analyzed at a project level of detail to the eight described and analyzed in the Draft EIR:

Using the TPS Toolkit, the SFMTA has developed specific corridor designs for ~~eight~~ 11 of the 17 proposed TTRP corridors:<sup>FN</sup> TTRP.J on the Church and 30<sup>th</sup> streets and San Jose Avenue corridors; TTRP.L along the Taraval Street corridor between 15<sup>th</sup> and 46<sup>th</sup> avenues; TTRP.N along Carl, Irving and Judah streets; TTRP.5 along the Fulton and McAllister streets corridor; TTRP.8X on the southern portion of the 8X Bayshore Express bus route on the San Bruno, Visitacion, and Geneva avenues corridors; TTRP.9 on the 11<sup>th</sup> and Division streets, Potrero Avenue, and Bayshore Boulevard corridors; TTRP.14 on the Mission Street corridor; TTRP.22\_1 along the 16<sup>th</sup> Street corridor; TTRP.28 along the 19<sup>th</sup> Avenue corridor; and TTRP.30\_1 on the Van Ness Avenue, North Point Street, Columbus Avenue, Stockton Street, and Kearny Street corridors for the 30 Stockton bus route, portions of which are also used

## Section 5: Draft EIR Revisions

by the 8X Bayshore Express and 45 Union-Stockton routes; and TTRP.71.1 along the Haight Street corridor. Therefore, the design details to conduct project-level analysis are known and these corridors are being analyzed at a project level in this environmental review. There are variants to the design of three of the project-level TTRPs that change the TPS Toolkit elements applied in some locations along the corridors.

[New footnote]

FN. Since publication of the Draft EIR, three TTRPs analyzed at a program level in the Draft EIR have been designed and a project-level analysis has been conducted and incorporated into the EIR in addition to the program-level analysis, which remains; the three TTRPs are TTRP.L, TTRP.9, and TTRP.71.1.

- \* The first and second sentences in the third full paragraph on p. S-6 have been revised as follows:

In addition, the TPS Toolkit will be used to develop the remaining ~~nine~~ six of the 17 designs for the program-level TTRPs pending further development and public outreach. Therefore, the site-specific placement of the TPS Toolkit elements on these six corridors has not been identified, and these TTRP corridors are generally analyzed at a program level in this environmental review. However, many of the physical environmental impacts of TPS Toolkit elements would be the same regardless of their specific location along a corridor; therefore, the impacts of the TPS Toolkit elements are for the most part analyzed at a project level.

- \* Portions of Table S-1, Summary of Impacts of Proposed Project Identified in EIR, on pp. S-9 to S-57, have been revised to reflect staff-initiated text changes and response-initiated text changes in impact statements or mitigation measures. Note that only the revised rows are shown.
- \* 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. The revisions to Table S-2 follow the revisions to Table S-1.

**Table S-1: Summary of Impacts of Proposed Project Identified in EIR**

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
<b>Transportation and Circulation</b>			
<p><b>TR-5:</b> 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.</p>	Significant	<p>Implementing <b>Mitigation Measure M-TR-10: Provision of Replacement Commercial Loading Spaces</b> and <b>Mitigation Measure M-TR-48: Enforcement of Parking Violations</b>, described below on p. S-13 and p. S-25, respectively, could reduce the indirect loading impacts of the Policy Framework as represented by the TTRPs to a less-than-significant level. However, in some locations with a high volume of loading demand, and at locations where mitigation is incompatible with the proposed improvement, or where roadway geometry precludes implementation of mitigation, these indirect commercial loading impacts may not be reduced to a less-than-significant level with Mitigation Measure M-TR-10. And because the effectiveness <u>and feasibility</u> of the use of camera video enforcement on the new transit-only lanes is not known, these indirect commercial loading impacts may not be reduced to a less-than-significant level with Mitigation Measure M-TR-48.</p>	Significant and Unavoidable with Mitigation
<p><b>TR-20:</b> Implementation of the project-level TTRP Moderate Alternative for the TTRP.J, <del>TTRP.L</del>, TTRP.N, TTRP.5, TTRP.8X, <del>TTRP.9</del>, TTRP.14 Variant 1, TTRP.14 Variant 2, TTRP.22_1, TTRP.28_1, or TTRP.30_1, or TTRP.71_1 would not result in significant impacts to local or regional transit.</p>	Less than Significant	None required.	

**Table S-1: Summary of Impacts of Proposed Project Identified in EIR (cont.)**

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
<p><b>TR-21:</b> Implementation of the project-level TTRP Expanded Alternative for the TTRP.J, <u>TTRP.L</u>, TTRP.N, TTRP.5, TTRP.8X, <u>TTRP.9</u>, TTRP.14, TTRP.22_1, TTRP.22_1 Variant 1, TTRP.22_1 Variant 2, TTRP.28_1, TTRP.30_1, TTRP.30_1 Variant 1, or TTRP.30_1 Variant 2, or <u>TTRP.71_1</u> would not result in significant impacts to local or regional transit.</p>	<p>Less than Significant</p>	<p>None required.</p>	
<p><b>TR-22:</b> Implementation of the project-level TTRP Moderate Alternative for the TTRP.J, <u>TTRP.L</u>, TTRP.N, TTRP.5, TTRP.8X, <u>TTRP.9</u>, TTRP.14 Variant 1, TTRP.14 Variant 2, TTRP.22_1, TTRP.28_1, or TTRP.30_1, or TTRP.71_1 would have less-than-significant traffic impacts at <del>70</del> <u>78</u> study intersections.</p>	<p>Less than Significant</p>	<p>None required.</p>	
<p><b>TR-23:</b> Implementation of the project-level TTRP Expanded Alternative for the TTRP.J, <u>TTRP.L</u>, TTRP.N, TTRP.5, TTRP.8X, <u>TTRP.9</u>, or TTRP.28_1, or TTRP.71_1 would have less-than-significant traffic impacts at <del>32-40</del> study intersections.</p>	<p>Less than Significant</p>	<p>None required.</p>	

**Table S-1: Summary of Impacts of Proposed Project Identified in EIR (cont.)**

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
<p><b>TR-44:</b> Implementation of the project-level TTRP Moderate Alternative for the TTRP.J, <u>TTRP.L</u>, TTRP.N, TTRP.5, TTRP.8X, <u>TTRP.9</u>, TTRP.14 Variant 1, TTRP.14 Variant 2, TTRP.22_1, TTRP.28_1, or TTRP.30_1, or <u>TTRP.71_1</u> would not result in significant impacts to pedestrians and bicyclists.</p>	Less than Significant	None required.	
<p><b>TR-45:</b> Implementation of the project-level TTRP Expanded Alternative for the TTRP.J, <u>TTRP.L</u>, TTRP.N, TTRP.5, TTRP.8X, <u>TTRP.9</u>, TTRP.14, TTRP.22_1, TTRP.22_1 Variant 1, TTRP.22_1 Variant 2, TTRP.28_1 Expanded Alternative, TTRP.30_1, TTRP.30_1 Variant 1, or TTRP.30_1 Variant 2, or <u>TTRP.71_1</u> would not result in significant impacts to pedestrians and bicyclists.</p>	Less than Significant	None required.	
<p><b>TR-46:</b> Implementation of the project-level TTRP Moderate Alternative for the TTRP.J, <u>TTRP.L</u>, TTRP.N, TTRP.5, TTRP.8X, <u>TTRP.9</u>, TTRP.22_1, or TTRP.28_1, or <u>TTRP.71_1</u> would not result in significant loading impacts.</p>	Less than Significant	None required.	

**Table S-1: Summary of Impacts of Proposed Project Identified in EIR (cont.)**

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
<p><b>TR-47:</b> Implementation of the project-level TTRP Expanded Alternative for the TTRP.J, <u>TTRP.L</u>, TTRP.N, TTRP.5, TTRP.8X, <u>TTRP.9</u>, TTRP.22_1, TTRP.22_1 Variant 1, TTRP.22_1 Variant 2, <del>or</del> TTRP.28_1, <u>or TTRP.71_1</u> would not result in significant loading impacts.</p>	<p>Less than Significant</p>	<p>None required.</p>	
<p><b>TR-48:</b> 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.</p>	<p>Significant</p>	<p><b>Mitigation Measure M-TR-48: Enforcement of Parking Violations.</b> On streets where implementation of project-level TTRPs would result in a net reduction of on-street commercial loading spaces, the SFMTA shall enforce parking regulations in transit-only lanes through the use of video cameras on transit vehicles and/ or other parking enforcement activities.</p> <p>With implementation of this Mitigation Measure, the impacts related to loss of commercial loading spaces on transit and traffic operations would be reduced. However, because the effectiveness of the use of camera video enforcement on the new transit-only lanes is not known, <u>and because the implementation of video equipment is dependent on annual budget appropriations</u>, impacts on this corridor would remain significant and unavoidable.</p>	<p>Significant and Unavoidable with Mitigation</p>

**Table S-1: Summary of Impacts of Proposed Project Identified in EIR (cont.)**

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
<p><b>TR-49:</b> 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.</p>	Significant	<p>With implementation of <b>Mitigation Measure M-TR-48: Enforcement of Parking Violations</b>, described above, the impacts related to loss of commercial loading spaces on transit and traffic operations would be reduced. However, because the effectiveness of the use of camera video enforcement on the new transit-only lanes is not known, <u>and because the implementation of video equipment is dependent on annual budget appropriations</u>, impacts on this corridor would remain significant and unavoidable.</p>	Significant and Unavoidable with Mitigation
<p><b>TR-50:</b> 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.</p>	Significant	<p>With implementation of <b>Mitigation Measure M-TR-48: Enforcement of Parking Violations</b>, described above on p. S-25, the impacts related to loss of commercial loading spaces on transit and traffic operations would be reduced. However, because the effectiveness of the use of camera video enforcement on the new transit-only lanes is not known, <u>and because the implementation of video equipment is dependent on annual budget appropriations</u>, impacts on this corridor would remain significant and unavoidable.</p>	Significant and Unavoidable with Mitigation

**Table S-1: Summary of Impacts of Proposed Project Identified in EIR (cont.)**

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
<p><b>TR-51:</b> 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.</p>	<p>Significant</p>	<p>With implementation of <b>Mitigation Measure M-TR-48: Enforcement of Parking Violations</b>, described above on p. S-25, the impacts related to loss of commercial loading spaces on transit and traffic operations would be reduced. However, because the effectiveness of the use of camera video enforcement on the new transit-only lanes is not known, <u>and because the implementation of video equipment is dependent on annual budget appropriations</u>, impacts on this corridor would remain significant and unavoidable.</p>	<p>Significant and Unavoidable with Mitigation</p>
<p><b>TR-52:</b> 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.</p>	<p>Significant</p>	<p>With implementation of <b>Mitigation Measure M-TR-48: Enforcement of Parking Violations</b>, described above on p. S-25, the impacts related to loss of commercial loading spaces on transit and traffic operations would be reduced. However, because the effectiveness of the use of camera video enforcement on the new transit-only lanes is not known, <u>and because the implementation of video equipment is dependent on annual budget appropriations</u>, impacts on this corridor would remain significant and unavoidable.</p>	<p>Significant and Unavoidable with Mitigation</p>

**Table S-1: Summary of Impacts of Proposed Project Identified in EIR (cont.)**

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
<p><b>TR-53:</b> 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.</p>	Significant	<p>With implementation of <b>Mitigation Measure M-TR-48: Enforcement of Parking Violations</b>, described above on p. S-25, the impacts related to loss of commercial loading spaces on transit and traffic operations would be reduced. However, because the effectiveness of the use of camera video enforcement on the new transit-only lanes is not known, <u>and because the implementation of video equipment is dependent on annual budget appropriations</u>, impacts on this corridor would remain significant and unavoidable.</p>	Significant and Unavoidable with Mitigation
<p><b>TR-54:</b> 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.</p>	Significant	<p>With implementation of <b>Mitigation Measure M-TR-48: Enforcement of Parking Violations</b>, described above on p. S-25, the impacts related to loss of commercial loading spaces on transit and traffic operations would be reduced. However, because the effectiveness of the use of camera video enforcement on the new transit-only lanes is not known, <u>and because the implementation of video equipment is dependent on annual budget appropriations</u>, impacts on this corridor would remain significant and unavoidable.</p>	Significant and Unavoidable with Mitigation

**Table S-1: Summary of Impacts of Proposed Project Identified in EIR (cont.)**

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
<p><b>TR-55:</b> Implementation of the project-level TTRP Moderate Alternative for the TTRP.J, <u>TTRP.L</u>, TTRP.N, TTRP.5, TTRP.8X, <u>TTRP.9</u>, TTRP.14 Variant 1, TTRP.14 Variant 2, TTRP.22_1, TTRP.28_1, or TTRP.30_1, or <u>TTRP.71_1</u> would not result in significant impacts on emergency vehicle access.</p>	<p>Less than Significant</p>	<p>None required.</p>	
<p><b>TR-56:</b> Implementation of the project-level TTRP Expanded Alternative for the TTRP.J, <u>TTRP.L</u>, TTRP.N, TTRP.5, TTRP.8X, <u>TTRP.9</u>, TTRP.14, TTRP.22_1, TTRP.22_1 Variant 1, TTRP.22_1 Variant 2, TTRP.28_1, TTRP.30_1, TTRP.30_1 Variant 1, or TTRP.30_1 Variant 2, or <u>TTRP.71_1</u> would not result in significant impacts on emergency vehicle access.</p>	<p>Less than Significant</p>	<p>None required.</p>	
<p><b>TR-57:</b> Implementation of the project-level TTRP Moderate Alternative for the TTRP.J, <u>TTRP.L</u>, TTRP.N, TTRP.5, TTRP.8X, <u>TTRP.9</u>, TTRP.14 Variant 1, TTRP.14 Variant 2, TTRP.22_1, TTRP.28_1, or TTRP.30_1, <u>TTRP.71_1</u> would not result in a significant parking impact.</p>	<p>Less than Significant</p>	<p>None required.</p>	

**Table S-1: Summary of Impacts of Proposed Project Identified in EIR (cont.)**

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
<p><b>TR-58:</b> Implementation of the project-level TTRP Expanded Alternative for the TTRP.J, <u>TTRP.L</u>, TTRP.N, TTRP.5, TTRP.8X, <u>TTRP.9</u>, TTRP.14, TTRP.22_1, TTRP.22_1 Variant 1, TTRP.22_1 Variant 2, TTRP.28_1, TTRP.30_1, TTRP.30_1 Variant 1, or TTRP.30_1 Variant 2, or TTRP.71_1 would not result in a significant parking impact.</p>	Less than Significant	None required.	
<p><b>C-TR-12:</b> Implementation of the TTRP Moderate Alternative for the TTRP.J, <u>TTRP.L</u>, TTRP.N, TTRP.5, TTRP.8X, <u>TTRP.9</u>, TTRP.14 Variant 1, TTRP.14 Variant 2, TTRP.22_1, TTRP.28_1, or TTRP.30_1, or TTRP.71_1 would have less-than-significant traffic impacts under 2035 Cumulative plus Service Improvements and the TTRP Moderate Alternative conditions, and therefore would not contribute to any significant cumulative traffic impacts.</p>	Less than Significant	None required.	

**Table S-1: Summary of Impacts of Proposed Project Identified in EIR (cont.)**

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
<p><b>C-TR-38:</b> Implementation of the TTRP Expanded Alternative for the TTRP.J, <u>TTRP.L</u>, TTRP.N, TTRP.5, TTRP.8X, <u>TTRP.9</u>, TTRP.14, TTRP.22_1, TTRP.22_1 Variant 1, TTRP.22_1 Variant 2, TTRP.28_1, TTRP.30_1, TTRP.30_1 Variant 1, <del>or</del> TTRP.30_1 Variant 2, <u>or TTRP.71_1</u>, in combination with past, present and reasonably foreseeable development in San Francisco, would not contribute considerably to significant cumulative traffic impacts at 44 <u>16</u> study intersections that would operate at LOS E or LOS F under 2035 Cumulative plus Service Improvements and the TTRP Expanded Alternative conditions.</p>	<p>Less than Significant</p>	<p>None required.</p>	

**Table S-1: Summary of Impacts of Proposed Project Identified in EIR (cont.)**

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
<p><b>C-TR-39:</b> Implementation of the TTRP Expanded Alternative for the TTRP.J, <u>TTRP.L</u>, TTRP.N, TTRP.5, TTRP.8X, <u>TTRP.9</u>, TTRP.14, TTRP.22_1, TTRP.22_1 Variant 1, TTRP.22_1 Variant 2, TTRP.28_1, TTRP.30_1, TTRP.30_1 Variant 1, <del>or</del> TTRP.30_1 Variant 2, or TTRP.71_1, in combination with past, present and reasonably foreseeable development in San Francisco, would not result in significant cumulative traffic impacts at 42 <del>48</del> study intersections that would operate at LOS D or better under 2035 Cumulative plus Service Improvements and the TTRP Expanded Alternative conditions.</p>	Less than Significant	None required.	
<p><b>C-TR-41:</b> Implementation of the Service Improvements or Service Variants and the project-level TTRP Moderate Alternative for the TTRP.J, <u>TTRP.L</u>, TTRP.N, TTRP.5, TTRP.8X, <u>TTRP.9</u>, TTRP.14 Variant 1 and TTRP Variant 2, TTRP.22_1, TTRP.28_1, <del>or</del> TTRP.30_1, or TTRP.71_1, in combination with past, present and reasonably foreseeable development in San Francisco, would have less-than-significant cumulative pedestrian and bicycle impacts.</p>	Less than Significant	None required.	

**Table S-1: Summary of Impacts of Proposed Project Identified in EIR (cont.)**

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
<p><b>C-TR-42:</b> Implementation of the Service Improvements or Service Variants and the project-level TTRP Expanded Alternative for the TTRP.J, <u>TTRP.L</u>, TTRP.N, TTRP.5, TTRP.8X, <u>TTRP.9</u>, TTRP.14, TTRP.22_1, TTRP.22_1 Variant 1, TTRP.22_1 Variant 2, TTRP.28_1, TTRP.30_1, TTRP.30_1 Variant 1, <del>or</del> TTRP.30_1 Variant 2, <u>or</u> <u>TTRP.71_1</u>, in combination with past, present and reasonably foreseeable development in San Francisco, would have less-than-significant cumulative pedestrian and bicycle impacts.</p>	<p>Less than Significant</p>	<p>None required.</p>	
<p><b>C-TR-44:</b> 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.</p>	<p>Significant</p>	<p>With implementation of <b>Mitigation Measure M-TR-48: Enforcement of Parking Violations</b>, the impacts related to loss of commercial loading spaces on transit and traffic operations would be reduced. However, because the effectiveness of the use of camera video enforcement on the new transit-only lanes is not known, <u>and because the implementation of video equipment is dependent on annual budget appropriations</u>, cumulative impacts on these corridors would remain significant and unavoidable.</p>	<p>Significant and Unavoidable with Mitigation</p>

**Table S-1: Summary of Impacts of Proposed Project Identified in EIR (cont.)**

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
<p><b>C-TR-45:</b> 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.</p>	Significant	<p>With implementation of <b>Mitigation Measure M-TR-48: Enforcement of Parking Violations</b>, the impacts related to loss of commercial loading spaces on transit and traffic operations would be reduced. However, because the effectiveness of the use of camera video enforcement on the new transit-only lanes is not known, <u>and because the implementation of video equipment is dependent on annual budget appropriations</u>, cumulative impacts on these corridors would remain significant and unavoidable.</p>	Significant and Unavoidable with Mitigation
<p><b>C-TR-47:</b> Implementation of the project-level TTRP Moderate Alternative for the TTRP.J, <u>TTRP.L</u>, TTRP.N, TTRP.5, TTRP.8X, <u>TTRP.9</u>, TTRP.22_1, <del>and</del> TTRP.28_1, and TTRP.71_1, in combination with past, present and reasonably foreseeable development in San Francisco, would have less-than-significant cumulative loading impacts.</p>	Less than Significant	None required.	
<p><b>C-TR-48:</b> Implementation of the project-level TTRP Expanded Alternative for the TTRP.J, <u>TTRP.L</u>, TTRP.N, TTRP.5, TTRP.8X, <u>TTRP.9</u>, TTRP.22_1, TTRP.22_1 Variant 1, TTRP.22_1 Variant 2, <del>and</del> TTRP.28_1, <u>and TTRP 71_1</u>, in combination with past, present and reasonably foreseeable development in San Francisco, would have less-than-significant cumulative loading impacts.</p>	Less than Significant	None required.	

**Table S-1: Summary of Impacts of Proposed Project Identified in EIR (cont.)**

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
<p><b>C-TR-51:</b> Implementation of the project-level TTRP Moderate Alternative for the TTRP.J, <u>TTRP.L</u>, TTRP.N, TTRP.5, TTRP.8X, <u>TTRP.9</u>, TTRP.22_1, TTRP.28_1, <del>or</del> TTRP.30_1, <u>or TTRP.71_1</u>, in combination with past, present and reasonably foreseeable development in San Francisco, would have less-than-significant cumulative parking impacts.</p>	<p>Less than Significant</p>	<p>None required.</p>	
<p><b>C-TR-53:</b> Implementation of the project-level TTRP Expanded Alternative for the TTRP.J, <u>TTRP.L</u>, TTRP.N, TTRP.5, TTRP.8X, <u>TTRP.9</u>, TTRP.14, TTRP.28_1, TTRP.30_1, TTRP.30_1 Variant 1, <del>or</del> TTRP.30_1 Variant 2, <u>or TTRP.71_1</u>, in combination with past, present and reasonably foreseeable development in San Francisco, would have less-than-significant cumulative parking impacts.</p>	<p>Less than Significant</p>	<p>None required.</p>	

**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
<p><b>CP-2:</b> The proposed project could cause a substantial adverse change in the significance of an archaeological resource pursuant to <i>CEQA Guidelines</i> § 15064.5.</p>	<p><b>Significant</b></p>	<p><b>Mitigation Measure M-CP-2a: Accidental Discovery of Archeological Resources</b></p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Measures might include: preservation in situ of the archaeological resource, an archaeological monitoring program, or an archaeological testing program. If an</p>	<p>Less than Significant with Mitigation</p>

**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
		<p>archaeological monitoring program or archaeological testing program is required, it shall be 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.</p> <p>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.</p> <p>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.</p> <p><b>Mitigation Measure M-CP-2b: Archaeological Monitoring</b></p> <p>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, SCI.2, TTRP.9 and TTRP.22_2) <u>and other projects in archaeologically sensitive areas, as identified by the Environmental Review Officer,</u> 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</p>	

- \* The first two paragraphs under “Description of Alternative B, TTRP Moderate Alternative” on p. S-69 have been revised and a new paragraph has been added, as follows:

#### **DESCRIPTION OF ALTERNATIVE B, TTRP MODERATE ALTERNATIVE**

The TTRP Moderate Alternative for all ~~eight~~ 11 project-level TTRPs primarily would include transit stop changes, pedestrian improvements, parking and turn restrictions, and new traffic signals. New traffic signals would replace existing stop signs at the following locations on ~~five~~ seven of the ~~eight~~ 11 corridors: on Church Street (five intersections) for the TTRP.J; on Taraval and Ulloa streets (six intersections) for the TTRP.L; on Judah Street (seven intersections) and Irving Street (one intersection) for the TTRP.N; on McAllister Street (six intersections) and Fulton Street (two intersections) for the TTRP.5, on Geneva Avenue (one intersection) for the TTRP.8X; ~~and~~ on Mission Street (one intersection) for the TTRP.14, and on Haight Street (10 intersections) for the TTRP.71\_1.

In addition, lane modifications are proposed for the TTRP.8X Moderate Alternative, the TTRP.9 Moderate Alternative, and the TTRP.14 Moderate Alternative. The TTRP.8X Bayshore Express Moderate Alternative would include side-running westbound transit-only lanes on Geneva Avenue between Delano Street and the I-280 eastbound ramps; bicycle lanes would be established on Geneva Avenue westbound between Paris and London streets; and bicycle lanes would be established on Geneva Avenue eastbound between Mission and Paris streets.

The TTRP.9 San Bruno and 9L San Bruno Limited Moderate Alternative would add buffers to the existing bicycle lanes along Potrero Avenue between 22<sup>nd</sup> and 24<sup>th</sup> street. The TTRP.9 Moderate Alternative would also establish side-running transit-only lanes in the outbound (southbound) direction on Potrero Avenue between 18<sup>th</sup> Street and the farside of 24<sup>th</sup> Street, and would remove the existing transit-only lane from the inbound (northbound) direction on Potrero Avenue between 200 feet north of 24<sup>th</sup> Street and 21<sup>st</sup> Street.

- \* The first three paragraphs under “Description of Alternative C, TTRP Expanded Alternative, on p. S-70 have been revised as follows:

The TTRP Expanded Alternative for the ~~eight~~ 11 project-level TTRPs generally would include the same transit stop changes, pedestrian improvements, and parking and turn restrictions as the TTRP Moderate Alternative; however, alternate traffic signal and stop sign changes and additional improvements would be implemented.

The TTRP.J Expanded Alternative, the TTRP.L Expanded Alternative, the TTRP.N Expanded Alternative, ~~and~~ the TTRP.5 Expanded Alternative, and the TTRP.71\_1 Expanded Alternative would replace stop signs at intersections ~~along~~ on Church, Taraval, Judah, ~~and~~ McAllister, and Haight streets with traffic calming measures, rather than traffic signals. These traffic calming measures would include traffic circles at the intersections of McAllister Street with Steiner, Scott, Broderick, Laguna, Pierce, and Lyon streets for the TTRP.5. New signals would be installed on Mission Street for the TTRP.14 Expanded Alternative (two intersections), 16<sup>th</sup> Street for the TTRP.22\_1 Expanded Alternative (four intersections), ~~and~~ San Bruno Avenue for the TTRP.8X Expanded Alternative (one intersection), and Taraval Street for the TTRP.L Expanded Alternative (five intersections). All-way stop-controlled intersections at four

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locations along Visitacion Avenue would be converted to 2-way stop-controlled with additional traffic calming measures for the TTRP.8X Expanded Alternative.

The TTRP Expanded Alternative would also establish transit-only lanes on Church Street between Duboce Avenue and 16<sup>th</sup> Street (for the TTRP.J Expanded Alternative); on Taraval Street between 15<sup>th</sup> and 46<sup>th</sup> avenues (for the TTRP.L Expanded Alternative); on Geneva Avenue between Santos Street and Moscow Avenue (for the TTRP.8X Expanded Alternative); on Potrero Avenue in the southbound direction between 18<sup>th</sup> and 24<sup>th</sup> streets (TTRP.9 Expanded Alternative); on 16<sup>th</sup> Street between Third and Bryant streets and between Bryant and Church streets as variants (TTRP.22\_1 Expanded Alternative Variants 1 and 2); and on Van Ness Avenue between Lombard and Bay streets, on Columbus Avenue between Filbert and Green streets, and on Kearny Street between Market and Sutter streets (for the TTRP.30\_1 Expanded Alternative). The TTRP.9 Expanded Alternative would remove the existing southbound transit-only lane on Potrero Avenue between 200 feet north of 24<sup>th</sup> Street and 21<sup>st</sup> Street.

- \* The first paragraph at the top of p. S-71 has been revised as follows:

As part of the TTRP.5 Expanded Alternative, the number of lanes on Fulton Street between Stanyan Street and Central Avenue would be reduced from four lanes to three lanes to provide a center left-turn lane. In addition, as part of the TTRP.5 Expanded Alternative, the number of lanes on westbound Fulton Street between Central Avenue and Baker Street would be reduced from two to one lane, and parking on the north side of the street would be converted from parallel to perpendicular parking. As part of the TTRP.28\_1 Expanded Alternative, one of the two northbound left turn lanes on 19<sup>th</sup> Avenue at Winston Drive would be shortened. The TTRP.30\_1 Expanded Alternative would include a transit-only lane in the outbound direction on Kearny Street between Market and Sutter streets, and TTRP.30\_1 Expanded Alternative Variants 1 and 2 ~~that~~ would widen the mixed-flow lanes on Stockton Street between Columbus Avenue and Broadway.

## CHAPTER 2, PROJECT DESCRIPTION

- \* The last sentence of the second paragraph on p. 2-1 has been revised as follows:

...Subsection 2.5.2.1, which describes the project-level Service Improvements component of the TEP, also describes “variants” to the proposed project that would involve different improvements on some segments of a route, and Subsection 2.5.2.3, which describes the ~~eight~~ 11 project-level TTRPs, also describes variants with different designs on one or more segments of three of these TTRP corridors.

- \* The first sentence of the third paragraph on p. 2-1 has been revised as follows:

For each of ~~the eight~~ the 11 project-level TTRPs being analyzed, two alternatives have been developed by the SFMTA, and these alternatives are described and analyzed at an equal level of detail in this EIR. The two alternatives are referred to as the TTRP Moderate Alternative and the TTRP Expanded Alternative....

- \* The first paragraph on p. 2-15 has been revised as follows and a new footnote, designated as “[fn],” has been added to that page:

Using the TPS Toolkit, the SFMTA has developed specific corridor designs for ~~eight~~ 11 of the 17 TTRPs. Therefore, the design details to conduct project-level analysis are known and these are being analyzed at a project level in this environmental review....In addition, the TPS Toolkit would be used to develop the remaining ~~nine~~ six program-level TTRPs pending further development and public outreach. Therefore, the site-specific placement of the TPS Toolkit elements on these ~~nine~~ six corridors has not been identified, and they are analyzed at a program level in this environmental review<sup>(fn)</sup> unless the specific locations for applying the TPS Toolkit elements along the corridors are not needed for project-level evaluation in a particular CEQA topic. In such cases, the program-level TTRP may be analyzed at a project level for that specific CEQA topic. Subsequent environmental review may be required in the future for the TTRPs analyzed at a program level, once site-specific designs have been developed.

[New Footnote]

<sup>(fn)</sup>Three of the TTRPs that are analyzed at a program level – the TTRP.L, TTRP.9, and TTRP.71\_1 – are supplemented with project-level analyses because their detailed designs were developed after the Draft EIR was published on July 10, 2013. The program-level descriptions and analyses of these three TTRPs have not been removed from the EIR, but the project-level analyses and descriptions have been added where appropriate. Thus, while there are 11 project-level TTRP's, the EIR also includes 9 program-level TTRPs, with three appearing under both discussions/analyses.

Figure 3: Proposed Program- and Project-Level TTRP Rapid Network Corridors, on EIR p. 2-16, has been revised to add three new project-level TTRPs for the following three Rapid Network corridors – the L Taraval, the 9/9L San Bruno, and the 71/71L Haight-Noriega. Thus, the figure shows 11 project-level corridors and six program-level corridors. Revised Figure 3 is shown on the following page.



\* **Table 4: TEP Travel Time Reduction Proposals for the Rapid Network Corridors** on EIR pp. 2-17 to 2-18 has been revised to identify the three program-level TTRPs that are also analyzed at a project level – the TTRP.9, the TTRP.71\_1, and the TTRP.9 – and a new footnote has been added at the end of the table to explain that these three are both Program Level and Project Level proposals in the Final EIR.

**Table 4: TEP Travel Time Reduction Proposals for the Rapid Network Corridors**

TEP Reference No.	Affected Routes: Corridor Description
<b>Program Level *</b>	
TTRP.1	1 California: along Drumm, Sacramento, Steiner, and California streets, 32 <sup>nd</sup> Avenue and Geary Boulevard (outbound), and along Geary Boulevard, 33 <sup>rd</sup> Avenue, Clement Street, 32 <sup>nd</sup> Avenue, California, Steiner, Sacramento, Gough and Clay streets (inbound), from the intersection of Geary Boulevard and 33 <sup>rd</sup> Avenue to the intersection of Clay and Drumm streets.
TTRP.9	<del>9 San Bruno/9L San Bruno Limited, along the following streets in two segments: Segment 1 – along 11<sup>th</sup> Street, Division Street, Potrero Avenue, Bayshore Boulevard, and Silver and San Bruno avenues. This part of the corridor extends from the intersection of Market and 11<sup>th</sup> streets to the intersection of San Bruno and Silver avenues. Segment 2 – Bayshore Boulevard, Sunnysdale Avenue, Schwerin Street, Geneva Avenue, Santos Street and Sunnysdale Avenue. This part of the corridor extends from the intersection of Visitacion Avenue and Bayshore Boulevard to the existing terminus at 2070 Sunnysdale Avenue, adjacent to the Gleneagles Golf Course in McLaren Park.</del>
TTRP.22_2	22 Fillmore: along Church, Hermann, and Fillmore streets, Broadway, and Steiner, Union, and Fillmore streets, from the intersection of 16 <sup>th</sup> and Church streets to the intersection of Bay and Fillmore streets.
TTRP.28_2	28L 19 <sup>th</sup> Avenue Limited: along Van Ness Avenue, Lombard Street and Richardson Avenue from Beach Street and Van Ness Avenue intersection to Lyon Street and Richardson Avenue (US 101 N) intersection.
TTRP.30_2	30 Stockton: along Chestnut, Broderick, Divisadero and Jefferson streets, from the intersection of Van Ness Avenue and Chestnut Street to the intersection of Jefferson/Broderick streets.
TTRP.71	<del>71L Haight-Noriega Limited and the 6 Parnassus: along Ortega Street, 47<sup>th</sup> Avenue, Noriega Street, 22<sup>nd</sup> Avenue, Lincoln Way, Frederick, Stanyan, and Haight streets (inbound), and along Haight, Stanyan, and Frederick streets, Lincoln Way, 23<sup>rd</sup> Avenue, Noriega Street, the Great Highway and Ortega Street (outbound), from the intersection of Ortega Street/48<sup>th</sup> Avenue to the intersection of Market/Gough streets.</del>
TTRP.K	K Ingleside: along Junipero Serra Boulevard and Ocean Avenue, from the intersection of Ocean Avenue and San Jose Avenue and Oneida Street (Balboa Park Station) to the intersection of Sloat/Junipero Serra boulevards.

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TEP Reference No.	Affected Routes: Corridor Description
TTRP.L	<del>L Taraval: along Ulloa Street, 15<sup>th</sup> Avenue, Taraval Street, 46<sup>th</sup> Avenue, Vicente Street, 47<sup>th</sup> Avenue, Wawona Street and 46<sup>th</sup> Avenue, from West Portal Avenue and Ulloa Street intersection (West Portal Station) to Wawona and 47<sup>th</sup> Avenue intersection.</del>
TTRP.M	M Ocean View: along 19 <sup>th</sup> Avenue, Parkmerced local streets, 19 <sup>th</sup> Avenue, Randolph Street, Orizaba Avenue, Broad Street and San Jose Avenue, from and the intersection of 19 <sup>th</sup> and Holloway avenues to the intersection of Geneva and San Jose avenues (Balboa Park Station).
<b>Project Level</b>	
TTRP.5	5 Fulton/5L Fulton Limited: along La Playa Street, Fulton Street, Central Avenue, and McAllister Street, from La Playa/Cabrillo streets intersection to Market/McAllister streets intersection.
TTRP.8X	8X Bayshore Express: along Geneva Avenue, Santos Street, Sunnysdale Avenue, Hahn Street, Visitación Avenue, Bayshore Boulevard, and San Bruno Avenue from the intersection of Ocean/ Silver avenues to Silver/San Bruno avenues.
<u>TTRP.9**</u>	<u>9 San Bruno/9L San Bruno Limited, along the following streets in two segments: Segment 1 - along 11<sup>th</sup> Street, Division Street, Potrero Avenue, Bayshore Boulevard, and Silver and San Bruno avenues. This part of the corridor extends from the intersection of Market and 11<sup>th</sup> streets to the intersection of San Bruno and Silver avenues. Segment 2 - Bayshore Boulevard, Sunnysdale Avenue, Schwerin Street, Geneva Avenue, Santos Street and Sunnysdale Avenue. This part of the corridor extends from the intersection of Visitación Avenue and Bayshore Boulevard to the existing terminus at 2070 Sunnysdale Avenue, adjacent to the Gleneagles Golf Course in McLaren Park.</u>
TTRP.14	14 Mission/14L Mission Limited: inbound along Mission Street, Main Street, Market Street and Steuart Street and outbound along Steuart Street, Mission Street, Otis Street, Mission Street, Flournoy Street, San Jose Avenue, and John Daly Boulevard, from the intersection of Steuart/ Mission streets to Daly City BART Station.
TTRP.22_1	22 Fillmore: along 16 <sup>th</sup> Street from the intersection of Church/16 <sup>th</sup> streets to the intersection of Third/ 16 <sup>th</sup> streets.
TTRP.28_1	28 19 <sup>th</sup> Avenue/28L 19 <sup>th</sup> Avenue Limited: along 19 <sup>th</sup> Avenue from Lincoln Way and 19 <sup>th</sup> Avenue intersection to Junipero Serra Boulevard and 19 <sup>th</sup> Avenue intersection.
TTRP.30_1	8X Bayshore Express, 30 Stockton and 45 Union: along Van Ness Avenue, North Point Street, Columbus Avenue, then along Stockton Street (inbound) and Sutter Street and Kearny Street (outbound), from Van Ness Avenue and Chestnut Street intersection to the intersection of Market/ Stockton streets (inbound) and the intersection of Market/ Kearny streets (outbound).
<u>TTRP.71**</u>	<u>71L Haight-Noriega Limited and the 6 Parnassus: along Ortega Street, 47<sup>th</sup> Avenue, Noriega Street, 22<sup>nd</sup> Avenue, Lincoln Way, Frederick, Stanyan, and Haight streets (inbound), and along Haight, Stanyan, and Frederick streets, Lincoln Way, 23<sup>rd</sup> Avenue, Noriega Street, the Great Highway and Ortega Street (outbound), from the intersection of Ortega Street/48<sup>th</sup> Avenue to the intersection of Market/Gough streets.</u>

TEP Reference No.	Affected Routes: Corridor Description
TTRP.J	J Church: along Church Street, right-of-way, Church Street, 30 <sup>th</sup> Street and San Jose Avenue, from Church Street and Duboce Avenue intersection to Geneva/San Jose avenues intersection [Balboa Park Station (Muni Metro and BART)].
<u>TTRP.L**</u>	<u>L Taraval: along Ulloa Street, 15<sup>th</sup> Avenue, Taraval Street, 46<sup>th</sup> Avenue, Vicente Street, 47<sup>th</sup> Avenue, Wawona Street and 46<sup>th</sup> Avenue, from West Portal Avenue and Ulloa Street intersection (West Portal Station) to Wawona and 47<sup>th</sup> Avenue intersection.</u>
TTRP.N	N Judah: along Judah Street, Ninth Avenue, Irving Street, Arguello Boulevard, and Carl Street, from the intersection of La Playa/ Judah streets to the intersection of Carl/Cole streets.
<p>Notes:</p> <p>* The <del>nine</del> TTRPs listed as "Program Level" in this table are analyzed at a program level unless the specific locations of the TPS Toolkit elements along the corridors are not needed to evaluate a particular CEQA topic, in which case the program-level TTRPs are cleared at a project level for that specific topic.</p> <p>** <u>The TTRP.9, TTRP.71, and TTRP.L were analyzed at a program level in the Draft EIR. Subsequently, they were designed in detail in Fall 2013, and analyzed at a project level for the Final EIR; therefore, they are analyzed at both a program level and a project level, but are not listed and described twice in this table.</u></p>	

\* The paragraph under Program-Level TTRP Corridors, which begins on p. 2-51 and continues on p. 2-54, has been revised as follows:

The exact locations (e.g., corner of a particular intersection) of the TPS Toolkit elements that would be applied to the nine Rapid Network corridors listed below in order to improve transit service have not yet been selected. It is assumed for environmental review purposes that any of the TPS Toolkit elements could be applied at various locations along these TTRPs to achieve transit travel time reductions. Therefore, these nine TTRPs are generally analyzed at a program-level in this environmental review. However, to the extent that specific details were not necessary to fully assess the TPS Toolkit elements' impacts for certain environmental topics in the Initial Study (e.g., Aesthetics, Cultural Resources, Wind and Shadow, Biological Resources, among others) and this Draft EIR (e.g., Transportation and Circulation, Air Quality and Noise) this environmental review provides a complete, project-level analysis for those topics. Detailed designs for three of these TTRPs (TTRP.L, TTRP.9, and TTRP.71 1) were prepared after publication of the Draft EIR on July 10, 2013. The detailed designs are described at a project level in Section 2.5.2.3, Project-Level Travel Time Reduction Proposals, beginning on p. 2-110, and analyzed in Chapter 4, Environmental Setting, Impacts, and Mitigation.

\* Table 8, Description of Proposed Service Improvements, has been revised to clarify information about the 5 Fulton/5L Fulton Limited downtown terminal on EIR p. 2-70, and to clarify the route for the 10 Sansome Service Improvement on EIR p. 2-74. The new text is underlined as shown on the next pages.

**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 <sup>1,2</sup> (Minutes)			
5 Fulton Short-line/5L Fulton Limited  (east of Eighth Avenue)  (New Route)	<ul style="list-style-type: none"> <li>• New Limited Service route would make local stops east of Eighth Avenue, limited stops between Eighth Avenue and Market Street, and resume local stops on Market Street to the Transbay Terminal.</li> <li>• 5L Fulton Limited would be supplemented by 5 Fulton short-line with local service from Eighth Avenue to Downtown. Working together, the 5/5L would serve all local stops from Ocean Beach to Downtown; passengers who want to travel from a local stop west of Eighth Avenue to a local stop between Eighth Avenue and Market Street would need to transfer from the 5L Fulton Limited to the 5 Fulton Short-line route.</li> <li>• <u>A new part-time midblock bus zone (162 feet) would be implemented at the route's terminal on Howard Street between Beale and Fremont streets from 6 a.m. to 8 p.m. Monday through Friday, which would result in temporary part-time parking restrictions at this location. Once the Transbay Transit Center is constructed, the 5/5L would terminate at a bus-bay in the new terminal.</u></li> <li>• Midday frequency would change from 4.5 to 5 minutes.</li> <li>• In order to maintain Route 5/5L as an electric trolley coach service, bypass wires would be installed to allow limited-stop trolley coaches to pass local trolley coaches between Eighth Avenue and Market Street (OWE.4 The 5 Limited/Local Bypass Wire project).</li> <li>• TTRP.5 is also proposed for this corridor to reduce transit travel time.</li> <li>• The 5 Fulton Service Variant would operate the 5 Fulton short-line with motor coach service prior to the installation of bypass wires.</li> <li>• A change in vehicle length from 45 feet to 60 feet would be made for the 5 Fulton short and the 5 Fulton Limited. Prior to completion of OWE.4 to install the bypass wires, this service would be operated with 60-foot motor coaches.</li> </ul>	4	No Change	4.5	4

**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 <sup>1, 2</sup> (Minutes)			
10 Sansome (currently 10 Townsend)  (Alignment Change)	<ul style="list-style-type: none"> <li>• 10 Townsend would be renamed the 10 Sansome, since service would be rerouted off of Townsend Street.</li> <li>• Service would continue to operate between Jackson and Steiner streets and 24<sup>th</sup> Street and Potrero Avenue via Potrero Hill, but would be rerouted at Fourth Street south of the Caltrain Station through the Mission Bay neighborhood. From Fourth Street, the route would extend through Mission Bay to new proposed street segments on Seventh Street between Mission Bay Boulevard and Irwin Street, on Irwin Street between Seventh and 16<sup>th</sup> streets, on 16<sup>th</sup> Street between Irwin and Connecticut streets, and on Connecticut Street between 16<sup>th</sup> and 17<sup>th</sup> streets.</li> <li>• The northern terminal would continue to be located on Jackson Street between Fillmore and Steiner streets. On the weekends and evenings, all trips would continue to terminate at Van Ness Avenue, but would use a slightly different route <u>from the existing one, which is a left turn onto Polk Street, right onto Jackson Street, and right onto northbound Van Ness Avenue. Instead, on weekends and evenings</u> From Jackson Street the route would continue right on Franklin Street and right on Pacific Avenue. The one block segment on Van Ness Avenue between Jackson Street and Pacific Avenue <u>under existing and TEP conditions</u> may be eliminated to reduce conflicts with the proposed Van Ness BRT Project. <del>This will be addressed as part of the Van Ness BRT study.</del></li> <li>• Proposed eliminated segments would be on Townsend Street between Fourth and Eighth streets, Rhode Island Street between Eighth and 17<sup>th</sup> streets, and 17<sup>th</sup> Street between Rhode Island and Connecticut streets. The segment on Townsend Street between Fourth and Eighth streets would be served by the rerouted 47 Van Ness route and the 83X Mid Market Express between Fourth and Eighth streets during limited hours.</li> <li>• Midday frequency would change from 20 to 12 minutes.</li> <li>• The southern terminal would be located at the existing 33 Stanyan terminal, located on 25<sup>th</sup> Street between Potrero Avenue and Hampshire Street.</li> </ul>	20	6 (east of Van Ness Avenue)	20	6 (east of Van Ness Avenue)

## Section 5: Draft EIR Revisions

The following text has been added to the first sentence in the last paragraph on p. 2-109, continuing to p. 2-110 (footnote 27 is not reproduced):

The Sansome Street Contraflow Lane Extension (SCI.2) project would extend the existing southbound "transit-commercial"<sup>27</sup> contraflow lane three blocks to the north on Sansome Street from Washington Street to Broadway (approximately 1,000 feet). ...

- \* The first sentence of the first paragraph under Section 2.5.2.3, Project-Level Travel Time Reduction Proposals, on p. 2-110 has been revised as follows:

For the following ~~eight~~ 11 transit corridors on the Rapid Network, project-level TTRPs have been developed using the TPS Toolkit elements in order to reduce transit travel time....

The following text has been added to the third sentence in the last paragraph on p. 2-115 (footnote 29 in the first sentence is not reproduced here):

An 18-month pilot project for the collection of data for a portion of the improvements being studied for the TTRP.J has undergone separate environmental review and was approved by the City Traffic Engineer on October 29, 2012. This pilot project would include the designation of a center-running transit-only lane in both directions of Church Street, between Duboce Avenue and 16<sup>th</sup> Street, for the exclusive use of transit vehicles: the J Church Line and the 22 Fillmore route, and taxis. The full-time transit-only lane on this three-block segment of Church Street (approximately 1,800 feet) would be demarcated with red paint on the roadway surface. ...

- \* The following text and figures to describe the project-level TTRP.L: L Taraval have been added to EIR p. 2-117 after the second paragraph (as it is entirely new text, it is not underlined in order to make it easier to read):

### **TTRP.L: L Taraval**

TTRP.L would provide transit improvements for the L Taraval light rail line along Ulloa Street, 15<sup>th</sup> Avenue, Taraval Street and 46<sup>th</sup> Avenue. The proposed project would implement TPS Toolkit elements in both the inbound and outbound directions, from the intersection of Ulloa Street and West Portal Avenue to the intersection of Ulloa Street and 46<sup>th</sup> Avenue. The inbound direction for this route is east toward West Portal Avenue and Ulloa Street (continuing downtown in the underground subway) and the outbound direction is west toward the Great Highway.

The TTRP.L project has a Moderate and an Expanded Alternative. The Moderate Alternative would include transit stop changes, pedestrian improvements, parking and turn restrictions, and traffic signal and stop sign changes. This alternative would replace stop signs with traffic signals at six intersections on Taraval Street and Ulloa Street. The Expanded Alternative would include the same transit stop changes, pedestrian improvements, and parking and turn restrictions as the Moderate Alternative. Under the Expanded Alternative, pedestrian improvements would also be made at the intersection of Taraval Street at 44<sup>th</sup> Avenue and traffic signal and stop sign changes would also be different at four intersections. At two of the

intersections along Taraval and Ulloa streets, existing stop signs would be replaced with pedestrian bulbs as described below, rather than traffic signals. At two additional intersections, the stop signs would be replaced with traffic calming measures as described below. The Expanded Alternative would also establish a new transit-only lane in both directions on Taraval Street from 15<sup>th</sup> to 46<sup>th</sup> avenues. Figure 8d (on p. 2-XX, below [RTC-5-34]) shows the TTRP.L Expanded Alternative; the figure also has text summarizing how the Moderate Alternative differs from the Expanded Alternative.

Implementation of the improvements in the Moderate Alternative would result in an estimated net reduction of approximately 75 parking spaces and a net reduction of approximately 80 parking spaces in the Expanded Alternative. The parking spaces removed would result from the construction and extension of boarding islands, installation of transit bulbs, and the implementation of traffic calming measures. The Moderate Alternative would relocate two commercial loading spaces within 250 feet of their existing locations, while the Expanded Alternative would relocate three such spaces. No net reduction in commercial loading spaces would occur with implementation of either the Moderate Alternative or Expanded Alternative for TTRP.L.

Details of the two project alternatives for this corridor are provided below.

#### **TTRP.L Moderate Alternative**

TPS Toolkit elements in the Moderate Alternative would include transit stop changes, pedestrian improvements, traffic signal and stop changes, and parking and turn restrictions.

**Transit Stop Changes (Moderate).** At Taraval Street and 15<sup>th</sup> Avenue, in the outbound direction a new nearside transit bulb (100 feet long) would be constructed on 15<sup>th</sup> Avenue, and the inbound stop would be moved from farside (15<sup>th</sup> Avenue) to nearside with a new 50-foot-long transit bulb on Taraval Street.

The nearside flag stops on Taraval Street at 17<sup>th</sup> Avenue in both directions would be relocated to 18<sup>th</sup> Avenue with new 210-foot long, nine-foot-wide boarding islands, each with an accessible platform for wheelchair accessibility. On Taraval Street, the inbound stop would be relocated to the nearside of 18<sup>th</sup> Avenue, and the outbound stop would be relocated to the farside of 18<sup>th</sup> Avenue.

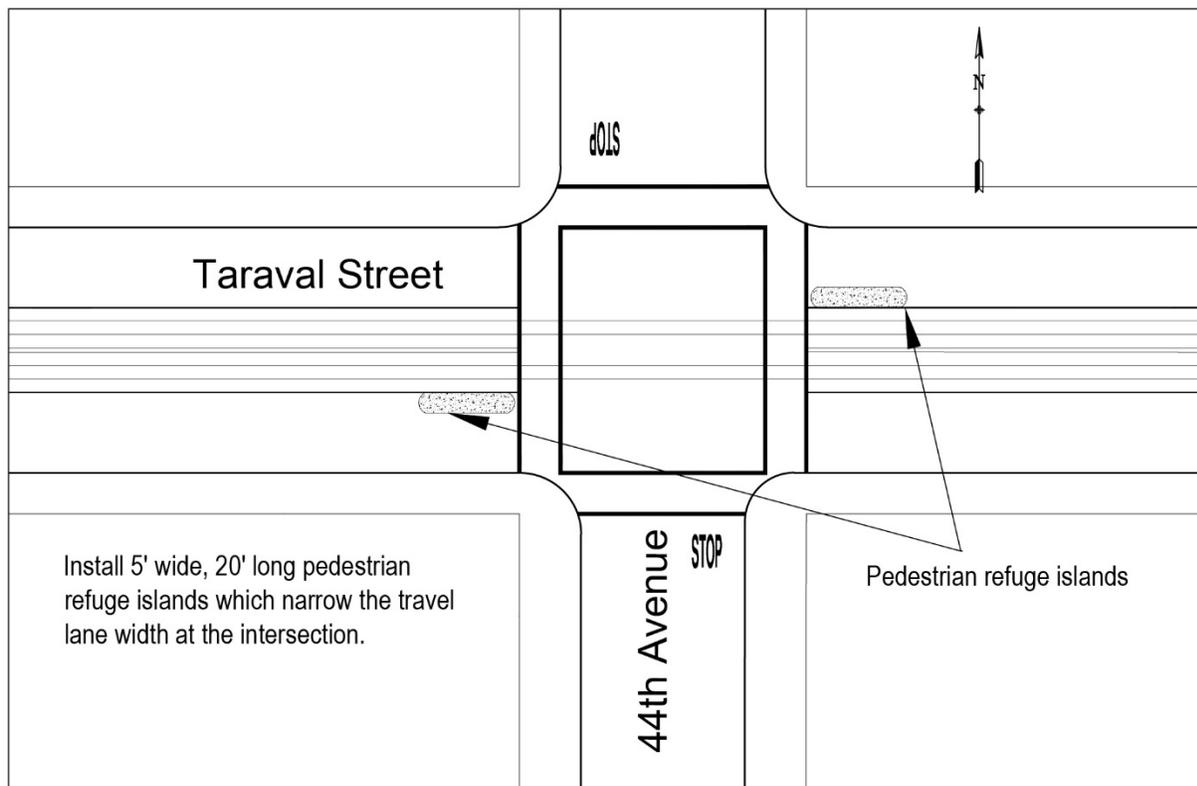
The existing farside boarding island at the inbound stop on Taraval Street at 22<sup>nd</sup> Avenue would be extended by 115 feet to a total of 235 feet in length, with the accessible platform at this stop shifted 115 feet to the east. The outbound nearside flag stop on Taraval Street at 22<sup>nd</sup> Avenue would be moved to farside and replaced with a new 235-foot-long boarding island with an accessible platform.

The nearside flag stops would be removed in the inbound and outbound directions on Taraval Street at 17<sup>th</sup>, 19<sup>th</sup>, 35<sup>th</sup>, and 44<sup>th</sup> avenues and on Ulloa Street at 15<sup>th</sup> and 46<sup>th</sup> avenues. The inbound nearside flag stop on Taraval Street and 24<sup>th</sup> Avenue and the outbound farside boarding island and accessible platform on Taraval Street at 23<sup>rd</sup> Avenue would be removed.

**Pedestrian Improvements (Moderate):** On Taraval Street at 44<sup>th</sup> Avenue, a five-foot-wide, 20-foot-long pedestrian refuge island would be added between the mixed-

## Section 5: Draft EIR Revisions

flow travel lane and the transit-only lane in the inbound and outbound directions. Figure 8a shows the proposed change.



SOURCE: SFMTA, Turnstone Consulting

(New) FIGURE 8a - TTRP.L TARAVAL STREET AND 44TH AVENUE IMPROVEMENTS

**Traffic Signal and Stop Sign Changes (Moderate).** The all-way stop signs would be replaced with traffic signals at the intersections of Taraval Street and 17<sup>th</sup>, 18<sup>th</sup>, and 35<sup>th</sup> avenues.

**Parking and Turn Restrictions (Moderate).** At the intersection of Sunset Boulevard and Taraval Street, there would be no left turn restrictions at all times in both the eastbound and westbound directions.

*The following Transit Stop Changes and Traffic Signal and Stop Sign Changes are part of the Moderate Alternative and are not part of the Expanded Alternative.*

**Transit Stop Changes (Moderate Only).** The inbound and outbound nearside flag stops on Taraval Street at 26<sup>th</sup>, 28<sup>th</sup>, 30<sup>th</sup>, 32<sup>nd</sup>, and 40<sup>th</sup> avenues would be replaced with new 150-foot-long nearside boarding islands. The inbound and outbound nearside flag stops on Taraval Street at 42<sup>nd</sup> Avenue would be replaced with new 240-foot-long boarding islands each with an accessible platform.

**Traffic Signal and Stop Sign Changes (Moderate Only).** The all-way stop signs would be replaced with traffic signals at the intersections of 15<sup>th</sup> Avenue and Ulloa Street, 22<sup>nd</sup> Avenue and Taraval Street, 24<sup>th</sup> Avenue and Taraval Street.

### **TTRP.L Expanded Alternative**

**Transit Stop Changes, Traffic Signal and Stop Sign Changes, Pedestrian Improvements, and Parking and Turn Restrictions (Expanded).** The Expanded Alternative would include the same proposed transit stop changes, traffic signal and stop sign changes, pedestrian improvements, and parking and turn restrictions as the Moderate Alternative, except for several transit stop changes and traffic signal and stop sign changes noted above as Moderate Only.

**Transit Stop Changes (Expanded).** The inbound and outbound nearside flag stops would be replaced with 150-foot-long boarding islands and also would be moved to the farside on Taraval Street at 26<sup>th</sup>, 28<sup>th</sup>, 30<sup>th</sup>, 32<sup>nd</sup>, and 40<sup>th</sup> and 42<sup>nd</sup> avenues.

**Traffic Signal and Stop Sign Changes (Expanded).** In addition to the traffic signal and stop sign changes proposed under the Moderate Alternative, this alternative would convert the existing all-way stop-controlled intersections on Ulloa Street at 15<sup>th</sup> Avenue, on Taraval Street at the intersections of 22<sup>nd</sup>, 24<sup>th</sup>, and 42<sup>nd</sup> avenues, and on Ulloa Street at 46<sup>th</sup> Avenue to two-way stop-sign controlled intersections. At these cross-streets, the Ulloa Street and Taraval Street approaches would no longer have stop signs, and additional traffic calming measures would be implemented on Ulloa Street and on Taraval Street. The traffic calming measures at each intersection (noted below) would consist of the following:

Ulloa Street/15<sup>th</sup> Avenue: A traffic calming, channelizing island would be added in the intersection which would eliminate all through movements forcing a right turn only for all directions, except for southbound traffic, which would be required to make either a right turn or left turn. Figure 8b shows the proposed change for this intersection.

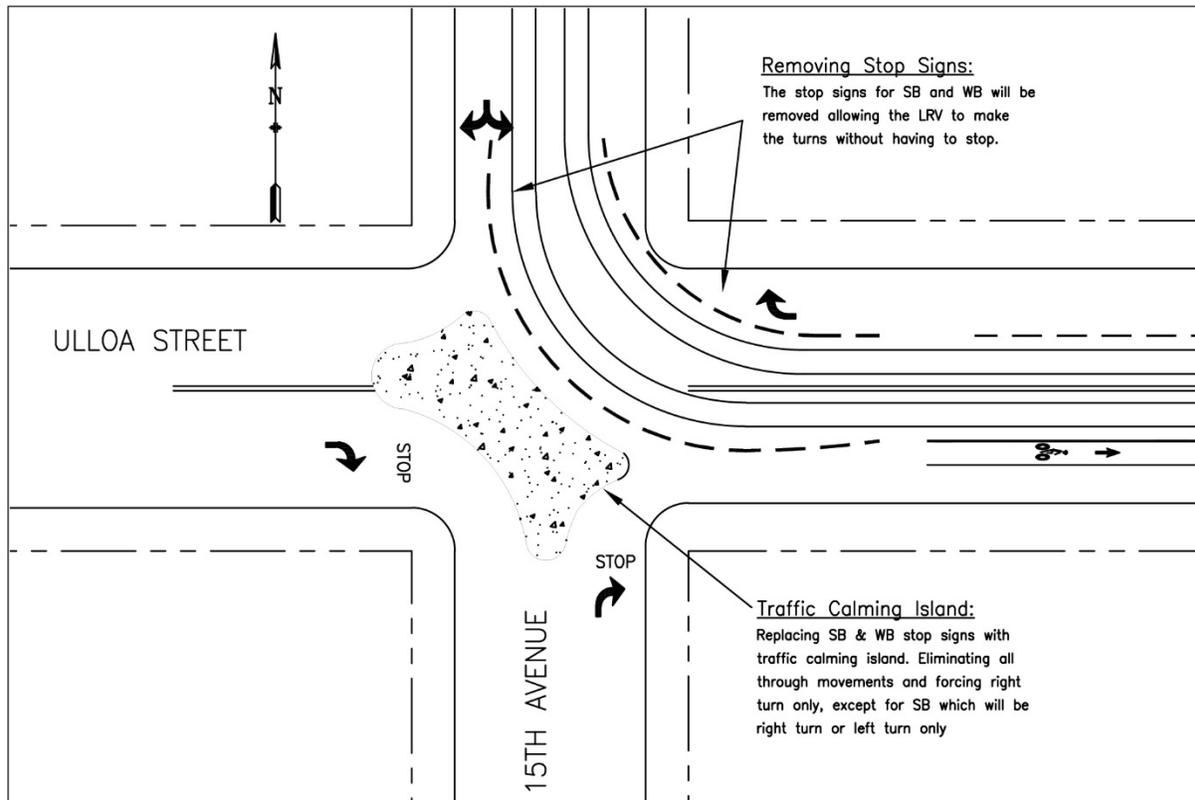
Taraval Street/22<sup>nd</sup> Avenue: On Taraval Street, pedestrian bulbs would be installed on the northeast and southwest corners. The stop signs for eastbound and westbound traffic on Taraval Street would be removed.

Taraval Street/24<sup>th</sup> Avenue: On Taraval Street, pedestrian bulbs would be installed on the northeast and southwest corners. The stop signs for eastbound and westbound traffic on Taraval Street would be removed.

Taraval Street/42<sup>nd</sup> Avenue: On Taraval Street, two 9-foot-wide, 150-foot-long transit boarding islands would be installed and extended through the intersection to serve both inbound and outbound directions. Right-turn only restrictions would be added on 42<sup>nd</sup> Avenue for northbound and southbound traffic. The islands would be designed with a low profile cut-out in the middle that would be wide enough for emergency vehicles to continue through the intersection. Figure 8c shows the proposed change.

Ulloa Street/46<sup>th</sup> Avenue: Eight-foot-wide, 30-foot-long pedestrian bulbs would be added at all corners of this intersection.

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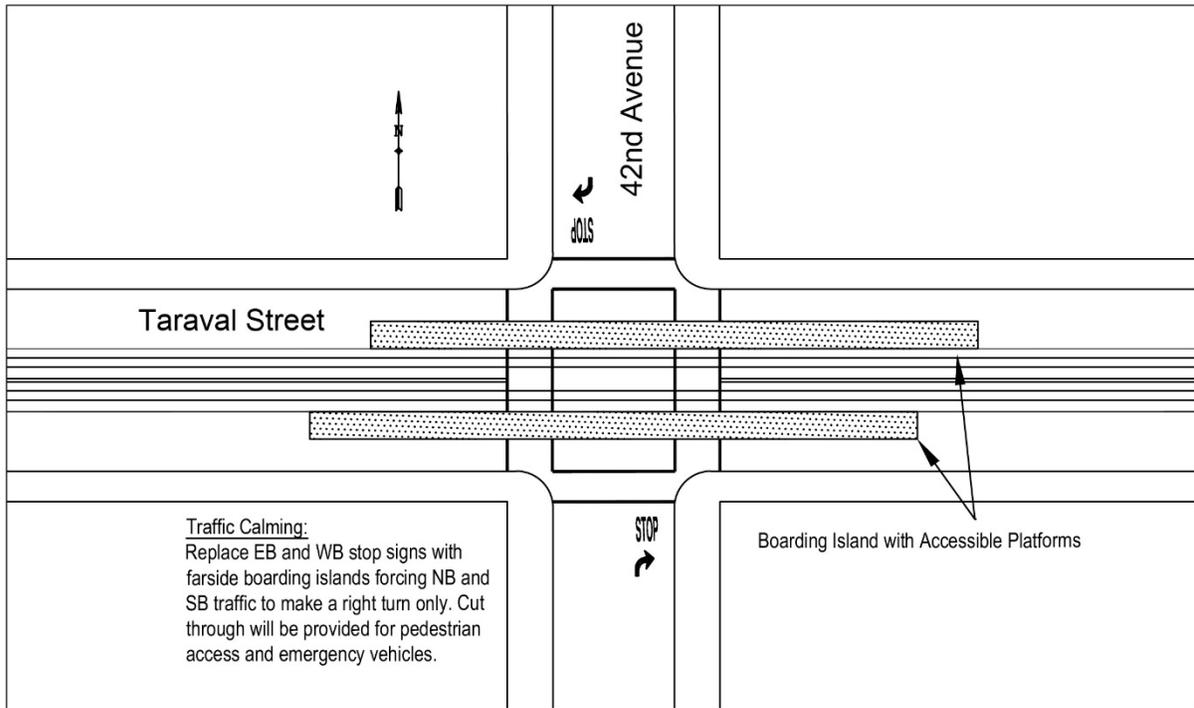


SOURCE: SFMTA, Turnstone Consulting

(New) **FIGURE 8b - TTRPL TRAFFIC CALMING AT ULLOA STREET AND 15TH AVENUE EXPANDED ALTERNATIVE**

The Expanded Alternative would include replacing the existing all-way stop signs with traffic signals on Taraval Street at 17<sup>th</sup>, 18<sup>th</sup>, and 35<sup>th</sup> avenues, the same as in the Moderate Alternative. In addition, this alternative would include replacing the existing all-way-stop signs with traffic signals on Taraval Street at 26<sup>th</sup>, 28<sup>th</sup>, 30<sup>th</sup>, 32<sup>nd</sup> and 40<sup>th</sup> avenues.

**Lane Modifications (Expanded).** A full-time transit-only lane would be established in both directions on Taraval Street between 15<sup>th</sup> and 46<sup>th</sup> avenues by converting one mixed-flow (center) lane in both directions to a transit-only lane while maintaining the existing parking lanes. The outbound transit-only lane would begin 50 feet west of the intersection of Taraval Street and 15<sup>th</sup> Avenue. The inbound transit-only lane would begin 40 feet east of the intersection of Taraval Street and 46<sup>th</sup> Avenue. Except for taxis and left-turning vehicles at intersections, all non-transit vehicles would be required to use the single curbside mixed-flow lane in both directions of this portion of Taraval Street, with the exception that trucks would be permitted in the transit-only lanes in both directions on Taraval Street between 17<sup>th</sup> and 18<sup>th</sup> avenues. The Safeway grocery store at 730 Taraval Street has a truck loading area accessed



SOURCE: SFMTA, Turnstone Consulting

(New) FIGURE 8c - TTRP.L TRAFFIC CALMING AT TARAVAL STREET AND 42ND AVENUE EXPANDED ALTERNATIVE

from Taraval Street where large trucks make their deliveries. These trucks make a southbound right turn from 17<sup>th</sup> Avenue onto westbound Taraval Street and then, back into the loading area. Due to the truck turning radius for large trucks and the back-in maneuver required to enter the loading area, these trucks would need to enter the transit-only lane in order make these maneuvers.

Figure 8d shows the TTRP.L Expanded Alternative and narrative text describes the difference between the Moderate and Expanded Alternatives.

Please see information and additional graphics illustrating the TTRP.L project at the SFMTA Web site, online at <http://www.sfstep.com>.

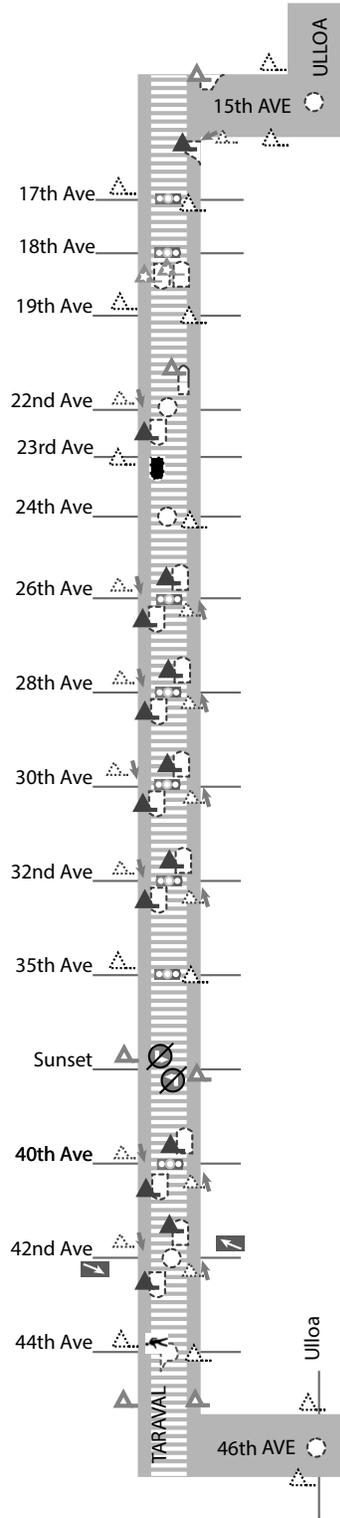
# L TARAVAL

TRAVEL TIME REDUCTION PROPOSAL Expanded Alternative

## SEGMENT PROPOSALS

- Existing Stop
- Stop Removal
- Stop Relocation
- New Transit Bulb
- New Pedestrian Refuge Island
- New Boarding Island
- Extend Boarding Island
- New Traffic Signal
- Remove Stop Signs and Replace with Traffic Calming Measure
- New Stop
- No Left-Turn Restriction
- Center Transit-Only Lanes (both directions)
- Remove Exist. Boarding Island
- Right-Turn Only Restrictions

**Moderate Alternative**  
 The Moderate Alternative would include the same transit stop changes, parking and turn restrictions and traffic signal changes as the Expanded Alternative, except the following: The stop signs at 15th Avenue and Ulloa Street and on Taraval at 22nd and 24th avenues would be replaced by a traffic signal. Also, the stop signs on Taraval Street at 26th, 28th, 30th, 32nd, 40th, 42nd avenues would remain and the transit stops would remain nearside with new transit boarding islands, and traffic from 42nd Avenue would not be subject to right-turn only restrictions at Taraval.



SOURCE: SFMTA, Turnstone Consulting

## TRANSIT EFFECTIVENESS PROJECT

(New) FIGURE 8d - TTRP.L EXPANDED ALTERNATIVE

- \* A new sentence has been inserted after the second sentence in the fourth paragraph on EIR p. 2-117 in the discussion of TTRP.N: N Judah, as follows:

...The Moderate Alternative would include transit stop changes, pedestrian improvements, and parking and turn restrictions. The SFMTA may consider adding bicycle corrals at locations where pedestrian or transit bulbs are proposed. This alternative would also replace stop signs with traffic signals at seven intersections on Judah Street and one intersection on Irving Street. ...

- \* The first sentence of the fifth paragraph on EIR p. 2-117 has been revised as follows:

Implementation of the improvements in the Moderate Alternative would result in an estimated net reduction of 120 ~~140~~ parking spaces and a net reduction of up to 130 ~~120~~ parking spaces in the Expanded Alternative....

- \* A new sentence has been inserted before the last sentence in the third paragraph on EIR p. 2-119 as follows :

...The existing outbound boarding island at 19<sup>th</sup> Avenue would be extended to 225 feet so that it would connect to the existing accessible platform located on Judah Street at 18<sup>th</sup> Avenue. The existing inbound and outbound boarding islands on Judah Street at 28<sup>th</sup> Avenue would each be extended from 60 feet to 240 feet and include accessible platforms for wheelchair access. A new 115-foot transit boarding island would be installed at the nearside inbound stop on Judah Street at 48<sup>th</sup> Avenue.

- \* The first and second paragraphs on EIR p. 2-123 have been revised as follows:

The TTRP.5 project has a Moderate and an Expanded Alternative. The Moderate Alternative would include transit stop changes, pedestrian improvements, parking and turn restrictions, and traffic signal and stop sign changes. This alternative would replace stop signs at six intersections on McAllister Street and two intersections on Fulton Street with traffic signals, and would relocate transit stops at two of the intersections on McAllister Street from nearside to farside in conjunction with the proposals to signalize these intersections. ~~The transit stops at the intersection of McAllister Street and Central Avenue would be relocated from farside to nearside.~~ The Expanded Alternative would include the same improvements as the Moderate Alternative, with the following differences. At two intersections along Fulton Street where pedestrian bulbs are proposed under the Moderate Alternative, pedestrian refuge islands would be built under the Expanded Alternative in conjunction with the proposal to reconfigure the travel lanes as follows; a segment of Fulton Street between Stanyan Street and Central Avenue would be reduced from four lanes to three lanes to provide a center left-turn lane by removing a westbound travel lane; a segment of Fulton Street between Central Avenue and Baker Street would have one westbound travel lane removed; and parking on the north side of the street would be converted from parallel to perpendicular parking. and sStop signs would be replaced with traffic-calming measures instead of traffic signals at six intersections on McAllister Street and transit stops would ~~not be~~ extended instead of relocated at two of these intersections.

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Implementation of the improvements in the Moderate Alternative would result in an estimated net reduction of up to 100 ~~80~~ parking spaces. There would be an estimated net reduction of up to 110 ~~445~~ parking spaces with implementation of the Expanded Alternative. These totals include 10 spaces that would not be available ~~during peak hours due to part-time tow-away restrictions from 7 a.m. to 3-5 p.m. on weekdays on the east side of Central Avenue between Fulton and McAllister streets and from 6 a.m. to 8 p.m. on weekdays on the south side of Howard Street between Beale and Fremont streets.~~ Implementation of improvements in either the Moderate or Expanded Alternative would not result in a reduction to the number of loading spaces.

- \* The last paragraph starting on EIR p. 2-123 and continuing on EIR p. 2-124 has been revised as follows:

***Transit Stop Changes (Moderate).*** New transit bulbs would be constructed at outbound stops on McAllister Street at Larkin Street, at Van Ness Avenue ~~and Central avenues~~, and at Fillmore Street ~~and Divisadero streets~~, and on Fulton Street at Arguello and Park Presidio boulevards, at Sixth, Eighth, 28<sup>th</sup>, 33<sup>rd</sup>, 40<sup>th</sup>, 43<sup>rd</sup>, and 46<sup>th</sup> avenues, and at 25<sup>th</sup> Avenue/Crossover Drive. In the inbound direction, transit bulbs would be constructed on McAllister Street at Van Ness Avenue ~~and Central avenues~~ and at Fillmore Street ~~and Divisadero streets~~, and on Fulton Street at Park Presidio Boulevard and at Masonic, Sixth, 25<sup>th</sup>, 28<sup>th</sup>, 33<sup>rd</sup>, 37<sup>th</sup>, 40<sup>th</sup>, 43<sup>rd</sup>, and 46<sup>th</sup> avenues. The new transit bulbs on McAllister Street at Larkin and Fillmore ~~and Divisadero streets~~, and Van Ness Avenue and on Fulton Street at Arguello Boulevard (outbound only), Masonic and Sixth avenues (both inbound only) would be 130 feet long. Transit bulbs at the intersections along Fulton Street at Park Presidio Boulevard, and Sixth (outbound), Eighth (outbound only), 25<sup>th</sup>, 28<sup>th</sup>, 33<sup>rd</sup>, 37<sup>th</sup> (inbound only), 40<sup>th</sup>, 43<sup>rd</sup>, 46<sup>th</sup> avenues would be 65 feet long. The existing 115-foot transit bulb on Fulton Street at Arguello Boulevard in the eastbound direction would be extended to 130 feet. ~~The transit bulbs on McAllister Street at Central Avenue would be 55 feet long and would be located at the nearside of the intersection in conjunction with stop optimizations.~~ The inbound transit bulb at Fulton Street and 33<sup>rd</sup> Avenue would be located at the mid-intersection. All of the other transit bulbs would be located at the farside of intersections.

- \* The first full paragraph on EIR p. 2-124 has been revised as follows:

Stops would be lengthened at outbound locations on McAllister Street at Hyde Street (from 75 feet to 100 feet), at Divisadero Street (from 75 feet to 185 feet), at Gough Street (from 65 feet to 100 feet) and at Baker Street (from 80 feet to 120 feet), and on Fulton Street at Masonic Avenue (from 80 feet to 185 feet), at Clayton Street (from 75 feet to 120 feet), at Parker Avenue/Shrader Street (from 85 feet to 165 feet), at 4<sup>th</sup> Avenue (from 75 feet to 100 feet), at 10<sup>th</sup> Avenue (from 90 feet to 100 feet), at 18<sup>th</sup> Avenue (from 80 feet to 100 feet), at 22<sup>nd</sup> Avenue (from 75 feet to 100 feet), at 36<sup>th</sup> Avenue (from 75 feet to 100 feet) and at La Playa Street (from 75 feet to 160 feet). Stops would be lengthened at inbound locations on McAllister Street at Leavenworth Street (from 100 feet to 120 feet), at Divisadero Street (from 65 feet to 185 feet) and at Baker Street (from 70 feet to 120 feet), and on Fulton Street at Clayton Street (from 75 feet to 100 feet), at Parker Avenue/Shrader Street (from 80 feet to 165 feet), at Stanyan Street (from 70 feet to 145 feet), at 4<sup>th</sup> Avenue (from 75 feet to 100 feet), at 10<sup>th</sup> Avenue

(from 90 feet to 100 feet), at 22<sup>nd</sup> Avenue (from 75 feet to 100 feet) and at 30<sup>th</sup> Avenue (from 80 feet to 100 feet).

- \* The second full paragraph on EIR p. 2-124 has been revised as follows:

The inbound stops on ~~McAllister Street at Gough Street and at Divisadero Street~~, and on Fulton Street at Park Presidio Boulevard and at Masonic, 18<sup>th</sup>, 37<sup>th</sup> and 43<sup>rd</sup> avenues, and the outbound stops on Fulton Street at 28<sup>th</sup>, 30<sup>th</sup>, 40<sup>th</sup> and 43<sup>rd</sup> avenues ~~and McAllister Street at Divisadero Street~~ would be relocated from nearside to farside of the intersection. In conjunction with the proposal to signalize the intersections on McAllister Street at Laguna and Pierce streets, the stops at these intersections would be moved from nearside to farside. ~~The inbound and outbound stops at the intersection of McAllister Street and Central Avenue would be relocated from farside to nearside.~~

- \* The first sentence in the third paragraph on EIR p. 2-124 has been revised as follows:

The inbound and outbound stops on McAllister Street at Central Avenue, and at Polk, Octavia, Webster, and Broderick streets, and on Fulton Street at 12<sup>th</sup>, 16<sup>th</sup>, and 20<sup>th</sup> avenues, the inbound stop on Fulton Street at 36<sup>th</sup> Avenue, and the outbound stop on Fulton Street at 38<sup>th</sup> Avenue would be removed.....

- \* A new paragraph has been added before the first paragraph on EIR p. 2-125 as follows:

New transit stops would be added in the inbound and outbound directions on McAllister Street at Lyon Street (both 100-foot-long bus zones would be located farside in conjunction with replacing the all-way stop controls with a traffic signal).

- \* The first paragraph on EIR p. 2-125 has been revised as follows:

***Pedestrian Improvements (Moderate).*** Pedestrian bulbs would be constructed on Fulton Street at Ashbury, Clayton, and Cole streets to shorten the crosswalk distance.

- \* The first sentence in the second paragraph on EIR p. 2-125 has been revised as follows:

***Parking and Turn Restrictions (Moderate).*** Right-turn pockets would be added in both the eastbound directions at the intersections of McAllister Street with Fillmore ~~Street~~, and Divisadero streets; in the westbound direction on McAllister Street at its intersections with Fillmore (70 feet long in the westbound direction) and Divisadero ~~streets~~; and in the eastbound direction on Fulton Street at its intersection with Masonic Avenue....

- \* The third paragraph on EIR p. 2-125 has been revised as follows:

A part-time tow-away zone (i.e., 7 a.m. to 5 3 p.m.) would be established on the entire east side of Central Avenue between Fulton and McAllister streets.

## Section 5: Draft EIR Revisions

- \* The second-to-last sentence in the seventh paragraph on EIR p. 2-125 has been deleted as follows:

***Transit Stop Changes (Expanded).*** .... ~~The existing transit stops at the intersection of McAllister Street and Central Avenue would remain farside in conjunction with replacing stop signs with a pedestrian bulb at this intersection. Stops would be lengthened at outbound locations on McAllister Street at Laguna Street (from 75 feet to 120 feet) and at Pierce Street (from 75 feet to 120 feet) and at inbound locations on McAllister Street at Laguna Street (from 75 feet to 120 feet) and at Pierce Street (from 65 feet to 120 feet).~~

- \* A new paragraph has been added above the first full paragraph on EIR p. 2-126:

***Parking and Turn Restrictions (Expanded).*** Sixty-foot-long right-turn pockets would be added in both directions on McAllister Street at Divisadero Street in conjunction with moving transit stops from the nearside to the farside of this intersection.

- \* The following two sentences have been inserted after the first sentence in the first full paragraph on EIR p. 2-126 as follows:

***Lane Modification (Expanded).*** The number of mixed-flow lanes on Fulton Street between Central Avenue and Stanyan Street would be reduced from four lanes (two lanes in each direction) to three (one lane in each direction with a two-way left-turn lane in the center). The segment of Fulton Street between Central Avenue and Baker Street would have one westbound travel lane removed and parking on the north side of the street would be converted from parallel to perpendicular parking. The proposed lane modifications on Fulton Street between Central Avenue and Baker Street would result in the addition of 20 perpendicular parking spaces. See Figure 10, which shows an example of the existing and proposed roadway modifications.

Figure 11: TTRP.5 Expanded Alternative on EIR p. 2-128 has been revised to show that under the Moderate and Expanded Alternatives new inbound and outbound stops would be located at McAllister and Lyon streets, and that one westbound travel lane on Fulton Street (between Central Avenue and Baker Street) would be removed as part of the Expanded Alternative only. Additionally, text on the figure describing how the Moderate Alternative would differ from the Expanded Alternative has been revised to indicate the following: the existing inbound and outbound bus stops at McAllister and Divisadero streets would remain nearside and would be expanded, and right-turn pockets would not be added to McAllister Street at Divisadero Street. Revised Figure 11 is shown on the following page.

### 5 FULTON (Revised)

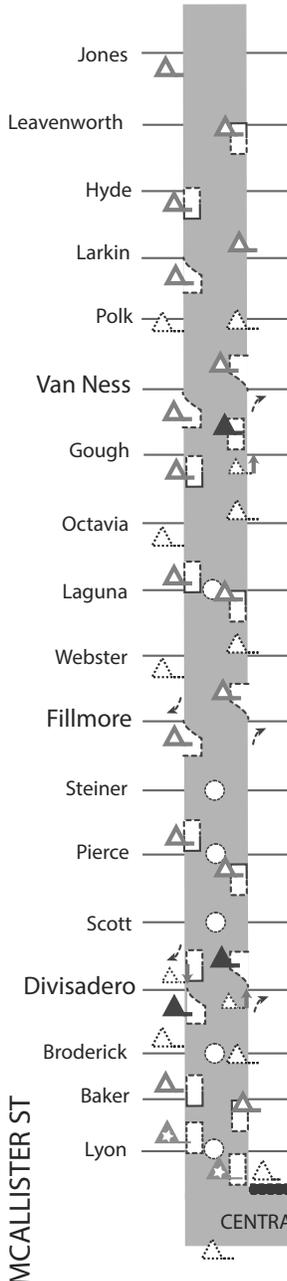
#### TRAVEL TIME REDUCTION PROPOSAL Expanded Alternative

Both the Expanded and Moderate Alternatives also include a part-time tow-away bus zone at the terminal on Howard Street between Beale and Fremont Streets, not shown on this map. The proposed 5L Fulton Limited would provide limited service between 8th Avenue and Jones, serving only the stops shown in bold.

#### Moderate Alternative

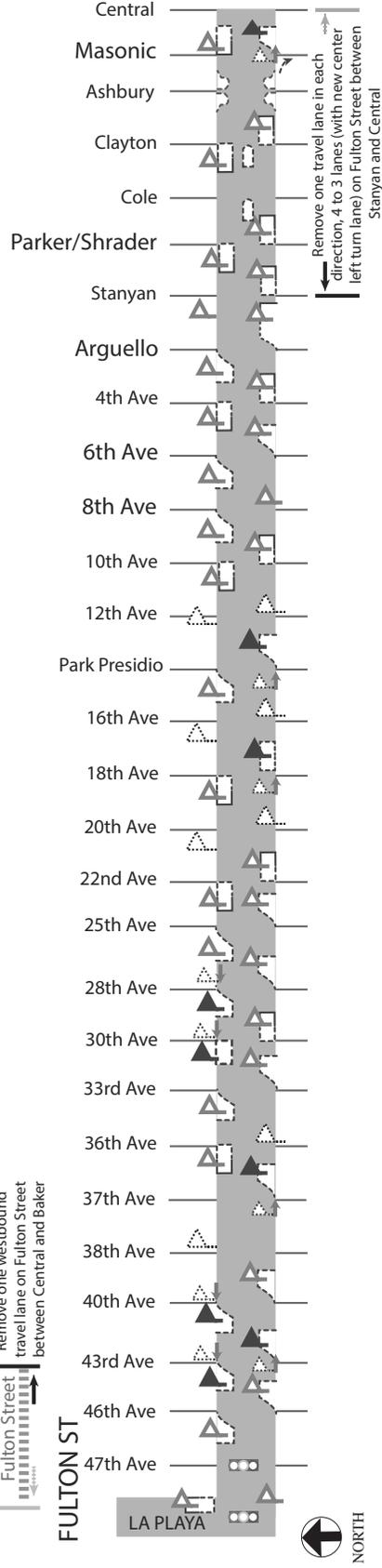
This alternative would include the installation of pedestrian bulbs on Fulton Street at Clayton and Cole streets, instead of the pedestrian refuge islands proposed in the Expanded Alternative. This alternative would also include replacing the stop signs with traffic signals on McAllister Street at Steiner, Scott, Broderick, Laguna, Pierce, and Lyon streets, instead of the traffic calming measures proposed in the Expanded Alternative. At McAllister/Laguna and McAllister/Pierce, the bus stops at these two intersections would be optimized from nearside to far side. The bus zones at McAllister/Divisadero would remain nearside and would be extended; right turn pockets would not be included at this intersection. The bus zones at McAllister/Lyon would be located far side. The inbound stop at Gough/McAllister would not be relocated from nearside to far side. Additionally, this alternative would not include any lane removals on Fulton Street between Stanyan and Baker.

#### MCALLISTER ST



Remove one westbound travel lane on Fulton Street between Central and Baker

#### FULTON ST



SOURCE: SFMTA, Turnstone Consulting

### TRANSIT EFFECTIVENESS PROJECT

(Revised) FIGURE 11 - TTRP.5 EXPANDED ALTERNATIVE

## Section 5: Draft EIR Revisions

- \* The following text for the project-level TTRP.9: 9 San Bruno and 9L San Bruno Limited project description has been added to EIR p. 2-135 after the first paragraph, and two new footnotes have been added, designated as “[fn]” because new footnote numbers are not yet established (as this is entirely new text, it is not underlined in order to make the new text easier to read):

### **TTRP.9: 9 San Bruno and 9L San Bruno Limited**

TTRP.9 would provide transit improvements for the portion of the 9 San Bruno and 9L San Bruno Limited bus routes along the 11<sup>th</sup> and Division streets, Potrero Avenue, and Bayshore Boulevard corridors. The proposed project would implement specified TPS Toolkit elements in both the inbound and outbound directions, from the intersection of Market and 11<sup>th</sup> streets to the intersection of Bayshore Boulevard and Silver Avenue. The inbound direction for this route is north towards Downtown and the SoMa Area and the outbound direction is south towards the Silver Terrace neighborhood.

The TTRP.9 project has a Moderate and an Expanded Alternative. The Moderate Alternative would include transit stop changes, lane modifications, parking and turn restrictions, and pedestrian improvements. The Expanded Alternative would include the same transit stop changes, lane modifications, parking and turn restrictions, and pedestrian improvements as the TTRP.9 Moderate Alternative except that the Moderate Alternative would not include sidewalk widening on the portion of Potrero Avenue between 22<sup>nd</sup> and 24<sup>th</sup> streets. The Moderate Alternative would, however, add buffers to the existing bicycle lanes along this segment. Within this segment, the Expanded Alternative would include a widened sidewalk along the east side of Potrero Avenue, and parking along the east side of Potrero Avenue would be removed to widen the sidewalk. The Expanded Alternative would not include adding buffers to the existing bicycle lanes between 22<sup>nd</sup> and 24<sup>th</sup> streets. Both alternatives would include the removal of an existing transit-only lane from the inbound (northbound) direction on Potrero Avenue between 200 feet north of 24<sup>th</sup> Street and 21<sup>st</sup> Street. A transit-only lane would be added between 18<sup>th</sup> and 24<sup>th</sup> streets in the southbound direction in the Expanded Alternative. Figure 14e (on p. 2-XX, below [p. RTC-5-49]) shows the TTRP.9 Expanded Alternative. Narrative text on the figure describes differences between the Expanded and Moderate Alternatives.

Implementation of the improvements under the Moderate Alternative would include the estimated removal of up to 30 parking spaces within the corridor; under the Expanded Alternative up to 55 parking spaces would be removed. Two commercial loading spaces would be relocated to within 250 feet of their existing locations under either the Moderate or Expanded Alternative. There would be no net loss of commercial loading spaces under either alternative. No passenger loading/unloading zones would be affected by these proposals.

Details of the two alternatives are provided below.

### **TTRP.9 Moderate Alternative**

The Moderate Alternative would include transit stop changes, lane modifications, parking and turn restrictions, and pedestrian improvements

**Transit Stop Changes (Moderate).** Transit bulbs would be added in the following locations and would be 90 feet in length, except as noted below. Transit bulbs would be constructed in the outbound (southbound) direction on 11<sup>th</sup> Street at Market and Harrison (110-foot-long) streets, on Potrero Avenue at 16<sup>th</sup> and 24<sup>th</sup> streets, and on Bayshore Boulevard at Oakdale and Cortland avenues. In the inbound (northbound) direction, transit bulbs would be constructed at the existing stops on Bayshore Boulevard at Cortland and Oakdale avenues, on Potrero Avenue at 16<sup>th</sup> Street, and on 11<sup>th</sup> Street at Harrison (110-foot-long) and Market streets. An existing transit bulb would be removed in the inbound direction at Potrero Avenue located farside of a midblock signalized crosswalk between 22<sup>nd</sup> and 23<sup>rd</sup> streets and would be replaced with a 100-foot-long transit zone.

Transit stops would be reconfigured in the outbound (southbound) direction at the following locations. An existing flag stop on Potrero Avenue at Alameda Street would be changed to an 80-foot-long bus zone and moved to the farside of the intersection. The transit zone on Bayshore Boulevard at Oakdale Avenue would be changed to a 90-foot-long transit bulb and moved to the farside of the intersection. On Bayshore Boulevard at Cortland Street the existing 95-foot-long transit zone would be changed to a 90-foot-long transit bulb and relocated from the nearside to the farside of the intersection. Transit stops in the inbound (northbound) direction would be relocated from the nearside to the farside of the intersection on Bayshore Boulevard at Oakdale Avenue (90-foot-long transit bulb) and on Bayshore Boulevard at Jerrold Street where the existing stop would be moved approximately 550 feet to the south and would be converted from a flag stop to a 35-foot-long transit bulb.

Existing transit stops on Potrero Avenue would be consolidated into one new stop that would be located at 80-foot-long transit zones on the farside of the intersection in both directions at the following locations. The stops on Potrero Avenue at 17<sup>th</sup> and 18<sup>th</sup> streets would be consolidated into one at Mariposa Street in both directions. In the inbound direction, two closely spaced stops at 20<sup>th</sup> and 22<sup>nd</sup> streets would be consolidated into one new farside stop at 21<sup>st</sup> Street. In the outbound direction, the stops on Potrero Avenue at 20<sup>th</sup> and 22<sup>nd</sup> streets would be consolidated into the existing stop at 21<sup>st</sup> Street. A new stop at 19<sup>th</sup> Street would be created (in both directions, 80-foot-long transit zone on the farside of the intersection) to maintain two-block stop spacing between the new stops at Mariposa and 21<sup>st</sup> streets. A new stop (80-foot-long transit zone) would be added in the outbound direction midblock on Potrero Avenue between 22<sup>nd</sup> and 23<sup>rd</sup> streets, on the farside of the existing midblock signalized crosswalk, to serve San Francisco General Hospital.

Outbound stops would be removed on 11<sup>th</sup> Street at Howard Street, on Potrero Avenue at 23<sup>rd</sup> and 25<sup>th</sup> streets and on Bayshore Boulevard at Alemany Boulevard. Inbound stops would be removed on 11<sup>th</sup> Street at Mission and Howard streets and on Bayshore Boulevard at Alemany Boulevard.

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**Parking and Turn Restrictions (Moderate).** Turn restrictions would be implemented on 23<sup>rd</sup> Street at Potrero Avenue limiting eastbound traffic to right turns only and westbound traffic to left and right turns only (no through movement). The signal timing would be reconfigured from a four-phase signal to a three-phase signal, removing the split phase for 23<sup>rd</sup> Street.<sup>[fnA]</sup>

[New Footnote]

[fnA] In describing traffic signal characteristics, a signal phase is the right-of-way interval (i.e., the green phase) in a signal cycle that is assigned to an independent traffic movement (e.g., an exclusive green phase for a left turn movement) or combination of movements (e.g., northbound and southbound movements having a green phase at the same time). Split phasing is when two opposing approaches have a green phase consecutively (e.g., the eastbound approach has a green phase while the westbound approach is stopped, then the westbound approach has a green phase while the eastbound approach is stopped) rather than both approaches moving concurrently. The existing signal timing at the intersection of Potrero Avenue/23<sup>rd</sup> Street currently has four phases: Potrero Avenue northbound/southbound, Potrero Avenue exclusive southbound left turn, 23<sup>rd</sup> Street westbound and 23<sup>rd</sup> Street eastbound. The proposed improvements would restrict the eastbound approach to a right-turn only movement, eliminating the need for separate eastbound and westbound green phases. Thus, the signal timing at the intersection of Potrero Avenue/23<sup>rd</sup> Street would be reconfigured from the existing four-phase signal to a three-phase signal, with Potrero Avenue northbound/southbound, Potrero Avenue exclusive southbound left turn, and 23<sup>rd</sup> Street westbound. A stop sign would control the required right turn from eastbound 23<sup>rd</sup> Street.

**Lane Modifications (Moderate).** A side-running transit-only lane would be established in the outbound (southbound) direction on Potrero Avenue between 18<sup>th</sup> Street and the farside of 24<sup>th</sup> Street by removing some of the parking spaces along both sides of Potrero Avenue and altering the existing lane widths. The existing side-running transit-only lane in the inbound (northbound) direction on Potrero Avenue between 200 feet north of 24<sup>th</sup> Street and 21<sup>st</sup> Street would be removed.

A 2-foot-wide buffer would be added to the northbound and southbound bicycle lanes on Potrero Avenue between 17<sup>th</sup> and 22<sup>nd</sup> streets, and between 24<sup>th</sup> and 25<sup>th</sup> streets.

**Pedestrian Improvements (Moderate).** Pedestrian bulbs would be installed on Potrero Avenue to shorten the crosswalk distance at the signalized crossings at Alameda Street (northwest and southeast corners), 15<sup>th</sup> (northwest, southwest, and southeast corners), 16<sup>th</sup> (northwest and southeast corners), 17<sup>th</sup> (all four corners), at Mariposa (northwest and southeast corners), at 18<sup>th</sup> (northwest, northeast, and southwest corners), at 19<sup>th</sup> (northwest corner), at 20<sup>th</sup> (northwest, northeast and southwest corners), at 21<sup>st</sup> (northwest corner), and at 25<sup>th</sup> (northwest and northeast corners) streets.

The existing pedestrian bulb on Potrero Avenue at 24<sup>th</sup> Street (northwest corner) would be removed.

Pedestrian refuge islands would be installed at all intersection crosswalks from 17<sup>th</sup> to 25<sup>th</sup> streets.

A new crosswalk to provide pedestrian access across Potrero Avenue would be installed on the north side of the Potrero Avenue and 23<sup>rd</sup> Street east leg intersection.<sup>[fnB]</sup>

[New Footnote]

[fnB] The Potrero Avenue and 23<sup>rd</sup> Street intersection is offset with the west leg north of the east leg. For this analysis 23<sup>rd</sup> Street west refers to the leg to the west, and 23<sup>rd</sup> Street east the leg to the east of Potrero Avenue.

The sidewalk on the east side of Potrero Avenue from 21<sup>st</sup> Street to 60 feet south would be widened from 9 to 15 feet by removing the parking lane on the east side of the street.

*The following Lane Modifications are part of the Moderate Alternative and are not part of the Expanded Alternative.*

**Transit Stop Changes (Moderate Only).** A 90-foot-long transit bulb would be constructed at the existing farside stop in the inbound (northbound) direction on Potrero Avenue at 24<sup>th</sup> Street.

**Lane Modifications (Moderate Only).** A 2-foot-wide buffer would be added to the northbound and southbound bicycle lanes on Potrero Avenue between 22<sup>nd</sup> and 24<sup>th</sup> streets.

**Pedestrian Improvements (Moderate Only).** Pedestrian bulbs would be installed on Potrero Avenue to shorten the crosswalk distance at the signalized crossings at 22<sup>nd</sup> Street east of Potrero Avenue (northeast and southeast corners), at 22<sup>nd</sup> Street west of Potrero Avenue (all four corners), at the new outbound stop and existing inbound stop between 22<sup>nd</sup> and 23<sup>rd</sup> streets (midblock on the west and east side of Potrero Avenue), and at 23<sup>rd</sup> Street (northeast, southwest, and southeast corners).

#### **TTRP.9 Expanded Alternative**

**Transit Stop Changes, Lane Modifications, Parking and Turn Restrictions, Pedestrian Improvements, and Traffic Signal and Stop Sign Changes.** The Expanded Alternative would include the same transit stop changes, lane modifications, parking and turn restrictions, and pedestrian improvements as the TTRP.9 Moderate Alternative. The TTRP.9 Expanded Alternative would not include the two-foot-wide buffer to be added to the bicycle lanes on Potrero Avenue between 22<sup>nd</sup> and 24<sup>th</sup> streets that is proposed in the TTRP.9 Moderate Alternative. The TTRP.9 Expanded Alternative also would differ from the TTRP.9 Moderate Alternative in the pedestrian improvements proposed, as indicated below.

**Pedestrian Improvements (Expanded Only).** Pedestrian bulbs would be installed on Potrero Avenue to shorten the crosswalk distance at the signalized crossings at 22<sup>nd</sup> Street east of Potrero Avenue (northeast corner), at 22<sup>nd</sup> Street west of Potrero Avenue (northwest and southwest corners), at the new outbound stop between 22<sup>nd</sup> and 23<sup>rd</sup> streets (midblock on the west side of Potrero Avenue), and at 23<sup>rd</sup> Street (southwest corner). On the segment of Potrero Avenue between 22<sup>nd</sup> and 24<sup>th</sup> streets,

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the Expanded Alternative would widen the sidewalk on the east side of Potrero Avenue from 9 to 15 feet.

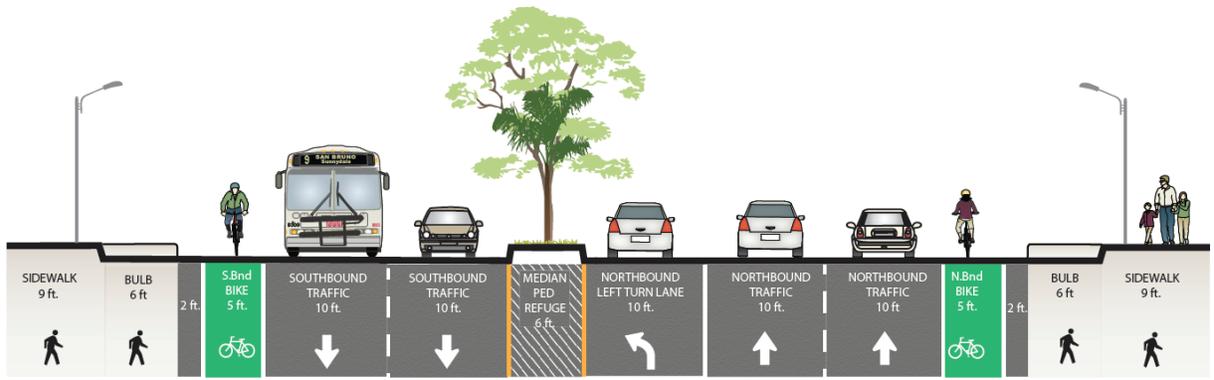
Figures 14a and 14b present the common design elements on Potrero Avenue between 17<sup>th</sup> and 25<sup>th</sup> streets for the Moderate and Expanded Alternatives for the intersection and midblock locations, respectively. Figures 14c and 14d present the typical block cross-section at the intersection and midblock on Potrero Avenue between 22<sup>nd</sup> and 24<sup>th</sup> streets for the TTRP.9 Moderate Alternative and TTRP.9 Expanded Alternative, respectively.<sup>[fnC]</sup>

Figure 14e shows the TTRP.9 Expanded Alternative and includes narrative description of the differences between the Moderate and Expanded Alternative.

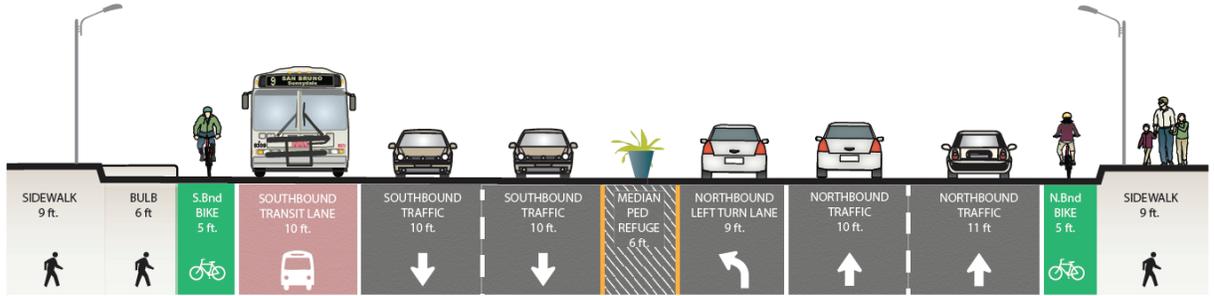
[New Footnote]

[fnC] Medians illustrated in Figure 14d for the TTRP.9 Expanded Alternative are associated with the median improvements on Potrero Avenue between Cesar Chavez and Division streets planned as part of the Mission District Streetscape Plan Project, San Francisco Planning Department Case File 2008.1075. Available online at [http://www.sf-planning.org/ftp/files/MEA/Final\\_042810\\_PMDSP\\_2PM.pdf](http://www.sf-planning.org/ftp/files/MEA/Final_042810_PMDSP_2PM.pdf). Accessed December 10, 2013.

Please see information and additional graphics illustrating the TTRP.9 project at the SFMTA Web site, online at <http://www.sftef.com>.



**POTRERO AVENUE FACING NORTH**  
**17<sup>TH</sup> TO 18<sup>TH</sup>, INTERSECTION**



**POTRERO AVENUE FACING NORTH**  
**18<sup>TH</sup> TO 22<sup>ND</sup>, INTERSECTION**



**POTRERO AVENUE FACING NORTH**  
**24<sup>TH</sup> TO 25<sup>TH</sup>, INTERSECTION**

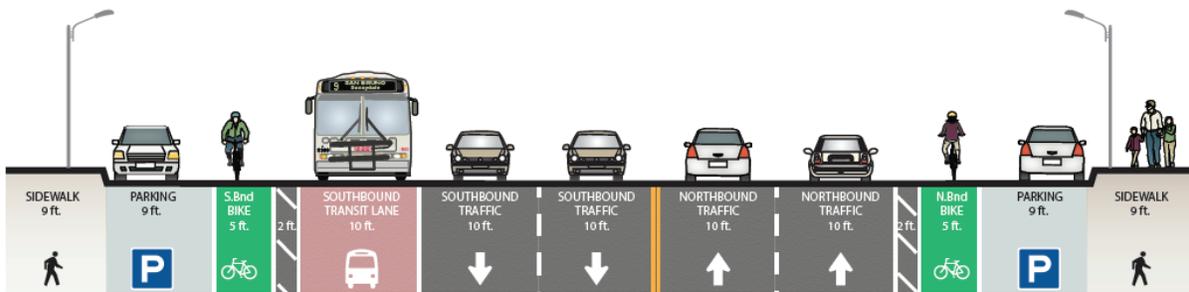
SOURCE: SFMTA, Turnstone Consulting

**TRANSIT EFFECTIVENESS PROJECT**

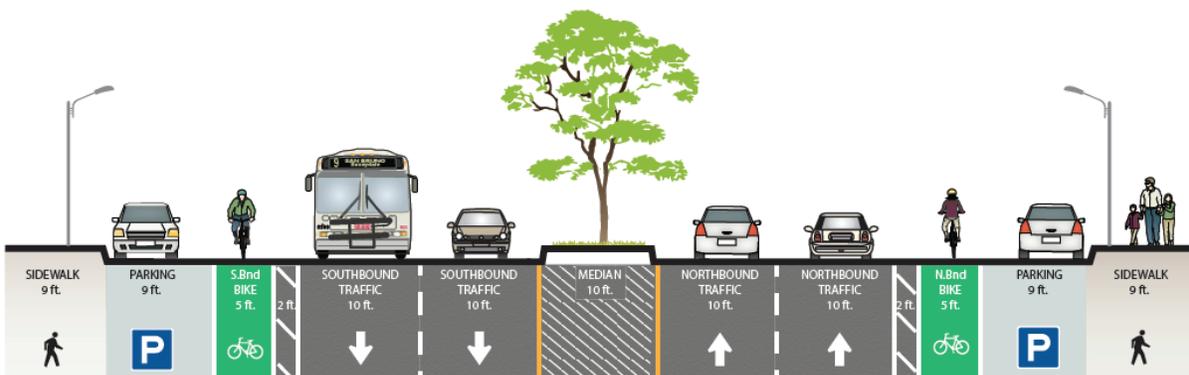
(New) FIGURE 14a - TTRP.9 POTRERO AVENUE COMMON INTERSECTION DESIGN ELEMENTS, 17TH TO 25TH STREETS MODERATE AND EXPANDED ALTERNATIVES



**POTRERO AVENUE FACING NORTH**  
**17<sup>TH</sup> TO 18<sup>TH</sup>, MIDBLOCK**



**POTRERO AVENUE FACING NORTH**  
**18<sup>TH</sup> TO 22<sup>ND</sup>, MIDBLOCK**



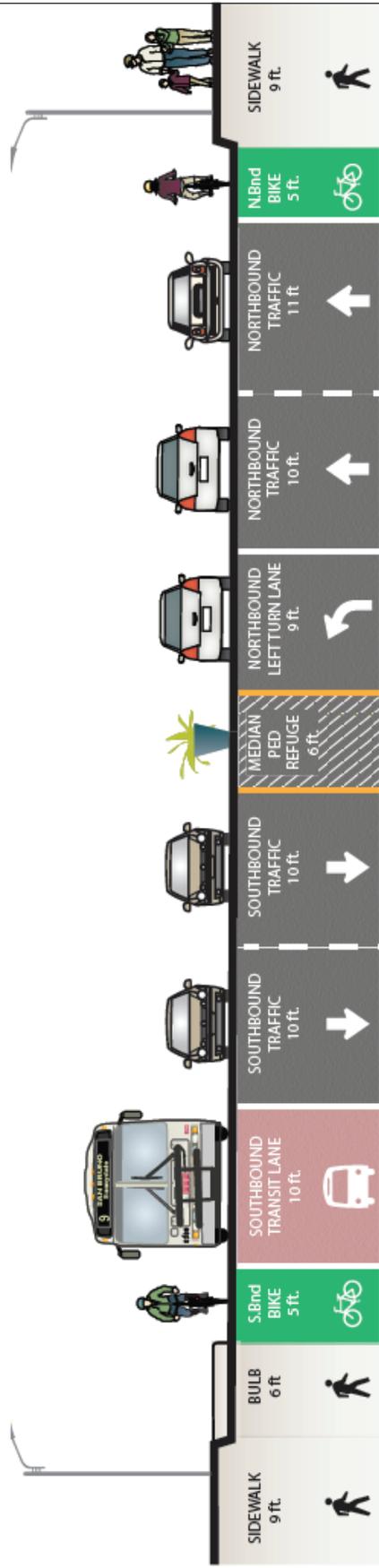
**POTRERO AVENUE FACING NORTH**  
**24<sup>TH</sup> TO 25<sup>TH</sup>, MIDBLOCK**

SOURCE: SFMTA, Turnstone Consulting

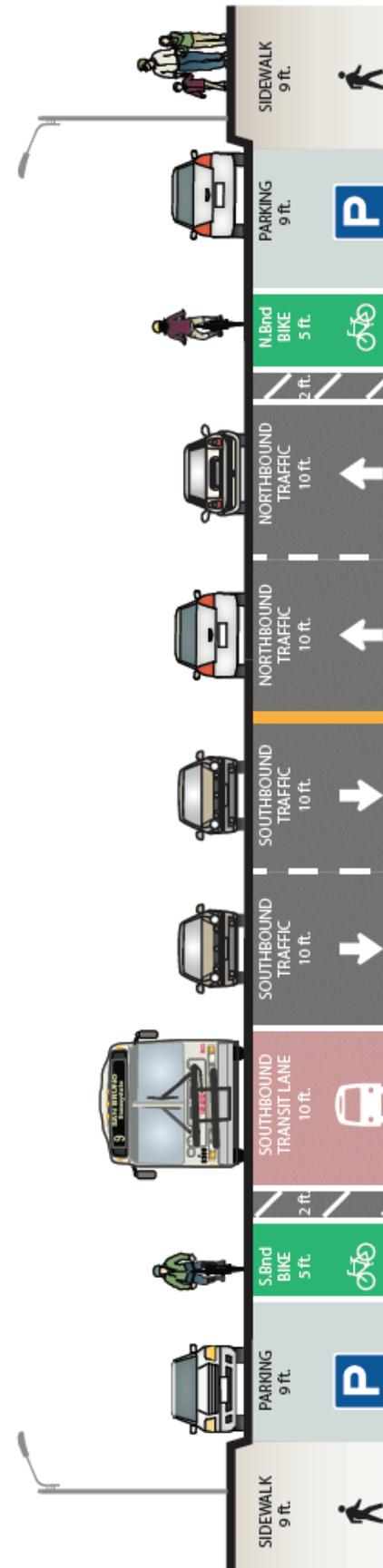
**TRANSIT EFFECTIVENESS PROJECT**

(New) FIGURE 14b - TTRP.9 POTRERO AVENUE COMMON MIDBLOCK DESIGN ELEMENTS, 17TH TO 25TH STREETS MODERATE AND EXPANDED ALTERNATIVES

# INTERSECTION



# MIDBLOCK

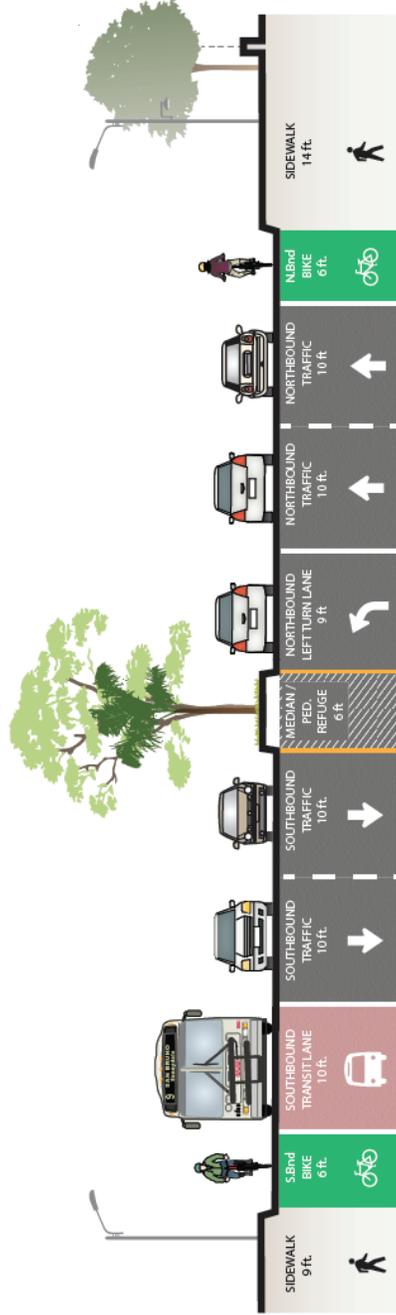


SOURCE: SFMTA, Turnstone Consulting

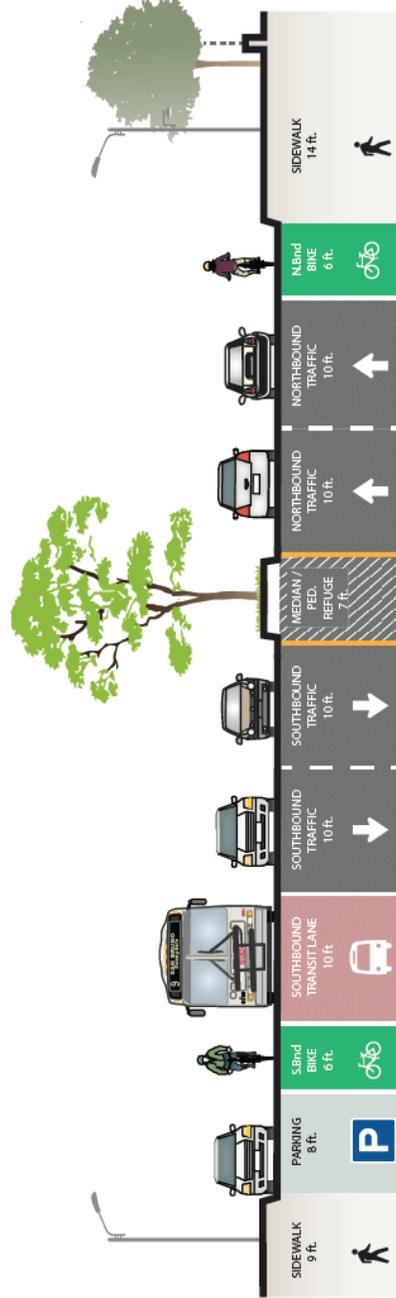
## TRANSIT EFFECTIVENESS PROJECT

(New) FIGURE 14-c - TTRP.9 POTRERO AVENUE TYPICAL BLOCK, 22ND TO 24TH STREETS MODERATE ALTERNATIVE

# INTERSECTION



# MIDBLOCK



SOURCE: SFMTA, Turnstone Consulting

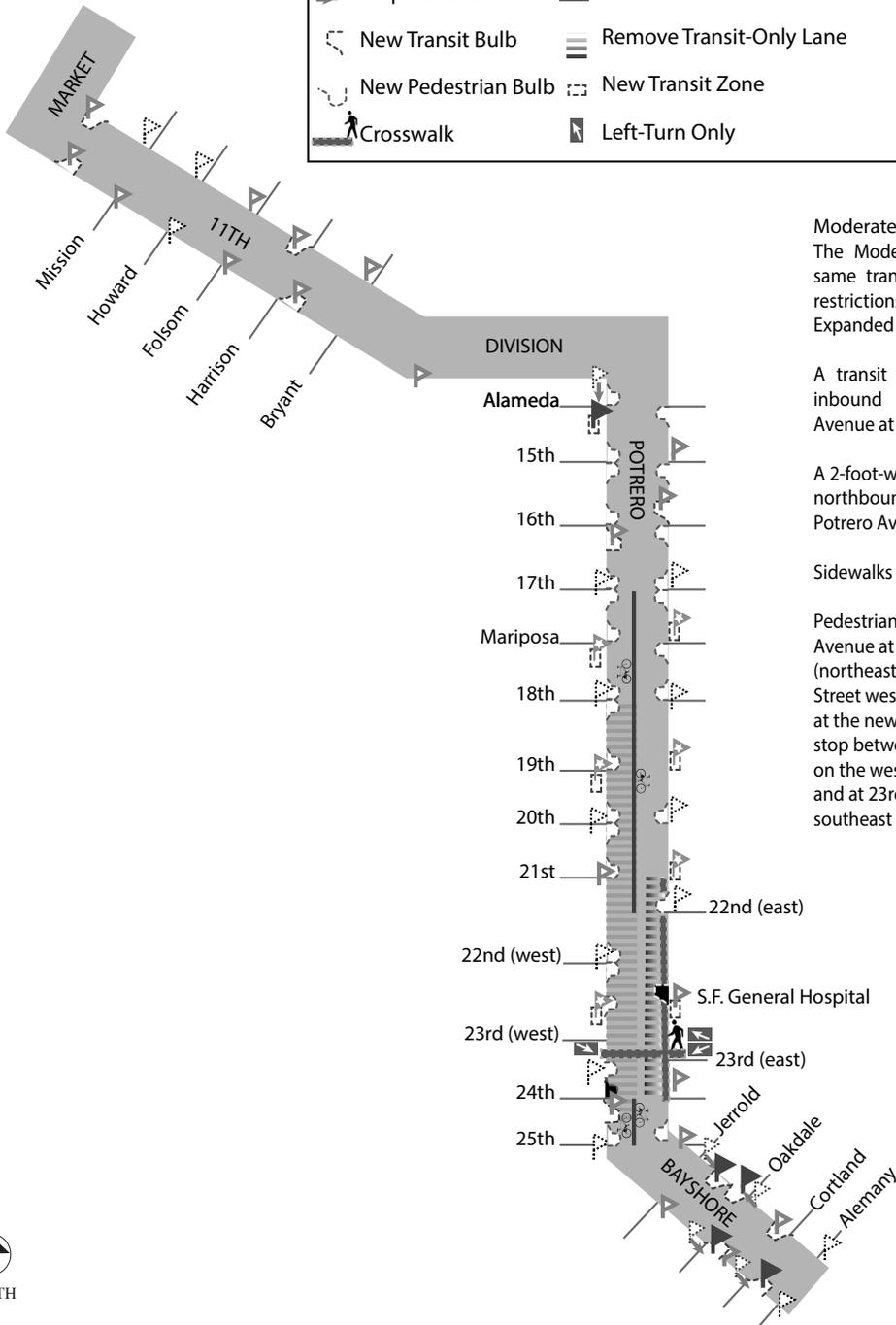
## TRANSIT EFFECTIVENESS PROJECT

(New) FIGURE 14d - TTRP:9 POTRERO AVENUE TYPICAL BLOCK, 22ND TO 24TH STREETS EXPANDED ALTERNATIVE

# 9/9L SAN BRUNO

TRAVEL TIME REDUCTION PROPOSAL Expanded Alternative

SEGMENT PROPOSALS					
	Existing Stop		Transit-Only Lane		Right-Turn Only
	Stop Removal		Bus Queue Jump		New Stop
	Stop Relocation		Add buffers to bike lanes		Remove Transit Bulb
	New Transit Bulb		Remove Transit-Only Lane		Widen Sidewalk
	New Pedestrian Bulb		New Transit Zone		
	Crosswalk		Left-Turn Only		



### Moderate Alternative

The Moderate Alternative would include the same transit stop changes, parking and turn restrictions, and traffic signal changes as the Expanded Alternative, except for the following:

A transit bulb would be constructed in the inbound (northbound) direction on Potrero Avenue at 24th Street.

A 2-foot-wide buffer would be added to the northbound and southbound bike lanes on Potrero Avenue between 22nd and 24th streets.

Sidewalks would not be widened.

Pedestrian bulbs would be installed on Potrero Avenue at 22nd Street east of Potrero Avenue (northeast and southeast corners), at 22nd Street west of Potrero Avenue (all four corners), at the new outbound stop and existing inbound stop between 22nd and 23rd streets (midblock on the west and east side of Potrero Avenue), and at 23rd Street (northeast, southwest, and southeast corners).



SOURCE: SFMTA, Turnstone Consulting

## TRANSIT EFFECTIVENESS PROJECT

(New) FIGURE 14e - TTRP.9 EXPANDED ALTERNATIVE

## Section 5: Draft EIR Revisions

### **TTRP.30\_1: 8X Bayshore Express, 30 Stockton, and 45 Union-Stockton**

The following text amendments are for the TTRP.30\_1: 8X Bayshore Express, 30 Stockton, and 45 Union-Stockton project description to address minor design revisions and refinements as a result of the proposed implementation of the Columbus Avenue Streetscape Project on this corridor.

- \* A new sentence has been inserted at the end of the second paragraph on EIR p. 2-156 as follows (new text is underlined):

...The inbound direction for this route is south towards Market Street and the outbound direction is north towards North Point Street. On the east side of Columbus Avenue (outbound direction) for the entire block between Union and Powell street the sidewalk would be widened by six feet to create a transit bulb at this existing stop location.

- \* New text has been added to the second and third sentences of the third paragraph on EIR p. 2-156 as follows (new text is underlined):

The TTRP.30\_1 project has a Moderate and Expanded Alternative. The Moderate Alternative would include transit stop changes and sidewalk widening. The Expanded Alternative would include the same transit stop changes and sidewalk widening as the Moderate Alternative, ...

- \* New text has been added to the first full paragraph on EIR p. 2-157 as follows (new text is underlined):

The Moderate Alternative would include transit stop changes and sidewalk widening along the east side of Columbus Avenue between Union and Powell streets.

- \* The second sentence of the second full paragraph on EIR p. 2-157 has been revised as follows (deleted text is shown in ~~strikethrough~~ and new text is underlined):

... Transit bulbs would be constructed for the outbound transit stops on North Point Street at Polk Street (65 feet long), on Columbus Avenue at North Point (55 feet long), Chestnut (65 feet long), and Greenwich (85 feet long including 20-foot-wide crosswalk width), ~~and Union (130 feet long)~~ streets, on Stockton Street at Columbus Avenue (55 feet long), and at Washington Street (55 feet long).

- \* New text has been added between the third and fourth paragraphs on EIR p. 2-157 as follows (new text is underlined):

The existing sidewalk on the east side of Columbus Avenue (in the outbound direction) between Union and Powell streets, which includes an existing outbound transit stop at Union Street, would be extended six feet for the entire block (up to approximately 270 feet) in coordination with the Columbus

Avenue Streetscape project proposed by the SFMTA. This extended sidewalk would serve as a transit bulb at the existing transit stop.

- \* New text has been added to the first paragraph on EIR p. 2-158 as follows (new text is underlined):  

The Expanded Alternative would include all the transit stop changes included in the Moderate Alternative as well as the sidewalk widening along the east side of Columbus Avenue between Union and Powell streets.
- \* Figure 23: TTRP.30 Expanded Alternative on EIR p. 2-160 has been revised to show that under the Moderate and Expanded Alternatives sidewalk widening would occur on the east side of Columbus Avenue on the entire block between Union and Powell streets. Revised Figure 23 is shown on the following page.

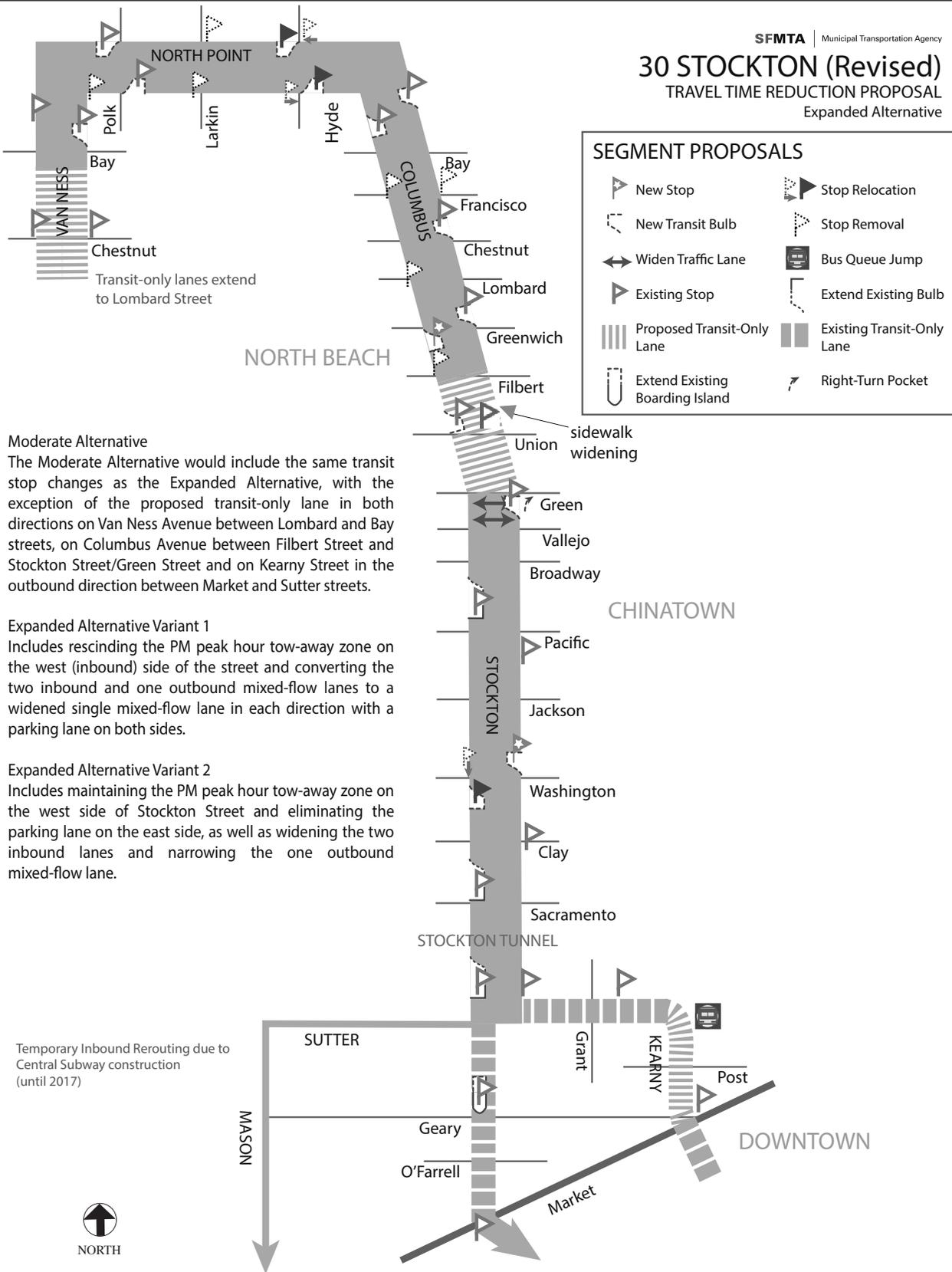
# 30 STOCKTON (Revised)

## TRAVEL TIME REDUCTION PROPOSAL

### Expanded Alternative

#### SEGMENT PROPOSALS

- New Stop
- New Transit Bulb
- Widen Traffic Lane
- Existing Stop
- Proposed Transit-Only Lane
- Extend Existing Boarding Island
- Stop Relocation
- Stop Removal
- Bus Queue Jump
- Extend Existing Bulb
- Existing Transit-Only Lane
- Right-Turn Pocket



#### Moderate Alternative

The Moderate Alternative would include the same transit stop changes as the Expanded Alternative, with the exception of the proposed transit-only lane in both directions on Van Ness Avenue between Lombard and Bay streets, on Columbus Avenue between Filbert Street and Stockton Street/Green Street and on Kearny Street in the outbound direction between Market and Sutter streets.

#### Expanded Alternative Variant 1

Includes rescinding the PM peak hour tow-away zone on the west (inbound) side of the street and converting the two inbound and one outbound mixed-flow lanes to a widened single mixed-flow lane in each direction with a parking lane on both sides.

#### Expanded Alternative Variant 2

Includes maintaining the PM peak hour tow-away zone on the west side of Stockton Street and eliminating the parking lane on the east side, as well as widening the two inbound lanes and narrowing the one outbound mixed-flow lane.

Temporary Inbound Rerouting due to Central Subway construction (until 2017)

SOURCE: SFMTA, Turnstone Consulting

### TRANSIT EFFECTIVENESS PROJECT

(Revised) FIGURE 23 - TTRP.30 EXPANDED ALTERNATIVE

The following text for the project-level TTRP.71\_1: 71 Haight-Noriega and 71L Haight-Noriega Limited project description has been added to EIR p. 2-159 after the second paragraph, and a new footnote has been added, designated as “[fn]” because new footnote numbers are not yet established (this is entirely new text for the EIR, and it is not underlined in order to make it easier to read):

**TTRP.71\_1: 71 Haight-Noriega, 71L Haight-Noriega Limited, and 6 Parnassus**

TTRP.71\_1 would provide transit improvements for the 71L Haight-Noriega Limited and the 6 Parnassus routes along the Haight Street corridor.<sup>[fn]</sup> The proposed project would implement the specified TPS Toolkit elements in both the inbound and outbound directions, from the intersection of Haight and Laguna streets to the intersection of Haight and Sanyan streets. The inbound direction for these routes is east towards Downtown (i.e., toward Market Street) and the outbound direction is west toward the 48<sup>th</sup> Avenue terminus for the current 71 Haight-Noriega and 71L Haight-Noriega Limited; and 14<sup>th</sup> Avenue terminus for the existing 6 Parnassus. As part of the TEP Service Improvements, the 71 Haight-Noriega and 71L Haight-Noriega Limited would be consolidated into one limited all day service.

[New Footnote]

[fn] With implementation of the proposed TEP Service Improvements, the 71 Haight-Noriega local service would be discontinued, and the 71L Haight-Noriega Limited would operate as limited-stop service all day.

The TTRP.71\_1 has a Moderate and an Expanded Alternative. The Moderate Alternative would include transit stop changes, pedestrian improvements, parking and turn restrictions, lane modifications, and traffic signal and stop sign changes. This alternative would also include the replacement of stop signs at ten intersections on Haight Street with traffic signals, add a transit queue jump on Haight Street at Buchanan Street, and would relocate transit stops at three of the intersections on Haight Street from nearside to farside. The Expanded Alternative would include the same transit stop changes, pedestrian improvements, parking and turn restrictions, and traffic signal and stop sign changes as the Moderate Alternative, with the following difference: stop signs would be replaced with traffic calming measures instead of traffic signals at six of the ten intersections on Haight Street. Details of the two project alternatives for this corridor are provided below. Figure 23a (on p. 2-XX, below [RTC-5-56]) presents a graphic representation of the TTRP.71\_1 Expanded Alternative; the figure also has text summarizing how the Moderate Alternative differs from the Expanded Alternative.

Implementation of the improvements in the Moderate Alternative would result in an estimated net reduction of about 45 parking spaces. There would be an estimated net reduction of about 60 parking spaces with implementation of the Expanded Alternative. Implementation of improvements in either the Moderate or Expanded Alternative would not result in a net change to the number of loading spaces. As part of both the Moderate and Expanded Alternatives, 15 yellow commercial loading zones and one white passenger loading zone would be relocated. The commercial loading zones would be relocated to within 250 feet of the existing loading zone locations.

### **TTRP.71\_1 Moderate Alternative**

TPS Toolkit elements in the Moderate Alternative include transit stop changes, pedestrian improvements, parking and turn restrictions, traffic signal and stop sign changes, and lane modifications.

**Transit Stop Changes (Moderate).** New 110-foot-long transit bulbs would be constructed on the farside of the intersection at the inbound and outbound stops on Haight Street at Fillmore and Divisadero streets, and in the inbound direction on Haight Street at Masonic Avenue and Stanyan Street. A new 110-foot-long transit bulb would also be constructed in the outbound direction on Haight Street midblock between Shrader and Stanyan streets.

The existing outbound farside bus zone at Haight and Laguna streets would be lengthened from 80 feet to 100 feet.

The inbound and outbound stops on Haight Street at Clayton and Pierce streets and the outbound stop on Haight Street at Buchanan Street would be relocated from nearside to farside of the intersection. The new farside bus zones would be 100 feet long.

The inbound and outbound stops on Haight Street at Cole Street would be removed. Additionally, the new farside stops at Haight Street and Clayton Street would be converted to local-only stops. Therefore, after implementation of the proposed Service Improvements changes to the 6 Parnassus and 71 Haight-Noriega routes, the inbound and outbound stops on Clayton Street would be served by the 6 Parnassus but not by the 71L Haight-Noriega Limited.

The closely-spaced inbound and outbound stops at the intersection of Haight Street and Central/Buena Vista West and the intersection of Haight Street and Baker/Buena Vista East would be consolidated into new farside stops at Haight Street at Lyon Street in both directions.

**Pedestrian Improvements (Moderate).** Pedestrian bulbs would be constructed on the southwest corner of Haight Street at Baker/Buena Vista East Avenue, on the southwest and southeast corners of Haight Street at Belvedere Street, on the southeast corner of Haight Street and Cole Street, on the northwest corner of Haight Street and Cole Street, and on the northeast and southwest corners of Haight Street and Lyon Street.

**Parking and Turn Restrictions (Moderate).** Right-turn pockets would be added in the westbound direction on Haight Street at its intersections with Fillmore Street, Masonic Avenue, and Stanyan Street. In the eastbound direction, right-turn pockets would be added on Haight Street at the intersections of Buchanan Street and Fillmore Street. A left-turn pocket would be added in the eastbound direction on Haight Street at its intersection with Masonic Avenue. All of the above noted turn pockets would be 50 feet long, with the exception of the eastbound turn pocket at Buchanan Street, which would be 120 feet long.

A new left-turn restriction would be implemented in the westbound direction on Haight Street at the intersection with Masonic Avenue at all times. However, if the Service

Improvement change for the 6 Parnassus to operate on Haight Street west of Masonic Avenue instead of its current route is not implemented, then the left-turn restriction would be modified to allow only Muni vehicles to make left turns at this intersection.

**Traffic Signal and Stop Sign Changes (Moderate).** Traffic signals would be installed on Haight Street at the following intersections: Buchanan Street, Broderick Street, Baker/Buena Vista East Avenue and at Clayton Street, which are currently intersections with all-way stop sign controls. At the intersection of Haight Street/Buchanan Street, a transit queue jump signal would be provided to allow buses stopped at the bus zone to pass stopped traffic at this intersection.

**Lane Modifications (Moderate).** At the intersection of Haight Street/Buchanan Street, a right-turn pocket would be added in eastbound direction to facilitate the proposed transit queue jump signal described above.

*The following Traffic Signal and Stop Sign Changes are part of the Moderate Alternative and are not part of the Expanded Alternative.*

**Traffic Signal and Stop Sign Changes (Moderate Only).** The all-way stop signs would be replaced with traffic signals at the following intersections with Haight Street: Laguna, Webster, Pierce, Scott, Central, and Shrader streets.

#### **TTRP.71\_1 Expanded Alternative**

**Transit Stop Changes, Pedestrian Improvements, Parking and Turn Restrictions, Lane Modifications, Traffic Signal and Stop Sign Changes, and Lane Modifications (Expanded).** The Expanded Alternative would include the same transit stop changes, pedestrian improvements, parking and turn restrictions, traffic signal and stop sign changes, and lane modifications as the Moderate Alternative, except for several traffic signal and stop sign changes noted above as Moderate Only. The Expanded Alternative also includes the following changes.

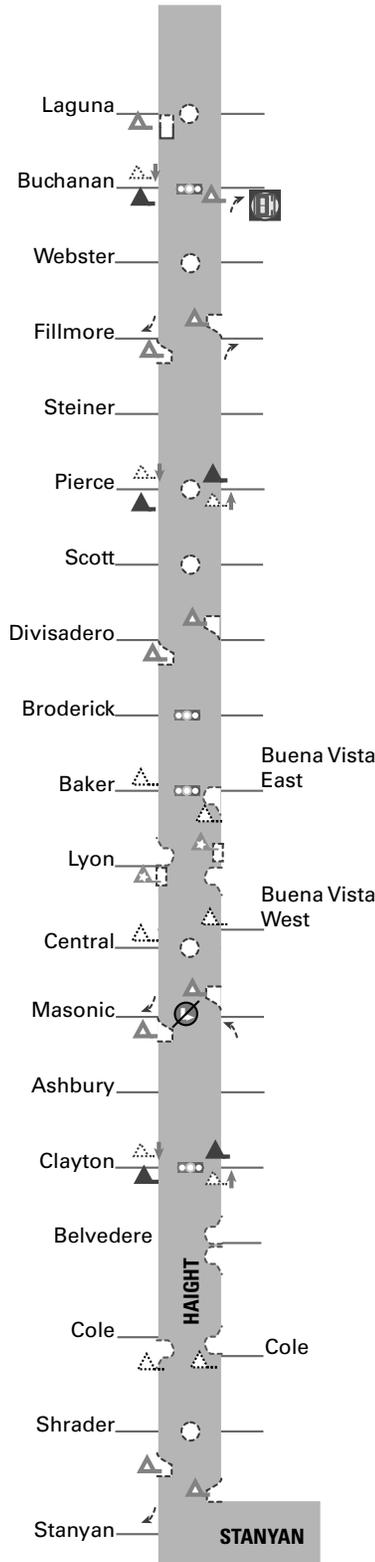
**Traffic Signal and Stop Sign Changes (Expanded).** The Expanded Alternative would include replacement of the all-way stop signs with traffic calming measures instead of the traffic signals proposed in the Moderate Alternative at the following intersections with Haight Street: Laguna, Webster, Pierce, Scott, Central, and Shrader streets. In conjunction with removing the stop signs facing Haight Street, the traffic calming measures would be installed and would include pedestrian bulbs at all four corners of each intersection, except at Pierce Street. At the intersection of Haight and Pierce streets, there would be pedestrian bulbs on the northeast and southwest corners and six-foot-long pedestrian refuge islands on both approaches of Haight Street.

Figure 23a shows TTRP.71\_1 Expanded Alternative and describes the differences between the Moderate and Expanded Alternatives. Please see information and additional graphics illustrating the TTRP.71\_1 project at the SFMTA Web site, online at <http://www.sftepc.com>.

# 71, 71L HAIGHT-NORIEGA

TRAVEL TIME REDUCTION PROPOSAL Expanded Alternative

SEGMENT PROPOSALS	
	Existing Stop
	Stop Removal
	Stop Relocation
	New Transit Bulb
	New Pedestrian Bulb
	Extend Bus Zone
	New Stop
	New Traffic Signal
	Remove Stop Signs on Haight Street and Replace with Traffic Calming Measure
	Turn Pocket
	Bus Queue Jump
	No Left-Turn Restriction



**Moderate Alternative**

The Moderate Alternative would include the same transit stop changes, pedestrian improvements, parking and turn restrictions, and traffic signal and stop sign changes as the Expanded Alternative, except that six intersections along Haight Street would be replaced with traffic signals, rather than traffic calming measures (Shradler, Central, Scott, Pierce, Webster and Laguna).

For both the Expanded and Moderate Alternative, the inbound/outbound stops at Haight/Clayton Streets would only serve the local route.



SOURCE: SFMTA, Turnstone Consulting

**TRANSIT EFFECTIVENESS PROJECT**

(New) FIGURE 23a - TTRP:71\_1 EXPANDED ALTERNATIVE

- \* The first sentence of the first complete paragraph on p. 2-163 has been revised to add a new footnote as follows:

For TEP components that are defined at a more conceptual level—five of the Service-related Capital Improvements, the TPS Toolkit elements as applied to the Rapid Network, and nine of the TTRPs,<sup>FN</sup> described in Section 2.5.1 in the Project Description—environmental analysis is provided at a program level, pursuant to *CEQA Guidelines* § 15168....

- \* [New Footnote]

FN Three of the TTRPs that were analyzed at a program level in the Draft EIR have subsequently been designed and analyzed at a project level (TTRP.L, TTRP.9, and TTRP.71\_1). Therefore, both program-level and project-level analyses are provided in the EIR for these three TTRPs. The project-level analysis supplement the program-level analysis.

## CHAPTER 4, ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION

### SECTION 4.2, TRANSPORTATION AND CIRCULATION

- \* The following text has been added to the last sentence in the first full paragraph on p. 4.2-1 and Footnote 1, referenced in this paragraph, has been revised:

...This section is based on information and analysis contained in the San Francisco Transit Effectiveness Project (TEP) Transportation Impact Study (TIS) and the supplemental memorandum for transportation analysis of the project-level TTRP.L, TTRP.9, and TTRP.71\_1 projects.<sup>1</sup>

[Revised Footnote 1]

<sup>1</sup> Fehr & Peers and LCW Consulting, *San Francisco Transit Effectiveness Project Transportation Impact Study*, July 10, 2013. Fehr & Peers and LCW Consulting, TEP TIS – Supplemental Analysis for TTRP.L, TTRP.9 and TTRP.71\_1, Final Memorandum, December 30, 2013. A copy of this document is Copies of these documents are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.0558E.

- \* The following changes have been made to the last paragraph on p. 4.2-1:

A total of ~~70~~ 78 intersections throughout San Francisco were identified as the intersections most representative of intersections likely to be affected by the proposed project. All intersections were analyzed for weekday p.m. peak hour (generally between 5 and 6 p.m.) of the peak period (4 to 6 p.m.) conditions, and 20 of the ~~70~~ 78 study intersections were also analyzed for weekday a.m. peak hour (generally between 7:45 and 8:45 a.m.) of the peak period (7 to 9 a.m.) conditions. Additionally, the study intersection of Winston Drive/19th Avenue was analyzed for weekend (Saturday) midday peak hour (1:45 to 2:45 p.m.) of the ~~the~~ weekend (Saturday) midday peak period (1 to 3 p.m.) because it serves as the main access point for the Stonestown Galleria, a shopping

## Section 5: Draft EIR Revisions

mall that generates higher amounts of traffic during the weekends than weekdays (and for which changes are proposed as part of the TEP)....

- \* The following changes have been made to the first and second sentences in the second paragraph on p. 4.2-4:

Existing intersection operating conditions were evaluated for the weekday p.m. peak hour (generally between 5 and 6 p.m.) of the p.m. peak period (4 to 6 p.m.) for ~~70~~ 78 study intersections throughout San Francisco. Of the ~~70~~ 78 study intersections, 20 study intersections were also evaluated for the weekday a.m. peak hour (generally between 7:45 and 8:45 a.m.) of the a.m. peak period (7 to 9 a.m.)....

- \* The following changes have been made to the last paragraph on p. 4.2-4, which continues at the top of p. 4.2-5:

Existing operating conditions for the study intersections are presented in Tables 16 and 17, pp. 4.2-180 to 4.2-186. During the period that traffic analysis was conducted (Fall 2011/Fall 2012 and Spring/Summer 2013), which constitutes the baseline or existing conditions for this environmental review, most study intersections were found to be operating acceptably, with the following exceptions (all intersections are signalized unless otherwise noted):

- \* The following changes have been made to the last sentence of the last paragraph on p. 4.2-23, which continues at the top of p. 4.2-24:

...Specifically, the Policy Framework, five of the Service-related Capital Improvements, and the application of the TPS Toolkit elements on nine TTRP corridors described in Section 2.5.1, pp. 2-15 to 2-56, are analyzed at a program level for the Transportation and Circulation topic through this environmental review. When additional project details are developed for these five program-level Capital Improvements and nine program-level TTRPs, additional environmental review may be required. The remainder of the TEP proposals, including the Service Improvements, seven project-level Service-related Capital Improvements, and ~~eight~~ 11 project-level TTRP proposals, will receive project-level clearance for the Transportation and Circulation topic through this environmental review.

- \* The following changes have been made to the third sentence in the first paragraph on p. 4.2-40 under 4.2.4.3 Summary of TEP Transportation Impact Analysis:

...To ensure that an adequate range of alternatives are considered, two options of the TTRPs have been proposed for ~~eight~~ 11 of the Rapid Network corridors, a TTRP Moderate Alternative and a TTRP Expanded Alternative, with both including the same proposed Service Improvements....

- \* The following changes have been made to the second paragraph on p. 4.2-47 under TTRPs and TTRP Variants:

The SFMTA has utilized the TPS Toolkit to develop project-level TTRPs and TTRP Variants for ~~eight~~ 11 of the 17 transit corridors on the Rapid Network. These projects

are designed to reduce transit travel time and improve transit reliability. For ~~the~~ remaining nine of the 17 transit corridors on the Rapid Network that are being analyzed as program-level TTRPs, the SFMTA will also utilize the TPS Toolkit elements to develop similar project-level TTRPs in the future....

- \* The following changes have been made to the second full paragraph on p. 4.2-49:

With implementation of the TTRP proposals, transit ridership on the Muni system would increase compared to Existing conditions due to the Service Improvements or Service Variants. That is, the Service Improvements or Service Variants would provide additional capacity on existing routes, route restructuring and new routes in combination with the TTRP proposals. Specifically, in consideration of the improvements to prioritize transit on the TTRP corridors, the capacity utilization at the MLP on the routes using those corridors would be less than the 85 percent capacity utilization standard with implementation of ~~six~~ eight of the ~~eight~~ 11 TTRP projects (including project variants) for the TTRP Moderate Alternative conditions, and ~~seven~~ nine of the ~~eight~~ 11 TTRP projects (including variants) for the TTRP Expanded Alternative conditions. This means that of the ~~eight~~ 11 TTRP corridors, ~~two~~ three routes under TTRP Moderate Alternative conditions and ~~one~~ two routes under TTRP Expanded Alternative conditions would exceed the 85 percent capacity utilization standard, as described in the paragraph below.

- \* A new paragraph has been inserted following the first partial paragraph on p. 4.2-50:

With implementation of the TTRP.71 1 Moderate Alternative and TTRP.71 1 Expanded Alternative, capacity utilization on the 6 Parnassus would be less than the 85 percent capacity utilization standard during both the a.m. and p.m. peak hours. However, the capacity utilization on the 71L Haight-Noriega Limited would exceed the 85 percent capacity utilization standard during the p.m. peak hour. Because capacity would be available on the 16X Noriega Express to accommodate additional passengers during the p.m. peak hour, the impacts of the TTRP.71 1 Moderate Alternative and TTRP.71 1 Expanded Alternative on capacity utilization along this transit corridor would be less than significant.

- \* The following changes have been made to the first full paragraph on p. 4.2-50:

With implementation of the Service Improvements in combination with the TTRP Moderate Alternative, capacity utilization would continue to exceed the 85 percent capacity utilization standard on lines/routes not on the project-level TTRP corridors, including the F Market & Wharves, and the K Ingleside lines, and ~~and the 71 Haight-Noriega/71L Haight-Noriega Limited in addition to~~ the 1 California route during p.m. peak hour in the outbound direction. Capacity would be available on the E Embarcadero and M Ocean View lines to accommodate additional passengers from the F Market & Wharves and K Ingleside lines. On the 1 California route, capacity would be available on the 1AX California Express and 1BX California Express. ~~For the 71 Haight-Noriega/71L Haight-Noriega Limited, capacity would be available on the 6 Parnassus and the 16X Noriega Express.~~ Because capacity would be available on alternative routes, the impacts of the Service Improvements, in combination with the TTRP Moderate Alternative, on lines/routes not on the TTRP corridors would be less than significant.

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- \* The following changes have been made to the second full paragraph on p.4.2-50:

With implementation of the Service Improvements in combination with the TTRP Expanded Alternative, capacity utilization would continue to exceed the 85 percent capacity utilization standard on lines/routes not on the project-level TTRP corridors, including the F Market & Wharves, and the K Ingleside lines, and the 71 Haight-Noriega/71L Haight-Noriega Limited, in addition to the 1AX California Express route during a.m. peak hour in the inbound direction, and on the 43 Masonic route during the a.m. peak hour in the inbound direction. Capacity would be available on the E Embarcadero and M Ocean View lines to accommodate additional passengers from the F Market & Wharves and K Ingleside lines, respectively. During the a.m. peak hour, capacity would be available on the 1 California and 1BX California Express for the 1AX California Express route, and would be available on the NX Judah Express for the 43 Masonic route. ~~For the 71 Haight-Noriega/71L Haight-Noriega Limited, capacity would be available on the 6 Parnassus and the 16X Noriega Express.~~ Because capacity would be available on alternative routes, the impacts of the Service Improvements, in combination with the TTRP Expanded Alternative, on lines/routes not on the TTRP corridors would be less than significant.

- \* The following changes have been made to the last paragraph on p. 4.2-51 continuing through the second paragraph on p. 4.2-52:

Under Existing plus Service Improvements and the TTRP Moderate Alternative or TTRP Variants, none of the ~~70~~ 78 study intersections would worsen from acceptable (LOS D or better) to unacceptable levels (LOS E or F), and eight of the ~~70~~ 78 study intersections would continue to operate at LOS E or LOS F conditions during the a.m. and/or p.m. peak hours. However, based on an assessment of the project's changes to these LOS E or F intersection operations with implementation of the ~~eight~~ 11 project-level TTRPs, intersection operating conditions would not substantially change compared to Existing conditions, or the TTRP Moderate Alternative and TTRP Variants would not substantially worsen Existing LOS E or F intersections, and therefore, the TTRP Moderate Alternative and TTRP Variants would have less-than-significant project-specific traffic impacts.

Under Existing plus Project conditions, implementation of the TTRP Expanded Alternative on the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, and TTRP.28\_1, and TTRP.71\_1 corridors would have less-than-significant project-specific traffic impacts. However, with implementation of the TTRP Expanded Alternative and TTRP Variants on the Mission Street (TTRP.14), 16th Street (TTRP.22\_1) and Stockton Street and Columbus Avenue (TTRP.30\_1) corridors, in combination with the Service Improvements, significant and unavoidable impacts would occur at the following five of the ~~70~~ 78 study intersections under Existing plus Project conditions:

- \* The following new paragraph has been inserted after the first partial paragraph on p. 4.2-56:

The TTRP.L Moderate Alternative and TTRP.L Expanded Alternative improvements, such as transit bulbs, boarding island extensions, stop relocations, and pedestrian bulbs on Taraval Street, would not affect bicycle travel. Under the TTRP.L Expanded Alternative, the intersection of Ulloa Street/15<sup>th</sup> Avenue would be converted from an

all-way stop-controlled to a two-way stop-controlled intersection, removing the stop signs for westbound and southbound traffic, allowing bicyclists traveling westbound in the Ulloa Street bicycle lanes to, similar to motor vehicle traffic, no longer stop at this intersection, although they would have to navigate around the traffic calming treatment within the intersection. No other changes are proposed to the bicycle facilities or travel lanes on Ulloa or Vicente streets under either the TTRP.L Moderate Alternative and TTRP.L Expanded Alternative, and bicycle travel on these streets would remain similar to Existing conditions. Under the TTRP.L Expanded Alternative, a transit-only lane would also be established on Taraval Street between 15<sup>th</sup> and 46<sup>th</sup> avenues by converting one mixed-flow lane to a transit-only lane in both directions while maintaining the existing parking lanes. With the elimination of one mixed-flow travel lane in each direction, bicyclists on Taraval Street would share the remaining mixed-flow lane with a greater number of vehicles. However, this would not substantially affect bicycle operations or access nor create a potentially hazardous condition for bicyclists, as it would not represent a substantial change over Existing conditions.

- \* The following new paragraph has been inserted after the first partial paragraph on p. 4.2-57:

Implementation of the TTRP.9 Moderate Alternative and TTRP.9 Expanded Alternative would not substantially affect bicycle travel. On the segment of Potrero Avenue between 18<sup>th</sup> and 24<sup>th</sup> streets, the TTRP.9 Moderate Alternative and TTRP.9 Expanded Alternative would maintain the southbound and northbound bicycle lane facilities (Class II) and add an outbound (southbound) transit-only lane. Under both TTRP.9 Moderate Alternative and TTRP.9 Expanded Alternative, the impact on bicyclists at locations where transit bulbs would be implemented adjacent to a bicycle lane (for example, on 11<sup>th</sup> Street and on Potrero Avenue) would be similar to Existing conditions when buses travel across the bicycle lane to a curbside bus zone. However, in this case, the bus would be stopped within the bicycle lane, and bicyclists would be able to pass the bus, conditions permitting, or would, similar to vehicle traffic, need to wait behind the bus. Implementation of transit bulbs adjacent to bicycle lanes would not reduce conflicts between buses and bicyclists; however, transit-bicycle conflicts would not substantially increase over Existing conditions. Other TTRP.9 Moderate Alternative and TTRP.9 Expanded Alternative improvements, such as pedestrian bulbs, would not affect bicycle lane travel on 11<sup>th</sup> Street, Potrero Avenue, and Bayshore Boulevard because the existing bicycle lanes would be maintained. Implementation of the TTRP.9 Moderate Alternative and TTRP.9 Expanded Alternative would not substantially affect the travel lanes, and conditions for bicyclists would be similar to Existing conditions.

The first sentence of the first full paragraph on p. 4.2-57 has been revised as follows:

The TTRP.14 Moderate Alternative (for both Variants 1 and 2) and TTRP.14 Expanded Alternative would not substantially affect bicycle conditions. Implementation of transit bulbs near 11<sup>th</sup> Street may delay bicyclists on Bicycle Route 30 (which runs westbound for a short two-block segment [approximately 1,100 feet] of Mission Street between Tenth Street and South Van Ness) as the bus would stop in the travel lane to pick up and drop off passengers. However, the increased delay would only occur when a bus is present at the stop. ...

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- \* The following two new paragraphs have been inserted after the first full paragraph on p. 4.2-58:

Implementation of the TTRP.71.1 Moderate Alternative and TTRP.71.1 Expanded Alternative would not substantially affect bicycle travel. The proposed TTRP.71.1 Moderate Alternative improvements, such as transit bulbs and pedestrian bulbs on Haight Street, would not affect bicycle lane travel on Haight Street because bicyclists would continue to share the travel lane with vehicles, as under Existing conditions. However, because Haight Street generally has one travel lane in each direction, a bus stopped at a transit bulb could require a bicyclist behind the bus, similar to motor vehicles, to wait while the passengers boarded, rather than the existing configuration that allows buses to pull out of the travel lane into a bus zone to board passengers. With the TTRP.71.1 Moderate Alternative, conversion of the all-way stop sign controlled intersections of Haight/Pierce streets and Haight/Scott streets to signalized intersections would reduce the frequency with which bicyclists would have to stop and start, which would be an improvement for bicyclists on the segment of Bicycle Route 30 (Class III) that runs along Haight Street for the one block between Pierce and Scott streets.

Under the TTRP.71.1 Moderate Alternative and TTRP.71.1 Expanded Alternative, the stop signs at all approaches at the intersection of Haight Street/Clayton Street would be replaced with a traffic signal, which would reduce delays for bicyclists traveling northbound or southbound on Clayton Street which is part of Bicycle Route 55 (Class III). Under the proposed TTRP.71.1 Expanded Alternative, the stop signs on Haight Street would be removed at its intersections with Laguna, Webster, Pierce, Scott and Shrader streets (i.e., intersections would be converted from all-way stop-controlled to two-way stop-controlled intersections). Bicycle travel on Haight Street, similar to motor vehicle traffic would experience less delay eastbound/westbound, but traffic on the intersecting streets may experience some additional delay, as they would be required to stop and wait for a break in the Haight Street traffic to proceed. Due to anticipated traffic and bicycle volumes on Haight Street, this would not be considered a significant change to Existing conditions.

- \* The following new bullet item has been inserted between the first and second bullets at the bottom of p. 4.2-61:

- TTRP.L would result in a net decrease of 75 parking spaces for TTRP.L Moderate Alternative and 80 parking spaces for TTRP.L Expanded Alternative in order to implement transit bulbs, transit island extensions, transit islands and improve stop and pedestrian conditions.

- \* The following change has been made to the second item on the bulleted list on p. 4.2-61, which continues at the top of p. 4.2-62:

- TTRP.N would result in a net decrease of 120440 parking spaces for TTRP.N Moderate Alternative and 130420 parking spaces for TTRP.N Expanded Alternative in order to implement transit bulbs, transit island extensions and improve stop and pedestrian conditions.

- \* The following change has been made to the first bullet item at the top of p. 4.2-62:
  - TTRP.5 would result in a net decrease of ~~10080~~ parking spaces for TTRP.5 Moderate Alternative to implement stop changes, and ~~11045~~ parking spaces for TTRP.5 Expanded Alternative to implement the stop changes, lane modifications, transit bulbs and pedestrian bulbs, of which 2040 spaces would be removed on a part-time basis.
- \* The following new bullet item has been inserted after the second bullet item on p. 4.2-62:
  - TTRP.9 would result in a net decrease of 30 parking spaces for TTRP.9 Moderate Alternative and 55 parking spaces for TTRP.9 Expanded Alternative in order to implement the stop changes, lane modifications, transit bulbs and pedestrian bulbs.
- \* The following new bullet item has been inserted after the last bullet item on p. 4.2-62:
  - TTRP.71\_1 would result in a net decrease of 45 parking spaces for TTRP.71\_1 Moderate Alternative and 60 parking spaces for TTRP.71\_1 Expanded Alternative in order to implement the stop changes, turn pockets, transit bulbs and pedestrian bulbs.
- \* The last two sentences of the second full paragraph on p. 4.2-67 have been revised as follows (footnote 37 has not been reproduced here):

**TPS Toolkit Elements and TTRP Projects**....Construction duration for implementation of the ~~eight~~ 11 project-level TTRPs (TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X\_1, TTRP.9, TTRP.14, TTRP.22\_1, TTRP.28\_1, ~~and TTRP.30\_1,~~ and TTRP.71\_1) and of the application of TPS Toolkit elements along the nine program-level TTRP corridors (TTRP.1, TTRP.5,—TTRP.22\_2, TTRP.28\_2, TTRP.30\_2, TTRP.71, TTRP.K, TTRP.L, and TTRP.M) is anticipated to be between six and 18 months for each TTRP, depending on the extent of the improvements and the length of the corridor. Construction activities for each corridor would occur one to two blocks at a time (or between 1,000 to 1,800 feet depending on the block length in the project vicinity), and would proceed along the corridor in that fashion.<sup>37</sup>

The following text has been added to the second sentence of the second full paragraph on p. 4.2-70:

Construction duration for the implementation of project-level SCI.2: Sansome Street Contraflow Lane Extension project is anticipated to be between six and nine months. Construction activities would include restriping, the installation of signage, and the installation of two traffic signal mast-arm poles and six traffic signal poles within the three-block segment (approximately 1,000 feet). ...

- \* The following text has been added to the last paragraph on p. 4.2-79:

... However, because the effectiveness of the use of camera video enforcement on the new transit-only lanes is not known, and because the implementation of video equipment is dependent on annual budget appropriations, the indirect impact on

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loading operations for the implementation of Objective A, Action A.3 and Objective C, Actions C.3 through C.5 would remain significant and unavoidable.

The following text has been added to the second-to-last sentence of the first full paragraph on p. 4.2-86:

...In some instances, on streets where mixed-flow lanes are proposed to be removed to provide transit-only lanes, signed bicycle routes with bicycle lanes are often available on nearby parallel streets (for example, Valencia Street, which has bicycle lanes in both directions, is one block or approximately 600 feet west of Mission Street where a transit-only lane is proposed), providing nearby bicycle routes that avoid this increase in traffic in the remaining mixed-flow travel lanes.

- \* The following changes have been made to the last paragraph on p. 4.2-104, which continues on p. 4.2-105, and a new footnote has been added:

**Capacity Utilization.** Tables 12 and 13, pp. 4.2-122 to 4.2-135, present the ridership and capacity utilization for the various lines and routes affected by the TEP for a.m. and p.m. peak hour conditions, respectively. The capacity utilization on these tables includes the changes that would result from the project-specific improvements analyzed for the ~~eight~~ 11 project-level TTRPs, for the TTRP Moderate Alternative, the TTRP Expanded Alternative as well as for any TTRP Variants, and estimated improvements that would result from implementation of the TPS Toolkit along the nine program-level TTRPs.<sup>[fn]</sup> ...

[New footnote]

<sup>[fn]</sup> Since publication of the Draft EIR on July 10, 2013, project level designs have been developed for the TTRP.L, TTRP.9 and TTRP.71\_1, which were originally analyzed at a program level. Project level analysis is included in the EIR along with the program level analysis provided on EIR pp. 4.2-102 to 4.2-116. This additional information does not identify any new significant impacts or more severe impacts for the TEP.

The following text has been added to the first sentence in the first full paragraph on p. 4.2-107:

**Bicycle Impacts.** Implementation of TPS Toolkit elements along the program-level TTRP corridors would not directly affect bicycle facilities because the majority of the proposed TTRP segments are not designated bicycle routes (or only overlap bicycle routes in certain one-to-two block segments, [which could range from 300 to as much as 2,000 feet]) and do not have existing bicycle lanes.

- \* The following changes have been made to the first sentence of the first full paragraph on p. 4.2-109:

Impact assessment of the ~~eight~~ 11 project-level TTRP proposals analyzed in Impact TR-20 through Impact TR-58 did not identify any significant impacts on pedestrians, bicyclists, and emergency vehicle access....

- \* The last sentence in the last paragraph on p. 4.2-121 has been revised as follows:  
...Tables 16 and 17, p. 4.2-180 to 4.2-186, present the LOS analysis and average vehicle delay for the ~~70~~ 78 study intersections for Existing and for Existing plus Service Improvements for the a.m. and p.m. peak hours, respectively.
- \* In Table 12: Muni Ridership and Capacity Utilization by Line – Existing and Existing plus Project Conditions – A.M. Peak Hour, on p. 4.2-124, the 14 Mission OB row has been revised, as shown on the following page.
- \* In Table 13: Muni Ridership and Capacity Utilization by Line – Existing and Existing plus Project Conditions – P.M. Peak Hour, the 5 Fulton/5L Fulton Limited - OB row on p. 4.2-130 has been corrected to show 84.5% in the “Utilization” column under “Existing + SI + TTRP Moderate Alt, Travel Time Reduction plus Enhanced Reliability,” as non-boldface type. The revised table row is shown on the following page.

The following text has been added to the first sentence in the first full paragraph on p. 4.2-141:

**33 Stanyan** – The rerouted 33 Stanyan service from Mission Street to Valencia Street would reduce the number of buses on the two-block segment (approximately 1,200 feet) of Mission Street between 16<sup>th</sup> and 18<sup>th</sup> streets, which would facilitate travel for the 14 Mission, 14L Mission Limited, and 14X Mission Express on that segment of Mission Street. ...

The following text has been added to the first sentence of the last paragraph on p. 4.2-143, extending to the top of p. 4.2-144:

**6 Parnassus, 71 Haight-Noriega/71L Haight-Noriega Limited and 71L Haight-Noriega Limited Service Variant** – The 6 Parnassus reroute would travel on streets and through intersections on which transit is currently located (for example, the 71 Haight-Noriega/71L Haight-Noriega Limited route on the section of Haight Street between Masonic Avenue and Stanyan Street), with the exception of a two-block segment (approximately 700 feet) of Stanyan Street between Frederick Street and Parnassus Avenue where currently no transit is located. ...

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**Table 12: Muni Ridership and Capacity Utilization by Line – Existing and Existing plus Project Conditions – A.M. Peak Hour**

Route/Direction	Existing			Existing + Service Improvements			Existing + SI + TTRP Moderate Alt <sup>1</sup>				Existing + SI + TTRP Expanded Alt <sup>1</sup>			
							Travel Time Reduction		Travel Time Reduction plus Enhanced Reliability		Travel Time Reduction		Travel Time Reduction plus Enhanced Reliability	
	Rider-ship	Capa-city	Utili-zation	Rider-ship	Capa-city	Utili-zation	Rider-ship	Utili-zation	Rider-ship	Utili-zation	Rider-ship	Utili-zation	Rider-ship	Utili-zation
14 Mission - OB <sup>6</sup>	220	940	23.4%	58	376	<del>15.3</del> 15.4%	70	<del>18.8</del> 18.6%	78	20.6%	73	19.4%	79	21.0%

**Table 13: Muni Ridership and Capacity Utilization by Line – Existing and Existing plus Project Conditions – P.M. Peak Hour**

Route/Direction	Existing			Existing + Service Improvements			Existing + SI + TTRP Moderate Alt <sup>1</sup>				Existing + SI + TTRP Expanded Alt <sup>1</sup>			
							Travel Time Reduction		Travel Time Reduction plus Enhanced Reliability		Travel Time Reduction		Travel Time Reduction plus Enhanced Reliability	
	Rider-ship	Capa-city	Utili-zation	Rider-ship	Capa-city	Utili-zation	Rider-ship	Utili-zation	Rider-ship	Utili-zation	Rider-ship	Utili-zation	Rider-ship	Utili-zation
5 Fulton/5L Fulton Limited – OB <sup>6</sup>	659	798	82.5%	1082	1457	74.3%	1136	78.0%	1231	<del>84.5</del> 84.5%	1125	77.2%	1179	80.9%

The following text has been added to the first sentence of the last paragraph on p. 4.2-144, extending to the top of p. 4.2-145:

**10 Sansome, 11 Downtown Connector, and 27 Folsom and associated Service Variants** The 10 Sansome would mostly travel on streets and through intersections on which transit is currently located. The 10 Sansome service in the northern segment of the route would continue as under Existing conditions, with two exceptions. Weekend and evening service, which currently uses Van Ness Avenue between Jackson Street and Pacific Avenue to loop, would instead loop via Franklin Street. The one-block segment (approximately 300 feet) on Van Ness Avenue (between Jackson Street and Pacific Avenue) would be eliminated to reduce conflicts with the planned BRT service on Van Ness Avenue. ...

The second sentence of the first full paragraph on p. 4.2-145 has been revised as follows (footnote 50 at the end of the paragraph has not been reproduced here):

With the exception of the northern segment, the new 11 Downtown Connector would predominantly travel on streets and through intersections on which transit is currently located, with similar service (replacing the 12 Folsom service in part). The exception is the one-block segment (approximately 500 feet) of Bay Street between Van Ness Avenue and Polk Street that would be used for the route turnaround. ...

The following text has been added to the third sentence of the last paragraph on p. 4.2-146, extending to the top of p. 4.2-147:

**16X Noriega Express and 16X Noriega Express Service Variant** – Adding 16X Noriega Express service to the portion of Market Street between Fourth and Spear streets would have only a marginal effect on the overall traffic conditions of this portion of the street. This portion of Market Street already accommodates a high volume of buses in the peak periods, and no new infrastructure would be required on Market Street. Service on the one block segment of Spear Street between Market and Mission streets (approximately 600 feet), Mission Street between Spear and Main streets (approximately 350 feet), and Main Street between Mission and Market streets (approximately 650 feet) would be similar in that a high volume of buses already uses these streets. ...

The following text has been added to the first sentence of the second full paragraph on p. 4.2-149 (footnote 53 has not been reproduced here):

**29 Sunset** – As part of the realignment of the 29 Sunset, transit service would be introduced on Persia Avenue for a short segment (one block, or approximately 250 feet) between Mission Street and Ocean Avenue. The Service Improvements would not result in the removal of parking; however, the TTPI.1 Persia Triangle Improvements to support the improvements would remove some parking related to a new transit stop. ...

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The following text has been added to the first sentence of the second full paragraph on p. 4.2-150:

**33 Stanyan** – The two-block reroute (approximately 1,200 feet along Valencia Street) of the 33 Stanyan from Mission Street to Valencia Street (a distance of about 650 feet) would alleviate transit congestion on the segment of Mission Street between 16<sup>th</sup> and 18<sup>th</sup> streets. ...

The following text has been added to the first sentence of the second full paragraph on p. 4.2-156:

The 6 Parnassus currently operates on Haight Street where Bicycle Route 30 (Class III, sharrows) runs for the one-block section between Pierce and Scott streets (approximately 450 feet); however, the Service Improvement changes to frequency would not substantially affect bicycle conditions on this block. ...

\* The first sentence in the third full paragraph on EIR p. 4.2-156 has been corrected to read as follows:

**10 Sansome, 11 Downtown Connector, 12 Folsom-Pacific, and 27 Folsom** – 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 17<sup>th</sup>, and Rhode Island streets, and would remove 27 Folsom service from Bryant sStreets.~~ Some passengers may need to walk further to access these routes and some may be inconvenienced. Existing passengers on Bryant Street could also use the 9 San Bruno/9L San Bruno Limited service. ...

The following text has been added to the first full sentence in the partial paragraph at the top of p. 4.2-157:

... The 11 Downtown Connector would also travel on Polk Street between North Point and Bay streets and use the one-block segment of Polk Street (approximately 300 feet along Bicycle Route 25 – Class II/III, bicycle lanes/designated route) for the route turnaround. Overall, because conditions for bicyclists along the 11 Downtown Connector route would remain similar to Existing conditions, the new service would not result in hazardous conditions for bicyclists.

The following text has been added to the first sentence in the second full paragraph on p. 4.2-157:

As part of the new northern terminus/turnaround, the 27 Folsom would also travel on Polk Street for one block (approximately 300 feet) between Green and Vallejo streets, and on Green Street for one block (approximately 450 feet) between Polk Street and Van Ness Avenue. ...

The following revisions have been made to the first full paragraph on p. 4.2-159:

As part of the Service Improvements the 19 Polk would be removed from Hyde Street between Eddy and McAllister streets, from Larkin Street between Geary and Market streets, from Geary Street between Larkin and Polk streets, and from Eddy Street

between Hyde and Polk streets. Instead, the 19 Polk would be realigned to travel on Polk Street between Eddy and McAllister streets (three blocks or approximately 1,000 feet), and would connect with the 19 Polk route to the north on Polk Street. The realignment of a segment of the 19 Polk from Hyde and Larkin streets to Polk Street would not substantially affect bicycle travel on Polk Street, which is part of Bicycle Route 25 (Class II, bicycle lane in this segment) because conditions on this three-block segment would be similar to those immediately to the north on Polk Street (i.e., where the 19 Polk and Bicycle Route 25 currently overlap), because the new transit service would not substantially affect bicycle lane conditions operating, and because conditions for bicyclists would remain similar to Existing conditions.

The following text has been added to the first sentence of the third full paragraph on p. 4.2-160:

**35 Eureka and 36 Teresita** – 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 or 36 Teresita via a short walk (one to four blocks or approximately 400 to 2,000 feet, depending on the starting location) to the remaining portions on Diamond Street. ...

The first full paragraph on p. 4.2-163, under Impact TR-19, has been revised as follows:

**Transit Impacts.** The project-level Service-related Capital Improvement projects have been identified to support certain Service Improvements or Service Variants as described below. The TTPI.1: Persia Triangle Improvements project would reduce travel times on the 29 Sunset, and enhance access to the 29 Sunset and reduce delays at bus stops for both the 29 Sunset and the 49L Van Ness-Mission Limited. The TTPI.1 project would improve transit operations for the 29 Sunset by facilitating turning movements from Ocean Avenue to Persia Avenue, and accommodating the 29 Sunset service on Persia Avenue between Mission Street and Ocean Avenue for both the inbound and outbound routes. Currently, the inbound 29 Sunset route turns left from Persia Avenue westbound onto Mission Street southbound, and right onto Geneva Avenue westbound to the Balboa Park Station. With implementation of TTPI.1, the 29 Sunset route would be realigned so that the inbound (northbound) route could continue directly on Persia Avenue across Mission Street (one block or approximately 250 feet), and then turn left onto Ocean Avenue to proceed to the Balboa Park Station, and as a result, both the inbound and outbound routes would travel on the same streets. ...

The following text has been added to the last sentence of the first full paragraph on p. 4.2-164:

... Because the extension of the contraflow lane three blocks between Washington Street and Broadway (approximately 1,000 feet) would not substantially affect intersection operations as described below, it would also not affect transit routes running along this segment of Sansome Street in the northbound direction, including the 10 Sansome, 30X Marina Express, and Golden Gate Transit routes.

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The following text has been added to the first sentence of the first full paragraph on p. 4.2-165:

Implementation of SCI.2 would reduce the number of northbound travel lanes on the three-block segment (approximately 1,000 feet) of Sansome Street between Washington Street and Broadway from three lanes to two lanes (i.e., similar to the contraflow lane configuration south of Washington Street). ...

The following text has been added to the fifth sentence in the second full paragraph on p. 4.2-166:

... Inbound bus service would be added to the one-block segment (approximately 250 feet) of Persia Avenue between Mission Street and Ocean Avenue (outbound service already travels on this segment); however, Persia Avenue is not a designated bicycle route, and bicycle traffic on this non-bicycle network street is relatively low.

The following text has been added to the second-to-last sentence in the first full paragraph on p. 4.2-167:

... On the three-block segment of Sansome Street between Washington Street and Broadway (approximately 1,000 feet), there are 27 parking spaces, of which 10 are currently designated for commercial vehicle loading/unloading activities. With implementation of SCI.2, the Sansome Street Contraflow Lane Extension, up to 17 of these parking spaces would be converted to commercial loading spaces.

The following text has been added to the fifth sentence in the second full paragraph on p. 4.2-168:

... Construction of the new overhead wiring (OWE.1, OWE.2, OWE.3, OWE.4, OWE.5) would not affect any on-street parking supply. Implementation of SCI.2 would alter the use of vehicle parking spaces on the west side of the three-block segment of Sansome Street between Washington Street and Broadway (approximately 1,000 feet) by up to 17 parking spaces. On this three-block segment there are 27 existing parking spaces, of which 10 are currently designated for commercial vehicle loading/unloading activities. ...

\* The following changes have been made to the first sentence of the last paragraph on p. 4.2-168, which continues on p. 4.2-169:

This section presents the project-level review of the Service Improvements in combination with implementation of the TTRP proposals for ~~eight~~ 11 Rapid Network corridors (i.e., J Church, L Taraval, N Judah, 5 Fulton/5L Fulton Limited, 8X Bayshore Express, 9 San Bruno/9L San Bruno Limited, 14 Mission/14L Mission Limited, 22 Fillmore, 28 19<sup>th</sup> Avenue/28L 19<sup>th</sup> Avenue Limited, ~~and~~ 8X Bayshore Express/30 Stockton/45 Union-Stockton, and 71 Haight-Noriega/71L Haight-Noriega Limited / 6 Parnassus)....

- \* The impact statement for Impact TR-20 on p. 4.2-169 has been revised as follows:

**Impact TR-20: Implementation of the project-level TTRP Moderate Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.14 Variant 1, TTRP.14 Variant 2, TTRP.22\_1, TTRP.28\_1, ~~or TTRP.30\_1~~, or TTRP.71\_1 would not result in significant impacts to local or regional transit. (Less than Significant)**

- \* The third paragraph under Impact TR-20 on p. 4.2-169 and the bulleted list that follows it on pp. 4.2-169 to 4.2-170 have been revised as follows:

With implementation of the project-level TTRP Moderate Alternative projects, capacity utilization would be less than the 85 percent standard for ~~six~~ eight of the ~~eight~~ 11 TTRP corridors:

- TTRP.J Moderate Alternative (J Church).
- TTRP.L Moderate Alternative (L Taraval).
- TTRP.N Moderate Alternative (N Judah).
- TTRP.9 Moderate Alternative (9 San Bruno and 9L San Bruno Limited).
- TTRP.14 Moderate Alternative Variant 1 and TTRP.14 Moderate Alternative Variant 2 (14 Mission, 14L Mission Limited, and 14X Mission Express).
- TTRP.22\_1 Moderate Alternative (22 Fillmore).
- TTRP.28\_1 Moderate Alternative (28 19<sup>th</sup> Avenue and 28L 19<sup>th</sup> Avenue Limited).
- TTRP.30\_1 Moderate Alternative (30 Stockton and 45 Union-Stockton).

- \* The first paragraph on p. 4.2-170 has been revised as follows:

The remaining ~~three~~ two of the ~~eight~~ TTRP corridors (i.e., TTRP.5 Moderate Alternative, ~~and~~ TTRP.8X Moderate Alternative, and TTRP.71\_1 Moderate Alternative) for which capacity utilization exceeds the 85 percent capacity utilization standard are discussed below....

- \* The following new paragraph has been added after the third paragraph on p. 4.2-170:

With implementation of the TTRP.71\_1 Moderate Alternative, capacity utilization on the 6 Parnassus would be less than the 85 percent capacity utilization standard during both the a.m. and p.m. peak hours. However, the capacity utilization on the 71L Haight-Noriega Limited would be 100 percent during the p.m. peak hour (but would be less than 85 percent during the a.m. peak hour) and would therefore, exceed 85 percent capacity utilization standard during the p.m. peak hour. Because capacity would be available on the 16X Noriega Express to accommodate additional passengers (i.e., capacity utilization of 55.5 percent during the p.m. peak hour), the impacts of the TTRP.71\_1 Moderate Alternative on capacity utilization along this transit corridor would be less than significant.

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- \* The last paragraph on p. 4.2-170, continuing on to p. 4.2-171, has been revised as follows:

*Lines/routes not on the project-level TTRP corridors – As indicated in Impact TR-18, with implementation of the Service Improvements, capacity utilization would exceed the 85 percent capacity utilization standard on the F Market & Wharves, K Ingleside, and 16X Noriega Express, 21 Hayes, and 71 Haight-Noriega/71L Haight-Noriega Limited. With implementation of the Service Improvements in combination with the TTRP Moderate Alternative, capacity utilization would continue to exceed the 85 percent capacity utilization standard on the F Market & Wharves, the K Ingleside, and the 71 Haight-Noriega/71L Haight-Noriega Limited in addition to the 1 California route during p.m. peak hour in the outbound direction. With implementation of the TTRP Moderate Alternative, capacity utilization on the 16X Noriega Express and the 21 Hayes would decrease from Existing plus Service Improvements conditions, and would no longer exceed the 85 percent capacity utilization standard. As indicated in Impact TR-18, capacity would be available on the E Embarcadero and M Ocean View lines to accommodate additional passengers from the F Market & Wharves and K Ingleside lines. On the 1 California route, capacity would be available on the 1AX California Express and 1BX California Express (i.e., capacity utilization of 71.2 percent for the three routes combined). ~~For the 71 Haight-Noriega/71L Haight-Noriega Limited, capacity would be available on the 6 Parnassus and the 16X Noriega Express.~~ Because capacity would be available on alternative routes, the impacts of the Service Improvements, in combination with the TTRP Moderate Alternative, on lines/routes not on the TTRP corridors would be less than significant.*

- \* The last paragraph on p. 4.2-171, which continues on p. 4.2-174, and the first full paragraph on p. 4.2-174 have been revised as follows:

...During the a.m. and p.m. peak hours, transit travel times along the route segments with TTRP improvements would decrease by approximately ~~2~~ 1 to 30 percent, with the greatest reduction in travel times occurring on the L Taraval on the TTRP.L corridor, on the N Judah on the TTRP.N corridor, on the 22 Fillmore along the TTRP.22\_1 corridor, and on the 28L 19<sup>th</sup> Avenue Limited on the TTRP.28\_1 corridor, and on the 71L Haight-Noriega Limited on the TTRP.71\_1 corridor. Thus, with implementation of the TTRP Moderate Alternative proposals, transit operations along the corridors would be improved over Existing conditions.

Therefore, overall the impact of the ~~eight~~ 11 project-level TTRP Moderate Alternative proposals and their TTRP Variants on transit capacity and operations would be less than significant.

- \* In Table 15: Muni Screenlines – Existing and Existing plus Project Conditions – Weekday P.M. Peak Hour, on p. 4.2-173, for Southwest screenline, Subway lines, the number shown in the “Ridership” column under “Existing” has been corrected to fix a typographical error. The revised table row is shown on the following page.

**Table 15: Muni Screenlines – Existing and Existing plus Project Conditions – Weekday P.M. Peak Hour**

Screenline/ Corridor	Existing			Existing + Service Improvements (SI)			Existing + SI + TTRP Moderate				Existing + SI + TTRP Expanded			
							Travel Time Reductions		Travel Time Reductions plus Enhanced Reliability		Travel Time Reductions		Travel Time Reductions plus Enhanced Reliability	
	Rider- ship	Capa- city	Utili- zation	Rider- ship	Capa- city	Utili- zation	Rider- ship	Utili- zation	Rider- ship	Utili- zation	Rider- ship	Utili- zation	Rider- ship	Utili- zation
<b>Southwest</b>														
Subway lines	4,474 <u>4,747</u>	6,294	75.4%	4,706	6,804	69.2%	4,764	70.0%	4,947	72.7%	4,746	69.8%	4,928	72.4%

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- \* The impact statement for Impact TR-21 and the first sentence of the paragraph that follows it on p. 4.2-174 have been revised as follows:

**Impact TR-21: Implementation of the project-level TTRP Expanded Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.14, TTRP.22\_1, TTRP.22\_1 Variant 1, TTRP.22\_1 Variant 2, TTRP.28\_1, TTRP.30\_1, TTRP.30\_1 Variant 1, ~~or TTRP.30\_1 Variant 2~~, or TTRP.71\_1 would not result in significant impacts to local or regional transit. (Less than Significant)**

**Capacity Utilization.** With implementation of the ~~eight~~ 11 project-level TTRP Expanded Alternative proposals (including TTRP Variants), transit ridership and capacity utilization on the Muni system and TTRP corridors would increase over Existing conditions, due to the Service Improvements (i.e., additional capacity on existing routes, route restructuring, and new routes) in combination with the TTRP Expanded Alternative proposals (and considering the potential for increased reliability)....

- \* The last paragraph on p. 4.2-174 and the bulleted list that follows it on p. 4.2-175 have been revised as follows:

With implementation of the TTRP Expanded Alternative proposals (without and with enhanced reliability), capacity utilization would be less than the 85 percent capacity utilization standard for ~~seven~~ nine of the ~~eight~~ 11 TTRP corridors:

- TTRP.J Expanded Alternative (J Church).
- TTRP.L Expanded Alternative (L Taraval).
- TTRP.N Expanded Alternative (N Judah).
- TTRP.5 Expanded Alternative (5 Fulton/5L Fulton Limited).
- TTRP.9 Expanded Alternative (9 San Bruno and 9L San Bruno Limited).
- TTRP.14 Expanded Alternative (14 Mission, 14L Mission Limited, and 14X Mission Express).
- TTRP.22\_1 Expanded Alternative, TTRP.22\_1 Expanded Alternative Variant 1, and TTRP.22\_1 Expanded Alternative Variant 2 (22 Fillmore).
- TTRP.28\_1 Expanded Alternative (28 19<sup>th</sup> Avenue and 28L 19<sup>th</sup> Avenue Limited).
- TTRP.30\_1 Expanded Alternative, TTRP.30\_1 Expanded Alternative Variant 1 and TTRP.30\_1 Expanded Alternative Variant 2 (30 Stockton and 45 Union-Stockton).

- \* The first paragraph on p. 4.2-175 has been revised as follows:

The remaining ~~one~~ two of the ~~eight~~ TTRP corridors for which capacity utilization exceeds the 85 percent standard ~~is~~ are discussed below.

- \* The following new paragraph has been added after the second paragraph on p. 4.2-175:

With implementation of the TTRP.71 1 Expanded Alternative, capacity utilization on the 6 Parnassus would be less than the 85 percent capacity utilization standard during both the a.m. and p.m. peak hours. However, the capacity utilization on the 71L Haight-Noriega Limited would be 105.8 percent during the p.m. peak hour (but would be less than 85 percent during the a.m. peak hour) and would therefore, exceed 85 percent capacity utilization standard during the p.m. peak hour. Because capacity would be available on the 16X Noriega Express to accommodate additional passengers (i.e., capacity utilization of 53.5 percent during the p.m. peak hour), the impacts of the TTRP.71 1 Expanded Alternative on capacity utilization along this transit corridor would be less than significant.

- \* The last paragraph on p. 4.2-175, which continues on p. 4.2-176, has been revised as follows:

*Lines/routes not on the project-level TTRP corridors* – As indicated in Impact TR-18, with implementation of the Service Improvements, capacity utilization would exceed the 85 percent capacity utilization standard on the F Market & Wharves, K Ingleside, 16X Noriega Express, and 21 Hayes, and 71 Haight-Noriega/71L Haight-Noriega Limited. With implementation of the Service Improvements in combination with the TTRP Expanded Alternative, capacity utilization would continue to exceed the 85 percent capacity utilization standard on the F Market & Wharves and, K Ingleside lines during the p.m. peak hour and the 71 Haight-Noriega/71L Haight-Noriega Limited, in addition to the 1AX California Express route during a.m. peak hour in the inbound direction, and ~~on the 43 Masonic route during the a.m. peak hour in the inbound direction.~~ With implementation of the TTRP Expanded Alternative, capacity utilization on the 16X Noriega Express and the 21 Hayes would decrease from Existing plus Service Improvements conditions, and would no longer exceed the 85 percent capacity utilization standard. As indicated in Impact TR-18, capacity would be available on the E Embarcadero and M Ocean View lines to accommodate additional passengers from the F Market & Wharves and K Ingleside lines, respectively. During the a.m. peak hour, capacity would be available on the 1 California and 1BX California Express (i.e., capacity utilization of 76.4 percent for the three routes combined) for the 1AX California Express route, and would be available on the ~~NXG~~ Judah Express (i.e., capacity utilization of between 64.9 and 67.3 percent) for the 43 Masonic route. ~~For the 71 Haight-Noriega/71L Haight-Noriega Limited, during the p.m. peak hour, capacity would be available on the 6 Parnassus and the 16X Noriega Express.~~ Because capacity would be available on alternative routes, the impacts of the Service Improvements, in combination with the TTRP Expanded Alternative, on lines/routes not on the TTRP corridors would be less than significant.

- \* The third sentence of the last paragraph on p. 4.2-176, which continues on p. 4.2-177, has been revised as follows:

...During the a.m. and p.m. peak hours, transit travel times along the affected route segments would decrease by ~~5-2~~ to 20 percent, with the greatest reduction in transit travel times occurring on the L Taraval on the TTRP.L corridor, N Judah along the

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TTRP.N corridor, on the 22 Fillmore along the TTRP.22\_1 corridor, ~~and on the 28 19<sup>th</sup> Avenue along the TTRP.28\_1 corridor, and on the 71L Haight-Noriega Limited on the TTRP.71 corridor.~~ As stated in Chapter 2, p. 2-56, when combined with other ongoing SFMTA programs, the estimated travel time savings are forecast to improve an additional five percent....

- \* The second full paragraph on p. 4.2-177 has been revised as follows:

Therefore, overall the impact of the ~~eight~~ 11 project-level TTRP Expanded Alternative proposals and their TTRP Variants on transit capacity and operations would be less than significant.

- \* The last paragraph on p. 4.2-177, which continues on p. 4.2-178, has been revised as follows:

### ***Traffic Impacts***

The TTRP Moderate Alternative for all the ~~eight~~ 11 project-level TTRPs and variants primarily would include transit stop changes, pedestrian improvements, parking and turn restrictions, and new traffic signals on Church Street (five intersections), Taraval Street (five intersections), Ulloa Street (one intersection), Judah Street (seven intersections), Irving Street (one intersection), McAllister Street (six intersections), Fulton Street (two intersections), Geneva Avenue (one intersection), ~~and~~ Mission Street (one intersection), and Haight Street (ten intersections). In addition, lane modifications are proposed as part of TTRP.8X Moderate Alternative (side-running westbound transit-only lanes would be established on Geneva Avenue between Delano Street and the I-280 eastbound ramps, and bicycle lanes would be established on Geneva Avenue westbound between Paris and London streets, and on Geneva Avenue eastbound between Mission and Paris streets), TTRP.9 Moderate Alternative (side-running transit-only lanes in the southbound direction on Potrero Avenue between 18<sup>th</sup> and 24<sup>th</sup> streets, and the existing northbound transit-only lane between 200 feet north of 24<sup>th</sup> Street and 21<sup>st</sup> Street would be removed), and TTRP.14 Moderate Alternative Variant 1 (side-running transit-only lanes in both directions on Mission Street between 13<sup>th</sup> and Cesar Chavez streets). The TTRP Moderate Alternative would include the proposed project-level Service Improvements described in Section 2.5.2.1, pp. 2-57 to 2-102.

- \* The first full paragraph on p. 4.2-178 has been revised as follows:

The TTRP Expanded Alternative and variants generally would include many of the same transit stop changes, pedestrian improvements, and parking and turn restrictions as the TTRP Moderate Alternative; however, alternate traffic signal and stop sign changes and additional improvements would be implemented under the TTRP Expanded Alternative. TTRP.J Expanded Alternative, TTRP.L Expanded Alternative, TTRP.N Expanded Alternative, and TTRP.5 Expanded Alternative would replace stop signs at intersections along on Church (four intersections), Taraval (five intersections), Judah (five intersections), ~~and~~ McAllister (seven intersections), and Haight (six intersections) streets with traffic calming measures, rather than traffic signals. The TTRP Expanded Alternative would include new signals on Mission Street (two intersections), 16<sup>th</sup> Street (four intersections), ~~and~~ San Bruno Avenue (one

intersection), and Taraval Street (five intersections), and all-way stop-controlled intersections at four intersections on Visitacion Avenue would be converted to 2-way stop-controlled intersections with additional traffic calming measures.

- \* The last paragraph on p. 4.2-178, which continues on p. 4.2-179, has been revised as follows:

The Expanded Alternative would also establish transit-only lanes on Church Street between Duboce Avenue and 16<sup>th</sup> Street (TTRP.J Expanded Alternative), Taraval Street between 15<sup>th</sup> and 46<sup>th</sup> avenues (TTRP.L Expanded Alternative), on Geneva Avenue between Santos Street and Moscow Avenue (TTRP.8X Expanded Alternative), on Potrero Avenue in the southbound direction between 18<sup>th</sup> and 24<sup>th</sup> streets (TTRP.9 Expanded Alternative), on 16<sup>th</sup> Street between Third and Bryant streets, and between Bryant and Church streets as TTRP Variants (TTRP.22\_1 Expanded Alternative Variants 1 and 2), ~~and~~ on Van Ness Avenue between Lombard and Bay streets, on Columbus Avenue between Filbert and Green streets, and on Kearny Street between Market and Sutter streets (TTRP.30\_1 Expanded Alternative, TTRP.30\_1 Expanded Alternative Variant 1, and TTRP.30\_1 Expanded Alternative Variant 2). The TTRP.9 Expanded Alternative would remove the existing northbound transit-only lane on Potrero Avenue between 200 feet north of 24<sup>th</sup> Street and 21<sup>st</sup> Street. The TTRP.22\_1 Expanded Alternative would also establish a Muni-only left turn signal to the eastbound (outbound) left-turn lane from 16<sup>th</sup> Street to Third Street....

- \* The first full paragraph on p. 4.2-179 has been revised as follows:

~~In addition, a~~As part of TTRP.5 Expanded Alternative the number of lanes on Fulton Street between Stanyan Street and Central Avenue (six blocks) would be reduced from four lanes to three lanes to provide one lane in each direction with a center left-turn lane, and additional left-turn, and, where feasible, right-turn pockets at the intersections located within this segment. In addition, as part of the TTRP.5 Expanded Alternative, the number of lanes on westbound Fulton Street between Central Avenue and Baker Street (two blocks, or approximately 1,000 feet) would be reduced from two to one lane, and parking on the north side of the street would be converted from parallel to perpendicular. Also, as part of TTRP.28\_1 Expanded Alternative, one of the two northbound left turn lanes on 19<sup>th</sup> Avenue at Winston Drive would be shortened.

The following text has been added to the first full paragraph on p. 4.2-179:

In addition, as part of TTRP.5 Expanded Alternative the number of lanes on Fulton Street between Stanyan Street and Central Avenue (six blocks or approximately 2,900 feet) would be reduced from four lanes to three lanes to provide one lane in each direction with a center left-turn lane by removing a westbound travel lane, and additional left-turn, and, where feasible, right-turn pockets at the intersections located within this segment.

- \* The impact statement for Impact TR-22 on p. 4.2-179 has been revised as follows:

**Impact TR-22: Implementation of the project-level TTRP Moderate Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.14 Variant 1,**

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**TTRP.14 Variant 2, TTRP.22\_1, TTRP.28\_1, ~~or~~ TTRP.30\_1, or TTRP.71\_1 would have less-than-significant traffic impacts at ~~70~~ 78 study intersections. (Less than Significant)**

- \* Table 17: Intersection Level of Service – Existing and Existing plus Project Conditions – P.M. Peak Hour, pp. 4.2-182 to 4.2-186, has been revised. The revised and new table rows are shown on the following page. Note that only the revised and new table rows and notes are shown:
- \* In Table 18: Study Intersections Operating at LOS E or LOS F – Existing and Existing plus Project Conditions - A.M. and P.M. Peak Hours, on p. 4.2-187, a new intersection, Haight/Shrader, has been added under “PM Peak Hour.” Also, the shading in the Delay and LOS columns under “Existing plus SI and TTRP Expanded Alt” for intersection 59. Fulton/Stanyan (the last row in the table) has been removed to correct an editing error. The revised table rows are shown following the revisions to Table 17.

Table 17: Intersection Level of Service – Existing and Existing plus Project Conditions – P.M. Peak Hour

Intersection	Existing		Existing plus Service Improvements		Existing plus SI and TTRP Moderate Alt <sup>1</sup>		Existing plus SI and TTRP Expanded Alt <sup>1</sup>	
	Delay <sup>2,3</sup>	LOS	Delay <sup>2,3</sup>	LOS	Delay <sup>2,3</sup>	LOS	Delay <sup>2,3</sup>	LOS
51. Taraval/19 <sup>th</sup>	37	D	35	D	32	C	<del>32</del> <u>50</u>	<del>C</del> <u>D</u>
65. McAllister/Divisadero	14	B	15	B	15	B	<del>44</del> <u>15</u>	B
<u>71. Taraval/Sunset</u>	<u>23</u>	<u>C</u>	<u>23</u>	<u>C</u>	<u>23</u>	<u>C</u>	<u>22</u>	<u>C</u>
<u>72. Ulloa/15<sup>th</sup></u> <sup>17</sup>	<u>9 (wb)</u>	<u>A</u>	<u>9 (wb)</u>	<u>A</u>	<u>12</u>	<u>B</u>	<u>7 (nb)</u>	<u>A</u>
<u>73. Potrero/23<sup>rd</sup></u>	<u>42</u>	<u>D</u>	<u>42</u>	<u>D</u>	<u>19</u>	<u>B</u>	<u>19</u>	<u>B</u>
<u>74. Potrero/24<sup>th</sup></u>	<u>38</u>	<u>D</u>	<u>38</u>	<u>D</u>	<u>45</u>	<u>D</u>	<u>42</u>	<u>D</u>
<u>75. Potrero/25<sup>th</sup></u>	<u>17</u>	<u>B</u>	<u>17</u>	<u>B</u>	<u>13</u>	<u>B</u>	<u>14</u>	<u>B</u>
<u>76. Haight/Shrader</u> <sup>18</sup>	<u>10 (wb)</u>	<u>A</u>	<u>10 (wb)</u>	<u>A</u>	<u>16</u>	<u>B</u>	<u>&gt; 50 (nb/sb)</u>	<u>F</u>
<u>77. Haight/Masonic</u>	<u>23</u>	<u>C</u>	<u>22</u>	<u>C</u>	<u>21</u>	<u>C</u>	<u>21</u>	<u>C</u>
<u>78. Haight/Buchanan</u> <sup>19</sup>	<u>14 (nb)</u>	<u>B</u>	<u>14 (nb)</u>	<u>B</u>	<u>17</u>	<u>B</u>	<u>16</u>	<u>B</u>

Notes:

17. The existing all-way stop-controlled intersection of Ulloa/15<sup>th</sup> (#72) assumed signalized under the TTRP Moderate Alternative, and stop-sign controlled for the northbound and eastbound approaches under TTRP Expanded Alternative.

18. The existing all-way stop-controlled intersection of Haight/Shrader (#76) assumed signalized under the TTRP Moderate Alternative, and two-way stop-controlled with stop signs on the northbound and southbound approaches, and eastbound and westbound left turns restricted under TTRP Expanded Alternative.

19. The existing all-way stop-controlled intersection of Haight/Buchanan (#78) assumed signalized under the TTRP Moderate Alternative and TTRP Expanded Alternative conditions. The new signal would include a transit queue jump on Haight Street in the eastbound direction.

20. Due to diversion, minor redistribution of traffic volumes, or conversion of auto trips to transit trips as determined by SF-CHAMP, some peak hour intersection operating conditions may improve or degrade slightly when compared to Existing conditions. In addition, based on the HCM methodology, delay and LOS is calculated based on an average of the total vehicular delay per approach, weighted by the number of vehicles at each approach. Increases in traffic volumes at an intersection usually result in increases in the overall intersection delay. However, if there are increases in the number of vehicles at movements with low delays, the average weighted delay per vehicle may remain the same or decrease. See Methodology section for additional discussion.

**Table 18: Study Intersections Operating at LOS E or LOS F – Existing and Existing plus Project Conditions – A.M. and P.M. Peak Hours**

Intersection	Existing		Existing plus Service Improvements (SI)		Existing plus SI and TTRP Moderate Alt		Existing plus SI and TTRP Expanded Alt	
	Delay <sup>1,2</sup>	LOS	Delay <sup>1,2</sup>	LOS	Delay <sup>1,2</sup>	LOS	Delay <sup>1,2</sup>	LOS
59. Fulton/Stanyan	66	E	67	E	67	E	71	E
76. Haight/Shrader	10 (wb)	A	10 (wb)	A	16	B	>50 (nb/sb)	E

\* The paragraph on p. 4.2-188 and the bulleted list that follows it have been revised as follows:

With implementation of the TTRP.J Moderate Alternative, TTRP.L Moderate Alternative, TTRP.N Moderate Alternative, TTRP.5 Moderate Alternative, TTRP.8X Moderate Alternative, TTRP.9 Moderate Alternative, TTRP.14 Moderate Alternative Variant 1, TTRP.14 Moderate Alternative Variant 2, TTRP.22\_1 Moderate Alternative, TTRP.28\_1 Moderate Alternative, ~~or~~ TTRP.30\_1 Moderate Alternative, or TTRP.71.1 Moderate Alternative, the following ~~62~~ 70 of the ~~70~~ 78 study intersections would operate at LOS D or better during the a.m. and/or p.m. peak hours, or signal warrants would not be met at all-way or two-way stop-controlled intersections where the worst approach operates at LOS E or LOS F conditions, and therefore, traffic impacts as a result of the TTRP Moderate Alternative at these locations would be less than significant.

- 25th/Church (p.m.)
- Cesar Chavez/Church (p.m.)
- Taraval/Sunset (p.m.)
- Ulloa/15<sup>th</sup> (p.m.)
- Irving/Fourth (p.m.)
- Judah/36th (p.m.)
- Judah/23rd (p.m.)
- Judah/19th (p.m.)
- Judah/18th (p.m.)
- Judah/Tenth (p.m.)
- Carl/Stanyan (p.m.)
- Cesar Chavez/Mission (p.m.)
- Precita/Mission (p.m.)
- 30th/Mission (p.m.)
- Cortland/Mission (p.m.)
- Randall/Mission (a.m. and p.m.)
- Templeton/Mission (p.m.)
- Persia/Mission (p.m.)
- Excelsior/Mission (p.m.)
- Silver/Mission (p.m.)
- Guerrero/20th (a.m. and p.m.)
- South Van Ness/20th (a.m. and p.m.)
- 16th/Guerrero (p.m.)
- 16th/Bryant (p.m.)
- 16th/Potrero (p.m.)
- 16th/DeHaro (p.m.)
- 16th/Seventh (a.m. and p.m.)
- 16th/Third (a.m. and p.m.)
- 16th/Owens (a.m. and p.m.)
- 16th/Fourth (a.m. and p.m.)
- Taraval/19th (p.m.)
- North Point/Van Ness (p.m.)
- Chestnut/Van Ness (p.m.)
- Filbert/Columbus (p.m.)
- Columbus/Mason (p.m.)
- Union/Columbus (p.m.)
- Columbus/Green/Stockton (p.m.)
- Fulton/Parker (p.m.)
- Fulton/Masonic (p.m.)
- McAllister/Central (p.m.)
- McAllister/Baker (p.m.)
- Fulton/Baker (p.m.)
- McAllister/Divisadero (p.m.)
- McAllister/Scott (a.m. and p.m.)
- Silver/San Bruno (p.m.)
- Geneva/Santos (p.m.)
- Geneva/Carter (p.m.)
- Geneva/Moscow (p.m.)
- Geneva/Mission (p.m.)
- Geneva/Cayuga (p.m.)
- Geneva/San Jose (p.m.)
- Geneva/I-280 Southbound On-ramp (a.m. and p.m.)
- Potrero/23<sup>rd</sup> (p.m.)
- Potrero/24<sup>th</sup> (p.m.)
- Potrero/25<sup>th</sup> (p.m.)
- Vallejo/Stockton (p.m.)
- Broadway/Columbus (a.m. and p.m.)
- Sutter/Kearny (a.m. and p.m.)

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- Mission/Third (a.m. and p.m.)
- Mission/Fifth (a.m. and p.m.)
- Mission/South Van Ness/12<sup>th</sup>/Otis (a.m. and p.m.)
- 16<sup>th</sup>/Mission (a.m. and p.m.)
- 19<sup>th</sup>/Mission (p.m.)
- 24<sup>th</sup>/Mission (p.m.)
- Market/Kearny/Third (a.m. and p.m.)
- Haight/Schrader (p.m.)
- Haight/Masonic (p.m.)
- Haight/Buchanan (p.m.)
- Broadway/Sansome (p.m.)
- Washington/Sansome (p.m.)

\* The impact statement for Impact TR-23 on p. 4.2-189 has been revised as follows:

**Impact TR-23: Implementation of the project-level TTRP Expanded Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, or TTRP.28\_1 or TTRP.71\_1 would have less-than-significant traffic impacts at ~~32~~ 40 study intersections. (Less than Significant)**

\* The first full paragraph on p. 4.2-190 and the bulleted list that follows it have been revised as follows:

With implementation of the TTRP.J Expanded Alternative, TTRP.L Expanded Alternative, TTRP.N Expanded Alternative, TTRP.5 Expanded Alternative, TTRP.8X Expanded Alternative, TTRP.9 Expanded Alternative, and the TTRP.28\_1 Expanded Alternative, and the TTRP.71\_1 Expanded Alternative, the following ~~26~~ 34 study intersections would operate at LOS D or better during the a.m. and/or p.m. peak hours, or signal warrants would not be met at all-way or two-way stop-controlled intersections where the worst approach operates at LOS E or LOS F conditions, and therefore, traffic impacts at these locations would be less than significant as a result of TTRP Expanded Alternative.

- 25<sup>th</sup>/Church (p.m.)
- Cesar Chavez/Church (p.m.)
- Taraval/Sunset (p.m.)
- Ulloa/15<sup>th</sup> (p.m.)
- Irving/Fourth (p.m.)
- Judah/36<sup>th</sup> (p.m.)
- Judah/23<sup>rd</sup> (p.m.)
- Judah/19<sup>th</sup> (p.m.)
- Judah/18<sup>th</sup> (p.m.)
- Silver/San Bruno (p.m.)
- Felton/San Bruno (p.m.)
- Geneva/Santos (p.m.)
- Geneva/Carter (p.m.)
- Geneva/Moscow (p.m.)
- Geneva/Mission (p.m.)
- Geneva/Cayuga (p.m.)
- Geneva/San Jose (p.m.)
- Geneva/I-280 Southbound On-ramp (a.m. and p.m.)
- Potrero/23<sup>rd</sup> (p.m.)
- Potrero/24<sup>th</sup> (p.m.)
- Potrero/25<sup>th</sup> (p.m.)
- Taraval/19<sup>th</sup> (p.m.)
- Judah/Tenth (p.m.)
- Carl/Stanyan (p.m.)
- Fulton/Parker (p.m.)
- Fulton/Masonic (p.m.)
- McAllister/Central (p.m.)
- McAllister/Baker (p.m.)
- Fulton/Baker (p.m.)
- McAllister/Divisadero (p.m.)
- McAllister/Scott (a.m. and p.m.)
- Haight/Schrader (p.m.)
- Haight/Masonic (p.m.)
- Haight/Buchanan (p.m.)

The following text has been added to the first sentence of the first paragraph under Impact TR-40 on p. 4.2-202, continuing to p. 4.2-203, under Impact TR-40:

TTRP.30\_1 Expanded Alternative Variant 1 would widen travel lanes on Stockton Street on the two-block segment between the intersections of Columbus Avenue/Green Street/Stockton Street and Stockton Street/Broadway (approximately 650 feet), resulting in one mixed-flow lane in each direction. ...

The following text has been added to the second sentence of the first full paragraph on p. 4.2-204, under Impact TR-42:

TTRP.30\_1 Expanded Alternative Variant 2 would be similar to TTRP.30\_1 Expanded Alternative. On the two-block segment of Stockton Street between the intersections of Columbus Avenue/Green Street/Stockton Street and Stockton Street/Broadway (approximately 650 feet), the p.m. peak period tow-away zone on the west side of Stockton Street would be maintained, and the parking lane on the east side of the street would be eliminated, allowing for widening of the two southbound mixed-flow lanes and narrowing of the one northbound mixed-flow lane. ...

- \* The following changes have been made to the impact statement and first paragraph of Impact TR-44 on p. 4.2-205:

**Impact TR-44: Implementation of the project-level TTRP Moderate Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.14 Variant 1, TTRP.14 Variant 2, TTRP.22\_1, TTRP.28\_1, ~~or~~ TTRP.30\_1, or TTRP.71\_1 would not result in significant impacts to pedestrians and bicyclists. (Less than Significant)**

Implementation of the ~~eight~~ 11 project-level TTRP Moderate Alternative proposals and their variants, including the Service Improvements or Service Variants, would enhance pedestrian conditions at intersections by facilitating safe and easy pedestrian crossings, by providing safe spaces for pedestrians to wait, by increasing access to transit, by slowing traffic, and by increasing pedestrian visibility to drivers. For the reasons noted above, the ~~eight~~ 11 project-level TTRP Moderate Alternative proposals would not result in overcrowding of sidewalks or create new potentially hazardous conditions for pedestrians....

- \* The following text has been added after the last paragraph of the discussion of TTRP.J Moderate Alternative on p. 4.2-206:

**TTRP.L Moderate Alternative – Implementation of the TTRP.L Moderate Alternative would enhance pedestrian conditions at intersections along Taraval Street and would not result in overcrowding of sidewalks or create new potentially hazardous conditions. Pedestrian improvements would include pedestrian refuge islands on Taraval Street at 44<sup>th</sup> Avenue, a nearside transit bulb in the outbound direction at Taraval Street and 15<sup>th</sup> Avenue, and intersections signalization with pedestrian countdown signals at Taraval/17<sup>th</sup>, Taraval/18<sup>th</sup>, Taraval/22<sup>nd</sup>, Taraval/24<sup>th</sup>, Taraval/35<sup>th</sup>, and Ulloa/15<sup>th</sup> avenues. The inbound and outbound nearside flag stops on Taraval Street at 26<sup>th</sup>, 28<sup>th</sup>, 30<sup>th</sup>, 32<sup>nd</sup>, 40<sup>th</sup> and 42<sup>nd</sup> avenues would also have new 150-foot-long boarding islands, enhancing pedestrian safety at these stops. At the**

intersection of Taraval Street/22<sup>nd</sup> Avenue, the nearside outbound flag stop would be replaced with a 235-foot boarding island with accessible platform and relocated to the farside; in addition, the existing farside 120-foot inbound platform at this intersection would be extended to 235 feet with an accessible platform. Outside of the improvements proposed, pedestrian conditions on sidewalks and crosswalks would not substantially change from Existing conditions.

The nearside flag stops on Taraval Street at 17<sup>th</sup> Avenue in both directions would be relocated to 18<sup>th</sup> Avenue with new 210-foot-long boarding islands and accessible platforms for wheelchair accessibility. The proposed inbound and outbound islands located between 18<sup>th</sup> and 19<sup>th</sup> avenues would serve as the stop for 19<sup>th</sup> Avenue (inbound and outbound). Similarly the inbound and outbound stop at 24<sup>th</sup> Avenue would be removed, replaced outbound with a transit island located closer to 22<sup>nd</sup> Avenue. Other stop locations to be removed include Ulloa Street (at 46<sup>th</sup> Avenue), 44<sup>th</sup> Avenue (and Taraval Street), 35<sup>th</sup> Avenue, and Ulloa Street (at 15<sup>th</sup> Avenue). Some passengers using these stops may need to walk further to adjacent stops, and some passengers may be inconvenienced. However, the additional distance to walk to the 18<sup>th</sup> Avenue stops would not result in hazards or reduced access, and would be consistent with SFMTA's *Proposed Revisions to Transit Stop Spacing Guidelines*. Other transit passengers may experience shorter distances to the new transit stops. Minimal service headway changes are proposed as part of the Service Improvements for the L Taraval, and would be included as part of the TTRP.L Moderate Alternative. These minor headway adjustments would not substantially change the existing pedestrians conditions and in combination with the TTRP.L Moderate Alternative, would not result in hazardous conditions for pedestrians. Overall, the impact of TTRP.L Moderate Alternative on pedestrians would be less than significant.

Implementation of the TTRP.L Moderate Alternative would not substantially affect bicycle travel. Bicycle Route 60 runs along the TTRP.L Taraval corridor for a few blocks on Ulloa Street between 15<sup>th</sup> and Forest Side avenues as a Class II bicycle lane, and on Vicente Street between 46<sup>th</sup> and 47<sup>th</sup> Avenues as a Class III bicycle route. The proposed TTRP.L Moderate Alternative improvements, such as transit bulbs, boarding island extensions, stop relocations, and pedestrian bulbs on Taraval Street, would not affect bicycle travel. Under the TTRP.L Moderate Alternative, the intersection of Ulloa Street/15<sup>th</sup> Avenue would be converted from an all-way stop-controlled to signalized intersection, and bicyclists may experience some increased delay as they wait for the signal. No other changes are proposed to the bicycle facilities or travel lanes on Ulloa or Vicente streets. Bicyclists would continue to have a designated bicycle lane on Ulloa Street and share the travel lane with vehicles on Vicente Street, as under Existing conditions. Therefore, the impact of the TTRP.L Moderate Alternative on bicycle facilities and their operation would be less than significant.

\* The last paragraph on p. 4.2-207 has been revised as follows:

Under the TTRP.5 Moderate Alternative, the inbound and outbound bus stops at the intersections of McAllister/Polk streets, McAllister/Octavia streets, McAllister/Webster streets, McAllister/Broderick streets, McAllister Street/Central Avenue, Fulton Street/12<sup>th</sup> Avenue, Fulton Street/16<sup>th</sup> Avenue, and Fulton Street/20<sup>th</sup> Avenue would be removed. In addition, the inbound stop on Fulton Street/36<sup>th</sup> Avenue and the

outbound stop at Fulton Street/38<sup>th</sup> Avenue would be removed. The stop removals on McAllister and Fulton streets may increase the physical effort required to reach the 5 Fulton and 5L Fulton Limited routes; however, as noted above, impacts on pedestrians would be less than significant. Under the TTRP.5 Moderate Alternative, new inbound and outbound bus stops would be added on McAllister Street at the intersection of McAllister/Lyon streets.

- \* The last sentence of the first paragraph on p 4.2-208 under the TTRP.5 Moderate Alternative has been revised as follows:

...Implementation of right-turn pockets on McAllister Street at Fillmore and Divisadero Streets and signalization of the intersections of McAllister/Laguna streets, McAllister/Scott streets, McAllister/Steiner streets, McAllister/Pierce streets, McAllister/Broderick streets, and McAllister/Lyon streets could benefit bicyclists by providing clearer lane designations at an intersection approach and reducing the chance of right hook collisions occurring when drivers make a right turn at the last moment across a bicycle lane or facility and in front of a bicyclist.

- \* The following text has been added after the second full paragraph on p. 4.2-209, following the discussion of TTRP.8X Moderate Alternative:

**TTRP.9 Moderate Alternative** – Implementation of the TTRP.9 Moderate Alternative would enhance pedestrian conditions at intersections and transit stops along 11<sup>th</sup> Street, Potrero Avenue, and Bayshore Boulevard and would not result in overcrowding of sidewalks, or create new potentially hazardous conditions. Pedestrian improvements would include pedestrian bulbs and refuge islands at the intersections of Potrero Avenue at Alameda, 15<sup>th</sup>, 16<sup>th</sup>, 17<sup>th</sup>, Mariposa, 18<sup>th</sup>, 19<sup>th</sup>, 20<sup>th</sup>, 21<sup>st</sup>, 22<sup>nd</sup> (east and west), 23<sup>rd</sup>, 24<sup>th</sup> and 25<sup>th</sup> streets; pedestrian refuge along Potrero Avenue; a new crosswalk across Potrero Avenue would be installed on the north side of 23<sup>rd</sup> Street. Outside of the improvements proposed, pedestrian conditions on sidewalks and crosswalks would not substantially change from Existing conditions.

The inbound and outbound stops on Potrero Avenue at 17<sup>th</sup>, 18<sup>th</sup>, 20<sup>th</sup>, and 22<sup>nd</sup> streets would be removed, and replaced by new stops at Mariposa, 19<sup>th</sup>, and 21<sup>st</sup> streets (in the outbound direction, stops at 20<sup>th</sup> and 22<sup>nd</sup> streets would be consolidated into the existing stop at 21<sup>st</sup> Street). In addition, the outbound (i.e., southbound) stops on Potrero Avenue at 22<sup>nd</sup> and 23<sup>rd</sup> would be removed and replaced with a stop between these two blocks, on the farside of the existing midblock signalized crosswalk, to serve the San Francisco General Hospital. On Bayshore Boulevard, the inbound (i.e., northbound) flag stop at Jerrold Street would be moved approximately 550 feet to the south and a 35-foot transit bulb would be provided. A 90-foot transit bulb would be installed at the existing inbound stop on Bayshore Boulevard at Cortland Street. The outbound stop on Bayshore at Cortland Street would be moved from nearside to farside and a 90-foot transit bulb would also be provided. In addition, on Bayshore Boulevard, the inbound and outbound stops at Oakdale Avenue would be optimized, and relocated from nearside bus zones to a farside transit bulbs. Other stops along the route would be removed including on 11<sup>th</sup> Street at Howard Street (in both directions) and at Mission Street (in the inbound direction), and on Bayshore Boulevard at Alemany Boulevard (in both directions) and on Potrero Avenue at 23<sup>rd</sup> and at 25<sup>th</sup> streets (in the outbound direction).

Some passengers using these stops on Potrero Avenue, 11<sup>th</sup> Street and Bayshore Boulevard may need to walk farther to the relocated or other nearby stops, and some passengers may be inconvenienced. However, the additional distance would not result in hazards or reduced transit access, and would be consistent with SFMTA's proposed transit stop spacing guidelines. Other transit passengers may experience shorter distances to the new transit stops. As part of the Service Improvements, no service headway changes are proposed on the 9 San Bruno or on the 9L San Bruno Limited in the p.m. peak. However, service frequency would increase on the 9L San Bruno Limited inbound during the a.m. peak period from a 12-minute headway to a ten-minute headway, and this Service Improvement would be included as part of the TTRP.9 Moderate Alternative. The increase of one additional 9L San Bruno Limited bus in the inbound direction each hour in the a.m. peak hour could result in a minor increase in potential for pedestrian and transit conflicts. However, this increased service, in combination with the TTRP.9 Moderate Alternative, would not result in hazardous conditions for pedestrians. Overall, the impact of the TTRP.9 Moderate Alternative on pedestrians would be less than significant.

Implementation of the TTRP.9 Moderate Alternative would not substantially affect bicycle travel. Within the TTRP.9 corridor, there are bicycle lanes (Class II) in both directions on 11<sup>th</sup> and Division streets for Bicycle Route 25 and 30, and on Potrero Avenue for Bicycle Route 25. Within the TTRP.9 corridor, Bicycle Route 25 on Bayshore Boulevard is primarily a Class II route.

On the segment of Potrero Avenue between 18<sup>th</sup> and 24<sup>th</sup> streets, the TTRP.9 Moderate Alternative would maintain the southbound and northbound bicycle lane facilities (Class II) and add an outbound (southbound) transit-only lane. The TTRP.9 Moderate Alternative would retain two mixed-flow travel lanes in both directions. The impact on bicyclists at locations where transit bulbs would be implemented adjacent to a bicycle lane (for example, on 11<sup>th</sup> Street and on Potrero Avenue) would be similar to Existing conditions when buses travel across the bicycle lane to a curbside bus zone. However, in this case, the bus would be stopped within the bicycle lane, and bicyclists would be able to pass the bus, conditions permitting, or would, similar to vehicle traffic, need to wait behind the bus. Implementation of transit bulbs adjacent to bicycle lanes would not reduce conflicts between buses and bicyclists; however, transit-bicycle conflicts would not substantially increase over Existing conditions. Other TTRP.9 Moderate Alternative improvements, such as pedestrian bulbs would not affect bicycle lane travel on 11<sup>th</sup> Street, Potrero Avenue, and Bayshore Boulevard because the existing bicycle lanes would be maintained. Implementation of the TTRP.9 Moderate Alternative improvements corridor would not substantially affect the travel lanes, and conditions for bicyclists would be similar to Existing conditions. Therefore, the impact of the TTRP.9 Moderate Alternative on bicycle facilities and their operation would be less than significant.

\* The following text has been added after the first full paragraph on p. 4.2-213 and a new footnote, designated as “[fn],” has been added to that page:

**TTRP.71\_1 Moderate Alternative** – Implementation of the TTRP.71\_1 Moderate Alternative would enhance pedestrian conditions at intersections and transit stops along Haight Street and would not result in overcrowding of sidewalks, or create new potentially hazardous conditions. Pedestrian improvements would include pedestrian

bulbs at one or more corners of the intersections of Haight Street at Baker Street/Buena Vista East Avenue, at Belvedere Street, at Cole Street, and at Lyon Street. In addition, new transit bulbs would be constructed on Haight Street at Fillmore and Divisadero streets, at Masonic Avenue, and at Stanyan Street in the inbound direction, and on Haight Street between Shrader and Stanyan streets in the outbound direction. Outside of the improvements proposed, pedestrian conditions on sidewalks and crosswalks would not substantially change from Existing conditions.

The inbound and outbound stops on Haight Street at Clayton and Pierce streets and the inbound stop on Haight Street at Buchanan Street would be relocated from the nearside to the farside of the intersection. The closely-spaced inbound and outbound stops at the intersection of Haight Street and Central/Buena Vista West and the intersection of Haight Street and Baker/Buena Vista East would be consolidated into new farside stops at Haight Street at Lyon Street in both directions. In addition, the inbound and outbound stops on Haight Street at Cole Street would be removed. Additionally, the new farside stops at Haight Street and Clayton Street would be converted to local-only stops. Therefore, in conjunction with the proposed Service Improvements, including the 6 Parnassus route restructuring and changes to the 71 Haight-Noriega, the inbound and outbound stops on Clayton Street would be served by the 6 Parnassus but not by the 71L Haight-Noriega Limited. Some passengers using these stops on Haight Street that would be removed or relocated, or converted to local-only stops, may need to walk farther to reach adjacent stops, and some passengers may be inconvenienced; however, the additional distance would not result in hazards or reduced access to transit, and would be consistent with SFMTA's proposed transit stop spacing guidelines. Other transit passengers may experience shorter distances to the new transit stops.

Under the TTRP.71 1 Moderate Alternative, traffic signals would be installed on Haight Street at the all-way stop-controlled intersections with Laguna, Buchanan, Webster, Pierce, Scott and Broderick streets, Baker Street/Buena Vista East Avenue, and Central, Clayton, and Shrader streets. At these intersections installing a traffic signal could improve pedestrian safety by clarifying the right-of-way for crossing the street.

Minimal service headway changes are proposed as part of the Service Improvements on the 6 Parnassus and the existing 71L Haight-Noriega Limited.<sup>[fn]</sup> As discussed above, some passengers using local only (non-limited) stops on Haight Street may need to walk farther to adjacent stops. The minor increase of not more than one additional bus each hour could result in an increased potential for pedestrian, bicycle, and transit conflicts; however, this minor increase in service, in combination with the TTRP.71 1 Moderate Alternative, would not result in hazardous conditions for pedestrians. Overall, the impact of the TTRP.71 1 Moderate Alternative on pedestrians would be less than significant.

[New Footnote]

<sup>[fn]</sup>The 71L Haight-Noriega Limited operates only in the peak period and peak direction under Existing conditions. However, under the proposed Service Improvements, the 71 Haight-Noriega would no longer operate and the 71L Haight-Noriega Limited would provide all day limited-stop service on Haight Street in both directions.

Implementation of the TTRP.71\_1 Moderate Alternative would not substantially affect bicycle travel. Within the TTRP.71\_1 corridor, Bicycle Route 30 (Class III) runs along Haight Street for one block between Pierce and Scott streets. With the TTRP.71\_1 Moderate Alternative, conversion of the all-way stop sign controlled intersections of Haight/Pierce streets and Haight/Scott streets to a signalized intersection would reduce the frequency with which bicyclists would have to stop and start, which would be an improvement for bicyclists. The remainder of the TTRP.71\_1 corridor, specifically along Haight Street, is not part of a designated bicycle route, and therefore improvements along Haight Street would not affect designated bicycle facilities, nor substantially affect bicycle travel on Haight Street. The proposed TTRP.71\_1 Moderate Alternative improvements, such as transit bulbs and pedestrian bulbs on Haight Street, would not affect bicycle lane travel on Haight Street because bicyclists would continue to share the travel lane with vehicles, as under Existing conditions. However, because Haight Street generally has one travel lane in each direction, a bus stopped at a transit bulb could require a bicyclist behind the bus, similar to motor vehicles, to wait while the passengers boarded, rather than the existing configuration that allows buses to pull out of the travel lane to board passengers. Under the TTRP.71\_1 Moderate Alternative, the stop signs at all approaches at the intersection of Haight/Clayton streets would be replaced with a traffic signal, which would reduce delays for bicyclists traveling northbound or southbound on Clayton Street which is part of Bicycle Route 55 (Class III). Implementation of the TTRP.71\_1 Moderate Alternative improvements along the TTRP.71\_1 corridor would not affect the travel lanes, and conditions for bicyclists would be similar to Existing conditions. Therefore, the impact of the TTRP.71\_1 Moderate Alternative on bicycle facilities and operation would be less than significant.

- \* The second full paragraph on p. 4.2-213 has been revised as follows:

In summary, for the reasons discussed above, the impact of TTRP Moderate Alternative, including the specific TTRP corridors: TTRP.J Moderate Alternative, TTRP.L Moderate Alternative, TTRP.N Moderate Alternative, TTRP.5 Moderate Alternative, TTRP.8X Moderate Alternative, TTRP.9 Moderate Alternative, TTRP.14 Moderate Alternative Variant 1, TTRP.14 Moderate Alternative Variant 2, TTRP.22\_1 Moderate Alternative, TTRP.28\_1 Moderate Alternative, ~~or~~ TTRP.30\_1 Moderate Alternative, or TTRP.71\_1 Moderate Alternative, on pedestrian and bicycle facilities and operation would be less than significant.

- \* The following changes have been made to the impact statement and first paragraph of Impact TR-45 on pp. 4.2-213 to 4.2-214:

**Impact TR-45: Implementation of the project-level TTRP Expanded Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.14, TTRP.22\_1, TTRP.22\_1 Variant 1, TTRP.22\_1 Variant 2, TTRP.28\_1 Expanded Alternative, TTRP.30\_1, TTRP.30\_1 Variant 1, ~~or~~ TTRP.30\_1 Variant 2, or TTRP.71\_1 would not result in significant impacts to pedestrians and bicyclists. (Less than Significant)**

Implementation of the TTRP Expanded Alternative projects, which include the Service Improvements or Service Variants, would enhance pedestrian conditions at intersections by facilitating safe and easy pedestrian crossings, by providing safe

spaces for pedestrians to wait, by increasing access to transit, by slowing traffic, and by increasing pedestrian visibility to drivers. For the reasons noted above, the eight 11 project-level TTRP Expanded Alternative proposals would not result in overcrowding of sidewalks or create new potentially hazardous conditions for pedestrians....

- \* The following text has been added after the partial paragraph at the top of p. 4.2-216, following the discussion of TTRP.J Expanded Alternative:

**TTRP.L Expanded Alternative** – Similar to the TTRP.L Moderate Alternative, the TTRP.L Expanded Alternative would enhance pedestrian conditions at intersections and transit stops along Taraval Street and would not result in overcrowding of sidewalks or create new potentially hazardous conditions. As with the TTRP.L Moderate Alternative, pedestrian improvements under the TTRP.L Expanded Alternative would include pedestrian refuge islands on Taraval Street at 44<sup>th</sup> Avenue, a nearside transit bulb in the outbound direction at Taraval Street and 15<sup>th</sup> Avenue, and intersection signalization with pedestrian countdown signals at Taraval/17<sup>th</sup>, Taraval/18<sup>th</sup>, Taraval/22<sup>nd</sup>, Taraval/24<sup>th</sup>, Taraval/35<sup>th</sup>. Similar to the TTRP.L Moderate Alternative, the inbound and outbound nearside flag stops on Taraval Street at 22<sup>nd</sup> (outbound only), 26<sup>th</sup>, 28<sup>th</sup>, 30<sup>th</sup>, 32<sup>nd</sup>, 40<sup>th</sup> and 42<sup>nd</sup> avenues would have new 150-foot-long or extended (to 235-foot-long) boarding islands, enhancing pedestrian safety at these stops. Under the TTRP.L Expanded Alternative, intersection signalization with pedestrian countdown signals would also be implemented at existing all-way stop-controlled intersections on Taraval Street at 26<sup>th</sup>, 28<sup>th</sup>, 30<sup>th</sup>, 32<sup>nd</sup>, and 40<sup>th</sup> Avenues. Existing all-way stop-controlled intersections on Ulloa Street at 15<sup>th</sup> Avenue and on Taraval Street at 42<sup>nd</sup>, 44<sup>th</sup>, and 46<sup>th</sup> Avenues would be converted to two-way stop-controlled intersections, and vehicles, including transit would not be required to stop. However, additional traffic calming measures would be implemented at Ulloa Street/15<sup>th</sup> Avenue and Taraval Street/42<sup>nd</sup> Avenue to address pedestrian safety at these locations. The TTRP.L Expanded Alternative would also establish a full-time transit-only lane in both directions on Taraval Street between 15<sup>th</sup> Avenue and 46<sup>th</sup> Avenue by converting one mixed-flow lane to a transit-only lane in both directions while maintaining the existing parking lanes. Outside of the improvements proposed, pedestrian conditions on sidewalks and crosswalks would not substantially change from Existing conditions.

Similar to the TTRP.L Moderate Alternative, the nearside flag stops on Taraval Street at 17<sup>th</sup> Avenue in both directions would be relocated to 18<sup>th</sup> Avenue with new 210-foot-long boarding islands and accessible platforms for wheelchair accessibility. The proposed inbound and outbound islands located between 18<sup>th</sup> and 19<sup>th</sup> avenues would serve as the stop for 19<sup>th</sup> Avenue (inbound and outbound). Similarly the inbound and outbound stop at 24<sup>th</sup> Avenue would be removed, replaced outbound with a transit island located nearer to 22<sup>nd</sup> Avenue. Other stop locations to be removed include Ulloa Street (at 46<sup>th</sup> Avenue), 44<sup>th</sup> Avenue (and Taraval Street), 35<sup>th</sup> Avenue, and Ulloa Street (at 15<sup>th</sup> Avenue). Some passengers using these stops may need to walk farther to adjacent stops and some passengers may be inconvenienced. However, the additional distance to reach the 18<sup>th</sup> Avenue stop or other relocated stops would not result in hazards or reduced transit access, and would be consistent with SFMTA's proposed transit stop spacing guidelines. Other transit passengers may experience shorter distances to the new transit stops. Minimal service headway

changes are proposed for the L Taraval as part of the Service Improvements, and would be included as part of the TTRP.L Expanded Alternative. These minor headway adjustments would not substantially change the existing pedestrians conditions and this change in service, in combination with the TTRP.L Expanded Alternative, would not result in hazardous conditions for pedestrians. Overall, similar to the TTRP.L Moderate Alternative, the impact of the TTRP.L Expanded Alternative on pedestrians would be less than significant.

Implementation of the TTRP.L Expanded Alternative would not substantially affect bicycle travel. Bicycle Route 60 runs along the TTRP.L Taraval corridor for a few blocks on Ulloa Street between 15<sup>th</sup> and Forest Side Avenues as a Class II bicycle lane and on Vicente Street between 46<sup>th</sup> and 47<sup>th</sup> Avenues as a Class III bicycle route. The proposed TTRP.L Expanded Alternative improvements, such as transit bulbs, transit boarding island extensions, stop relocations, and pedestrian bulbs on Taraval Street, would not affect bicycle travel. Under the TTRP.L Expanded Alternative, the intersection of Ulloa Street/15<sup>th</sup> Avenue would be converted from an all-way stop-controlled to two-way stop-controlled intersection, removing the stop signs for westbound and southbound traffic, allowing bicyclists traveling westbound in the Ulloa Street bicycle lanes to, similar to motor vehicle traffic, no longer stop at this intersection, though they would have to navigate around the traffic calming treatment in the intersection. A transit-only lane would also be established on Taraval Street between 15<sup>th</sup> and 46<sup>th</sup> avenues by converting one mixed-flow lane to a transit-only lane in both directions while maintaining the existing parking lanes. Taraval Street is not a designated bicycle facility, and the improvements installed on Taraval Street would not affect bicycle traffic on Vicente Street. With the elimination of one mixed-flow travel lane in each direction, bicyclists on Taraval Street would share the remaining mixed-flow lane with a greater number of vehicles. However, this would not substantially affect bicycle operations or access nor create a potentially hazardous condition for bicyclists, as it would not represent a substantial change over Existing conditions.

No other changes are proposed to the bicycle facilities or travel lanes on Ulloa or Vicente streets. Bicyclists would continue to have a designated bicycle lane on Ulloa Street and share the travel lane with vehicles on Vicente Street, as under Existing conditions. Therefore, similar to the TTRP.L Moderate Alternative, the impact of the TTRP.L Expanded Alternative on bicycle facilities and operation would be less than significant.

- \* The last paragraph on p. 4.2-217, which continues at the top of p. 4.2-218, has been revised as follows:

As under the TTRP.5 Moderate Alternative, the inbound and outbound bus stops at the intersection of McAllister/Polk streets, McAllister/Octavia streets, McAllister/Webster streets, McAllister/Broderick streets, McAllister Street/Central Avenue, Fulton Street/12<sup>th</sup> Avenue, Fulton Street/16<sup>th</sup> Avenue, and Fulton Street/20<sup>th</sup> Avenue would be removed under the TTRP.5 Expanded Alternative. In addition, the inbound stop on Fulton Street/36<sup>th</sup> Avenue and the outbound stop at Fulton Street/38<sup>th</sup> Avenue would be removed. The stop removals noted above on McAllister and Fulton streets may increase the physical effort and distance required to reach the 5 Fulton and 5L Fulton Limited routes; however, as noted above, impacts on

pedestrians would be less than significant. Similar to the TTRP.5 Moderate Alternative, new inbound and outbound bus stops would be added on McAllister Street at the intersection of McAllister/Lyon streets.

- \* The following text has been added after the partial paragraph at the top of p. 4.2-220, at the end of the discussion of TTRP.8 Expanded Alternative:

**TTRP.9 Expanded Alternative** – Similar to the TTRP.9 Moderate Alternative, implementation of the TTRP.9 Expanded Alternative would enhance pedestrian conditions at intersections and transit stops along 11<sup>th</sup> Street, Potrero Avenue, and Bayshore Boulevard and would not result in overcrowding of sidewalks, or create new potentially hazardous conditions. On the segment of Potrero Avenue between 22<sup>nd</sup> and 24<sup>th</sup> streets, the TTRP.9 Expanded Alternative would widen the sidewalk on the east side of Potrero Avenue from 9 to 15 feet. Similar to the TTRP.9 Moderate Alternative, pedestrian improvements would include pedestrian bulbs and refuge islands at the intersections of Potrero Avenue at Alameda, 15<sup>th</sup>, 16<sup>th</sup>, 17<sup>th</sup>, Mariposa, 18<sup>th</sup>, 19<sup>th</sup>, 20<sup>th</sup>, 21<sup>st</sup>, 22<sup>nd</sup> (east and west), 23<sup>rd</sup>, 24<sup>th</sup>, and 25<sup>th</sup> streets; pedestrian refuge along Potrero Avenue; a new crosswalk across Potrero Avenue would be installed on the north side of 23<sup>rd</sup> Street; and the sidewalk on the east side of Potrero Avenue between 22<sup>nd</sup> and 24<sup>th</sup> streets would be widened by removing the parking lane on the east side of the street. Outside of the improvements proposed, pedestrian conditions on sidewalks and crosswalks would not substantially change from Existing conditions.

Similar to the TTRP.9 Moderate Alternative, the inbound and outbound stops on Potrero Avenue at 17<sup>th</sup>, 18<sup>th</sup>, and 20<sup>th</sup> streets would be removed and replaced by new stops at Mariposa, 19<sup>th</sup>, and 21<sup>st</sup> streets (inbound). Similarly, the outbound (i.e., southbound) stops on Potrero Avenue at 22<sup>nd</sup> and 23<sup>rd</sup> streets would be removed and replaced with a stop between these two blocks. On Bayshore Boulevard, the inbound (i.e., northbound) flag stop at Jerrold Avenue would be moved approximately 550 feet to the south and a 35-foot transit bulb would be provided. A 90-foot transit bulb would be installed at the existing inbound transit stop on Bayshore Boulevard at Cortland Street. The outbound stop at Cortland Street would be moved from nearside to farside and a 90-foot transit bulb would also be provided. In addition, on Bayshore Boulevard, the inbound and outbound stops at Oakdale Avenue would be optimized, and relocated from nearside bus zones to farside transit bulbs. Other stops along the route would be removed including on 11<sup>th</sup> Street at Howard Street (in both directions) and at Mission Street (in the inbound direction), and on Bayshore Boulevard at Alemany Boulevard (in both directions) and on Potrero Avenue at 23<sup>rd</sup> and at 25<sup>th</sup> streets (in the outbound direction).

Some passengers using these stops on Potrero Avenue, 11<sup>th</sup> Street and Bayshore Boulevard may need to walk farther to adjacent stops and some passengers may be inconvenienced. However, the additional distance would not result in hazards or reduced access to transit, and would be consistent with SFMTA's proposed transit stop spacing guidelines. Other transit passengers may experience shorter distances to the new transit stops. As part of the Service Improvements, no service headway changes are proposed on the 9 San Bruno or on the 9L San Bruno Limited in the p.m. peak. However, service frequency would be increased on the 9L San Bruno Limited inbound during the a.m. peak period from a 12-minute headway to a ten-minute headway, and this Service Improvement would be included as part of the TTRP.9

Expanded Alternative. The increase of one additional bus each hour in the inbound direction during the a.m. peak hour could result in an increased potential for pedestrian, bicycle, and transit conflicts. However, this minor increase in service, in combination with the TTRP.9 Expanded Alternative, would not result in hazardous conditions for pedestrians. Overall, similar to the TTRP.9 Moderate Alternative, the impact of TTRP.9 Expanded Alternative on pedestrians would be less than significant.

Implementation of the TTRP.9 Expanded Alternative would not substantially affect bicycle travel. Within the TTRP.9 corridor, there are bicycle lanes (Class II) in both directions on 11<sup>th</sup> and Division streets for Bicycle Route 25 and 30, and on Potrero Avenue for Bicycle Route 25. Within the TTRP.9 corridor, Bicycle Route 25 on Bayshore Boulevard is primarily a Class II route. Similar to the TTRP.9 Moderate Alternative, the impact on bicyclists at locations where transit bulbs would be implemented adjacent to a bicycle lane (for example, on 11<sup>th</sup> Street and on Potrero Avenue) would be similar to Existing conditions when buses travel across the bicycle lane to a curbside bus zone. However, in this case, the bus would be stopped within the bicycle lane, and bicyclists would be able to pass the bus, conditions permitting, or would, similar to vehicle traffic, need to wait behind the bus. Implementation of transit bulbs adjacent to bicycle lanes would not reduce conflicts between buses and bicyclists; however, transit-bicycle conflicts would not substantially increase over Existing conditions.

Other TTRP.9 Expanded Alternative improvements, such as transit bulbs and pedestrian bulbs would not affect bicycle travel on 11<sup>th</sup> Street, Potrero Avenue, and Bayshore Boulevard because the bicycle lanes would be maintained. Therefore, similar to the TTRP.9 Moderate Alternative, the impact of the TTRP.9 Expanded Alternative on bicycle facilities and operation would be less than significant.

The following text has been added to the first full paragraph on p. 4.2-225:

Implementation of TTRP.30\_1 Expanded Alternative Variant 1 and TTRP.30\_1 Expanded Alternative Variant 2 would widen mixed-flow lanes on Stockton Street for a two-block segment (approximately 650 feet), which would enhance bicycle travel on this Class III facility.

\* The following text has been added after the first full paragraph on p. 4.2-225, at the end of the discussion of TTRP.30\_1 Expanded Alternative, and a new footnote, designated as “[fn],” has been added to that page:

**TTRP.71\_1 Expanded Alternative** – Similar to the TTRP.71\_1 Moderate Alternative, implementation of the TTRP.71\_1 Expanded Alternative would enhance pedestrian conditions at intersections and transit stops along Haight Street and would not result in overcrowding of sidewalks, or create new potentially hazardous conditions. Pedestrian improvements would include pedestrian bulbs at one or more corners of the intersections of Haight Street at Baker Street/Buena Vista East Avenue, at Belvedere Street, at Cole Street, and at Lyon Street. In addition, new transit bulbs would be constructed on Haight Street at Fillmore and Divisadero streets, at Masonic Avenue, and at Stanyan Street in the inbound direction, and on Haight Street between Shrader and Stanyan streets in the outbound direction. The TTRP.71\_1

Expanded Alternative would include replacement of the all-way stop signs with traffic calming measures instead of the traffic signals proposed in the TTRP.71 1 Moderate Alternative at the following intersections with Haight Street: Laguna, Webster, Pierce, Scott, Central, and Shrader streets. The traffic calming measures would consist of the installation of six-foot pedestrian bulbs at all four corners of each intersection, except at Pierce Street where only the northeast and southwest corners would receive pedestrian bulbs. While vehicles, including transit, would no longer be required to stop, the traffic calming features would address crossing conditions and safety for pedestrians, slowing traffic. Outside of the improvements proposed, pedestrian conditions on sidewalks and crosswalks would not substantially change from Existing conditions.

Similar to the TTRP.71 1 Moderate Alternative, the inbound and outbound stops on Haight Street at Clayton and Pierce streets and the outbound stop on Haight Street at Buchanan Street would be relocated from the nearside to the farside of the intersection. The closely-spaced inbound and outbound stops at the intersection of Haight Street and Central/Buena Vista West Avenue and the intersection of Haight Street and Baker Street/Buena Vista East Avenue would be consolidated into new farside stops at Haight Street at Lyon Street in both directions. In addition, the inbound and outbound stops on Haight Street at Cole Street would be removed. Additionally, the new farside stops at Haight Street and Clayton Street would be converted to local-only stops. Therefore, under the proposed Service Improvements, including the 6 Parnassus route restructuring and changes to the 71 Haight-Noriega, the inbound and outbound stops on Clayton Street would be served by the 6 Parnassus but not by the 71L Haight-Noriega Limited. Some passengers using these stops on Haight Street that would be removed, relocated, or converted to local-only stops, may need to walk farther to reach adjacent stops, and some passengers may be inconvenienced; however, the additional distance would not result in hazards or reduced access to transit, and would be consistent with SFMTA's proposed transit stop spacing guidelines. Other transit passengers may experience shorter distances to the new transit stops.

Similar to the TTRP.71 1 Moderate Alternative, traffic signals would be installed on Haight Street at the all-way stop-controlled intersections with Buchanan, Broderick and Clayton streets, and at Baker Street/Buena Vista East Avenue. At these intersections installing a traffic signal could improve pedestrian safety by clarifying the right-of-way for crossing the street. As noted above, the TTRP.71 1 Expanded Alternative would include replacement of the all-way stop signs with traffic calming measures instead of the traffic signals proposed in the TTRP.71 1 Moderate Alternative at intersections of Haight Street with Laguna, Webster, Pierce, Scott, Central, and Shrader streets.

Minimal service headway changes are proposed as part of the Service Improvements on the 6 Parnassus and the 71L Haight-Noriega Limited.<sup>[fn]</sup> As discussed above, some passengers using local only (non-limited) stops on Haight Street may need to walk further to adjacent stops. The minor increase of not more than one additional bus each hour could result in an increased potential for pedestrian, bicycle, and transit conflicts; however, this minor increased service, in combination with the TTRP.71 1 Expanded Alternative, would not result in hazardous conditions for

pedestrians. Overall, similar to the TTRP.71.1 Moderate Alternative, the impact of TTRP.71.1 Expanded Alternative on pedestrians would be less than significant.

[New Footnote]

<sup>fn</sup> The 71L Haight-Noriega Limited operates only in the peak period and peak direction under Existing conditions. However, under the proposed Service Improvements, the 71 Haight-Noriega would be eliminated and the 71L Haight-Noriega Limited would provide all day limited-stop service on Haight Street in both directions.

Implementation of the TTRP.71.1 Expanded Alternative would not substantially affect bicycle travel. Within the TTRP.71.1 corridor, Bicycle Route 30 (Class III) runs along Haight Street for one block between Pierce and Scott streets. With the TTRP.71.1 Expanded Alternative, conversion of all-way stop sign controlled intersections of Haight/Pierce streets and Haight/Scott streets to two-way stop controlled intersections would reduce the frequency with which bicyclists would have to stop and start, which would be an improvement for bicyclists. The remainder of the TTRP.71.1 corridor, specifically along Haight Street, is not part of a designated bicycle route, and therefore improvements along Haight Street would not affect designated bicycle facilities, nor substantially affect bicycle travel on Haight Street. Similar to the TTRP.71.1 Moderate Alternative, the proposed TTRP.71.1 Expanded Alternative improvements, such as transit bulbs and pedestrian bulbs on Haight Street, would not affect bicycle lane travel on Haight Street because bicyclists would continue to share the travel lane with vehicles, as under Existing conditions. However, because Haight Street generally has one travel lane in each direction, a bus stopped at a transit bulb could require a bicyclist behind the bus, similar to motor vehicles, to wait while the passengers boarded, rather than the existing configuration that allows buses to pull out of the travel lane to board passengers.

Similar to the TTRP.71.1 Moderate Alternative, the stop signs at all approaches at the Haight Street intersections of Clayton, Buchanan, and Broderick streets, and at the intersection of Baker Street/Buena Vista East Avenue would be replaced with traffic signals, which would reduce delays for bicyclists traveling northbound or southbound on intersecting streets, particularly on Clayton Street which is part of Bicycle Route 55 (Class III). Under the proposed TTRP.71.1 Expanded Alternative, the stop signs on Haight Street would be removed at its intersections with Laguna, Webster, Pierce, Scott and Shrader streets. Bicycle travel on Haight Street, similar to motor vehicle traffic would experience less delay eastbound/westbound, but traffic on the intersecting streets may experience some additional delay, as they would be required to stop and wait for a break in the Haight Street traffic to proceed. As discussed above under Traffic, due to anticipated traffic and bicycle volumes, this would not be considered a significant change to operating conditions. Implementation of the TTRP.71.1 Expanded Alternative improvements along the TTRP.71.1 corridor would not affect the travel lanes, and conditions for bicyclists would be similar to Existing conditions. Therefore, similar to the TTRP.71.1 Moderate Alternative, the impact of the TTRP.71.1 Expanded Alternative on bicycle facilities and operation would be less than significant.

\* The second full paragraph on p. 4.2-225 has been revised as follows:

In summary, the impact of the TTRP.J Expanded Alternative, TTRP.L Expanded Alternative, TTRP.N Expanded Alternative, TTRP.5 Expanded Alternative, TTRP.8X

Expanded Alternative, TTRP.9 Expanded Alternative, TTRP.14 Moderate Expanded Alternative, TTRP.22\_1 Expanded Alternative, TTRP.22\_1 Expanded Alternative Variant 1, TTRP.22\_1 Expanded Alternative Variant 2, TTRP.28\_1 Expanded Alternative, TTRP.30\_1 Expanded Alternative, TTRP.30\_1 Expanded Alternative Variant 1, ~~or~~ TTRP.30\_1 Expanded Alternative Variant 2, or TTRP.71\_1 Expanded Alternative on pedestrians and bicycle facilities and operation would be less than significant.

- \* The following changes have been made to the impact statement and first paragraph of Impact TR-46 on p. 4.2-225:

**Impact TR-46: Implementation of the project-level TTRP Moderate Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.22\_1, ~~or~~ TTRP.28\_1, or TTRP.71\_1 would not result in significant loading impacts. (Less than Significant)**

Implementation of the project-level TTRP.J Moderate Alternative, TTRP.L Moderate Alternative, TTRP.N Moderate Alternative, TTRP.5 Moderate Alternative, TTRP.8X Moderate Alternative, TTRP.9 Moderate Alternative, TTRP.22\_1 Moderate Alternative, ~~or~~ TTRP.28\_1 Moderate Alternative, or TTRP.71\_1 Moderate Alternative would not result in an increase in loading demand nor result in a reduction in the number of on-street commercial loading spaces in the vicinity of any of the affected TTRP corridors....

- \* The following text has been added after the paragraph discussing TTRP.J Moderate Alternative on p. 4.2-225:

**TTRP.L Moderate Alternative** – The TTRP.L Moderate Alternative improvements related to transit boarding islands and stop optimization would include the relocation of two commercial loading spaces from Taraval Street (i.e., one east of 19<sup>th</sup> Avenue and one west of 26<sup>th</sup> Avenue) to new locations within 250 feet of their existing locations. Therefore, there would be no net reduction in the number of commercial loading spaces, and commercial loading activities would not change substantially from Existing conditions. The TTRP.L Moderate Alternative would also affect two passenger loading/unloading zones on Taraval Street that would be relocated to the adjacent side streets on 18<sup>th</sup> and on 30<sup>th</sup> avenues, and therefore, passenger loading/unloading activities on Taraval Street would not substantially change from Existing conditions.

- \* The following text has been added after the paragraph discussing TTRP.8X Moderate Alternative on p. 4.2-226:

**TTRP.9 Moderate Alternative** – The TTRP.9 Moderate Alternative improvements related to transit bulbs would require the relocation of two commercial loading spaces on 11<sup>th</sup> Street to new locations within 250 feet of their existing locations; therefore, there would be no net reduction in the number of commercial loading spaces as a result of TTRP.9 Moderate Alternative, and commercial loading activities would not change substantially from Existing conditions. The TTRP.9 Moderate Alternative would not affect any passenger loading/unloading zones within the corridor.

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- \* The following text has been added after the partial paragraph at the top of p. 4.2-227, at the end of the discussion of discussing TTRP.28\_1 Moderate Alternative:

**TTRP.71\_1 Moderate Alternative** – The TTRP.71\_1 Moderate Alternative improvements related to transit bulbs, pedestrian bulbs, turn pockets, and stop optimization would include the relocation of 15 commercial loading spaces on Haight Street (i.e., in the vicinity of Stanyan, Cole, Clayton, Masonic and Fillmore streets) to within 250 feet of their existing locations. Therefore, there would be no net reduction in the number of loading spaces as a result of TTRP.71\_1 Moderate Alternative, and commercial loading activities would not change substantially from Existing conditions. The TTRP.71\_1 Moderate Alternative would also affect one passenger loading/unloading zone on Haight Street at Masonic Avenue that would be relocated approximately 125 feet to the west. Therefore, passenger loading/unloading activities on Haight Street would not substantially change from Existing conditions.

- \* The first full paragraph on p. 4.2-227 has been revised as follows:

Because implementation of the TTRP.J Moderate Alternative, TTRP.L Moderate Alternative, TTRP.N Moderate Alternative, TTRP.5 Moderate Alternative, TTRP.8X Moderate Alternative, TTRP.9 Moderate Alternative, TTRP.22\_1 Moderate Alternative, ~~or~~ TTRP.28\_1 Moderate Alternative, or TTRP.71\_1 Moderate Alternative would not result in a reduction in the on-street loading supply on individual blocks, the impact on loading would be less than significant.

- \* The following changes have been made to the impact statement and first paragraph of Impact TR-47 on p. 4.2-227:

**Impact TR-47: Implementation of the project-level TTRP Expanded Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.22\_1, TTRP.22\_1 Variant 1, TTRP.22\_1 Variant 2, ~~or~~ TTRP.28\_1, or TTRP.71\_1 would not result in significant loading impacts. (Less than Significant)**

Implementation of the TTRP.J Expanded Alternative, TTRP.L Expanded Alternative, TTRP.N Expanded Alternative, TTRP.5 Expanded Alternative, TTRP.8X Expanded Alternative, TTRP.9 Expanded Alternative, TTRP.22\_1 Expanded Alternative, TTRP.22\_1 Expanded Alternative Variant 1, TTRP.22\_1 Expanded Alternative Variant 2, ~~or~~ TTRP.28\_1 Expanded Alternative, or TTRP.71\_1 Expanded Alternative would not result in an increase in loading demand, or result in a reduction in the number of on-street commercial loading spaces in the vicinity of the TTRP corridors described above. The impact of each TTRP Expanded Alternative project with respect to commercial loading spaces and passenger loading/unloading zones is presented below.

- \* The following text has been added after the paragraph discussing TTRP.J Expanded Alternative on p. 4.2-227:

**TTRP.L Expanded Alternative** – The TTRP.L Expanded Alternative improvements related to transit boarding islands and stop optimization would include the relocation of three commercial loading spaces from Taraval Street (i.e., one east of 19<sup>th</sup> Avenue and two east of 26<sup>th</sup> Avenue) to within 250 feet of their existing locations. Therefore,

there would be no net reduction in the number of commercial loading spaces as a result of TTRP.L Expanded Alternative, and commercial loading activities would not change substantially from Existing conditions. The TTRP.L Expanded Alternative would also affect one passenger loading/unloading zone on Taraval Street that would be relocated to the adjacent side street on 18<sup>th</sup> Avenue, and therefore, passenger loading/unloading activities on Taraval Street would not substantially change from Existing conditions.

- \* The following text has been added after the paragraph discussing TTRP.8X Expanded Alternative on p. 4.2-228:

**TTRP.9 Expanded Alternative** – The installation of transit bulbs for the TTRP.9 Expanded Alternative improvements would require the relocation of two commercial loading spaces on 11<sup>th</sup> Street to within 250 feet of their existing locations; therefore there would be no net reduction in the number of commercial loading spaces as a result of TTRP.9 Expanded Alternative, and commercial loading activities would not change substantially from Existing conditions. The TTRP.9 Expanded Alternative would not affect any passenger loading/unloading zones within the corridor.

- \* The following text has been added after the paragraph discussing TTRP.28\_1 Expanded Alternative on p. 4.2-229:

**TTRP.71 1 Expanded Alternative** – The TTRP.71 1 Expanded Alternative improvements related to transit bulbs, pedestrian bulbs, turn pockets, and stop optimization would require the relocation of up to 15 commercial loading spaces on Haight Street (i.e., at Stanyan, Cole, Clayton, and Fillmore streets and Masonic Avenue) to within 250 feet of their existing locations; therefore, there would be no net reduction in the number of loading spaces as a result of TTRP.71 1 Expanded Alternative, and commercial loading activities would not change substantially from Existing conditions. The TTRP.71 1 Expanded Alternative would also affect one passenger loading/unloading zone on Haight Street at Masonic Avenue that would be relocated to the west, and therefore, passenger loading/unloading activities on Haight Street would not substantially change from Existing conditions.

- \* The last paragraph on p. 4.2-229, which continues on p. 4.2-230, has been revised as follows:

Because implementation of the TTRP.J Expanded Alternative, TTRP.L Expanded Alternative, TTRP.N Expanded Alternative, TTRP.5 Expanded Alternative, TTRP.8X Expanded Alternative, TTRP.9 Expanded Alternative, TTRP.22\_1 Expanded Alternative, TTRP.22\_1 Expanded Alternative Variant 1, TTRP.22\_1 Expanded Alternative Variant 2, ~~or~~ TTRP.28\_1 Expanded Alternative, or TTRP.71 1 Expanded Alternative would not result in a reduction in the on-street loading supply within 250 feet of removed spaces, the impact on loading from these TTRP Expanded Alternative proposals would be less than significant.

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- \* The last sentence of the fourth paragraph on p. 4.2-231 is revised as follows:

... However, because the effectiveness of the use of camera video enforcement on the new transit-only lanes is not known, and because the implementation of video equipment is dependent on annual budget appropriations, and because there would be a net loss of 33 commercial loading spaces on this corridor that could not be replaced, project-related impacts related to loading would remain significant and unavoidable.
- \* The last sentence of the third paragraph on p. 4.2-233 is revised as follows:

... However, because the effectiveness of the use of camera video enforcement on the new transit-only lanes is not known, and because the implementation of video equipment is dependent on annual budget appropriations, and because there would be a net loss of 27 commercial loading spaces that could not be replaced, project-related impacts related to loading would remain significant and unavoidable.
- \* The last sentence of the second paragraph on p. 4.2-234 is revised as follows:

... However, because the effectiveness of the use of camera video enforcement on the new transit-only lanes is not known, and because the implementation of video equipment is dependent on annual budget appropriations, project-related impacts related to loading would remain significant and unavoidable.
- \* The last sentence of the last paragraph on pp. 4.2-235 continuing onto 4.2-236 is revised as follows:

... However, because the effectiveness of the use of camera video enforcement on the new transit-only lanes is not known, and because the implementation of video equipment is dependent on annual budget appropriations, project-related impacts of the TTRP.30\_1 Moderate Alternative related to commercial loading on Stockton Street would remain significant and unavoidable.
- \* The last sentence of the first paragraph on p. 4.2-237 is revised as follows:

... However, because the effectiveness of the use of camera video enforcement on the new transit-only lanes is not known, and because the implementation of video equipment is dependent on annual budget appropriations, project-related impacts of the TTRP.30\_1 Expanded Alternative related to loading would remain significant and unavoidable.
- \* The last sentence of the last paragraph on pp. 4.2-237 to 4.2-238 is revised as follows:

... However, because the effectiveness of the use of camera video enforcement on the new transit-only lanes is not known, and because the implementation of video equipment is dependent on annual budget appropriations, project-related impacts of the TTRP.30\_1 Expanded Alternative Variant 1 related to commercial loading on Stockton Street along the TTRP.30\_1 corridor would remain significant and unavoidable even with mitigation.

- \* The last sentence of the paragraph under Impact Statement TR-54 on p. 4.2-238 is revised as follows:

... However, because the effectiveness of the use of camera video enforcement on the new transit-only lanes is not known, and because the implementation of video equipment is dependent on annual budget appropriations, project-related impacts of the TTRP.30\_1 Expanded Alternative Variant 2 related to commercial loading on Stockton Street along the TTRP.30\_1 corridor would remain significant and unavoidable.

- \* The impact statement for Impact TR-55 and the first paragraph that follows it on p. 4.2-238 have been revised as follows:

**Impact TR-55: Implementation of the project-level TTRP Moderate Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.14 Variant 1, TTRP.14 Variant 2, TTRP.22\_1, TTRP.28\_1, ~~or~~ TTRP.30\_1, or TTRP.71\_1 would not result in significant impacts on emergency vehicle access. (Less than Significant)**

Implementation of the TTRP Moderate Alternative including the TTRP.J Moderate Alternative, TTRP.L Moderate Alternative, TTRP.N Moderate Alternative, TTRP.5 Moderate Alternative, TTRP.8X Moderate Alternative, TTRP.9 Moderate Alternative, TTRP.14 Moderate Alternative Variant 1, TTRP.14 Moderate Alternative Variant 2, TTRP.22\_1 Moderate Alternative, TTRP.28\_1 Moderate Alternative, ~~or~~ TTRP.30\_1 Moderate Alternative or TTRP.71\_1 Moderate Alternative would not change the ability of emergency service providers to travel along the corridors or access adjacent land uses.

- \* The third sentence of the first full paragraph on p. 4.2-239 has been revised as follows:

...The design of median islands (for example, pedestrian refuge islands and transit boarding islands) and transit bulbs would also be reviewed to ensure that their design would meet emergency vehicle clearance requirements, particularly on the streets with one mixed-flow lane in each direction, such as McAllister Street....

- \* In Impact TR-55, the following new text has been inserted after the partial paragraph at the top of p. 4.2-240, and a new footnote, designated as “[fn],” has been added:

Under the TTRP.9 Moderate Alternative, emergency vehicle (i.e., ambulances) access to the San Francisco General Hospital complex located east of Potrero Avenue would be maintained. Emergency vehicle access is currently from 23<sup>rd</sup> Street East, about one block east of Potrero Avenue, but in the future the emergency department will move to 22<sup>nd</sup> Street East.<sup>[fn]</sup> Under TTRP.9 Moderate Alternative, the median (added as part of the Mission District Streetscape Plan Project) on Potrero Avenue would be extended through the 23<sup>rd</sup> Street West intersection, which would restrict the eastbound 23<sup>rd</sup> Street West approach at Potrero Avenue to right-turn-only (i.e., left turns onto Potrero Avenue northbound would no longer be possible with the extension of the median). Emergency vehicles traveling eastbound on 23<sup>rd</sup> Street West would be able to turn right onto Potrero Avenue southbound and make a left turn onto 23<sup>rd</sup> Street East to access the existing emergency vehicle access for the

hospital. If accessing 22<sup>nd</sup> Street East, where the future emergency department will be located, emergency vehicles would likely use alternate streets such as 21<sup>st</sup> Street or 22<sup>nd</sup> Street West. The TTRP.9 Moderate Alternative would not change access from Potrero Avenue to either 22<sup>nd</sup> Street East or 23<sup>rd</sup> Street East and therefore, would not affect emergency vehicle access to the San Francisco General Hospital. In addition, similar to Existing conditions in the northbound direction, emergency vehicles would be permitted full use of the proposed southbound transit-only lane, which would have fewer vehicles in it than the adjacent mixed-flow travel lanes, and therefore, implementation of the southbound transit-only lane on Potrero Avenue between 18<sup>th</sup> and 22<sup>nd</sup> streets would not substantially affect emergency vehicle access.

[New Footnote]

<sup>fn</sup> The 24-acre San Francisco General Hospital campus is bounded to the west by Potrero Avenue, to the south by 23<sup>rd</sup> and 24<sup>th</sup> streets, to the east by Vermont Street and U.S. 101, and to the north by U.S. 101 and 20<sup>th</sup> Street. The Potrero Avenue and 23<sup>rd</sup> and 22<sup>nd</sup> street intersections have west and east approaches offset. Therefore, for the ease of discussion, 23<sup>rd</sup> Street West or 22<sup>nd</sup> Street West refers to the approaches to the west of Potrero Avenue, and 23<sup>rd</sup> Street East or 22<sup>nd</sup> Street East the approaches to the east.

\* The first full paragraph on p. 4.2-240 has been revised as follows:

Therefore, the impact of the TTRP Moderate Alternative including the TTRP.J Moderate Alternative, TTRP.L Moderate Alternative, TTRP.N Moderate Alternative, TTRP.5 Moderate Alternative, TTRP.8X Moderate Alternative, TTRP.9 Moderate Alternative, TTRP.14 Moderate Alternative Variant 1, TTRP.14 Moderate Alternative Variant 2, TTRP.22\_1 Moderate Alternative, TTRP.28\_1 Moderate Alternative, ~~or~~ TTRP.30\_1 Moderate Alternative, or TTRP.71\_1 Moderate Alternative on emergency vehicle access would be less than significant.

\* The impact statement for Impact TR-56 and the first paragraph that follows it on p. 4.2-240 have been revised as follows:

**Impact TR-56: Implementation of the project-level TTRP Expanded Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.14, TTRP.22\_1, TTRP.22\_1 Variant 1, TTRP.22\_1 Variant 2, TTRP.28\_1, TTRP.30\_1, TTRP.30\_1 Variant 1, ~~or~~ TTRP.30\_1 Variant 2, or TTRP.71\_1 would not result in significant impacts on emergency vehicle access. (Less than Significant)**

Implementation of the TTRP Expanded Alternative including the TTRP.J Expanded Alternative, TTRP.L Expanded Alternative, TTRP.N Expanded Alternative, TTRP.5 Expanded Alternative, TTRP.8X Expanded Alternative, TTRP.9 Expanded Alternative, TTRP.14 Expanded Alternative, TTRP.22\_1 Expanded Alternative, TTRP.22\_1 Expanded Alternative Variant 1, TTRP.22\_1 Expanded Alternative Variant 2, TTRP.28\_1 Expanded Alternative, TTRP.30\_1 Expanded Alternative, TTRP.30\_1 Expanded Alternative Variant 1, ~~or~~ TTRP.30\_1 Expanded Alternative Variant 2, or TTRP.71\_1 Expanded Alternative, would not change the ability of emergency service providers to travel along the corridors or access adjacent land uses.

- \* The third sentence in the first full paragraph under Impact TR-56 on p. 4.2-241 has been revised as follows:

...The design of median islands (for example, pedestrian refuge islands and transit boarding islands) and transit bulbs would also be reviewed to ensure that their design would meet emergency vehicle clearance requirements, particularly on the streets with one travel lane in each direction, such as McAllister Street....

- \* The second full paragraph on p. 4.2-241 has been revised and additional text has been inserted after it, as follows:

Similar to the TTRP.N Moderate Alternative, the installation of a transit boarding island that would extend through the closely spaced intersections of Judah Street with 36<sup>th</sup> and 37<sup>th</sup> avenues under the TTRP.N Expanded Alternative would require right-turn only restrictions in both the northbound and southbound directions at 36<sup>th</sup> and 37<sup>th</sup> avenues. As noted in Impact TR-5556 above, the transit boarding island would be designed with a low profile “cut out” in the middle wide enough for emergency vehicles to continue through the intersection. The SFMTA would work with the SFFD regarding notification of right-turn only restrictions and the “cut out” design of the transit boarding island. Under the TTRP.L Expanded Alternative emergency vehicles would be able to travel north and south through the intersection of Taraval Street/42<sup>nd</sup> Avenue where a transit boarding island with a low profile “cut out” in the middle wide enough for emergency vehicles to continue through the intersection would be installed. Therefore, emergency vehicle access in the vicinity of these intersections would remain similar to Existing conditions.

Similar to the TTRP.9 Moderate Alternative, under TTRP.9 Expanded Alternative, the median (installed as part of the Mission District Streetscape Plan Project) on Potrero Avenue would be extended through the 23<sup>rd</sup> Street West intersection, which would restrict the eastbound 23<sup>rd</sup> Street West approach at Potrero Avenue to right-turn-only. Emergency vehicles traveling eastbound on 23<sup>rd</sup> Street West would be able to turn right onto Potrero Avenue southbound and make a left turn onto 23<sup>rd</sup> Street East to access the existing emergency vehicle access for the hospital. Emergency vehicles accessing 22<sup>nd</sup> Street East, where the future emergency department will be located (currently outpatient service access), would likely use alternate streets such as 21<sup>st</sup> Street or 22<sup>nd</sup> Street West. The TTRP.9 Expanded Alternative would not change access from Potrero Avenue to either 22<sup>nd</sup> Street East or 23<sup>rd</sup> Street East and therefore, would not affect emergency vehicle access to the San Francisco General Hospital. In addition, similar to Existing conditions in the northbound direction, emergency vehicles would be permitted full use of the proposed southbound transit-only lane, which would have fewer vehicles in it than the adjacent mixed-flow travel lanes, and therefore, implementation of southbound transit-only lane on Potrero Avenue between 18<sup>th</sup> and 24<sup>th</sup> streets would not substantially affect emergency vehicle access. Emergency vehicle access would remain similar to Existing conditions.

- \* The last paragraph under Impact TR-56 on p. 4.2-241 has been revised as follows:

Therefore, the impact of the TTRP Expanded Alternative including the TTRP.J Expanded Alternative, TTRP.L Expanded Alternative, TTRP.N Expanded Alternative,

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TTRP.5 Expanded Alternative, TTRP.8X Expanded Alternative, TTRP.9 Expanded Alternative, TTRP.14 Expanded Alternative, TTRP.22\_1 Expanded Alternative, TTRP.22\_1 Expanded Alternative Variant 1, TTRP.22\_1 Expanded Alternative Variant 2, TTRP.28\_1 Expanded Alternative, TTRP.30\_1 Expanded Alternative, TTRP.30\_1 Expanded Alternative Variant 1, ~~or~~ TTRP.30\_1 Expanded Alternative Variant 2, or TTRP.71\_1 Expanded Alternative on emergency vehicle access would be less than significant.

- \* The impact statement for Impact TR-57 on p. 4.2-242 has been revised as follows:

**Impact TR-57: Implementation of the project-level TTRP Moderate Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.14 Variant 1, TTRP.14 Variant 2, TTRP.22\_1, TTRP.28\_1, ~~or~~ TTRP.30\_1, or TTRP.71\_1 would not result in a significant parking impact. (Less than Significant)**

- \* The first sentence of the full paragraph on p. 4.2-243 has been revised as follows:

Implementation of the ~~eight~~ 11 TTRP Moderate Alternative proposals would not result in an increase in parking demand....

- \* Table 19A: Change in On-Street Parking Supply for TTRP Moderate Alternative for Project-Level TTRPs, on p. 4.2-244, has been revised, as shown on the following page.

**Table 19A: Change in On-Street Parking Supply for TTRP Moderate Alternative for Project-Level TTRPs**

	Removed (24 hours) <sup>1</sup>	Removed (part-time) <sup>2</sup>	Added (24 hours) <sup>3</sup>	Net Change (24 hours)
TTRP.J Moderate	30	0	10	-20
<u>TTRP.L Moderate</u>	<u>90</u>	<u>0</u>	<u>15</u>	<u>-75</u>
TTRP.N Moderate	<del>120</del> <u>130</u>	0	<del>40</del> <u>5</u>	<del>-140</del> <u>-125</u>
TTRP.5 Moderate	<del>175</del> <u>170</u>	<del>40</del> <sup>4</sup> <u>20</u>	<del>105</del> <u>90</u>	<del>-70</del> <u>-80</u>
TTRP.8X Moderate	140	0	50	-90
<u>TTRP.9 Moderate</u>	<u>100</u>	<u>0</u>	<u>70</u>	<u>-30</u>
TTRP.14 Moderate with Variant 1				
North of 13 <sup>th</sup> Street/Duboce	20	360 <sup>5</sup> <u>4</u>	10	-10
13 <sup>th</sup> /Duboce – Cesar Chavez St	65	415 <sup>6</sup> <u>5</u>	50	-15
South of Cesar Chavez	<u>85</u>	<u>355</u> <sup>7</sup> <u>5</u>	<u>80</u>	<u>-5</u>
TTRP.14 Moderate with Variant 1 total	170	1,130	140	-30
TTRP.14 Moderate with Variant 2				
North of 13 <sup>th</sup> Street	20	360 <sup>5</sup> <u>4</u>	10	-10
13 <sup>th</sup> – Cesar Chavez St	280	0	50	-230
South of Cesar Chavez	<u>85</u>	<u>355</u> <sup>7</sup> <u>5</u>	<u>80</u>	<u>-5</u>
TTRP.14 Moderate with Variant 2 total	385	715	140	-245
TTRP.22_1 Moderate	30	0	40	+10
TTRP.28_1 Moderate	30	0	40	+10
TTRP.30_1 Moderate	30	0	50	+20
<u>TTRP.71 Moderate</u>	<u>65</u>	<u>0</u>	<u>20</u>	<u>-45</u>
Notes:				
1. Removed (24 hours, all-day) includes existing parking spaces removed at all times.				
2. Remove (part-time) tow-away identifies the number of parking spaces that would not be available during certain times of day when tow-away restrictions are in effect (varying by proposal), but would otherwise be available. Tow-away periods could range from 7 a.m. to 9 a.m. or 4 p.m. to 6 p.m. or both and could also extend for much of the day from 7 a.m. to 7 p.m.				
3. Added includes the parking-space equivalent of the curb space that is regained (for example, due to removal of bus stops) that could be converted into parking spaces.				
4. <del>These 10 spaces would be tow-away from 7 a.m. to 3 p.m., which would be a change from the existing tow-away restrictions of 6 a.m. to 9 a.m. and 3 p.m. to 7 p.m.</del>				
5 <del>4</del> . These 360 parking spaces are proposed to be tow-away 7 a.m. to 7 p.m. and are all currently subject to an existing a.m. and/or p.m. peak tow-away restriction.				
6 <del>5</del> . These 415 parking spaces are proposed to be tow-away from 7 a.m. to 7 p.m.				
7 <del>6</del> . Of these 355 parking spaces, 210 are proposed to be tow-away from 7 a.m. to 9 a.m., and 145 are proposed to be tow-away from 3 p.m. to 7 p.m.				

Source: SFMTA, June ~~December~~ 2013.

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- \* The following text has been added after the partial paragraph at the top of p. 4.2-246, following the discussion of TTRP.J Moderate Alternative:

**TTRP.L Moderate Alternative** – Implementation of the TTRP.L Moderate Alternative along Taraval Street, 46<sup>th</sup> Avenue, Ulloa Street and 15<sup>th</sup> Avenue would result in a net decrease of about 75 on-street parking spaces over the entire 2.6-mile corridor (90 total parking spaces removed and 15 spaces added). While the parking removal per block would vary, the removal would generally be spread out over the corridor and the average removal would be about two spaces per block. In the following specific locations the parking loss would be greater than that. There would be a net decrease of 17 spaces on the segment between 15<sup>th</sup> Avenue/Ulloa Street and 20<sup>th</sup> Avenue/Taraval Street, 11 spaces on the segment of Taraval Street between 20<sup>th</sup> and 27<sup>th</sup> avenues, 20 spaces on the segment of Taraval Street between 27<sup>th</sup> and 33<sup>rd</sup> avenues, 8 spaces on the segment of Taraval Street between 33<sup>rd</sup> and 41<sup>st</sup> avenues, and 18 spaces on the segment between Taraval Street/41<sup>st</sup> Avenue and 46<sup>th</sup> Avenue/Ulloa Street. The parking spaces removed would result from the extension of existing transit board islands, new transit boarding islands, new transit bulbs, and new pedestrian bulbs.

The net decrease in the number of on-street parking spaces with implementation of the TTRP.L Moderate Alternative would increase the on-street, and possibly off-street, parking demand in the vicinity of the TTRP.L corridor. At locations along the route where parking is proposed to be removed, unrestricted on-street parking is generally provided on the side streets perpendicular to those sections of Taraval Street. Because the net reduction in the number of parking spaces would be relatively few (i.e., net loss of 70 spaces over the TTRP.L corridor), it is anticipated that the existing parking demand could be accommodated within existing on-street parking spaces within a reasonable distance of the parking spaces that would be eliminated. Additionally, this corridor is well served by transit, and improvements to transit and pedestrian conditions would occur as a result of the project. The net loss of 70 parking spaces along the entire corridor would not be considered substantial, and therefore, would not result in hazardous conditions or significant travel delays for other modes.

- \* The first sentence of the first full paragraph on p. 4.2-246 has been revised as follows:

**TTRP.N Moderate Alternative** - Implementation of the TTRP.N Moderate Alternative along Carl, Irving, and Judah streets would result in a net decrease in the number of on-street parking spaces by about 440 125 spaces (420 130 total parking spaces removed and 40 5 spaces added), primarily due to installation of new transit islands and the extension of existing transit islands. In general, the elimination of parking spaces would be spread over the approximately three-and-one-half-mile long route segment between the intersection of Carl Street/Stanyan Street and Judah Street/La Playa Street.

- \* The second full paragraph on p. 4.2-246 has been revised as follows:

...Because the elimination of 420 125 parking spaces would be spread out over the route, it is anticipated that the existing parking demand could be accommodated within existing on-street and off-street parking spaces at a reasonable distance of the

parking spaces that would be eliminated. This corridor is well served by transit as well as by other modes, and improvements to transit and pedestrian conditions would occur as a result of the project. The net loss of ~~440~~ 125 parking spaces would not be considered a substantial deficit and therefore, would not result in hazardous conditions or significant delays in travel for other modes.

- \* The last paragraph on p. 4.2-246 and the paragraph at the top of p. 4.2-247 have been revised as follows:

**TTRP.5 Moderate Alternative** - Implementation of the TTRP.5 Moderate Alternative along Fulton and McAllister streets would result in a net decrease in the number of on-street parking spaces by about ~~80~~ 100 spaces (~~485~~ 190 total parking spaces removed, including 170 spaces removed permanently, and 20 spaces removed part-time due to tow-away restrictions, and ~~405~~ 90 spaces added), primarily due to installation of turn pockets, pedestrian bulbs, transit bulbs, and tow-away lanes. In general, the greatest number of parking spaces (i.e., 22 spaces), would be removed on the route segment of Fulton Street between the intersections of Central Avenue/Fulton Street and Fulton Street/Shrader Street. This loss includes the proposed part-time tow-away zone (i.e., 7 a.m. to 3 p.m.) on Central Avenue between Fulton and McAllister streets, which would temporarily restrict access to ~~40~~ 20 parking spaces along this segment during the peak periods. On McAllister Street, the elimination of parking spaces would be distributed over the approximately five-and-one-half mile route segment between Larkin Street and Central Avenue. While the parking removal per block would vary, the average removal over the corridor would be about one space per block.

The net decrease in the number of on-street parking spaces with implementation of the TTRP.5 Moderate Alternative would increase the on-street, and possibly off-street, parking occupancy in the vicinity of the TTRP.5 corridor. Along Fulton Street, on-street parking is available on Cole, Clayton, Ashbury, Masonic, and Grove streets. Along McAllister Street, nearby on-street parking is available on the adjacent cross-streets. Because the net elimination of ~~80~~ 100 parking spaces (~~70~~ 80 on a permanent basis and ~~40~~ 20 on a part-time basis) would be spread out over the corridor on both Fulton and McAllister streets, it is anticipated that the existing parking demand could be accommodated within existing on-street and off-street parking spaces at a reasonable distance of the parking spaces that would be lost. The TTRP.5 corridor is well served by transit as well as by other modes, and improvements to transit and pedestrian conditions would occur as a result of the project. The net loss of ~~80~~ 100 parking spaces would not be considered a substantial deficit and therefore, would not result in hazardous conditions or significant delays in travel for other modes.

- \* The following text has been added after the partial paragraph at the top of p. 4.2-248, following the discussion of TTRP.8X Moderate Alternative:

**TTRP.9 Moderate Alternative – Implementation of the TTRP.9 Moderate Alternative along 11<sup>th</sup> Street between Market and Division streets, Potrero Avenue between Division Street and Bayshore Boulevard, and Bayshore Boulevard between Jerrold and Silver avenues would result in a net decrease in the number of on-street parking spaces by an estimated 30 spaces over the entire 3.4-mile corridor (about 100 total**

parking spaces removed and 70 spaces added). The greatest net loss would be on the segment of Potrero Avenue between 17<sup>th</sup> and 20<sup>st</sup> streets where there would be a net loss of 20 spaces, due primarily to implementation of the transit-only lane in the southbound direction and new pedestrian bulbs on this segment of Potrero Avenue. In addition, on some blocks there would be a net gain in parking spaces; for example, about four parking spaces would be added to the portion of 11<sup>th</sup> Street between Market and Division streets, and six spaces would be added to the portion of Potrero Avenue between 21<sup>st</sup> and 23<sup>rd</sup> streets.

The net decrease in the number of on-street parking spaces with implementation of the TTRP.9 Moderate Alternative would increase the parking demand for on-street, and possibly off-street, parking in the vicinity of the TTRP.9 corridor. The segment of Potrero Avenue between 20<sup>h</sup> and 21<sup>st</sup> streets is primarily residential in nature with some commercial uses, and subject to RPP Area “W” regulations. On-street parking is available on the side streets perpendicular to this section of Potrero Avenue, including 19<sup>th</sup>, 20<sup>th</sup>, and 21<sup>st</sup> streets (which are also subject to RPP Area “W” regulations). Off-street parking is also available at the San Francisco General Hospital Medical Center campus, including about 1,600 parking spaces in a public parking garage located on 24<sup>th</sup> Street between Utah Street and San Bruno Avenue (one block, approximately 270 feet east of Potrero Avenue) and surface lots elsewhere on the campus. With implementation of the TTRP.9 Moderate Alternative, about four parking spaces would be added to the portion of 11<sup>th</sup> Street between Market and Division streets.

Because the net reduction in the number of parking spaces would be relatively small (i.e., net loss of about 30 spaces over the TTRP.9 corridor), it is anticipated that the existing parking demand could be accommodated within existing on-street and off-street parking spaces within a reasonable distance of the parking spaces that would be eliminated. Additionally, this corridor is well served by transit as well as by other modes, and improvements to transit and pedestrian conditions would occur as a result of the project. The net loss of 30 parking spaces along the entire corridor would not be considered substantial, and therefore, would not result in hazardous conditions or significant delays in travel for other modes.

\* A new sentence has been added to the beginning of the last paragraph on p. 4.2-248, which continues on p. 4.2-249 (existing footnotes have not been reproduced here), and a new footnote, designated as “[fn],” has been added to the page, as follows:

Within about 1,000 feet (about two to three blocks) of the TTRP.14 corridor between Spear and 13<sup>th</sup> streets, there are about 23,400 on-street and off-street publicly-available parking spaces.<sup>[fn]</sup> In the downtown area, there are a number of large public parking garages that have capacity to accommodate demand, depending on time of day, as well as numerous garages associated with office buildings that are open to the general public. For example, the Fifth & Mission Garage, centrally located on this segment of the corridor, contains 2,586 parking spaces, and is about 52 percent occupied during weekday midday.<sup>60</sup>...

[New Footnote]

<sup>[fn]</sup> Publicly-available parking spaces based on data collected and compiled by SFpark. On-street parking supply includes all regulated and unregulated spaces where vehicles can

legally be parked, including commercial loading spaces and passenger loading/unloading zones, short-term parking, ADA spaces, and residential permit parking spaces. Off-street parking supply includes paid or free parking spaces in off-street garages and surface lots that are available on-demand to the public. SFMTA, SFpark On-street and Off-street Parking Supply Data, December 2013.

- \* A new sentence has been added after the third sentence in the last paragraph on p. 4.2-249, which continues on p. 4.2-250, and a new footnote, designated as “[fn],” has been added to the page, as follows:

...Under TTRP.14 Moderate Alternative Variant 1, peak period (i.e., 7 a.m. to 7 p.m.) tow-away regulations would be established on Mission Street between 14<sup>th</sup> and Cesar Chavez streets, and therefore on-street parking would be removed from both sides of Mission Street during the 7 a.m. to 7 p.m. tow-away period. Within about 1,000 feet (about two to three blocks) of the TTRP.14 corridor between 13<sup>th</sup> and Cesar Chavez streets, there are about 7,800 on-street and off-street publicly-available parking spaces.<sup>[fn]</sup> Nearby on-street parking is available on side streets from 14<sup>th</sup> to 26<sup>th</sup> streets, and some off-street parking spaces are available in a few public parking garages....

[New Footnote]

<sup>[fn]</sup> SFMTA, SFpark On-street and Off-street Parking Supply Data, December 2013.

- \* A new sentence has been added after the fourth sentence in the first full paragraph on p. 4.2-250 and a new footnote, designated as “[fn],” has been added to the page, as follows:

*Mission Street between Cesar Chavez and Goethe streets* – ...This segment of Mission Street south of Cesar Chavez Street has a mix of residential and commercial uses. Within about 1,000 feet (about two to three blocks) of the TTRP.14 corridor between Cesar Chavez and Goethe streets, there are about 11,400 on-street parking spaces.<sup>[fn]</sup> Nearby on-street parking is available on side streets perpendicular to Mission Street, and there are no off-street public parking facilities. In general, on-street parking spaces are well utilized throughout the day. The parking removal on this segment of Mission Street would not be considered substantial.

[New Footnote]

<sup>[fn]</sup> SFMTA, SFpark On-street and Off-street Parking Supply Data, December 2013.

- \* A new sentence has been added after the third sentence in the first full paragraph on p. 4.2-252 and a new footnote, designated as “[fn],” has been added to the page, as follows:

*Mission Street between 13<sup>th</sup> and Cesar Chavez streets* – ...Under TTRP.14 Moderate Alternative Variant 2, a parking lane would be permanently removed from one side of Mission Street between 14<sup>th</sup> and Cesar Chavez streets, and the parking lane removal would alternate between sides of Mission Street approximately every two blocks from 14<sup>th</sup> Street to Cesar Chavez Street. As indicated above, within about 1,000 feet of Mission Street between 13<sup>th</sup> and Cesar Chavez streets, there are about 7,800 on-street and off-street publicly-available parking spaces.<sup>[fn]</sup> Nearby on-street parking is

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available on side streets from 14<sup>th</sup> to 26<sup>th</sup> streets, and some off-street parking spaces are available in a few public parking garages. ...

[New Footnote]

<sup>[fn]</sup> SFMTA, SFpark On-street and Off-street Parking Supply Data, December 2013.

- \* The following text has been added after third full paragraph on p. 4.2-254, following the discussion of TTRP.30\_1 Moderate Alternative:

**TTRP.71\_1 Moderate Alternative** – Implementation of the TTRP.71\_1 Moderate Alternative along Haight Street between Laguna and Stanyan streets would result in a net decrease in the number of on-street parking spaces by about 45 spaces over the entire 1.6-mile corridor (65 total parking spaces removed and 20 spaces added). The greatest net loss (up to 40 spaces) would be on the segments of Haight Street between Fillmore and Laguna streets, Divisadero and Pierce streets, and Belvedere and Clayton streets, due primarily to moving transit stops, signaling intersections, left-turn and right-turn pockets, transit bulbs, and pedestrian bulbs on this segment of Haight Street. The net decrease in the number of on-street parking spaces with implementation of the TTRP.71\_1 Moderate Alternative would increase the on-street parking occupancy in the vicinity of the TTRP.71\_1 corridor. On-street unrestricted or RPP Area regulated parking is available on the side streets perpendicular to this section of Haight Street.

Because the net reduction in the number of parking spaces would be relatively few (i.e., net loss of 45 spaces over the TTRP.71\_1 corridor), it is anticipated that the existing parking demand could be accommodated within existing on-street and off-street parking spaces within a reasonable distance of the parking spaces that would be eliminated. Additionally, this corridor is well served by transit as well as by other modes, and improvements to transit and pedestrian conditions would occur as a result of the project. The net loss of 45 parking spaces along the entire corridor would not be considered substantial, and therefore, would not result in hazardous conditions or significant delays in travel for other modes.

- \* The fourth full paragraph on p. 4.2-254 has been revised as follows:

Therefore, the impact of the TTRP Moderate Alternative including the TTRP.J Moderate Alternative, TTRP.L Moderate Alternative, TTRP.N Moderate Alternative, TTRP.5 Moderate Alternative, TTRP.8X Moderate Alternative, TTRP.9 Moderate Alternative, TTRP.14 Moderate Alternative Variant 1, TTRP.14 Moderate Alternative Variant 2, TTRP.22\_1 Moderate Alternative, TTRP.28\_1 Moderate Alternative, or TTRP.30\_1 Moderate Alternative or TTRP.71\_1 Moderate Alternative on parking would be less than significant.

- \* The following changes have been made to the impact statement for Impact TR-58 on p. 4.2-254 and the first paragraph that follows it, on pp. 4.2-254 to 4.2-255:

**Impact TR-58: Implementation of the project-level TTRP Expanded Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.14, TTRP.22\_1, TTRP.22\_1 Variant 1, TTRP.22\_1 Variant 2, TTRP.28\_1, TTRP.30\_1,**

**TTRP.30\_1 Variant 1, ~~or~~ TTRP.30\_1 Variant 2, or TTRP.71\_1 would not result in a significant parking impact. (Less than Significant)**

As described above in Impact TR-57, implementation of the ~~eight~~ 11 TTRP Expanded Alternative proposals would not result in an increase in parking demand. The TTRP Expanded Alternative proposals would in most cases, but not all, result in elimination of on-street parking spaces along the TTRP corridor. Table 19B summarizes the changes in the on-street parking supply due to the project-level TTRP Expanded Alternative proposals.

- \* The following changes have been made to the last sentence of the first full paragraph on p. 4.2-255 as follows:

... ... The decrease in the on-street parking supply along these corridors would be considered an inconvenience, but would not create potentially hazardous conditions or significant delays to traffic, transit, pedestrians, or bicycles such as consistently blocking sidewalks, mixed-use lanes, transit or bicycle lanes or forming persistent queues to off-street parking facilities. Hence, the TTRP Expanded Alternative's impact related to parking supply for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.14, TTRP.22\_1, TTRP.22\_1 Variant 1, TTRP.22\_1 Variant 2, TTRP.28\_1, TTRP.30\_1, TTRP.30\_1 Variant 1, ~~or~~ TTRP.30\_1 Variant 2, or TTRP.71\_1 would be less than significant.

- \* Table 19B: Change in On-Street Parking Supply for TTRP Expanded Alternative for Project-Level TTRPs, on p. 4.2-256, has been revised, as shown on the following page.

**Table 19B: Change in On-Street Parking Supply for TTRP Expanded Alternative for Project-Level TTRPs**

	Removed (24 hours) <sup>1</sup>	Removed (part-time) <sup>2</sup>	Added (24 hours) <sup>3</sup>	Net Change (24 hours)
TTRP.J Expanded	30	0	10	-20
TTRP.L Expanded	<u>95</u>	<u>0</u>	<u>15</u>	<u>-80</u>
TTRP.N Expanded	<del>130</del> <u>135</u>	0	<del>10</del> <u>5</u>	<del>-120</del> <u>-130</u>
TTRP.5 Expanded	<del>195</del> <u>200</u>	<del>10</del> <sup>4</sup> <u>20</u>	<del>90</del> <u>110</u>	<del>-105</del> <u>-90</u>
TTRP.8X Expanded	140	0	60	-80
TTRP.9 Expanded	<u>100</u>	<u>0</u>	<u>70</u>	<u>-30</u>
TTRP.14 Expanded				
North of 13 <sup>th</sup> Street	155	235 <sup>6 4</sup>	10	-145
13 <sup>th</sup> – Cesar Chavez St	60	0	50	-10
South of Cesar Chavez	<u>95</u>	<u>0</u>	<u>80</u>	<u>-15</u>
TTRP.14 Expanded Total	310	235	140	-170
TTRP.22_1 Expanded	300	0	10	-290
TTRP.22_1 Expanded with Variant 1	320	240 <sup>6 5</sup>	40	-280
TTRP.22_1 Expanded with Variant 2	320	0	40	-280
TTRP.28_1 Expanded	30	0	40	+10
TTRP.30_1 Expanded	30	0	50	+20
TTRP.30_1 Expanded with Variant 1	30	0	50	+20
TTRP.30_1 Expanded with Variant 2	50	0	50	0
TTRP.71_1 Expanded	<u>80</u>	<u>0</u>	<u>20</u>	<u>-60</u>

## Notes:

1. Removed (24 hours, all-day) includes existing parking spaces removed at all times.
2. Remove (part-time) tow-away identifies the number of parking spaces that would not be available during certain times of day when tow-away restrictions are in effect (varying by proposal), but would otherwise be available. Tow-away periods could range from 7 a.m. to 9 a.m. or 4 p.m. to 6 p.m. or both and could also extend for much of the day from 7 a.m. to 7 p.m.
3. Added includes the parking-space equivalent of the curb space that is regained (for example, due to removal of bus stops) that could be converted into parking spaces.
4. These 10 spaces would be tow-away from 7 a.m. to 3 p.m., which would be a change from the existing tow-away restrictions of 6 a.m. to 9 a.m. and 3 p.m. to 7 p.m.
54. These 235 parking spaces are proposed to be tow-away 7 a.m. to 7 p.m. and are all currently subject to an existing a.m. and/or p.m. peak tow-away restriction.
65. These 240 parking spaces are proposed to be tow-away from 7 a.m. to 9 a.m. and 3 p.m. to 7 p.m.

Source: SFMTA, June ~~December~~ 2013.

- \* The following text has been added after the third paragraph on p. 4.2-257, following the discussion of TTRP.J Expanded Alternative:

**TTRP.L Expanded Alternative** – Implementation of the TTRP.L Expanded Alternative along Taraval Street, 46<sup>th</sup> Avenue, Ulloa Street and 15<sup>th</sup> Avenue would result in a net decrease of about 80 on-street parking spaces over the entire 2.6-mile corridor (95 total parking spaces removed and 15 spaces added). While the parking removal per block would vary, the removal would generally be spread out over the corridor and the average removal would be about two spaces per block. In the following specific locations the parking loss would be greater than that. There would be a net decrease of 19 spaces on the segment between 15<sup>th</sup> Avenue/Ulloa Street and 20<sup>th</sup> Avenue/Taraval Street, 8 spaces on the segment of Taraval Street between 20<sup>th</sup> and 27<sup>th</sup> avenues, 25 spaces on the segment of Taraval Street between 27<sup>th</sup> and 33<sup>rd</sup> avenues, 11 spaces on the segment of Taraval Street between 33<sup>rd</sup> and 41<sup>st</sup> avenues, and 14 spaces on the segment between Taraval Street/41<sup>st</sup> Avenue and 46<sup>th</sup> Avenue/Ulloa Street. The parking spaces removed would result from the extension of existing transit board islands, new transit boarding islands, new transit bulbs, and new pedestrian bulbs.

Similar to the TTRP.L Moderate Alternative, the net decrease in the number of on-street parking spaces with implementation of the TTRP.L Expanded Alternative would increase the on-street, and possibly off-street, parking demand in the vicinity of the TTRP.L corridor. At locations along the route where parking is proposed to be removed, unrestricted on-street parking is generally provided on the side streets perpendicular to those sections of Taraval Street. Because the net reduction in the number of parking spaces would be relatively few (i.e., net loss of 80 spaces over the TTRP.L corridor), it is anticipated that the existing parking demand could be accommodated within existing on-street parking spaces within a reasonable distance of the parking spaces that would be eliminated. Additionally, this corridor is well served by transit, and improvements to transit and pedestrian conditions would occur as a result of the project. The net loss of 80 parking spaces along the entire corridor would not be considered substantial, and therefore, would not result in hazardous conditions or significant delays in travel for other modes.

- \* The third paragraph on p. 4.2-257 has been revised as follows:

**TTRP.N Expanded Alternative** – Implementation of the TTRP.N Expanded Alternative along Carl, Irving, Ninth Avenue and Judah streets would result in a net decrease in the number of on-street parking spaces by about ~~420~~ 130 spaces (~~430~~ 135 total parking spaces removed and ~~40~~ 5 spaces added), primarily due to new transit islands and the extension of existing transit islands....

- \* The first and last sentences in the partial paragraph at the top of p. 4.2-258 have been revised as follows:

Because the elimination of ~~420~~ 130 parking spaces would be spread out over the route with generally between two to four spaces eliminated per block, it is anticipated that the existing parking demand could be accommodated within existing on-street and off-street parking spaces at a reasonable distance of the parking spaces that would be eliminated. This corridor is well served by transit as well as by other modes

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and improvements to transit and pedestrian conditions would occur as a result of the project. The net loss of ~~420~~ 130 parking spaces would not be considered a substantial deficit that would result in hazardous conditions or significant delays in travel for other modes.

- \* The first and second sentences in the first full paragraph on p. 4.2-258 have been revised as follows:

**TTRP.5 Expanded Alternative** – Implementation of the TTRP.5 Expanded Alternative along Fulton and McAllister streets would result in a net decrease in the number of on-street parking spaces by about ~~445~~ 110 spaces (~~205~~ 220 total parking spaces removed, including 200 spaces removed permanently and 20 spaces removed part-time due to tow-away restrictions, and ~~90~~ 110 spaces added) over the approximately five-and-one-half mile long corridor, primarily due to installation of turn pockets, pedestrian bulbs, transit bulbs and traffic circles, extension of bus zones, and tow-away regulations on Central Avenue between Fulton and McAllister streets (tow-away from 7 a.m. to 3 p.m.). ~~Of the parking spaces removed, 105 would be removed on a permanent basis and 10 would be removed on a part-time basis.~~ The route segment with the greatest parking reduction would be on McAllister Street, between the intersections of McAllister/Larkin streets and McAllister Street/Central Avenue....

- \* The fourth and last sentences in the last paragraph on p. 4.2-258 have been revised as follows:

...Along McAllister Street, nearby on-street parking is available on the adjacent cross-streets. Because the net elimination of ~~445~~ 110 parking spaces (~~405~~ 90 on a permanent basis and ~~40~~ 20 on a part-time basis) would be spread out over the corridor on both Fulton and McAllister streets, it is anticipated that the existing parking demand could be accommodated within existing on-street and off-street parking spaces at a reasonable distance of the parking spaces that would be eliminated. The TTRP.5 corridor is well served by transit as well as by other modes, and improvements to transit and pedestrian conditions would occur as a result of the project. The net loss of ~~445~~ 110 parking spaces would not be considered a substantial deficit that would result in hazardous conditions or significant delays in travel for other modes.

- \* The following text has been added after the second paragraph on p. 4.2-259, following the discussion of TTRP.8X Expanded Alternative:

**TTRP.9 Expanded Alternative** – Implementation of the TTRP.9 Expanded Alternative along 11<sup>th</sup> Street between Market and Division streets, Potrero Avenue between Division Street and Bayshore Boulevard, and Bayshore Boulevard between Jerrold and Silver streets would result in a net decrease of approximately 55 on-street parking spaces over the entire 3.4-mile corridor (125 total parking spaces removed and 70 spaces added). The greatest net loss would be on the segment of Potrero Avenue between 17<sup>th</sup> and 20<sup>rd</sup> streets where there would be a net loss of 20 spaces due primarily to implementation of the transit-only lane in the southbound direction and new pedestrian bulbs on this segment of Potrero Avenue. In addition, on some

blocks there would be a net gain in parking spaces; for example, about four parking spaces would be added to the portion of 11<sup>th</sup> Street between Market and Division streets.

The net decrease of 55 off-street parking spaces with implementation of the TTRP.9 Expanded Alternative would minimally increase the on-street parking demand in the vicinity of the TTRP.9 corridor. As indicated in the Impact TR-57 above, on-street parking is available on the side streets perpendicular to this section of Potrero Avenue, including 23<sup>rd</sup>, 24<sup>th</sup>, and 25<sup>th</sup> streets. Off-street parking is also available at the San Francisco General Hospital Medical Center campus, including about 1,600 parking spaces within the public parking garage that is located on 24<sup>th</sup> Street between Utah Street and San Bruno Avenue (one block east of Potrero Avenue) and on other surface lots within the campus. Because the net reduction in the number of parking spaces would be few (i.e., net loss of 55 spaces over the TTRP.9 corridor), it is anticipated that the existing parking demand could be accommodated within existing on-street and off-street parking spaces within a reasonable distance of the parking spaces that would be eliminated. Additionally, this corridor is well served by transit as well as by other modes, and improvements to transit and pedestrian conditions would occur as a result of the project. The net loss of 55 parking spaces along the entire corridor would not be considered substantial, and therefore, would not result in hazardous conditions or significant delays in travel for other modes.

- \* A new sentence has been added to the first full paragraph on p. 4.2-262 after the first sentence and a new footnote, designated as “[fn],” has been added to the page, as follows:

The net decrease in the number of on-street parking spaces with implementation of the TTRP.22\_1 Expanded Alternative would increase the on-street, and possibly off-street (for example, at the parking garage at the Potrero Center shopping center), parking occupancy in the vicinity of the TTRP.22\_1 corridor. Within about 1,000 feet (i.e., about two to three blocks) of the TTRP.22\_1 corridor between Third and Church streets, there are about 12,900 on-street and off-street publicly-available parking spaces.<sup>[fn]</sup> At locations along the route where parking is proposed to be removed, nearby on-street parking is generally available on the side streets perpendicular to 16<sup>th</sup> Street between Third and Bryant streets.

[New Footnote]

<sup>[fn]</sup> SFMTA, SFpark On-street and Off-street Parking Supply Data, December 2013.

- \* The first sentence in the first paragraph at the top of p. 4.2-263 has been revised as follows:

As described above, within about 1,000 feet of the TTRP.22\_1 corridor between Third and Church streets, there are about 12,900 on-street and off-street publicly-available parking spaces, and the net decrease in the number of on-street parking spaces with implementation of the TTRP.22\_1 Expanded Alternative Variant 1 would increase the on-street, and possibly off-street (for example, at the parking garage at the Potrero Center shopping center), parking occupancy in the vicinity of the TTRP.22\_1 corridor. At locations along the route where parking is proposed to be removed, nearby on-street parking is generally available on the side streets perpendicular to 16<sup>th</sup> Street between Third and Church streets....

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- \* The first sentence in the last paragraph on p. 4.2-263, which continues on p. 4.2-264, has been revised as follows:

As described above, within about 1,000 feet of the TTRP.22\_1 corridor between Third and Church streets, there are about 12,900 on-street and off-street publicly-available parking spaces, and the net decrease in the number of on-street parking spaces with implementation of the TTRP.22\_1 Expanded Alternative Variant 2 would increase the on-street, and possibly off-street, parking occupancy in the vicinity of the TTRP.22\_1 corridor, although less than under TTRP.22 Expanded Alternative Variant 1. At locations along the route where parking is proposed to be removed, nearby on-street parking is generally available on the side streets perpendicular to 16<sup>th</sup> Street between Third and Church streets,...

The following text has been added to the first sentence of the second full paragraph on p. 4.2-265:

**TTRP.30.1 Expanded Alternative Variant 2** – Under TTRP.30\_1 Expanded Alternative Variant 2, parking would be permanently eliminated on the west side of Stockton Street for the two block segment between the intersections of Green/Stockton streets and Stockton Street/Broadway (approximately 650 feet), for a total loss of 50 parking spaces on Stockton Street. ...

- \* The following text has been added after the second paragraph on p. 4.2-265, following the discussion of TTRP.30.1 Expanded Alternative Variant 2:

**TTRP.71\_1 Expanded Alternative** – Implementation of the TTRP.71\_1 Expanded Alternative along Haight Street between Laguna and Stanyan streets would result in a net decrease in the number of on-street parking spaces by about 60 spaces over the entire 1.6-mile corridor (80 total parking spaces removed and approximately 20 spaces added). The greatest net loss (up to 50 spaces) would be on the segments of Haight Street between Fillmore and Laguna streets, Divisadero and Pierce streets, and Belvedere and Clayton streets, due primarily to moving transit stops, converting all-way stop controlled intersections to two-way stop-controlled intersections, left-turn and right-turn pockets, transit bulbs, and pedestrian bulbs on these segment of Haight Street.

The net decrease in the number of on-street parking spaces with implementation of the TTRP.71\_1 Moderate Alternative would increase the on-street parking occupancy in the vicinity of the TTRP.71\_1 corridor. On-street unrestricted or RPP Area regulated parking is available on the side streets perpendicular to this section of Haight Street. Because the net reduction in the number of parking spaces would be relatively few (i.e., net loss of 60 spaces over the TTRP.71\_1 corridor), it is anticipated that the existing parking demand could be accommodated within existing on-street and off-street parking spaces within a reasonable distance of the parking spaces that would be eliminated. Additionally, this corridor is well served by transit as well as by other modes, and improvements to transit and pedestrian conditions would occur as a result of the project. The net loss of 60 parking spaces along the entire corridor would not be considered substantial, and therefore, would not result in hazardous conditions or significant delays in travel for other modes.

- \* The third paragraph on p. 4.2-265 has been revised as follows:

Therefore, the impact of the TTRP Expanded Alternative including the TTRP.J Expanded Alternative, TTRP.L Expanded Alternative, TTRP.N Expanded Alternative, TTRP.5 Expanded Alternative, TTRP.8X Expanded Alternative, TTRP.9 Expanded Alternative, TTRP.14 Expanded Alternative, TTRP.22\_1 Expanded Alternative, TTRP.22\_1 Expanded Alternative Variant 1, TTRP.22\_1 Expanded Alternative Variant 2, TTRP.28\_1 Expanded Alternative, TTRP.30\_1 Expanded Alternative, TTRP.30\_1 Expanded Alternative Variant 1, ~~or~~ TTRP.30\_1 Expanded Alternative Variant 2, or TTRP.71\_1 Expanded Alternative on parking would be less than significant.

- \* The last paragraph on p. 4.2-271, is revised as follows:

... It is important to note, as discussed above, that this finding of significance does not preclude the SFMTA from seeking reimbursement from individual development projects for their fair share of mitigation measures (i.e., for the provision of additional service) or identifying other sources to address significant impacts on Muni service or operations. Additionally, when identified and as appropriate, development projects would continue to be subject to the Transit Impact Development Fee (TIDF) or any successor fee(s).

- \* The first partial paragraph at the top of p. 4.2-276, is revised as follows:

... It is important to note that this finding of significance does not preclude the SFMTA from seeking reimbursement from individual development projects for their fair share of mitigation measures or identifying other sources to address significant impacts to Muni service or operations. Additionally, when identified and as appropriate, development projects would continue to be subject to the TIDF or any successor fee(s).

- \* The last sentence in the last paragraph on p. 4.2-282 has been revised as follows:

...Intersections operating at LOS E or LOS F are shown in bold and the shaded portions of Table 24 and 25 represent significant project impacts. Under 2035 Cumulative plus Service Improvements only, ~~24~~ 23 of the ~~70~~ 78 study intersections would operate at LOS E or LOS F conditions during the a.m. and/or p.m. peak hours.

- \* In Table 24: Intersection Level of Service – 2035 Cumulative and 2035 Cumulative plus Project Conditions – A.M. Peak Hour, on p. 4.2-283, the shading in the “Delay” and “LOS” columns under “2035 Cumulative plus TTRP Moderate Alternative” and under “2035 Cumulative plus TTRP Expanded Alternative” for intersection 48. Geneva/I-280 Northbound On-ramp has been removed.

- \* Several changes have been made to Table 25: Intersection Level of Service – 2035 Cumulative and 2035 Cumulative plus Project Conditions – P.M. Peak Hour, pp. 4.2-285 to 4.2-289. On p. 4.2-286, the figures in the “Delay” column under “2035 Cumulative plus TTRP Expanded Alternative” for row 26. 25<sup>th</sup>/Church and row 27. Cesar Chavez/Church have been changed to **boldface type**. On p. 4.2-287, two revisions have been made to row 51. Taraval/19<sup>th</sup>. On p. 4.2-288, eight intersections have been added after row 70. South Van Ness/20<sup>th</sup>, and on p. 4.2-289, three notes have been added after note 18. The revised table rows and new rows are shown on the following page.

**Table 25: Intersection Level of Service – 2035 Cumulative and 2035 Cumulative plus Project Conditions – P.M. Peak Hour**

Intersection	2035 Cumulative No Project		2035 Cumulative plus Service Improvements <sup>5</sup>		2035 Cumulative plus TTRP Moderate Alternative		2035 Cumulative plus TTRP Expanded Alternative	
	Delay <sup>2</sup>	LOS	Delay <sup>2</sup>	LOS	Delay <sup>2</sup>	LOS	Delay <sup>2</sup>	LOS
26. 25 <sup>th</sup> /Church <sup>1,6</sup>	23 (sb)	C	24 (sb)	C	10	B	<del>&gt; 50 (wb)</del> > 50 (wb)	F
27. Cesar Chavez/Church <sup>1,7</sup>	18 (sb)	C	20 (sb)	C	8	A	<del>&gt; 50 (eb)</del> > 50 (eb)	F
51. Taraval/19 <sup>th</sup>	42	D	42	D	37	<u>GD</u>	<del>44</del> <u>52</u>	D
67. 16 <sup>th</sup> /Owens	34	C	33	C	32	C	>80 (1.36)	F
68. 16 <sup>th</sup> /Fourth	33	C	34	C	34	C	>80 (1.05)	F
<u>71. Taraval/Sunset</u>	<u>27</u>	<u>C</u>	<u>26</u>	<u>C</u>	<u>27</u>	<u>C</u>	<u>27</u>	<u>C</u>
<u>72. Ulloa/15<sup>th</sup> <sup>19</sup></u>	<u>11 (wb)</u>	<u>B</u>	<u>10 (eb)</u>	<u>B</u>	<u>13</u>	<u>B</u>	<u>7 (eb)</u>	<u>A</u>
<u>73. Potrero/23<sup>rd</sup></u>	<u>&gt;80 (1.23)</u>	<u>F</u>	<u>&gt;80 (1.22)</u>	<u>F</u>	<u>24</u>	<u>C</u>	<u>26</u>	<u>C</u>
<u>74. Potrero/24<sup>th</sup></u>	<u>&gt;80 (1.29)</u>	<u>F</u>	<u>&gt;80 (1.30)</u>	<u>F</u>	<u>&gt;80 (1.29)</u>	<u>F</u>	<u>&gt;80 (1.28)</u>	<u>F</u>
<u>75. Potrero/25<sup>th</sup></u>	<u>44</u>	<u>D</u>	<u>44</u>	<u>D</u>	<u>19</u>	<u>B</u>	<u>19</u>	<u>B</u>
<u>76. Haight/Schrader <sup>20</sup></u>	<u>11 (wb)</u>	<u>B</u>	<u>11 (wb)</u>	<u>B</u>	<u>28</u>	<u>C</u>	<u>&gt;50 (nb/sb)</u>	<u>F</u>
<u>77. Haight/Masonic</u>	<u>36</u>	<u>D</u>	<u>36</u>	<u>D</u>	<u>25</u>	<u>C</u>	<u>24</u>	<u>C</u>
<u>77. Haight/Buchanan <sup>21</sup></u>	<u>27 (eb)</u>	<u>D</u>	<u>27 (eb)</u>	<u>D</u>	<u>20</u>	<u>C</u>	<u>19</u>	<u>B</u>

Notes:

19. The existing all-way stop-controlled intersection of Ulloa/15<sup>th</sup> (#72) assumed signalized under the TTRP Moderate Alternative, and stop-sign controlled for the northbound and eastbound approaches under TTRP Expanded Alternative.

20. The existing all-way stop-controlled intersection of Haight/Schrader (#76) assumed signalized under the TTRP Moderate Alternative, and two-way stop-controlled with stop signs on the northbound and southbound approaches, and eastbound and westbound left turns restricted under TTRP Expanded Alternative.

21. The existing all-way stop-controlled intersection of Haight/Buchanan (#78) assumed signalized under the TTRP Moderate Alternative and TTRP Expanded Alternative conditions. The new signal would include a transit queue jump on Haight Street in the eastbound direction.

\* The second bulleted item on p. 4.2-290 has been revised as follows:

- During the p.m. peak hour, ~~20~~ 22 of the ~~70~~ 78 study intersections would operate at LOS E or LOS F conditions (Market/Kearny/Third, Mission/South Van Ness/12<sup>th</sup>/Otis, 13<sup>th</sup>/Duboce/Mission/Otis, Market/Church/14<sup>th</sup>, 16<sup>th</sup>/Guerrero, 16<sup>th</sup>/Mission, 16<sup>th</sup>/Potrero, 16<sup>th</sup>/Seventh, 16<sup>th</sup>/Third, 24<sup>th</sup>/Mission, Randall/San Jose, Silver/San Bruno, Felton/San Bruno, Arleta/San Bruno/Bayshore, Geneva/Carter, Geneva/I-280 Northbound On-ramp, Geneva/I-280 Southbound Off-ramp, Winston/19<sup>th</sup>, Fulton/Stanyan, Fulton/Parker, Potrero/23<sup>rd</sup>, and Potrero/24<sup>th</sup>).

\* The second sentence of the first paragraph on p. 4.2-290 has been revised as follows:

...Detailed calculations and a discussion of the Service Improvements' contribution to specific intersections are included in the project's transportation impact study (TIS) and the supplemental memorandum for analysis of the project-level TTRP.L, TTRP.9, and TTRP.71\_1 projects.<sup>69</sup> ...

\* Footnote 69, referenced in the second sentence of the first paragraph on p. 4.2-290 and shown on that page, has been revised as follows:

<sup>69</sup> Fehr & Peers and LCW Consulting, *San Francisco Transit Effectiveness Project Transportation Impact Study*, July 10, 2013. Fehr & Peers and LCW Consulting, TEP TIS – Supplemental Analysis for TTRP.L, TTRP.9 and TTRP.71\_1, Final Memorandum, December 30, 2013. A copy of this document is Copies of these documents are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.0558E.

\* The last paragraph on p. 4.2-290, which continues on p. 4.2-291, has been revised as follows:

Under 2035 Cumulative plus Service Improvements only, the Service Improvements would have less-than-significant contributions to the ~~24~~ 23 study intersections that would operate at LOS E or LOS F under 2035 Cumulative conditions (Market/Kearny/Third, Mission/South Van Ness/12<sup>th</sup>/Otis, 13<sup>th</sup>/Duboce/Mission/Otis, Market/Church/14<sup>th</sup>, 16<sup>th</sup>/Guerrero, 16<sup>th</sup>/Mission, 16<sup>th</sup>/Potrero, 16<sup>th</sup>/Seventh, 16<sup>th</sup>/Third, 24<sup>th</sup>/Mission, Randall/San Jose, Silver/San Bruno, Felton/San Bruno, Arleta/San Bruno/Bayshore, Geneva/Carter, Geneva/I-280 Northbound On-ramp, Geneva/I-280 Southbound Off-ramp, Winston/19<sup>th</sup>, Fulton/Stanyan, Fulton/Parker, ~~and~~ 16<sup>th</sup>/Owens, Potrero/23<sup>rd</sup>, and Potrero/24<sup>th</sup>). The remaining ~~49~~ 55 of the ~~70~~ 78 study intersections would operate at LOS D or better under both 2035 Cumulative No Project and 2035 Cumulative plus Service Improvements only conditions....

\* The impact statement for Impact C-TR-12 and the paragraph that follows it on p. 4.2-291 have been revised as follows:

**Impact C-TR-12: Implementation of the TTRP Moderate Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.14 Variant 1, TTRP.14 Variant 2, TTRP.22\_1, TTRP.28\_1, ~~or~~ TTRP.30\_1, or TTRP.71\_1 would have less-than-significant traffic impacts under 2035 Cumulative plus Service**

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### **Improvements and the TTRP Moderate Alternative conditions, and therefore would not contribute to any significant cumulative traffic impacts. (Less than Significant)**

Under 2035 Cumulative plus Service Improvements and the TTRP Moderate Alternative, ~~48~~ 19 of the ~~70~~ 78 study intersections would operate at LOS E or LOS F conditions during the a.m. and/or p.m. peak hours.

\* The second bulleted item on p. 4.2-291 has been revised as follows:

- During the p.m. peak hour, ~~47~~ 18 of the ~~70~~ 78 study intersections would operate at LOS E or LOS F conditions (Market/Kearny/Third, 13<sup>th</sup>/Duboce/Mission/Otis, Market/Church/14<sup>th</sup>, 16<sup>th</sup>/Guerrero, 16<sup>th</sup>/Mission, 16<sup>th</sup>/Potrero, 16<sup>th</sup>/Seventh, 16<sup>th</sup>/Third, Randall/San Jose, Silver/San Bruno, Felton/San Bruno, Arleta/San Bruno/Bayshore, Geneva/Carter, Geneva/I-280 Northbound On-ramp, Winston/19<sup>th</sup>, Fulton/Stanyan, ~~and Fulton/Parker, and Potrero/24<sup>th</sup>~~).

\* The second sentence of the first full paragraph after the bulleted items on p. 4.2-291 has been revised as follows (footnote 70 is not revised and has not been reproduced here):

Under the 2035 Cumulative plus Service Improvements and the TTRP Moderate Alternative, increases in traffic volumes were reviewed at the critical movements at intersections that would operate at LOS E or LOS F under 2035 Cumulative No Project and 2035 Cumulative plus Service Improvements and the TTRP Moderate Alternative conditions to determine whether the increases would contribute considerably to the poor operating conditions. Detailed calculations are included in the project's TIS and memorandum for analysis of project-level TTRP.L, TTRP.9, and TTRP.71 1 projects.<sup>70</sup> ...

\* The first sentence of the partial paragraph at the top of p. 4.2-292, has been revised as follows:

...The TTRP Moderate Alternative would have less-than-significant contributions to the above-noted ~~48~~ 19 study intersections that would operate at LOS E or LOS F during the a.m. and/or p.m. peak hours under 2035 Cumulative plus Service Improvements and the TTRP Moderate Alternative conditions. The remaining ~~52~~ 59 of the ~~70~~ 78 study intersections would operate at LOS D or better under both 2035 Cumulative No Project and 2035 Cumulative plus Service Improvements and the TTRP Moderate Alternative conditions....

\* The paragraph that follows the impact statement for Impacts C-TR-13 to C-TR-37 on p. 4.2-292 has been revised as follows:

Under 2035 Cumulative plus Service Improvements and the TTRP Expanded Alternative, ~~27~~ 29 study intersections would operate at LOS E or LOS F conditions during the a.m. and/or p.m. peak hours.

\* The second bulleted item on p. 4.2-292 has been revised as follows:

- During the p.m. peak hour, ~~27~~ 29 of the ~~70~~ 78 study intersections would operate at LOS E or LOS F (Columbus/Green/Stockton, Market/Kearny/Third, Mission/Fifth, 13<sup>th</sup>/Duboce/Mission/Otis, Market/Church/14<sup>th</sup>, 16<sup>th</sup>/Guerrero, 16<sup>th</sup>/Mission, 16<sup>th</sup>/Bryant, 16<sup>th</sup>/Potrero, 16<sup>th</sup>/Seventh, 16<sup>th</sup>/Third, 25<sup>th</sup>/Church, Cesar Chavez/Church, Randall/San Jose, Silver/San Bruno, Arleta/San Bruno/Bayshore, Geneva/Carter, Geneva/Moscow, Geneva/I-280 Northbound On-ramp, Winston/19<sup>th</sup>, Judah/23<sup>rd</sup>, Judah/Tenth, Fulton/Stanyan, Fulton/Parker, Fulton/Masonic, 16<sup>th</sup>/Owens, ~~and~~ 16<sup>th</sup>/Fourth, Potrero/24<sup>th</sup>, and Haight/Schrader).

\* The partial paragraph on p. 4.2-293, has been revised as follows:

...In addition, under the TTRP Expanded Alternative, the proposals for TTRP.J, TTRP.8X, TTRP.9, TTRP.14, TTRP.22, TTRP.28, and TTRP.30 would include Lane Modification proposals that would convert mixed-flow lanes to transit-only lanes. Therefore, the overall intersection v/c ratio at the study intersections along these corridors (Market/Church/14<sup>th</sup>, Geneva/Carter, Geneva/Moscow, 13<sup>th</sup>/Duboce/Mission/Otis, 16<sup>th</sup>/Mission 19<sup>th</sup>/Mission, 16<sup>th</sup>/Bryant, 16<sup>th</sup>/Potrero, 16<sup>th</sup>/Seventh, 16<sup>th</sup>/Owens, 16<sup>th</sup>/Fourth, 16<sup>th</sup>/Third, Winston/Drive/19<sup>th</sup> Avenue, Columbus/Green/Stockton, ~~and~~ Market/Kearny/Third, and Potrero/24<sup>th</sup>) that would operate at LOS E or LOS F under 2035 Cumulative plus Service Improvements and the TTRP Expanded Alternative was reviewed to determine if the project would result in an increase in overall intersection v/c ratio of more than 10 percent.

\* Impact C-TR-38 on pp. 4.2-297 to 4.2-298 has been revised as follows:

**Impact C-TR-38: Implementation of the TTRP Expanded Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.14, TTRP.22\_1, TTRP.22\_1 Variant 1, TTRP.22\_1 Variant 2, TTRP.28\_1, TTRP.30\_1, TTRP.30\_1 Variant 1, ~~or~~ TTRP.30\_1 Variant 2, or TTRP.71\_1 in combination with past, present and reasonably foreseeable development in San Francisco, would not contribute considerably to significant cumulative traffic impacts at 44 16 study intersections that would operate at LOS E or LOS F under 2035 Cumulative plus Service Improvements and the TTRP Expanded Alternative conditions. (Less than Significant)**

As noted in the summary discussion of Impacts C-TR-13 to C-TR-37, under 2035 Cumulative plus Service Improvements and the TTRP Expanded Alternative, ~~27~~ 29 of the ~~70~~ 78 study intersections would operate at LOS E or LOS F conditions during the a.m. and/or p.m. peak hours. The 2035 Cumulative plus Service Improvements and the TTRP Expanded Alternative would contribute to significant cumulative impacts at 13 of the ~~27~~ 29 intersections described and identified above. The cumulative contributions at the remaining 44 16 intersections projected to operate at LOS E or F under 2035 Cumulative plus Service Improvements and the TTRP Expanded Alternative conditions (i.e., at Market/Kearny/Third, 13<sup>th</sup>/Duboce/Mission/Otis, 16<sup>th</sup>/Guerrero, 16<sup>th</sup>/Third, 25<sup>th</sup>/Church, Cesar Chavez/Church, Silver/San Bruno, Arleta/San Bruno/Bayshore, Geneva/I-280 Northbound On-ramp, Winston/19<sup>th</sup>, Judah/23<sup>rd</sup>, Judah/Tenth, Fulton/Stanyan, ~~and~~ Fulton/Parker, Potrero/24<sup>th</sup>, and Haight/Schrader) would not be considerable. Therefore, cumulative traffic impacts

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for the 2035 Cumulative plus Service Improvements and the TTRP Expanded Alternative at these 14 intersections would be less than significant.

- \* Impact C-TR-39 on p. 4.2-298 has been revised as follows:

**Impact C-TR-39: Implementation of the TTRP Expanded Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.14, TTRP.22\_1, TTRP.22\_1 Variant 1, TTRP.22\_1 Variant 2, TTRP.28\_1, TTRP.30\_1, TTRP.30\_1 Variant 1, ~~or TTRP.30\_1 Variant 2~~, or TTRP.71\_1 would not result in significant cumulative traffic impacts at ~~42~~ 48 study intersections that would operate at LOS D or better under 2035 Cumulative plus Service Improvements and the TTRP Expanded Alternative conditions. (Less than Significant)**

As shown in Tables 24 and 25, on pp. 4.2-283 to 4.2-289, ~~42~~ 48 of the study intersections would operate at LOS D or better under 2035 Cumulative plus Service Improvements and the TTRP Expanded Alternative conditions. Because these intersections would operate within acceptable standards, the cumulative traffic impacts as a result of the 2035 Cumulative plus Service Improvements and the TTRP Expanded Alternative at ~~42~~ 48 intersections would be less than significant.

- \* The following changes have been made to the impact statement at the beginning of Impact C-TR-41 and the first sentence of the first paragraph that follows it, on pp. 4.2-302 to 4.2-303:

**Impact C-TR-41: Implementation of the Service Improvements or Service Variants and the project-level TTRP Moderate Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.14 Variant 1 and TTRP Variant 2, TTRP.22\_1, TTRP.28\_1, ~~or TTRP.30\_1~~, or TTRP.71\_1, in combination with past, present and reasonably foreseeable development in San Francisco, would have less-than-significant cumulative pedestrian and bicycle impacts. (Less than Significant)**

**Pedestrian Impacts.** Implementation of the ~~eight~~ 11 project-level TTRP Moderate Alternative proposals or their variants, including the Service Improvements or Service Variants, would enhance pedestrian conditions at intersections due to the implementation of elements such as pedestrian bulbs, transit bulbs, pedestrian refuge islands, crosswalks, and wider sidewalks in addition to installation of traffic calming measures and the conversion of flag stops to transit zones in some locations....

- \* The following changes have been made to the impact statement at the beginning of Impact C-TR-42 and the first sentence of the first paragraph that follows it, on p. 4.2-305:

**Impact C-TR-42: Implementation of the Service Improvements or Service Variants and the project-level TTRP Expanded Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.14, TTRP.22\_1, TTRP.22\_1 Variant 1, TTRP.22\_1 Variant 2, TTRP.28\_1, TTRP.30\_1, TTRP.30\_1 Variant 1, ~~or TTRP.30\_1 Variant 2~~, or TTRP.71\_1, in combination with past, present and reasonably foreseeable development in San Francisco, would have less-than-significant cumulative pedestrian and bicycle impacts. (Less than Significant)**

**Pedestrian Impacts.** Similar to the TTRP Moderate Alternative, implementation of the eight 11 project-level TTRP Expanded Alternative proposals or their variants, including the Service Improvements or Service Variants, would enhance pedestrian conditions at intersections due to the implementation of elements such as pedestrian bulbs, transit bulbs, pedestrian refuge islands, crosswalks, and wider sidewalks in addition to installation of traffic calming measures and the conversion of flag stops to transit zones in some locations....

- \* The last sentence of the first paragraph on p. 4.2-309 is revised as follows:

... However, because the effectiveness of the use of camera video enforcement on the new transit-only lanes is not known, and because the implementation of video equipment is dependent on annual budget appropriations, cumulative impacts to loading of the TTRP.14 Moderate Alternative Variant 1, TTRP.14 Moderate Alternative Variant 2, and TTRP.30\_1 Moderate Alternative on these corridors would remain significant and unavoidable.

- \* The last sentence of the paragraph under Impact Statement C-TR-45 on p. 4.2-309 is revised as follows:

... However, because the effectiveness of the use of camera video enforcement on the new transit-only lanes is not known, and because the implementation of video equipment is dependent on annual budget appropriations, project-related cumulative impacts on loading as a result of the TTRP.14 Expanded Alternative, TTRP.30\_1 Expanded Alternative, TTRP.30\_1 Expanded Alternative Variant 1, and TTRP.30\_1 Expanded Alternative Variant 2 on Mission and Stockton streets would remain significant and unavoidable.

- \* Impact C-TR-47 on p. 4.2-310 has been revised as follows:

**Impact C-TR-47: Implementation of the project-level TTRP Moderate Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.22\_1, and TTRP.28\_1, or TTRP.71\_1, in combination with past, present and reasonably foreseeable development in San Francisco, would have less-than-significant cumulative loading impacts. (Less than Significant)**

Implementation of the project-level TTRP.J Moderate Alternative, TTRP.L Moderate Alternative, TTRP.N Moderate Alternative, TTRP.5 Moderate Alternative, TTRP.8X Moderate Alternative, TTRP.9 Moderate Alternative, TTRP.22\_1 Moderate Alternative, ~~or~~ TTRP.28\_1 Moderate Alternative, or TTRP.71\_1 Moderate Alternative, would not result in an increase in loading demand nor result in a substantial reduction in the number of on-street commercial loading spaces in the vicinity of any of the affected TTRP corridors. These site-specific removals or relocations of commercial loading spaces would not substantially alter the cumulative commercial loading environment along these corridors. Therefore, the cumulative loading impacts of the TTRP.J Moderate Alternative, TTRP.L Moderate Alternative, TTRP.N Moderate Alternative, TTRP.5 Moderate Alternative, TTRP.8X Moderate Alternative, TTRP.9 Moderate Alternative, TTRP.22\_1 Moderate Alternative, ~~or~~ TTRP.28\_1 Moderate Alternative, or TTRP.71\_1 Moderate Alternative would be considered less than significant.

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- \* Impact C-TR-48 on pp. 4.2-310 to 4.2-311 has been revised as follows:

**Impact C-TR-48: Implementation of the project-level TTRP Expanded Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.22\_1, TTRP.22\_1 Variant 1, TTRP.22\_1 Variant 2, ~~and~~ TTRP.28\_1, and TTRP.71\_1, in combination with past, present and reasonably foreseeable development in San Francisco, would have less-than-significant loading impacts. (Less than Significant)**

Implementation of the project-level TTRP.J Expanded Alternative, TTRP.L Expanded Alternative, TTRP.N Expanded Alternative, TTRP.5 Expanded Alternative, TTRP.8X Expanded Alternative, TTRP.9 Expanded Alternative, TTRP.22\_1 Expanded Alternative, TTRP.22\_1 Expanded Alternative Variant 1, TTRP.22\_1 Expanded Alternative Variant 2, ~~or~~ TTRP.28\_1 Expanded Alternative, or TTRP.71\_1 Expanded Alternative would not result in an increase in loading demand nor result in a substantial reduction in the number of on-street commercial loading spaces in the vicinity of any of the affected TTRP corridors. The site-specific commercial loading space removals, or temporary loss of commercial loading space (as under TTRP.22\_1 Expanded Alternative Variant 1), would not substantially alter the cumulative commercial loading environment along these corridors. Therefore, the cumulative loading impacts of the TTRP.J Expanded Alternative, TTRP.L Expanded Alternative, TTRP.N Expanded Alternative, TTRP.5 Expanded Alternative, TTRP.8X Expanded Alternative, TTRP.9 Expanded Alternative, TTRP.22\_1 Expanded Alternative, TTRP.22\_1 Expanded Alternative Variant 1, TTRP.22\_1 Expanded Alternative Variant 2, ~~or~~ TTRP.28\_1 Expanded Alternative, or TTRP.71\_1 Expanded Alternative would be considered less than significant.

- \* The impact statement for Impact C-TR-51 and the paragraph that follows it on p. 4.2-315 have been revised as follows:

**Impact C-TR-51: Implementation of the project-level TTRP Moderate Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.22\_1, TTRP.28\_1, ~~or~~ TTRP.30\_1, or TTRP.71\_1, in combination with past, present and reasonably foreseeable development in San Francisco, would have less-than-significant cumulative parking impacts. (Less than Significant)**

Implementation of the project-level TTRP Moderate Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.22\_1, TTRP.28\_1, ~~and~~ TTRP.30\_1, and TTRP.71\_1 would not result in an increase in parking demand....

- \* The last paragraph on p. 4.2-315, which continues on p. 4.2-316, has been revised as follows:

A decrease in the on-street parking supply, where it would occur, would be considered an inconvenience, but would not create potentially hazardous conditions or significant delays to traffic, transit, pedestrians, or bicycles. Hence, as described under Impact TR-57, the parking loss along the TTRP corridors as a result of the project-level TTRP Moderate Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.22\_1, TTRP.28\_1, ~~and~~ TTRP.30\_1, and TTRP.71\_1 would

not be substantial and would be considered a less-than-significant project-level parking impact.

- \* The last sentence of the first full paragraph on p. 4.2-316 has been revised as follows:

...The loss of parking under these TTRP proposals would not be considered substantial and these TTRP Moderate Alternative proposals would not result in an increased parking demand, and in consideration with the above cumulative conditions, the TTRP Moderate Alternative proposals for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.22\_1, TTRP.28\_1, ~~and~~ TTRP.30\_1, and TTRP.71\_1 would not result in significant cumulative parking impacts.

- \* The last sentence of the partial paragraph on p. 4.2-318, has been revised as follows:

...Thus while removal of parking may result in some conflicts due to double parking and vehicles blocking driveways or bicycle lanes, the proposed project may also reduce collisions due to widened travel lanes that reduce friction between transit vehicles and other vehicles.

- \* The impact statement for Impact C-TR-53 and the paragraph that follows it on pp. 4.2-319 to 4.2-320 have been revised as follows:

**Impact C-TR-53: Implementation of the project-level TTRP Expanded Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.14, TTRP.28\_1, TTRP.30\_1, TTRP.30\_1 Variant 1, ~~or~~ TTRP.30\_1 Variant 2, or TTRP.71\_1, in combination with past, present and reasonably foreseeable development in San Francisco, would have less-than-significant cumulative parking impacts. (Less than Significant)**

Implementation of the project-level TTRP Expanded Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.14, TTRP.28\_1, ~~and~~ TTRP.30\_1, TTRP.30\_1 Variant 1, ~~and~~ TTRP.30\_1 Variant 2, and TTRP.71\_1 would not result in an increase in parking demand. These TTRP Expanded Alternative proposals would in most cases, but not all, result in the elimination of some on-street parking spaces along the TTRP corridors. Some of the corridors under the TTRP Expanded Alternative (TTRP.28\_1 and TTRP.30\_1 and TTRP.30\_1 Variants) would result in no change or the addition of on-street parking, and some corridors (TTRP.J, TTRP.L, TTRP.N, TTRP.8X, TTRP.9, ~~and~~ TTRP.14, and TTRP.71\_1) would result in similar or less parking removal as compared to the TTRP Moderate Alternative.... Hence, as described under Impact TR-58, the parking loss along the TTRP corridors as a result of the project-level TTRP Expanded Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.14, TTRP.28\_1, TTRP.30\_1, TTRP.30\_1 Variant 1, ~~and~~ TTRP.30\_1 Variant 2, and TTRP.71\_1 would not be considered substantial, and the TTRP Expanded Alternative's project-level parking impact for these corridors was determined to be less than significant.

- \* The last sentence of the first full paragraph on p. 4.2-320 has been revised as follows:

...The loss of parking under these TTRP proposals would not be considered substantial and these TTRP Expanded Alternative proposals would not result in an

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increased parking demand, and in consideration with the above cumulative conditions, the TTRP Expanded Alternative proposals for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.14, TTRP.28\_1, TTRP.30\_1, TTRP.30\_1 Variant 1, ~~and TTRP.30\_1 Variant 2~~, and TTRP.71\_1 would not result in significant cumulative parking impacts.

### SECTION 4.3, NOISE AND VIBRATION

\* Footnote 45 on p. 4.3-53, has been revised as follows:

<sup>45</sup> Fehr & Peers and LCW Consulting, *San Francisco Transit Effectiveness Project Transportation Impact Study*, July 10, 2013, p. 223499. 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.

### SECTION 4.4, AIR QUALITY

\* The following new paragraphs have been added after the first partial paragraph on p. 4.4-36 and a new footnote, designated as “[fn],” has been added between Footnotes 59 and 60 on that page:

Since the Draft EIR was published on July 10, 2013, three TTRPs previously analyzed at a program level have been designed at a project level, TTRP.L, TTRP.9, and TTRP.71\_1. The project-level analysis prepared supplements the program level analysis already presented in the Draft EIR. A review of the designs for these TTRPs determined that construction air quality impacts of these TTRPs would be similar to those of the other eight project-level TTRPs because the same TPS Toolkit would be used and the same general types of construction equipment would be used. However, the results of the construction criteria air pollutant analysis indicate that the TTRP.9 Expanded Alternative represents a supplemental maximum construction scenario as described below.<sup>[fn]</sup> That scenario, for the TTRP.9 Expanded Alternative, would include construction for the following TPS Toolkit elements:

- Four pedestrian bulbs; and
- Sidewalk widening along a two-block segment.

These TPS Toolkit elements would be installed along a two-block segment of Potrero Avenue between 22<sup>nd</sup> and 24<sup>th</sup> streets (a segment of approximately 2,100 feet in length). The analysis of this supplemental construction scenario conservatively assumed that construction of the pedestrian bulbs and sidewalk widening would occur concurrently, and that the sidewalk widening construction would take place simultaneously in four locations along the two block segment.

[New Footnote]

<sup>[fn]</sup> BASELINE Environmental Consulting, *Supplemental Air Quality Analysis for SFMTA Transit Effectiveness Projects TTRP.L, TTRP.9, and TTRP.71.1*, memorandum to Debra Dwyer, EIR Coordinator, San Francisco Planning Department, February 19, 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.

- \* The following new text and a new table have been added to p. 4.4-39 before the last paragraph:

Average daily emission estimates of the criteria pollutants ROG, NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> for the TTRP.9 Expanded Alternative supplemental maximum construction scenario used the same methodology used to evaluate the maximum construction scenario above and are summarized in Table 39A below.

**(New) Table 39A: Average Daily Criteria Air Pollutant and Ozone Precursors, TTRP.9 Expanded Alternative Maximum Construction Scenario**

<u>Construction Activity</u>	<u>ROG (lbs/day)</u>	<u>NO<sub>x</sub> (lbs/day)</u>	<u>PM<sub>10</sub> (exhaust) (lbs/day)</u>	<u>PM<sub>2.5</sub> (exhaust) (lbs/day)</u>
<u>Pedestrian Bulb</u>	<u>0.92</u>	<u>8.4</u>	<u>0.44</u>	<u>0.4</u>
<u>Sidewalk Widening</u>	<u>0.92</u>	<u>8.4</u>	<u>0.44</u>	<u>0.4</u>
<u>Total Average Daily Emissions*</u>	<u>1.8</u>	<u>17</u>	<u>0.88</u>	<u>0.80</u>
<u>Thresholds of Significance</u>	<u>54</u>	<u>54</u>	<u>82</u>	<u>54</u>

Notes: ROG = reactive organic gases; NO<sub>x</sub> = nitrogen oxides; PM<sub>10</sub> = particulate matter 10 microns and smaller; PM<sub>2.5</sub> = particulate matter 2.5 microns and smaller; lbs/day = average pounds per day.  
\* Assumes that the construction activities would be performed concurrently.

As shown in Table 39A, the emissions of ROG, NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> from the TTRP.9 Expanded Alternative scenario also would be less than the significance thresholds.

- \* A sentence has been added before the last sentence in the last paragraph on p. 4.4-39, extending to p. 4.4-40, as follows:

...Therefore, the estimated maximum daily average ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> exhaust emission on a citywide basis that would occur with the implementation of the TEP was conservatively calculated based the implementation of three construction projects equivalent to the maximum construction scenario analyzed and is summarized in Table 40. In addition, the emissions from three construction projects, each equivalent to the TTRP.9 Expanded Alternative supplemental construction scenario, were estimated and are also shown in Table 40. The average daily construction emissions of ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> would not exceed the criteria pollutant and ozone precursor significance thresholds.

**Table 40: Average Daily Criteria Air Pollutant and Ozone Precursors Emissions from Citywide Construction Activities**

Construction Activity	ROG (lbs/day)	NOx (lbs/day)	PM <sub>10</sub> (exhaust) (lbs/day)	PM <sub>2.5</sub> (exhaust) (lbs/day)
Construction of Three Service-related Capital Improvements TPS Toolkit Elements Curb Ramps *	4.2	39	1.9	1.7
<u>Construction of Four Pedestrian Bulbs and Two-Block Sidewalk Widening*</u>	<u>5.5</u>	<u>50</u>	<u>2.6</u>	<u>2.4</u>
Thresholds of Significance	54	54	82	54

*Notes:* ROG = reactive organic gases; NOx = nitrogen oxides; PM<sub>10</sub> = particulate matter 10 microns and smaller; PM<sub>2.5</sub> = particulate matter 2.5 microns and smaller; lbs/day = average pounds per day.  
\* Based on the estimated emission from the maximum construction scenario and assumes that up to three separate but similar construction projects under the TEP would occur concurrently citywide.

\* The last paragraph on p. 4.4-42, extending to the top of p. 4.4-43, and Table 41 on p. 4.4-43 have been revised as follows:

As stated earlier, it is anticipated that the greatest amount of construction in any one location would occur along the 5 Fulton route on McAllister Street between Divisadero and Pierce streets where the TEP would include construction of facilities for the TTRP.5 project in addition to the OWE.4 project. The greatest amount of construction for the three project-level TTRPs added following publication of the Draft EIR is estimated to occur along the 9 San Bruno/9L San Bruno Limited route on Potrero Avenue between 22<sup>nd</sup> and 24<sup>th</sup> Streets where the TEP would include construction of facilities for the TTRP.9 project. To determine the worst-case cancer risk, it was assumed that the construction would occur sequentially and therefore would last for approximately 67 days. The AQTR air quality analysis for the proposed TEP project determined that under ~~this~~ these scenarios the following excess cancer risk and PM<sub>2.5</sub> concentrations would occur at the MEI which would be located at ground level (1.5 meters) adjacent to the construction zone (approximately 10 feet from the existing curb). The results for both construction scenarios are summarized in Table 41 below.

**Table 41: Estimated Maximum Construction Excess Cancer Risk and PM<sub>2.5</sub> Concentration**

Health Risk	Unit of Measurement	Health Risk at the Maximally Exposed Individual (MEI) <u>TTRP.5</u>	<u>Health Risk at Maximally Exposed Individual (MEI) TTRP.9</u>	Threshold of Significance
Excess Cancer Risk (per million)	Probability per One Million Population	0.88	<u>1.4</u>	10
Annual Average PM <sub>2.5</sub>	Micrograms per cubic meter (µg/m <sup>3</sup> )	0.053	<u>0.083</u>	0.3

\* The second sentence of the second full paragraph on p. 4.4-50 has been revised as follows:

The proposed TEP is a transit project with the goal of making the SFMTA’s Muni system more efficient, thus attracting a greater portion of intercity trips. Implementation of the Service-related Capital Improvements and TTRPs, and curb ramps at some locations under the proposed Service Improvements, would result in short-term criteria pollutant emissions during construction (see Tables 39, 39A, 40, and 41).

\* Table 45 on p. 4.4-53 has been revised as follows to add information about existing cumulative exposures for the second construction location, on Potrero Avenue, for construction of the TTRP.9:

**Table 45: Existing Maximum Excess Cancer Risk and PM<sub>2.5</sub> Concentrations**

	Location	Excess Cancer Risk (per million)	Average Annual PM <sub>2.5</sub> Concentration (µg/m <sup>3</sup> )
Construction	McAllister Street between Divisadero and Pierce streets	39	8.75
<u>Supplemental Construction</u>	<u>Potrero Avenue between 22<sup>nd</sup> and 24<sup>th</sup> Streets</u>	<u>63</u>	<u>9.41</u>
Operation	23 <sup>rd</sup> Street between Utah and Kansas streets	123	11.49

\* The second paragraph on p. 4.4-53 has been revised and a new footnote added, as follows:

San Francisco defines air pollution hot spots as areas with an excess cancer risk burden that is greater than 100 per one million population exposed or areas where total PM<sub>2.5</sub> concentrations exceed 10 µg/m<sup>3</sup>. While neither McAllister Street between Divisadero and Pierce streets nor Potrero Avenue between 22<sup>nd</sup> and 24<sup>th</sup> streets are ~~is not~~ within an existing air pollution hot spot, <sup>(fn)</sup> 23<sup>rd</sup> Street between Utah and Kansas streets currently exceeds these health protective standards.

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[New Footnote]

<sup>fn</sup> While the supplemental maximum construction scenario for the TTRP.9, located on Potrero Avenue between 22<sup>nd</sup> and 24<sup>th</sup> streets is not within an air pollution hot spot, it is adjacent to one, which was considered in the analysis.

- \* The first two paragraphs on p. 4.4-54 have been revised as follows; footnote 80 is not revised and is not reproduced here:

Therefore, project-level analyses of construction activities have a tendency to produce overestimated assessments of long-term health risks. However, dispersion modeling of health risks associated with construction of the TEP was conducted. As in Table 41, under the supplemental maximum construction scenario for the TTRP.9 on Potrero Avenue between 22<sup>nd</sup> and 24<sup>th</sup> streets, the proposed project has the potential to result in an excess cancer risk of less than ~~one~~ 1.4 and would contribute ~~0.053~~ 0.083  $\mu\text{g}/\text{m}^3$  to annual average  $\text{PM}_{2.5}$  concentrations during the approximately 67-day construction period only.

As shown above, neither the maximum construction scenario for the TTRP.5 nor the supplemental maximum construction scenario for the TTRP.9 are is not located within an air pollution hot spot and would therefore, not have the potential to contribute considerably to any cumulative health risk impact. However, construction activities associated with other improvements would occur in existing air pollution hot spots. For example, TTRP.14 includes a number of construction-related improvements, some of which would occur in existing air pollution hot spots along Mission Street. The highest  $\text{PM}_{2.5}$  concentrations and excess cancer risk along Mission Street occurs at the intersection of Mission and Fremont streets. At this location, the existing excess cancer risk is 230 per one million persons exposed, with an annual average  $\text{PM}_{2.5}$  concentration of approximately  $10.45 \mu\text{g}/\text{m}^3$ . Under the maximum construction scenario, the proposed TEP has the potential to increase excess lifetime cancer risk by less than one and increase average  $\text{PM}_{2.5}$  concentrations by  $0.053 \mu\text{g}/\text{m}^3$  during the construction period, anticipated to be no longer than 67 days. Under the supplemental maximum construction scenario, the proposed TEP has the potential to increase excess lifetime cancer risk by 1.4 per one million population and increase average  $\text{PM}_{2.5}$  concentrations by  $0.083 \mu\text{g}/\text{m}^3$  during the construction period, anticipated to be no longer than 67 days. The BAAQMD considers projects that result in an excess cancer risk of less than 10 per one million persons exposed or an annual average  $\text{PM}_{2.5}$  concentration of less than  $0.3 \mu\text{g}/\text{m}^3$ , to not contribute considerably to cumulatively significant health risks. Therefore, even within air pollution hot spots, TEP-related construction activities would not contribute considerably to existing health risks.

## CHAPTER 5, OTHER CEQA ISSUES

- \* The next-to-last sentence in the second paragraph on p. 5-10 is revised as follows:

In addition, while implementation of **Mitigation Measure M-TR-48: Enforcement of Parking Violations**, to enforce parking regulations in transit-only lanes through the use of video cameras on transit vehicles and/ or other parking enforcement activities, could reduce the impact on transit and traffic operations related to the loss of

commercial loading spaces, the effectiveness of this measure is not assured, and the implementation of video equipment is dependent on annual budget appropriations. Therefore, the program-level analysis identified these impacts as significant and unavoidable.

## CHAPTER 6, ALTERNATIVES

- \* The full paragraph under Loading Impacts on p. 6-6 has been revised as follows:

Under either project alternative, some roadway changes to reduce transit travel time, such as application of the Traffic Signal and Stop Sign Changes TPS Toolkit element category to program-level TTRP corridors, implementation of project-level TTRP Moderate Alternatives for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.22\_1, ~~or~~ TTRP.28\_1, or TTRP.71\_1, or implementation of project-level TTRP Expanded Alternatives for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.22\_1, TTRP.22\_1 Variant 1, TTRP.22\_1, Variant 2, ~~or~~ TTRP.28\_1, or TTRP.71\_1 would result in a reduction in the on-street loading supply;...

- \* The third sentence of the second paragraph under Parking Impacts on p. 6-7 has been revised as follows:

...The less-than-significant cumulative parking impacts along the TTRP Moderate Alternative corridors for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.22\_1, TTRP.28\_1, ~~and~~ TTRP.30\_1, and TTRP.71\_1 (Impact C-TR-51) and along the TTRP Expanded Alternative corridors for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.28\_1, TTRP.30\_1, TTRP.30\_1 Variant 1, ~~and~~ TTRP.30\_1 Variant 2, and TTRP.71\_1 (Impact C-TR-53) would not occur with the No Project Alternative. The corresponding removal or addition of parking spaces to accommodate the TTRP proposals along sections of these corridors would not occur, unlike under either of the proposed project alternatives.

- \* The first sentence in the first paragraph under Traffic Impacts on p. 6-8 has been revised as follows:

The significant and unavoidable traffic impacts that would result from the TTRP Expanded Alternative at five of the ~~70~~ 78 study intersections under Existing Plus TTRP Expanded Alternative conditions throughout the City would not occur with the No Project Alternative, because the proposed implementation of the Service Improvements or Service Variants in combination with TTRP.14 Expanded Alternative (Impact TR-24), TTRP.22\_1 Expanded Alternative (Impacts TR-26, TR-27, and TR-28), TTRP.22\_1 Expanded Alternative Variant 1 (Impacts TR-30, TR-31, and TR-32), or TTRP.22\_1 Expanded Alternative Variant 2 (TR-34, TR-35, and TR-36), TTRP.30\_1 Expanded Alternative (Impact TR-38), TTRP.30\_1 Expanded Alternative Variant 1 (Impact TR-40), and TTRP.30\_1 Expanded Alternative Variant 2 (Impact TR-42) would not occur....

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- \* The second sentence in the paragraph under Cumulative Traffic Impacts on p. 6-10 has been revised as follows:

With the No Project Alternative, the proposed Service Improvements and the TTRP Expanded Alternative proposals would not be implemented. Therefore, the significant cumulative traffic impacts at 13 of the ~~70~~ 78 study intersections throughout the City would not occur (Impacts C-TR-13 through C-TR-37).<sup>2</sup>...

- \* The paragraph under Description for 6.3.1 Alternative B, TTRP Moderate Alternative, on pp. 6-15 to 6-16, has been revised as follows:

The ~~eight~~ 11 TTRPs in the TTRP Moderate Alternative are described in detail in Chapter 2, Project Description, Section 2.5.2.3, on pp. 2-110 to 2-160. The TTRP Moderate Alternative for the ~~eight~~ 11 project-level TTRPs primarily includes transit stop changes, pedestrian improvements, parking and turn restrictions, and new traffic signals. New traffic signals would replace existing stop signs on the following corridors: on Church Street (5 intersections) for the TTRP.J; on Taraval Street (five intersections) and Ulloa Street (one intersection) for the TTRP.L; on Judah Street (seven intersections) and Irving Street (one intersection) for the TTRP.N; on McAllister Street (six intersections) and Fulton Street (two intersections) for the TTRP.5<sub>37</sub>; on Geneva Avenue (one intersection) for the TTRP.8X; ~~and on Mission Street (one intersection) for the TTRP.14;~~ and on Haight Street (ten intersections) for the TTRP.71\_1.

- \* A new sentence has been added to the first full paragraph on p. 6-16 as follows:

...The TTRP.9 Moderate Alternative proposes side-running transit-only lanes in the southbound direction on Potrero Avenue between 18<sup>th</sup> and 24<sup>th</sup> streets, and the existing northbound transit-only lane between 200 feet north of 24<sup>th</sup> Street and 21<sup>st</sup> Street would be removed. The TTRP.14 Mission Moderate Alternative Variants 1 and 2 both propose lane modifications to provide for side-running transit-only lanes in both directions on Mission Street between 13th and Cesar Chavez streets (Variant 1 would limit the transit-only lanes to peak periods only, while Variant 2 would operate the transit-only lanes full time - 24 hours/day).

- \* The second full paragraph on p. 6-16 has been revised as follows:

The TTRP.J Moderate Alternative is described in detail in Chapter 2 on pp. 2-113 to 2-114. The TTRP.L Moderate Alternative is described in detail on pp. 2-XX to 2-YY. The TTRP.N Moderate Alternative is described in detail on pp. 2-119 to 2-120. The TTRP.5 Moderate Alternative is described in detail on pp. 2-123 to 2-125. The TTRP.8X Moderate Alternative is described in detail on pp. 2-129 to 2-132. The TTRP.9 Moderate Alternative is described in detail on pp. 2-XX to 2-YY. The TTRP.14 Moderate Alternative is described in detail on pp. 2-136 to 2-141, including Variants 1 and 2. The TTRP.22\_1 Moderate is described in detail on pp. 2-148 to 2-149. The TTRP.28\_1 Moderate Alternative is described in detail on pp. 2-152 and 2-154. The TTRP.30\_1 Moderate Alternative is described in detail on p. 2-157. The TTRP.71-1 Moderate Alternative is described in detail on pp. 2-XX to 2-YY.

- \* On p. 6-24, the second sentence in the paragraph under Transit, Traffic, Pedestrians, Bicycles, Emergency Vehicle Access, and Construction has been revised as follows:

Like the TTRP Expanded Alternative, the TTRP Moderate Alternative would result in less-than-significant impacts on transit, including impacts on regional transit in the Existing plus TTRP Moderate Alternative scenario (Impact TR-20 and TR-21). The TTRP Moderate Alternative would not result in any significant traffic impacts at the 70 78 study intersections under the Existing plus TTRP Moderate Alternative scenario (Impact TR-22), unlike the Existing plus Service Improvements and the TTRP Expanded Alternative scenario that would result in significant and unavoidable traffic impacts at five of the 70 78 study intersections....

- \* The first sentence in the second paragraph under Parking on pp. 6-25 to 6-26 has been revised as follows:

As described under Impact TR-57, the parking loss along the TTRP corridors as a result of the project-level TTRP Moderate Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.22\_1, TTRP.28\_1, and TTRP.30\_1, and TTRP.71\_1 (all corridors except the TTRP.14) would not be substantial and would be considered a less-than-significant project-level parking impact....

- \* The first full paragraph under Parking on p. 6-26 has been revised as follows:

As described under Impact TR-58, the parking loss along the TTRP corridors as a result of the project-level TTRP Expanded Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.28\_1, TTRP.30\_1, TTRP.30\_1 Variant 1, and TTRP.30\_1 Variant 2, and TTRP.71\_1 would not be substantially different from that under the TTRP Moderate Alternative for these corridors. The parking impacts for the TTRP Expanded Alternative for these ~~six~~ nine corridors would be considered less than significant for the reasons described above.

- \* The third sentence in the second full paragraph on p. 6-27 has been revised as follows:

....Conversely, the TTRP Expanded Alternative would result in a greater parking loss along the 16<sup>th</sup> Street corridor due to the TTRP.22 Expanded Alternative, TTRP.22 Expanded Alternative Variant 1 or Variant 2 compared to the TTRP.22 Moderate Alternative. For the remaining ~~six~~ nine TTRP corridors, the parking conditions would not substantially change between the TTRP Moderate Alternative and the TTRP Expanded Alternative.

- \* The first full paragraph on p. 6-28 has been revised as follows:

The 2035 Cumulative plus the TTRP Moderate Alternative would not result in significant cumulative traffic impacts at any of the 70 78 study intersections under future 2035 Cumulative conditions, unlike the TTRP Expanded Alternative which would result in cumulative traffic impacts at 13 intersections under future 2035 Cumulative conditions (Impact C-TR-12).

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- \* The second full paragraph on p. 6-28 has been revised as follows:

Both the TTRP Moderate and Expanded Alternatives would have less-than-significant cumulative impacts on loading on the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.22\_1, ~~and TTRP.28\_1~~, and TTRP.71\_1 corridors (Impact C-TR-47).

- \* The last partial paragraph on p. 6-28, which continues on p. 6-29, has been revised as follows:

...Where parking removal would occur under either the TTRP Moderate Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.22\_1, TTRP.28\_1, ~~and TTRP.30\_1~~, and TTRP.71\_1 or for the TTRP Expanded Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.14, TTRP.28\_1, TTRP.30\_1, TTRP.30\_1 Variant 1, ~~and TTRP.30\_1 Variant 2~~, and TTRP.71\_1, the parking removal would be spread out over the TTRP corridor, or located in areas where transit and other options for parking are available. Therefore, in combination with other development along the corridors, the parking loss would not represent a substantial portion of the parking shortfall that could occur over time... The loss of parking under these TTRP proposals would not be considered substantial. These TTRP Moderate or Expanded Alternative proposals would not result in an increased parking demand, and in consideration of the above cumulative conditions, the TTRP Moderate Alternative proposals for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.22\_1, TTRP.28\_1, ~~and TTRP.30\_1~~, and TTRP.71\_1 or the TTRP Expanded Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.14, TTRP.28\_1, TTRP.30\_1, TTRP.30\_1 Variant 1, ~~and TTRP.30\_1 Variant 2~~, and TTRP.71\_1 would not result in significant cumulative parking impacts.

- \* The fifth sentence in the last partial paragraph on p. 6-30, which continues on p. 6-31, has been revised as follows:

...For the remaining ~~six~~ nine TTRP corridors, the parking conditions would not substantially change between the TTRP Moderate Alternative and the TTRP Expanded Alternative....

- \* The last partial paragraph on p. 6-32, which continues on p. 6-33, has been revised as follows:

Both the TTRP Moderate Alternative and the TTRP Expanded Alternative would involve construction activities throughout the City that would result in emissions of criteria air pollutants. The construction air quality analysis conducted for the TEP used a worst-case construction scenario assuming that multiple construction activities would occur simultaneously at a construction site. For criteria pollutants, the air quality analysis also assumed that up to three different construction projects could occur within the City simultaneously. With these conservative assumptions, criteria pollutant emissions during construction of the TEP would be approximately ~~47.2~~ 5.5 pounds per day of reactive organic gases (ROG) and ~~39~~ 50 pounds per day of oxides of nitrogen (NOx), both of which would be below the significance threshold of 54 pounds per day, and less than ~~2~~ 3 pounds per day of PM<sub>10</sub> and PM<sub>2.5</sub>, both of which would be well below the thresholds of 82 and 54 pounds per day, respectively (Impact

AQ-1). The air quality impacts of the three program-level TTRPs that were analyzed at a project level following publication of the Draft EIR were evaluated separately; the TTRP.L and TTRP.9 Expanded Alternatives include somewhat more construction activity than the representative construction scenario analyzed for the Draft EIR. Using the same conservative assumptions, that multiple construction activities would occur simultaneously at a construction area (e.g., installation of traffic signals at two intersections simultaneously, or installation of multiple transit bulbs or a two-block sidewalk widening simultaneously rather than linearly) and that three different construction projects could occur simultaneously within the City, emissions of criteria pollutants would be approximately 5.5 pounds per day of ROG and 50 pounds per day of NO<sub>x</sub>, both below the significance threshold of 54 pounds per day, and less than 3 pounds per day of PM<sub>10</sub> and PM<sub>2.5</sub>, both of which would be well below the thresholds for these pollutants (Impact AQ-1). Emissions of PM<sub>2.5</sub> and toxic air contaminants (TACs) would also occur during construction. The maximum health risks calculated for the supplemental maximum construction scenario for the TTRP.9 for PM<sub>2.5</sub> and TACs would result in an increase in excess cancer risk of about 0.88 1.4 in one million and PM<sub>2.5</sub> concentrations of 0.053 0.083 µg/m<sup>3</sup>, well below the thresholds of 10 in a million and 0.3 µg/m<sup>3</sup>, concentrations, respectively (Impact AQ-2). Based on these results, the construction air quality impacts would be less than significant for either the TTRP Moderate Alternative or the TTRP Expanded Alternative.

- \* The first and second paragraphs under Description section starting on p. 6-37 and continuing on p. 6-38 have been revised as follows:

## DESCRIPTION

The TTRP Expanded Alternative is described in detail in Chapter 2, Project Description, Section 2.5.2.3, on pp. 2-110 to 2-160. The TTRP Expanded Alternative for the ~~eight~~ 11 project-level TTRPs generally includes the same transit stop changes, pedestrian improvements, and parking and turn restrictions as the TTRP Moderate Alternative; however, alternate traffic signal and stop sign changes as well as additional lane modifications and other improvements would be implemented....

The TTRP.J Expanded Alternative, the TTRP.L Expanded Alternative, the TTRP.N Expanded Alternative, ~~and~~ the TTRP.5 Expanded Alternative, and the TTRP.71.1 Expanded Alternative would replace stop signs at intersections along Church, Taraval, Judah, ~~and~~ McAllister, and Haight streets with traffic calming measures, rather than traffic signals. New signals would be installed on Mission Street for the TTRP.14 Expanded Alternative (two intersections), 16<sup>th</sup> Street for the TTRP.22.1 Expanded Alternative (four intersections), and San Bruno Avenue for the TTRP.8X Expanded Alternative (one intersection), and Taraval Street for the TTRP.L Expanded Alternative (five intersections). All-way stop-controlled intersections at four intersections on Visitacion Avenue would be converted to 2-way stop-controlled with additional traffic calming measures for the TTRP.8X Expanded Alternative.

- \* The first full paragraph on p. 6-38 has been revised as follows:

The TTRP Expanded Alternative would also establish transit-only lanes on Church Street between Duboce Avenue and 16<sup>th</sup> Street (for the TTRP.J Expanded

## Section 5: Draft EIR Revisions

Alternative); Taraval Street between 15<sup>th</sup> and 46<sup>th</sup> avenues (TTRP.L Expanded Alternative); on Geneva Avenue between Santos Street and Moscow Avenue (for the TTRP.8X Expanded Alternative); on Potrero Avenue in the southbound direction between 18<sup>th</sup> and 24<sup>th</sup> streets (TTRP.9 Expanded Alternative); on 16<sup>th</sup> Street between Third and Bryant streets and between Bryant and Church streets as variants (TTRP.22\_1 Expanded Alternative Variants 1 and 2); and on Van Ness Avenue between Lombard and Bay streets, on Columbus Avenue between Filbert and Green streets, and on Kearny Street between Market and Sutter streets (for the TTRP.30\_1 Expanded Alternative). The TTRP.9 Expanded Alternative would remove the existing northbound transit-only lane on Potrero Avenue between 200 feet north of 24<sup>th</sup> Street and 21<sup>st</sup> Street.

- \* The last two paragraphs on p. 6-38 have been revised as follows:

~~In addition, a~~ As part of the TTRP.5 Expanded Alternative, the number of lanes on Fulton Street between Stanyan Street and Central Avenue would be reduced from four lanes to three lanes to provide a center left-turn lane. In addition, as part of TTRP.5 Expanded Alternative, the number of lanes on westbound Fulton Street between Central Avenue and Baker Street would be reduced from two to one lane, and parking on the north side of the street would be converted from parallel to perpendicular. As part of the TTRP.28\_1 Expanded Alternative, one of the two northbound left turn lanes on 19<sup>th</sup> Avenue at Winston Drive would be shortened.

The TTRP.J Expanded Alternative is described in detail in Chapter 2, Project Description, in Section 2.5.2.3 on pp. 2-114 to 2-118. The TTRP.L Expanded Alternative is described in more detail on pp. 2-XXX to 2-YYY. The TTRP.N Expanded Alternative is described in more detail on pp. 2-120 to 2-122. The TTRP.5 Expanded Alternative is described in more detail on pp. 2-125 to 2-127. The TTRP.8X Expanded Alternative is described in more detail on pp. 2-132 to 2-135. The TTRP.9 Expanded Alternative is described in more detail on pp. 2-XXX to 2-YYY. The TTRP.14 Expanded Alternative is described in more detail on pp. 2-141 to 2-147. The TTRP.22\_1 Expanded Alternative and Variants 1 and 2 are described in more detail on pp. 2-149 to 2-153. The TTRP.28\_1 Expanded Alternative is described in more detail on pp. 2-154 to 2-156. The TTRP.30\_1 Expanded Alternative is described in more detail on pp. 2-158 to 2-160. The TTRP.71\_1 Expanded Alternative is described in more detail on pp. 2-XXX to 2-YYY.

- \* The last full paragraph on p. 6-39 has been revised as follows:

Unlike the TTRP Moderate Alternative, the TTRP Expanded Alternative would result in significant and unavoidable project-level traffic impacts at the following five of the ~~70~~ 78 study intersections:

- \* The first sentence of the last partial paragraph on p. 6-40, which continues on p. 6-41, has been revised as follows:

As described under Impact TR-58, the parking loss along the TTRP corridors as a result of the project-level TTRP Expanded Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.14, TTRP.28\_1, TTRP.30\_1, TTRP.30\_1 Variant 1, ~~and~~ TTRP.30\_1 Variant 2, and TTRP.71\_1 would not be substantial and

would be considered less-than-significant project-level parking impacts for the reasons described under the TTRP Moderate Alternative discussion....

- \* The second-to-last sentence of the last partial paragraph on p. 6-41, which continues on p. 6-42, has been revised as follows:

...Conversely, the TTRP Expanded Alternative would result in a greater parking loss along the 16<sup>th</sup> Street corridor due to the TTRP.22\_1 Expanded Alternative, TTRP.22\_1 Expanded Alternative Variant 1 or TTRP.22\_1 Expanded Alternative Variant 2 compared to the TTRP.22 Moderate Alternative. For the remaining ~~six~~ nine TTRP corridors, the parking conditions would not substantially change between the TTRP Moderate Alternative and the TTRP Expanded Alternative.

- \* The second full paragraph on p. 6-42 has been revised as follows:

Unlike the 2035 Cumulative plus the TTRP Moderate Alternative, the 2035 Cumulative plus the TTRP Expanded Alternative would cause significant cumulative traffic impacts at 13 of the ~~70~~ ~~78~~ study intersections under future 2035 Cumulative conditions. The locations and the related TTRP Expanded Alternative proposals are:

- \* The second full paragraph on p. 6-44 has been revised as follows:

In combination with past, present, and reasonably foreseeable future development, the 2035 Cumulative plus the TTRP Expanded Alternative would have less-than-significant cumulative impacts on commercial loading on the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.22\_1, ~~and~~ TTRP.28\_1, and TTRP.71\_1 corridors (Impact C-TR-48), similar to the TTRP Moderate Alternative because these TTRP proposals would not substantially affect loading conditions in these areas.

- \* The last full paragraph on p. 6-44 has been revised as follows:

The TTRP Expanded Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.14, TTRP.22\_1, TTRP.28\_1, TTRP.30, and TTRP.71\_1 corridors would have less-than-significant cumulative pedestrian and bicycle impacts (Impact C-TR-42), similar to the TTRP Moderate Alternative.

- \* The first and second full paragraphs on p. 6-45 have been revised as follows:

...Where parking removal would occur under either the TTRP Moderate Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.22\_1, TTRP.28\_1, ~~and~~ TTRP.30\_1, and TTRP.71\_1 or for the TTRP Expanded Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.14, TTRP.28\_1, TTRP.30\_1, TTRP.30\_1 Variant 1 and Variant 2, and TTRP.71\_1, the parking removal would be spread out over the entire TTRP corridor, and therefore, in combination with other development along the corridors would not represent a substantial portion of the parking shortfall that could occur over time... For the following ~~six~~ nine TTRP corridors, the parking conditions would not substantially change between the TTRP Moderate Alternative and the TTRP Expanded Alternative: TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.28\_1, ~~and~~ TTRP.30\_1 and its TTRP Variants, and TTRP.71\_1.

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In consideration of the above cumulative conditions, the TTRP Moderate Alternative proposals for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.22\_1, TTRP.28\_1, ~~and~~ TTRP.30\_1, and TTRP.71\_1, or for the TTRP Expanded Alternative for the TTRP.J, TTRP.L, TTRP.N, TTRP.5, TTRP.8X, TTRP.9, TTRP.14, TTRP.28\_1, TTRP.30\_1, TTRP.30\_1 Variant 1 and Variant 2, and TTRP.71\_1 would not result in significant cumulative parking impacts.

- \* The second-to-last sentence in the last partial paragraph on p. 6-46, which continues on p. 6-47, has been revised as follows:

...For the remaining ~~six~~ nine TTRP corridors, the parking conditions would not substantially change between the TTRP Moderate Alternative and the TTRP Expanded Alternative. Under 2035 Cumulative plus Project conditions, the parking loss under the TTRP Expanded Alternative for the TTRP.14 Expanded Alternative and for the TTRP.22\_1 Expanded Alternative, TTRP.22\_1 Variant 1, and TTRP.22\_1 Variant 2 would result in significant and unavoidable cumulative parking impacts even with mitigation.

- \* The last partial paragraph on p. 6-47, which continues on p. 6-48, has been revised as follows:

Construction air quality impacts for the TTRP Expanded Alternative would be similar to those for the TTRP Moderate Alternative because the construction activities and equipment used would be the same irrespective of the alternative or combination of alternative components chosen and would be less than significant (Impacts AQ-1 and AQ-2). In addition, the project construction activities would occur along the same Rapid Network corridors irrespective of whether the TTRP Moderate or TTRP Expanded Alternative is implemented. However, since in general there would be more TPS Toolkit elements installed under the TTRP Expanded Alternative, construction impacts would be somewhat greater than under the TTRP Moderate Alternative, though still less than significant. The representative construction scenario with the greatest criteria pollutant emissions and the greatest cancer risk and annual average PM<sub>2.5</sub> concentration was analyzed for the Expanded Alternative to ensure that the most conservative results were presented. As shown above in the discussion of Alternative B, TTRP Moderate Alternative, construction emissions under the conservative scenario assuming three similar groups of TPS Toolkit elements were installed simultaneously throughout the City, would be below significance thresholds and the air quality impacts would be less than significant.

- \* The second and fifth sentences of the second full paragraph on p. 6-49 have been revised as follows:

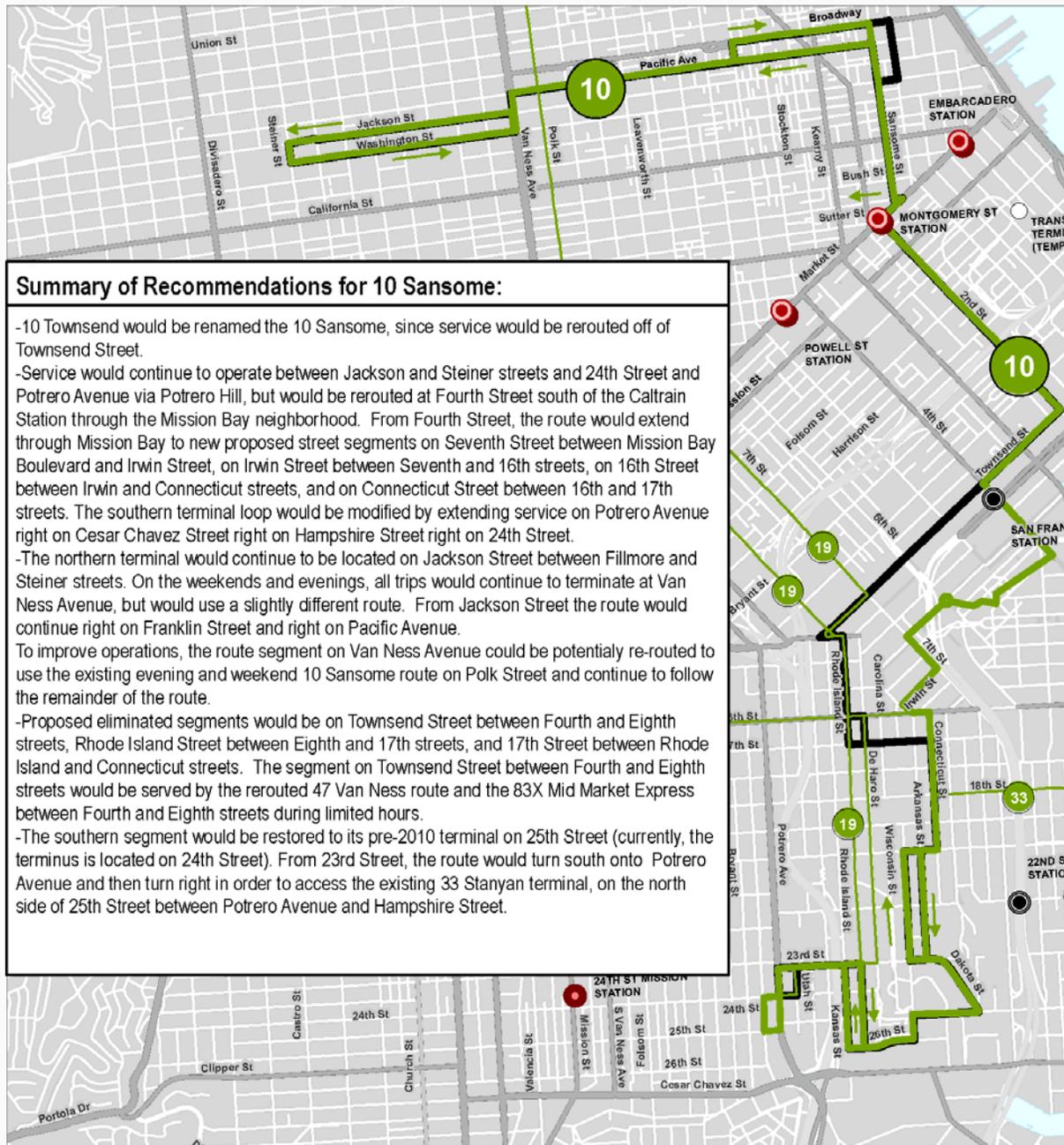
...The TTRP Expanded Alternative would result in significant and unavoidable traffic impacts at five of the ~~70~~ 78 study intersections, unlike the TTRP Moderate Alternative which would not result in significant traffic impacts under Existing plus Project alternative conditions....Under 2035 Cumulative plus Project conditions, the TTRP Expanded Alternative would result in significant traffic impacts at up to 13 of the ~~70~~ 78 study intersections for the project-level TTRPs, unlike the TTRP Moderate Alternative....

**B. REVISIONS TO VOLUME 2 (APPENDICES)**

**APPENDIX 2: INITIAL STUDY AND SERVICE IMPROVEMENT MAPS**

The Line 10 – Sansome Service Improvement Map provided in Initial Study Appendix A, Service Improvement Maps, has been revised to clarify the embedded text and graphic for the weekend and evening variation on the existing loop on the northern segment of the route in the vicinity of Van Ness Avenue.

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**Line 10 - Sansome**

**Recommended Route Alignment**

**Legend**

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

**SFMTA** | Municipal Transportation Agency  
 Map Updated February 2014



**SUPPLEMENTAL SERVICE VARIANTS  
FOR THE TRANSIT EFFECTIVENESS PROJECT EIR,  
MEMORANDUM TO THE SAN FRANCISCO PLANNING  
COMMISSION**

**MARCH 13, 2014**





# SAN FRANCISCO PLANNING DEPARTMENT

**MEMO**

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

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*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  
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### 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 11<sup>th</sup> 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 11<sup>th</sup> and Cesar Chavez streets, as well as on the portions of Cesar Chavez, Valencia, and 24<sup>th</sup> 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 24<sup>th</sup> 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 11<sup>th</sup> 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 Lake Merced boulevards. Please see the Service Variant shown on the revised 17 Parkmerced Service Improvement map.

### **28 19<sup>th</sup> Avenue and 28L 19<sup>th</sup> Avenue Limited Supplemental Service Variants**

#### **28 19<sup>th</sup> Avenue Supplemental Service Variant**

This supplemental service variant would maintain the existing routing of the 28 19<sup>th</sup> Avenue between the Golden Gate Bridge Toll Plaza Area and the intersection of Lombard and Laguna streets and extend all 28 19<sup>th</sup> 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 19<sup>th</sup> 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 19<sup>th</sup> Avenue Service Improvement map.

### **28L 19<sup>th</sup> 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 19<sup>th</sup> Avenue Limited Service Improvement map.

### **33 Stanyan Supplemental Service Variant**

This supplemental service variant would include an alternative alignment on 16<sup>th</sup> Street between Mission and Guerrero streets, and on Guerrero Street between 16<sup>th</sup> and 18<sup>th</sup> streets. Under this variant, the route segment on 18<sup>th</sup> Street between Valencia and Guerrero streets would be eliminated. The elimination of route segments on Mission Street between 16<sup>th</sup> and 18<sup>th</sup> streets, and 18<sup>th</sup> 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 16<sup>th</sup> and 18<sup>th</sup> streets in order to allow the 33 Stanyan to be rerouted from 18<sup>th</sup> to 16<sup>th</sup> 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 16<sup>th</sup> and 18<sup>th</sup> 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 16<sup>th</sup> and 18<sup>th</sup> streets. The OWE.1 Variant would allow the 33 Stanyan to be rerouted from 18<sup>th</sup> to 16<sup>th</sup> 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 16<sup>th</sup> and 18<sup>th</sup> streets (i.e., instead of on Valencia street between 16<sup>th</sup> and 18<sup>th</sup> 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 19<sup>th</sup> 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 19<sup>th</sup> 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 16<sup>th</sup> and 18<sup>th</sup> 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 19<sup>th</sup> 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 46<sup>th</sup> Avenue routes currently travel.
- The 33 Stanyan Service Variant introduce new transit service on Guerrero Street (instead of Valencia Street) between 16<sup>th</sup> and 18<sup>th</sup> streets. It is not anticipated that the alternate alignment on Guerrero Street between 18<sup>th</sup> and 16<sup>th</sup> 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 16<sup>th</sup> 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 no longer be served under the 17 Parkmerced Service Improvements.

- The 28 19<sup>th</sup> Avenue Service Variant would retain 28 19<sup>th</sup> Avenue service between the Marina and the Golden Gate Bridge toll plaza (without requiring transfers to the 28L 19<sup>th</sup> Avenue Limited south of the Presidio as would be required with the 28 19<sup>th</sup> Avenue Service Improvements and 28L 19<sup>th</sup> Avenue Limited Service Improvements) and pedestrian conditions would be similar to Existing conditions. Additionally, under the 28 19<sup>th</sup> Avenue Service Variant, the 28 19<sup>th</sup> Avenue route would be extended (not just when not served by the 28L 19<sup>th</sup> Avenue Limited) to the intersection of Van Ness Avenue/North Point Street. Under the 28L 19<sup>th</sup> Avenue Limited Service Variant, the 28L 19<sup>th</sup> Avenue Limited route segment north of California Street would be eliminated, and therefore the 28L 19<sup>th</sup> 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 16<sup>th</sup> and 18<sup>th</sup> streets. It is not anticipated that the alternate alignment on Guerrero Street between 18<sup>th</sup> and 16<sup>th</sup> 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<sup>1</sup> Ldn<sup>2</sup>), 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.

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<sup>1</sup> 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.

<sup>2</sup> 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<sup>3</sup> 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

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<sup>3</sup> 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<sub>10</sub>, and PM<sub>2.5</sub> 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 NO<sub>x</sub> – 54 pounds per day and 10 tons per year
- Increase in PM<sub>10</sub> – 82 pounds per day and 15 tons per year
- Increase in PM<sub>2.5</sub> – 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<sub>10</sub>, and PM<sub>2.5</sub> below baseline conditions; the emissions of NO<sub>x</sub> 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.<sup>4</sup> 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<sub>10</sub>, and PM<sub>2.5</sub> 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.<sup>5</sup>

### ***Toxic Air Contaminants and PM<sub>2.5</sub>***

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<sub>2.5</sub> 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<sub>2.5</sub> 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<sub>2.5</sub> concentration was estimated and compared against a threshold of significance of 0.3 micrograms per cubic meter (µg/m<sup>3</sup>). The EIR found that the proposed TEP would not result in a significant impact from localized DPM and PM<sub>2.5</sub> concentrations (see Table 44 and discussion on EIR pp. 4.4-47 to 4.4-49).

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<sup>4</sup> SFMTA 2014. Calculations based on an Email from Graham 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.

<sup>5</sup> 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<sub>2.5</sub> 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.<sup>6</sup> 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<sup>7</sup> 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<sub>2.5</sub> 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

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<sup>6</sup> 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.

<sup>7</sup> 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<sub>2.5</sub> 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 16<sup>th</sup> and 18<sup>th</sup> 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 16<sup>th</sup> and 18<sup>th</sup> 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 16<sup>th</sup> and 18<sup>th</sup> 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 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.

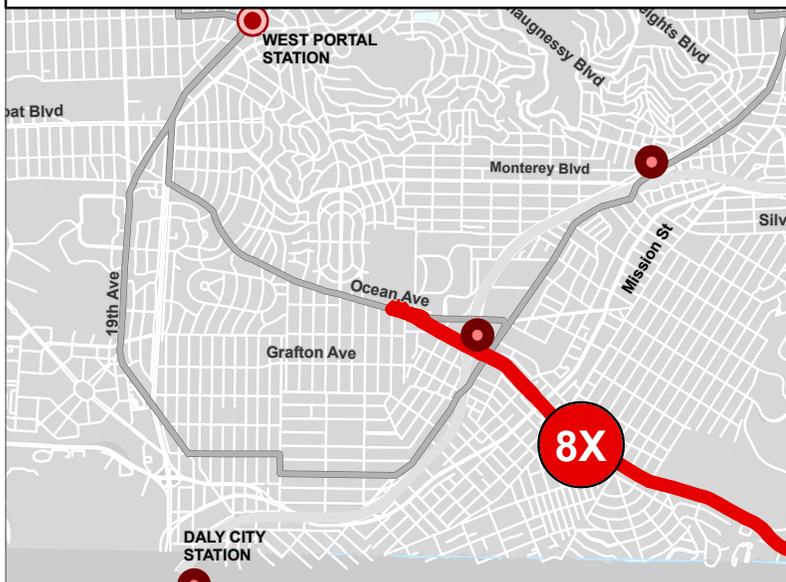
-During non-peak periods, the 8X would layover on Kearny Street between Pacific Avenue and Broadway. In addition to the existing transit zone, a reduction of five parking spaces would be required (parking is currently prohibited from 3 to 6 p.m. as part of the Kearny Street tow-away zone.) The parking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



## 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



## 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.

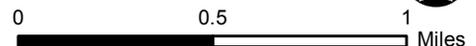


## Line 11 - Downtown Connector (Revised)

### Recommended Route Alignment

### Legend

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





## 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.

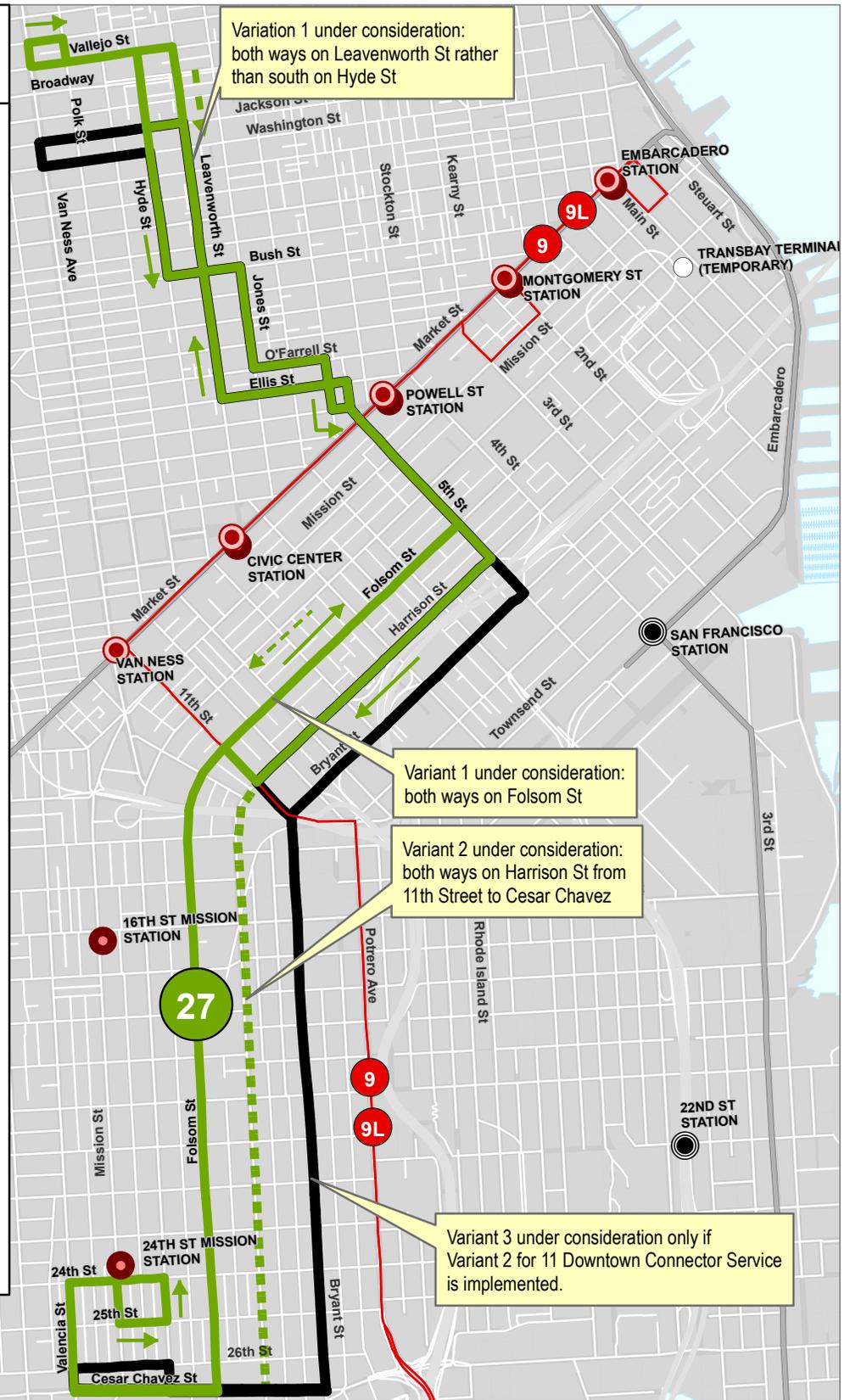
-Existing passengers on Bryant Street could use 9 San Bruno/9L San Bruno Limited rapid service on Potrero Avenue or local service on Folsom Street.

-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.

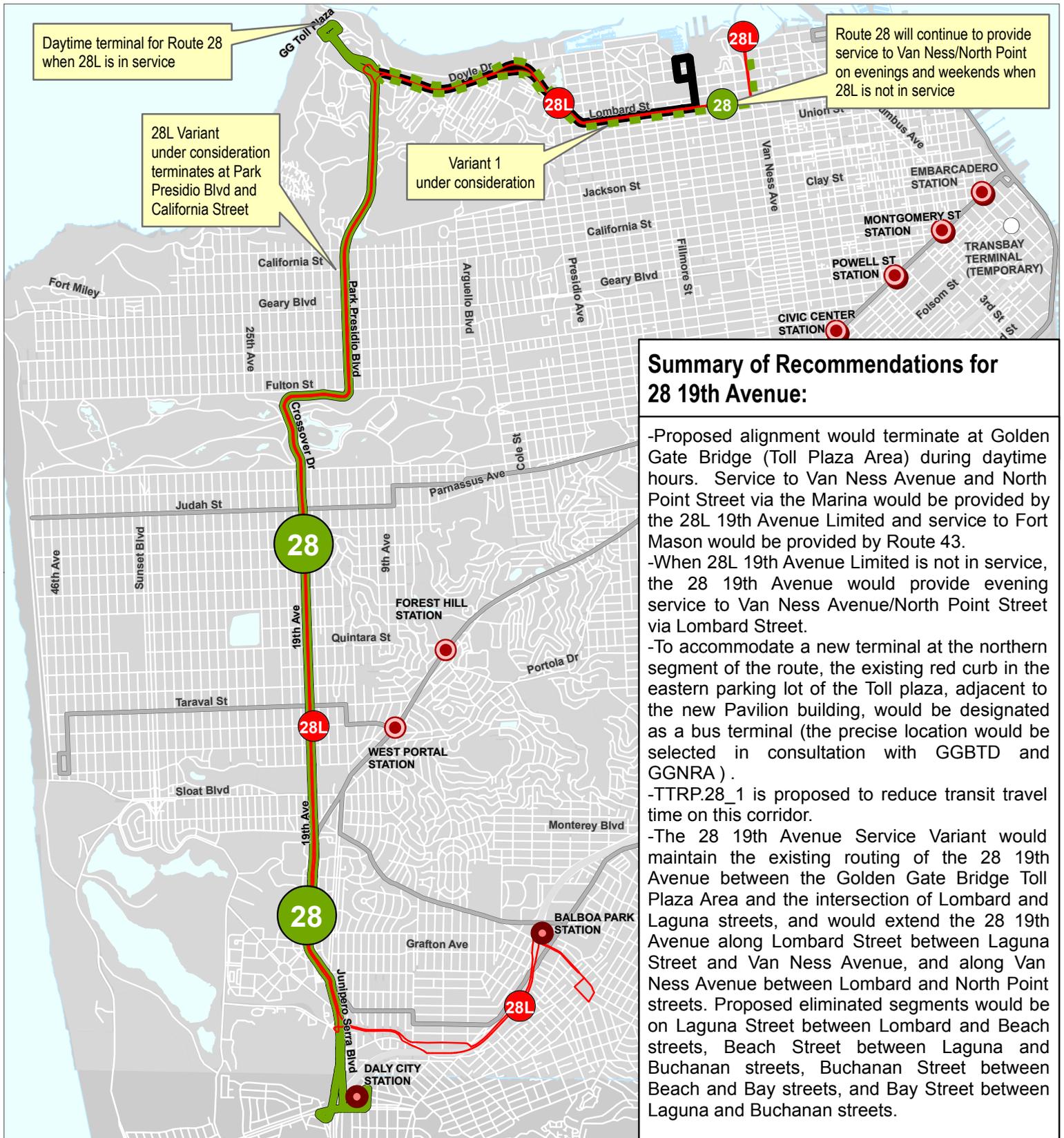


## Line 27 - Folsom (Revised) Recommended Route Alignment

### 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

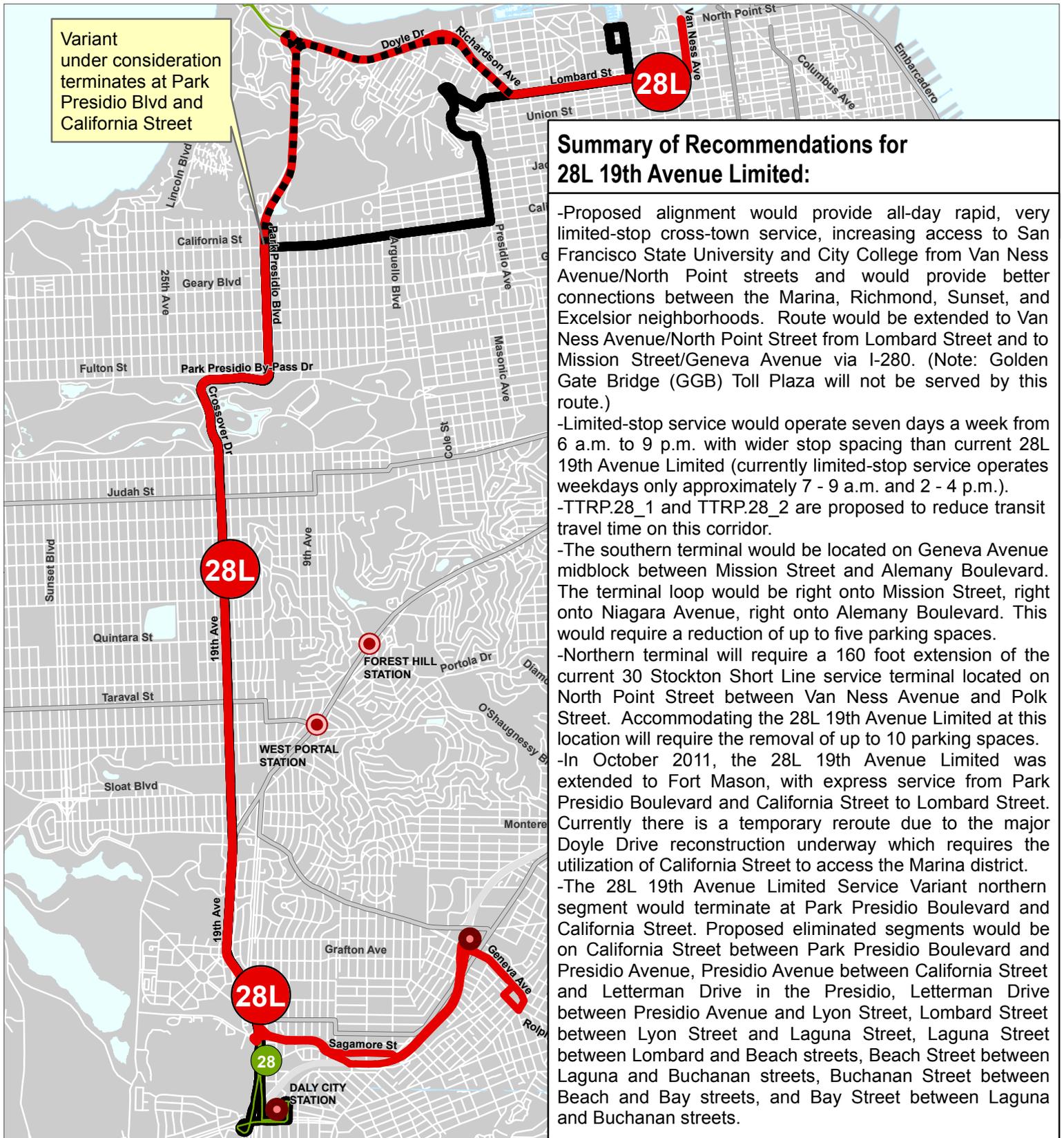




## Line 28 - 19th Ave (Revised) Recommended Route Alignment

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





### Summary of Recommendations for 28L 19th Avenue Limited:

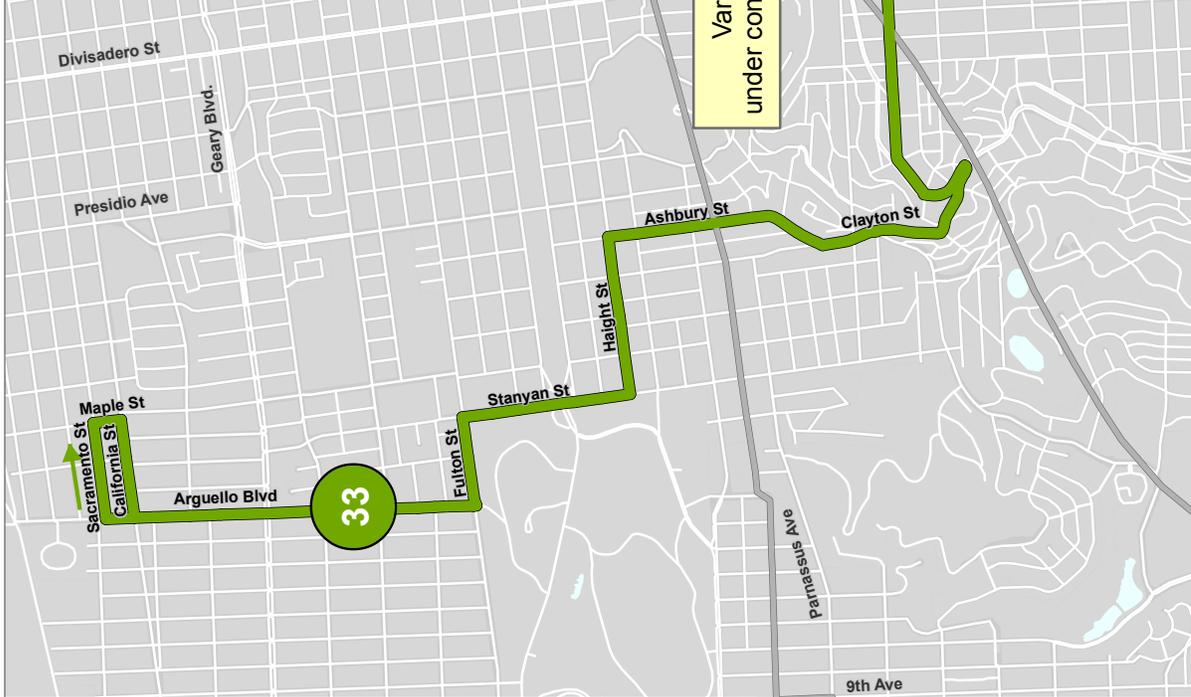
- Proposed alignment would provide all-day rapid, very limited-stop cross-town service, increasing access to San Francisco State University and City College from Van Ness Avenue/North Point streets and would provide better connections between the Marina, Richmond, Sunset, and Excelsior neighborhoods. 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

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

## Summary of Recommendations for 33 Stanyan:

- 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.
- 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.
- 33 Stanyan Service Variant new transit street segment includes Guerrero Street between 16th and 18th streets.



## Line 33 - Stanyan (Revised) Recommended Route Alignment

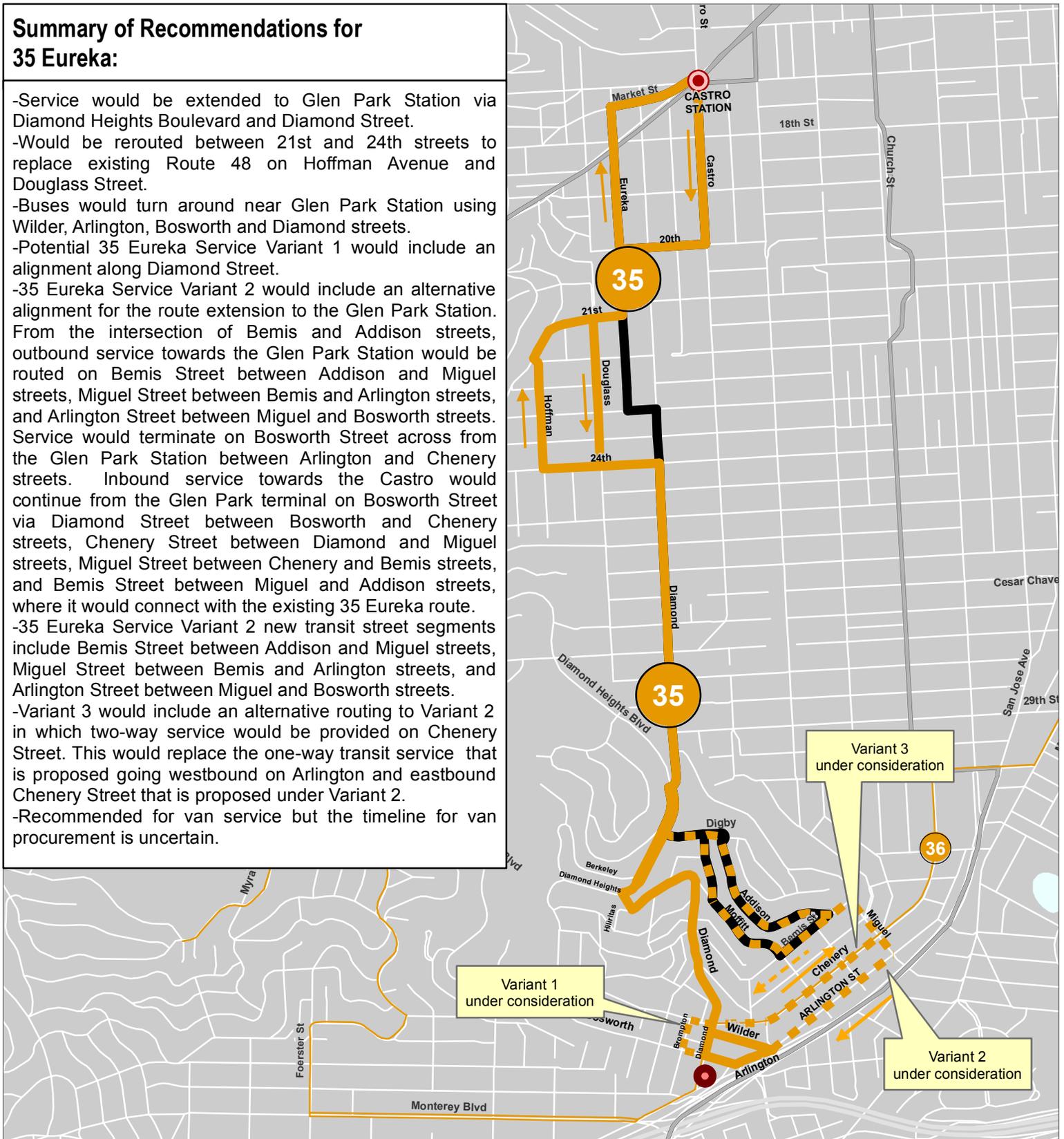
- Recommended Local Route
- Segment would be covered by another recommended route
- Segment Proposed for Elimination
- Rail Network

### Legend

- Muni Metro Stations
- BART Stations
- Caltrain Stations

## 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.

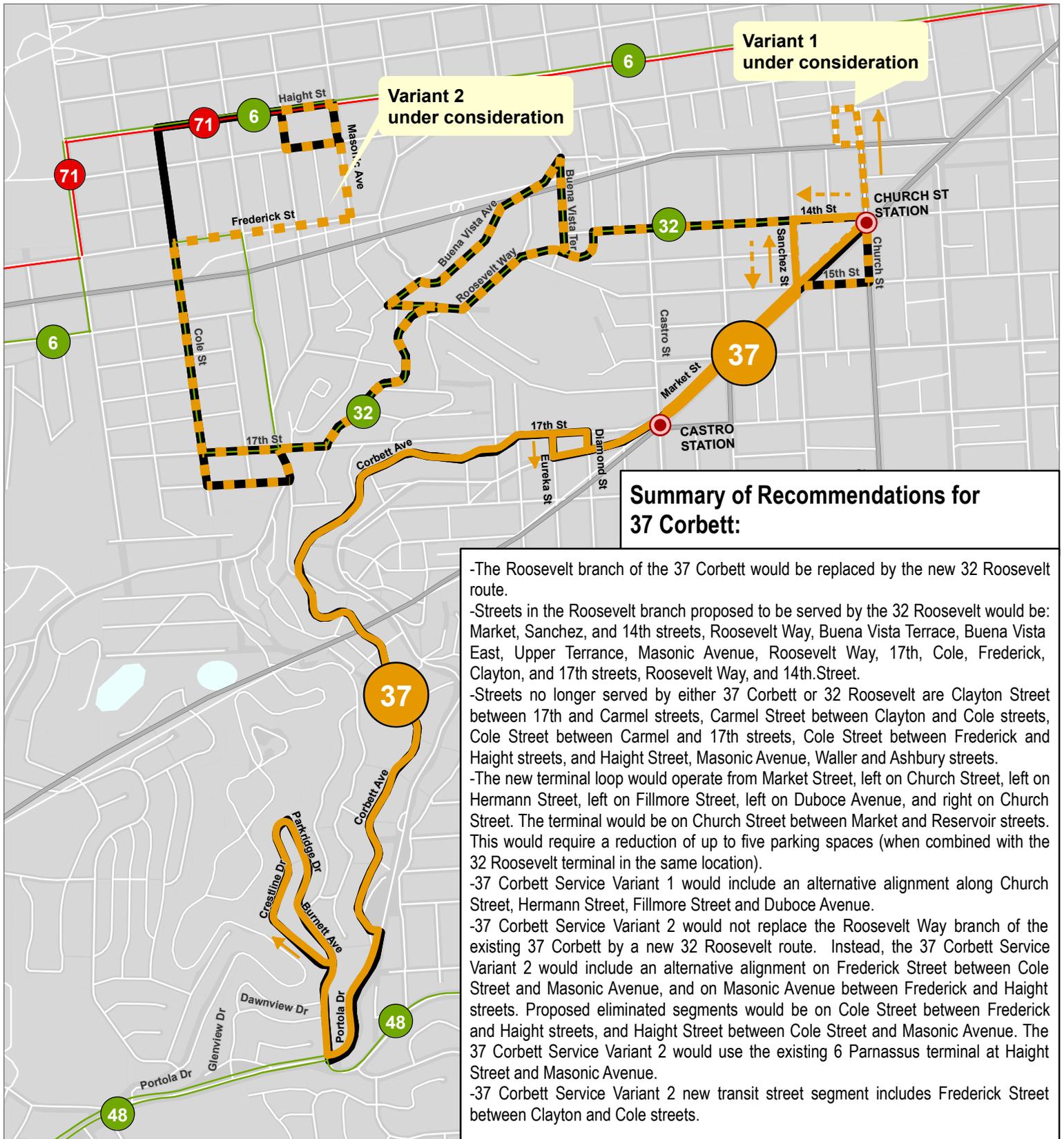


## Line 35 - Eureka (Revised) Recommended Route Alignment

### Legend

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





## Line 37 - Corbett (Revised) Recommended Route Alignment

### 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

Map Updated  
February 2014



## Summary of Recommendations for 43 Masonic:

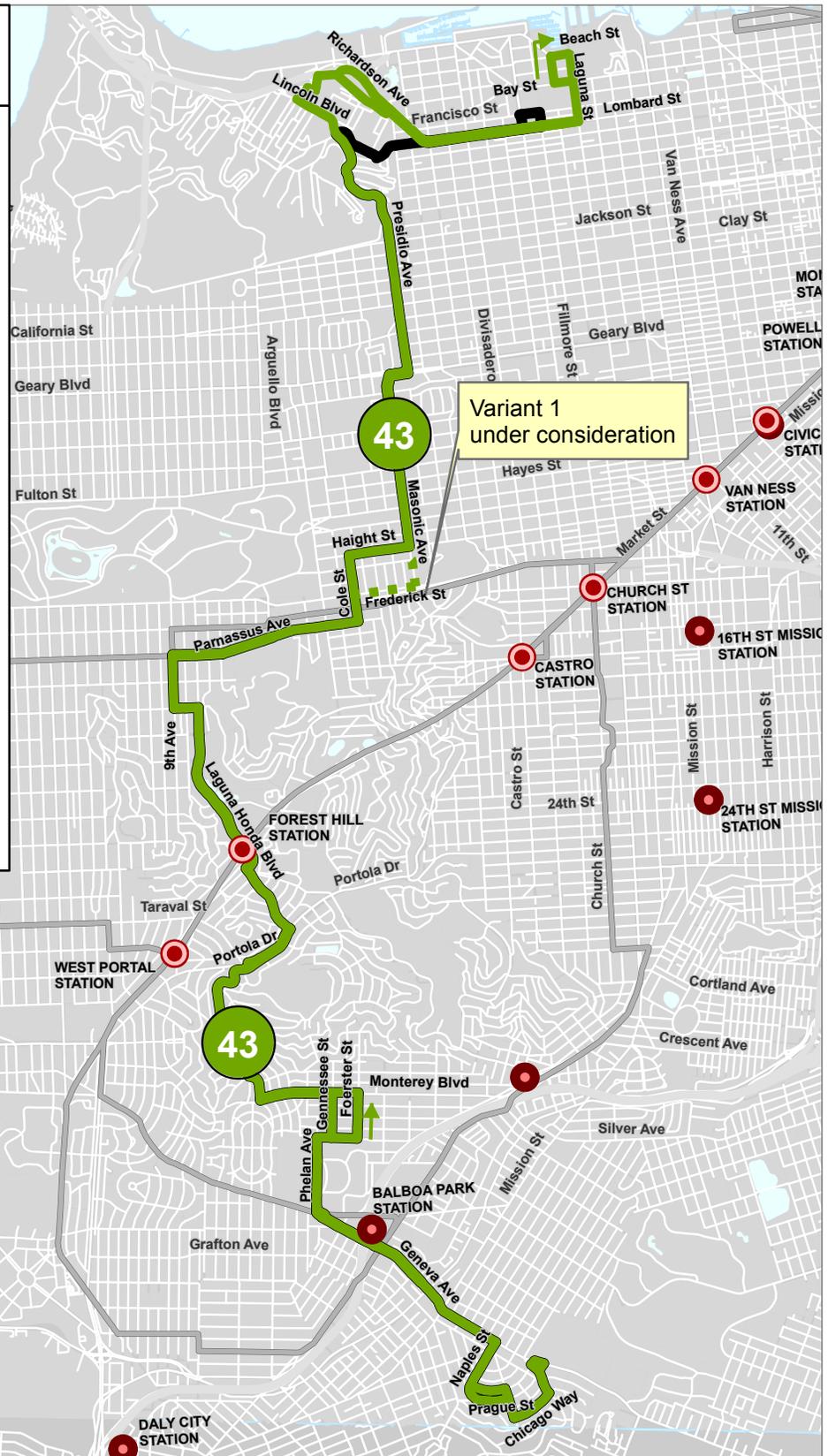
-Proposed alignment would extend from Chestnut/Fillmore streets to Fort Mason (Marina Boulevard/Laguna Street), replacing the existing Route 28 19th Avenue/28L 19th Avenue Limited terminal.

-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





## **ATTACHMENT B: STAFF-INITIATED TEXT CHANGES**

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# 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.

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## 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 19<sup>th</sup> 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 44 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
<p><b>CP-2:</b> The proposed project could cause a substantial adverse change in the significance of an archaeological resource pursuant to <i>CEQA Guidelines</i> § 15064.5.</p>	<p><b>Significant</b></p>	<p><b>Mitigation Measure M-CP-2a: Accidental Discovery of Archeological Resources</b></p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	<p>Less than Significant with Mitigation</p>

**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
		<p>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.</p> <p>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.</p> <p>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.</p> <p><b>Mitigation Measure M-CP-2b: Archaeological Monitoring</b></p> <p>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, <u>OWE.1 Variant</u>, 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</p>	

**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 <sup>1</sup>
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			<sup>4</sup>	X		X
3 Jackson		X				
5 Fulton			X	X	<sup>2</sup>	5
5L Fulton Limited	X					5
6 Parnassus			X			
8X Bayshore Express			X <sup>4</sup>	X		5
8AX Bayshore Express				<u>X</u>		5
8BX Bayshore Express			X <sup>4</sup>	<u>X</u>		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 <sup>1</sup>
11 Downtown Connector	X		<sup>4</sup>			
12 Folsom-Pacific		X				
14 Mission					X	<sup>5</sup>
14L Mission Limited				X	X	<sup>5</sup>
14X Mission Express				X		<sup>5</sup>
16X Noriega Express			X <sup>4</sup>			X
17 Parkmerced			X <sup>4</sup>	X		X
18 46 <sup>th</sup> Avenue			X			
19 Polk			X			X
21 Hayes				X		
22 Fillmore			X <sup>4</sup>	X	<sup>2</sup>	<sup>5</sup>
23 Monterey			X			
24 Divisadero				X		
27 Bryant			X <sup>4</sup>			X
28 19 <sup>th</sup> Avenue			X <sup>4</sup>	X		<sup>5</sup>
28L 19 <sup>th</sup> Avenue Limited			X <sup>4</sup>	X		<sup>5</sup>
29 Sunset			X	X		
30 Stockton					X	<sup>5</sup>
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 <sup>1</sup>
31BX Balboa Express						X
32 Roosevelt	X		<sup>4</sup>			
33 Stanyan			X <sup>4</sup>			
35 Eureka			X <sup>4</sup>	X	X	
36 Teresita			X	X	X	
37 Corbett			X <sup>4</sup>	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 <sup>4</sup>	X		
44 O'Shaughnessy				X		
45 Union-Stockton						<sup>5</sup>
47 Van Ness			X	X		
48 Quintara-24 <sup>th</sup> 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 <sup>1</sup>
58 24 <sup>th</sup> Street	X					
66 Quintara					X	
71/71L Haight-Noriega <sup>3</sup>			X <sup>4</sup>	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.

<sup>1</sup> “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.

<sup>2</sup> The 5 Fulton shortline, and 22 Fillmore have Service Variants related to a change in vehicle type.

<sup>3</sup> 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 11<sup>th</sup> 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.

<sup>4</sup> The 2 Clement, 8X Bayshore Express, 8AX Bayshore Express, 8BX Bayshore Express, 40 Sansome, 11 Downtown Connector, 16X Noriega Express, 17 Parkmerced, 22 Fillmore, 27 Bryant, 28 19<sup>th</sup> Ave., 28L 19<sup>th</sup> 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.

<sup>5</sup> “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 <sup>1, 2</sup> (Minutes)			
8X Bayshore Express  (Alignment Change)	<ul style="list-style-type: none"> <li>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.</li> <li>Middy frequency would change from 9 to 8 minutes</li> <li>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.</li> <li>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).</li> <li>TTRP.8X is also proposed for this corridor to reduce transit travel time.</li> <li>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.</li> <li><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></li> <li><u>8X Bayshore Express Service Variant midday frequency would change from 9 to 7.5 minutes.</u></li> </ul>	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 <sup>1,2</sup> (Minutes)			
8AX Bayshore Express	<ul style="list-style-type: none"> <li>No route changes proposed.</li> <li>See 8X Bayshore Express for terminal details.</li> <li>TTRP.8X is also proposed for this corridor to reduce transit travel time.</li> <li>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.</li> <li><u>8AX Bayshore Express Service Variant a.m. and p.m. frequencies would change from 7.5 to 7 minutes.</u></li> </ul>	7.5	No Change	7.5	No Change
8BX Bayshore Express (Alignment Change)	<ul style="list-style-type: none"> <li>Segment north of Broadway would be eliminated (replaced by 11 Downtown Connector).</li> <li>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 &amp; Wharves Lines service would be available nearby on Jefferson and Beach streets instead of service on Bay and North Point streets.</li> <li>See 8X Bayshore Express for terminal details.</li> <li>TTRP.8X is also proposed for this corridor to reduce transit travel time.</li> <li>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.</li> <li><u>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.</u></li> <li><u>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.</u></li> </ul>	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 <sup>1,2</sup> (Minutes)			
11 Downtown Connector (New Route)	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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, 11<sup>th</sup>, 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, 11<sup>th</sup>, 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.</li> <li>• Proposed route in SoMa would operate on an east/west couplet on Folsom and Harrison streets.</li> <li>• 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.</li> <li>• 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.</li> <li>• The 11 Downtown Connector Service Variant would evaluate two-way operation on Folsom Street consistent with the proposal in the Western SoMa Community Plan.</li> <li>• <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 11<sup>th</sup> and Folsom streets. The 11 Downtown Connector Service Variant 2 would operate in both directions on Folsom Street between 11<sup>th</sup> and Cesar Chavez streets, as well as on the portions of Cesar Chavez, Valencia, and 24<sup>th</sup> 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 24<sup>th</sup> Street.</u></li> </ul>	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 <sup>1,2</sup> (Minutes)			
17 Parkmerced  (Alignment Change)	<ul style="list-style-type: none"> <li>• Would replace existing Route 18 46<sup>th</sup> 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.</li> <li>• One-way loop on Arballo, Garces, and Gonzalez drives in Parkmerced would be replaced by two-way service on Font Boulevard to simplify route.</li> <li>• 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.</li> <li>• Midday frequency change from 30 to 20 minutes.</li> <li>• 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.</li> </ul>	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 <sup>1,2</sup> (Minutes)			
17 Parkmerced  (continued)	<ul style="list-style-type: none"> <li>17 Parkmerced Service Variant would include an alternate alignment along <u>Brotherhood Way, rather than extending service south to serve Westlake Plaza. The 17 Parkmerced Service Variant would extend along the existing 18 46<sup>th</sup> 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 19<sup>th</sup> 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.</u></li> <li>17 Parkmerced Service Variant new transit street segments include <u>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.</u></li> </ul>				

**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 <sup>1,2</sup> (Minutes)			
27 Folsom (current 27 Bryant)  (Alignment Change)	<ul style="list-style-type: none"> <li>• Would be renamed the 27 Folsom since the route would no longer operate on Bryant Street.</li> <li>• 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 24<sup>th</sup> Street BART Station.</li> <li>• 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.</li> <li>• 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.</li> <li>• 27 Folsom Service Variant 2 would evaluate transit service on Harrison Street in the Inner Mission from 11<sup>th</sup> to Cesar Chavez streets.</li> <li>• 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.</li> <li>• <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></li> </ul>	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 <sup>1,2</sup> (Minutes)			
28 19 <sup>th</sup> Avenue  (Alignment Change)	<ul style="list-style-type: none"> <li>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 19<sup>th</sup> Avenue Limited and service to Fort Mason would be provided by Route 43 Masonic.</li> <li>When 28L 19<sup>th</sup> Avenue Limited is not in service, the 28 19<sup>th</sup> Avenue would provide evening service to Van Ness Avenue/North Point Street via Lombard Street.</li> <li>Midday frequency change from 12 to 9 minutes.</li> <li>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).</li> <li>TTRP.28_1 is proposed to reduce transit travel time on this corridor.</li> <li><u>The 28 19<sup>th</sup> Avenue Service Variant would maintain the existing routing of the 28 19<sup>th</sup> Avenue between the Golden Gate Bridge Toll Plaza Area and the intersection of Lombard and Laguna streets, and would extend the 28 19<sup>th</sup> 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></li> </ul>	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 <sup>1,2</sup> (Minutes)			
28L 19 <sup>th</sup> Avenue Limited  (Alignment Change)	<ul style="list-style-type: none"> <li>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.)</li> <li>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).</li> <li>Midday service would operate every 9 minutes.</li> <li>Limited-stop service would operate seven days a week from 6 a.m. to 9 p.m. with wider stop spacing than current 28L 19<sup>th</sup> Avenue Limited (currently limited-stop service operates weekdays only approximately 7 - 9 a.m. and 2 - 4 p.m.).</li> <li>TTRP.28_1 and TTRP.28_2 are proposed to reduce transit travel time on this corridor.</li> <li>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.</li> <li>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 19<sup>th</sup> Avenue Limited at this location will require the removal of up to 10 parking spaces.</li> </ul>	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 <sup>1,2</sup> (Minutes)			
28L 19 <sup>th</sup> Avenue Limited (continued)	<ul style="list-style-type: none"> <li>In October 2011, the 28L 19<sup>th</sup> 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.</li> <li><u>The 28L 19<sup>th</sup> 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.</u></li> </ul>				
32 Roosevelt (New Route)	<ul style="list-style-type: none"> <li>Proposed route would replace Roosevelt Way segment of Route 37 Corbett but would not extend north of Cole/Frederick streets.</li> <li>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 14<sup>th</sup> Street, followed by Roosevelt Way, Buena Vista Terrace, Buena Vista East, Upper Terrace, Masonic Avenue, Roosevelt Way, then on 17<sup>th</sup>, Cole, Frederick, Clayton, and 17<sup>th</sup> streets, on Roosevelt Way onto to 14<sup>th</sup> 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.</li> <li>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).</li> <li>32 Roosevelt Service Variant would include an alternative alignment along Church Street, Hermann Street, Fillmore Street and Duboce Avenue.</li> <li>Recommended for van service, but the timeline for van procurement is uncertain.</li> <li><u>The new 32 Roosevelt route would not be provided under the 37 Corbett Service Variant 2.</u></li> </ul>	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 <sup>1,2</sup> (Minutes)			
33 Stanyan  (Alignment Change)	<ul style="list-style-type: none"> <li>• Would operate on current route on 18<sup>th</sup> Street west of Valencia Street and 16<sup>th</sup> Street between Valencia Street and Potrero Avenue.</li> <li>• Would cross Potrero and continue east on 16<sup>th</sup> Street to Connecticut Street, south to 18<sup>th</sup> Street, to Third Street, 20<sup>th</sup> and Tennessee streets to cover Potrero Hill segment of 22 Fillmore that would be eliminated.</li> <li>• Service would be rerouted onto Valencia Street between 16<sup>th</sup> and 18<sup>th</sup> 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.</li> <li>• Potrero Avenue passengers would use Route 9 San Bruno/9L San Bruno Limited.</li> <li>• <u>33 Stanyan Service Variant would include an alternative alignment on 16<sup>th</sup> Street between Mission and Guerrero streets, and on Guerrero Street between 16<sup>th</sup> and 18<sup>th</sup> streets. Proposed eliminated segments would be on Mission Street between 16<sup>th</sup> and 18<sup>th</sup> streets, and 18<sup>th</sup> Street between Mission and Guerrero streets. The 33 Stanyan Service Variant would include Service-related Capital Improvement project OWE.1 Variant.</u></li> <li>• <u>33 Stanyan Service Variant new transit street segment includes Guerrero Street between 16<sup>th</sup> and 18<sup>th</sup> streets.</u></li> </ul>	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 <sup>1,2</sup> (Minutes)			
35 Eureka  (Alignment Change)	<ul style="list-style-type: none"> <li>Service would be extended to Glen Park Station via Diamond Heights Boulevard and Diamond Street.</li> <li>Would be rerouted between 21<sup>st</sup> and 24<sup>th</sup> streets to replace existing Route 48 Quintara on Hoffman Avenue and Douglass Street.</li> <li>Buses would turn around near Glen Park Station using Wilder, Arlington, Bosworth and Diamond streets.</li> <li>Segment along Farnum, Moffitt, Bemis, and Addison streets would be eliminated.</li> <li>New transit street segments on Arlington Street between Bosworth and Wilder streets; Wilder Street, between Arlington and Diamond streets, and on 21<sup>st</sup> Street between Eureka and Douglass streets.</li> <li>Middy frequency would change from 30 to 20 minutes.</li> <li>Recommended for van service, but the timeline for van procurement is uncertain.</li> <li>Potential 35 Eureka Service Variant would include an alignment along Diamond Street.</li> <li><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></li> </ul>	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 <sup>1,2</sup> (Minutes)			
35 Eureka  (continued)	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> </ul>				
37 Corbett  (Alignment Change)	<ul style="list-style-type: none"> <li>The Roosevelt Way branch of the 37 Corbett would be replaced by the new 32 Roosevelt route.</li> <li>Streets in the Roosevelt Way branch proposed to be served by the 32 Roosevelt would be: Market, Sanchez, and 14<sup>th</sup> streets, Roosevelt Way, Buena Vista Terrace, Buena Vista East, Upper Terrace, Masonic Avenue, Roosevelt Way, 17<sup>th</sup>, Cole, Frederick, Clayton, and 17<sup>th</sup> streets, Roosevelt Way, and 14<sup>th</sup>.</li> <li>Streets no longer served by either 37 Corbett or 32 Roosevelt are Clayton Street between 17<sup>th</sup> and Carmel streets, Carmel Street between Clayton and Cole streets, Cole Street between Carmel and 17<sup>th</sup> streets, Cole Street between Frederick and Haight streets, and Haight Street, Masonic Avenue, Waller and Ashbury streets.</li> <li>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).</li> <li>37 Corbett Service Variant would include an alternative alignment along Church Street, Hermann Street, Fillmore Street and Duboce Avenue.</li> </ul>	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 <sup>1, 2</sup> (Minutes)			
37 Corbett (continued)	<ul style="list-style-type: none"> <li><u>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.</u></li> <li><u>37 Corbett Service Variant 2 new transit street segment includes Frederick Street between Clayton and Cole streets.</u></li> </ul>				
43 Masonic (Alignment Change)	<ul style="list-style-type: none"> <li>Proposed alignment would extend from Chestnut/Fillmore streets to Fort Mason (Marina Boulevard/Laguna Street), replacing the existing Route 28 19<sup>th</sup> Avenue/28L 19<sup>th</sup> Avenue Limited terminal.</li> <li>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.</li> <li>The 43 Masonic would no longer serve Letterman Drive and Lombard Street between Presidio and Richardson avenues.</li> <li><u>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.</u></li> <li><u>43 Masonic Service Variant new transit street segments include Frederick Street between Clayton and Cole streets.</u></li> </ul>	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 16<sup>th</sup> and 18<sup>th</sup> streets. The OWE.1 Variant would allow the 33 Stanyan to be rerouted from 18<sup>th</sup> to 16<sup>th</sup> 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:

<sup>29</sup> 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 46<sup>th</sup> Avenue, 19 Polk, 22 Fillmore, 23 Monterey, 27 Folsom, 28 19<sup>th</sup> Avenue, 28L 19<sup>th</sup> Avenue Limited, 29 Sunset, 33 Stanyan, 35 Eureka, 36 Teresita, 37 Corbett, 43 Masonic, 47 Van Ness, 48 Quintara-24<sup>th</sup> 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 16<sup>th</sup> 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.
<u>8X Bayshore Express</u>	<u>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.</u>
<u>8AX Bayshore Express</u>	<u>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.</u>
<u>8BX Bayshore Express</u>	<u>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.</u>
11 Downtown Connector	11 Downtown Connector Service Variant <u>1</u> would include two-way service on Folsom, rather than Folsom (east) and Harrison (west) couplet.
<u>11 Downtown Connector</u>	<u>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.</u>
16X Noriega Express	16X Noriega Express Service Variant would include two-way service on 22nd Avenue, rather than current 22nd/23rd Avenue couplet.
<u>17 Parkmerced</u>	<u>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.</u>

**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.
<u>27 Folsom</u>	<u>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.</u>
<u>28 19<sup>th</sup> Avenue</u>	<u>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.</u>
<u>28 19th Avenue Limited</u>	<u>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.</u>
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.
<u>33 Stanyan</u>	<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 to allow rerouting from 18th to 16th streets via Guerrero Street rather than Valencia Street.</u>
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
<u>35 Eureka</u>	<u>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.</u>
<u>35 Eureka</u>	<u>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.</u>
37 Corbett	37 Corbett Service Variant would include an alternate eastern terminal loop along Church Street, Hermann Street, Fillmore Street and Duboce Avenue.
<u>37 Corbett</u>	<u>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.</u>
<u>43 Masonic</u>	<u>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.</u>
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, Chumaseo Drive from Font Boulevard to Brotherhood Way, Brotherhood Way between the 19<sup>th</sup> 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 18<sup>th</sup> and 16<sup>th</sup> streets, Guerrero Street between 18<sup>th</sup> and 16<sup>th</sup> streets, 16<sup>th</sup> Street between De Haro and Connecticut streets, and Connecticut Street between 16<sup>th</sup> and 17<sup>th</sup> streets.
- The 35 Eureka route would travel on the following roadways that do not currently have any transit service: 21<sup>st</sup> 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 14<sup>th</sup> 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 46<sup>th</sup> 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 16<sup>th</sup> and 18<sup>th</sup> 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 16<sup>th</sup> and 18<sup>th</sup> 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 added 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 11<sup>th</sup> 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 46<sup>th</sup> Avenue** – Proposed service on the 17 Parkmerced and 18 46<sup>th</sup> 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 46<sup>th</sup> Avenue routes currently travel.

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

**28 19<sup>th</sup> Avenue and 28L 19<sup>th</sup> Avenue Limited and associated Service Variants** – Service headway and route changes on the 28 19<sup>th</sup> Avenue and 28L 19<sup>th</sup> 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 19<sup>th</sup> Avenue Service Variant and the 28L 19<sup>th</sup> Avenue Limited Service Variant. The 28 19<sup>th</sup> Avenue Service Variant would retain the existing routing of the 28 19<sup>th</sup> 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 19<sup>th</sup> 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 16<sup>th</sup> and 18<sup>th</sup> 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 16<sup>th</sup> Street between Mission and Guerrero streets, and on Guerrero Street between 16<sup>th</sup> and 18<sup>th</sup> streets. It is not anticipated that the alternate alignment on Guerrero Street between 18<sup>th</sup> and 16<sup>th</sup> streets would substantially affect traffic operations at the intersections in this segment or Guerrero/18<sup>th</sup> streets because the addition of four buses per hour would not change the intersection operating conditions or LOS (i.e., the study intersection of 16<sup>th</sup> 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 21<sup>st</sup> 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 17<sup>th</sup>, 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 46<sup>th</sup> Avenue** – The 17 Parkmerced and 18 46<sup>th</sup> Avenue service changes would remove transit service on

segments of the 18 46<sup>th</sup> 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 18<sup>th</sup> and 16<sup>th</sup> streets, 16<sup>th</sup> Street between De Haro and Connecticut streets, and Connecticut Street between 16<sup>th</sup> and 17<sup>th</sup> streets. Conditions on the new route segments would be similar to conditions to the west on 16<sup>th</sup> Street and to the south on Connecticut Street. Bicycle Route 40 (Class II) runs on 16<sup>th</sup> 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 16<sup>th</sup> Street. The 33 Stanyan Service Variant, which would route the 33 Stanyan on Guerrero Street between 18<sup>th</sup> and 16<sup>th</sup> 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 19<sup>th</sup> Avenue, 28L 19<sup>th</sup> 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 16<sup>th</sup> and 18<sup>th</sup> streets (OWE.1), on Guerrero Street between 16<sup>th</sup> and 18<sup>th</sup> 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.<sup>55</sup> 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.



**ADDITIONAL SERVICE VARIANT AND ERRATA  
FOR THE TRANSIT EFFECTIVENESS PROJECT EIR,  
MEMORANDUM TO THE SAN FRANCISCO PLANNING  
COMMISSION**

**MARCH 27, 2014**





# SAN FRANCISCO PLANNING DEPARTMENT

**MEMO**

## Additional Service Variant and Errata for the Transit Effectiveness Project EIR Memorandum to the San Francisco Planning Commission

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*Date:* March 27, 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)  
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### **INTRODUCTION**

Since publication of the Response to Comments (RTC) document and Supplemental Service Variants Memorandum to the Planning Commission on March 13, 2014 and as a result of ongoing Transit Effectiveness Project (TEP) outreach, the SFMTA has proposed an additional variant to the Service Improvements component of the TEP. Therefore, this memorandum has been prepared to present the Additional Service Variant, and assess its physical environmental impacts in the context of the analyses of the TEP in the EIR.

This memorandum provides a brief description of the 58 24<sup>th</sup> Street Service Variant, discusses the 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 its 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 this additional Variant, and no new mitigation measures would be necessary to reduce significant impacts to less-than-significant levels. In addition, minor clarifications to Tables 7, 8 and 9 of the Project Description have been made to reflect modifications in transit frequency for the 2 Clement, 3 Jackson, 6 Parnassus, 33 Stanyan, 71L Haight-Noriega Limited. These changes

in frequency were included in the analysis prepared for the Supplemental Service Variants memorandum presented to the Commission on March 13, 2014, but were not reflected in Table 8 changes. Therefore, the analysis in the EIR is applicable to the Variant and these frequency changes, 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 the 58 24<sup>th</sup> Street Service Variant and clarification of frequency changes. The Attachments consist of the following: Attachment A, Service Improvement maps from EIR Appendix 2b revised to illustrate the 58 24<sup>th</sup> Street Service Variant, and Attachment B, Staff-initiated Text Changes to the EIR to include the Additional Variant and frequency changes in the description and analyses. The additional changes to Tables 7, 8, and 9 are shown in bold text to differentiate them from information in the same tables provided on March 13, 2014.

## **PROJECT DESCRIPTION**

### **58 24<sup>th</sup> Street Service Variant**

The 58 24<sup>th</sup> Street Service Variant described below would be implemented to address concerns regarding changes to the 48 Quintara-24<sup>th</sup> Street to remove transit service from Grand View Avenue.

The 58 24<sup>th</sup> Street Service Variant would provide transit service along Clipper Street, Grand View Avenue, 21<sup>st</sup> Street, and Douglass Street. The segment along Grand View Avenue, 21<sup>st</sup> Street, and Douglass Street is proposed to be eliminated under the 48 Quintara-24<sup>th</sup> Street Service Improvements. Under this variant transit service would be introduced to Clipper Street between Douglass Street and Grand View Avenue and Douglass Street between 24<sup>th</sup> Street and Clipper Street, which previously did not have transit service. This variant would extend the new 58 24<sup>th</sup> Street bus from its proposed terminal at Castro Street to cover the former 48 Quintara-24<sup>th</sup> Street route described above. Under this variant, the frequency of the 58 24<sup>th</sup> Street would not change from what was analyzed in the EIR, namely 15 minute headways in the a.m. and p.m. peak hour. The terminal for this variant is not known yet, but would result in the same loss of up to five parking spaces as was considered for the proposed terminal for the 58 24<sup>th</sup> Street in the EIR.

This variant would introduce transit to Clipper Street (between Grand View Avenue and Douglass Street) and Douglass Street (between 24<sup>th</sup> Street and Clipper Street) and would maintain existing conditions along Grand View Avenue, 21<sup>st</sup> Street, and Douglass Street, with service frequencies of 15 minutes in the a.m. and p.m. peak period. Although the existing service frequency of the 48 Quintara-24<sup>th</sup> Street is 11 minutes in the a.m. peak period and 12 minutes in the p.m. peak period, under the proposed Service Improvements, the 48 Quintara-

24<sup>th</sup> Street service frequency would similarly be reduced to 15 minutes. Please see the Service Variant shown on the revised 58 24<sup>th</sup> Street and revised 48 Quintara-24<sup>th</sup> Street Service Improvement maps.

### **Service Frequency Clarifications**

Table 8 in the Project Description is revised to clarify the following information:

The frequency of the **2 Clement** would be decreased from 10.5 minutes to 12 minutes in the a.m. peak period instead of increased to 10 minutes as shown in the EIR. The frequency of the 6 Parnassus would be decreased from 10 minutes to 12 minutes in the p.m. peak period instead of No Change as shown in the EIR.

The **3 Jackson** was proposed for elimination. However, if retained the frequency of the **3 Jackson** would be decreased from 13.5 minutes to 15 minutes in the a.m. peak period instead of N/A as shown in the EIR, and the frequency would be decreased from 12 minutes to 15 minutes in the p.m. peak period instead of N/A as shown in the EIR.

The frequency of the **6 Parnassus** would be decreased from 10.5 minutes to 12 minutes in the a.m. peak period instead of increased to 10 minutes as shown in the EIR. The frequency of the 6 Parnassus would be decreased from 10 minutes to 12 minutes in the p.m. peak period instead of No Change as shown in the EIR.

The frequency of the **71L Haight-Noriega Limited** would be increased from 10.5 minutes to 7 minutes in the a.m. peak period instead of to 9 minutes as shown in the EIR. The frequency of the 71L Haight-Noriega Limited would be increased from 10 minutes to 7 minutes in the p.m. peak period instead of to 9 minutes as shown in the EIR.

The frequency of the **33 Stanyan** would be increased from 15 minutes to 12 minutes in the a.m. peak period instead of No Change as shown in the EIR. The frequency of the 33 Stanyan would be increased from 15 minutes to 12 minutes in the p.m. peak period instead of No Change as shown in the EIR.

### **ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION**

The proposed additional Service Variant would modify the proposed route for the 58 24<sup>th</sup> Street to extend it along streets that have transit service under existing conditions (under 48 Quintara service) and would introduce service to Clipper Street between Douglass Street and Grand View Avenue and to Douglass Street between 24<sup>th</sup> Street and Clipper Street. The proposed new variant to Service Improvements was 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 it would result in any new or substantially more severe significant impacts, or whether any new mitigation measures would be required.

The Service Frequency Clarifications listed above were analyzed in the March 13, 2014 Supplemental Service Variant Memorandum to the Planning Commission and are reflected in the analysis provided on March 13, 2014. Only the clarification text changes to Table 8 are provided in this memorandum. No additional environmental analysis is required.

## **DRAFT EIR**

### **Transportation**

#### **58 24<sup>th</sup> Street Service Variant**

##### ***Existing Plus Project Impacts***

**Construction.** Implementation of the additional 58 24<sup>th</sup> Street Service Variant would utilize the existing bus zones for the 48 Quintara-24<sup>th</sup> Street and may introduce a transit zone on Clipper Street and/or Douglass Street and also curb ramps, if required. It would be consistent with construction-related activities analyzed in the EIR. Therefore, similar to the Service Improvements, construction impacts of this variant would be considered less than significant (see Impact TR-1 on EIR pp. 4.2-66 to 4.2-71).

**Transit Impacts.** The 58 24<sup>th</sup> Street Service Variant would extend service along a portion of the current alignment for the 48 Quintara-24<sup>th</sup> Street that would be eliminated as part of the Service Improvements and introduce transit on Clipper Street between Douglass Street and Grand View Avenue (approximately 1,250 feet), and on Douglass Street between 24<sup>th</sup> Street and Clipper Street (approximately 850 feet). This variant would use existing route 48 bus stops except along Clipper Street and Douglass Street where one to two bus zones may be added. The addition of service on streets that currently do not have transit routes was analyzed in the EIR under Impact TR-18 on EIR pp. 4.2-121 to 4.2-162.

As discussed in Impact TR-18 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 additional 58 24<sup>th</sup> Street Service Variant would not substantially affect the transit capacity utilization, as the maximum load point for this route is not in the vicinity of the alternate alignment, and implementation of the 58 24<sup>th</sup> Street Service Variant would not substantially affect ridership at the maximum load point or cause the maximum load point to change. For the above reasons, the impact of implementing the 58 24<sup>th</sup> Street Service Variant on transit capacity and operations, similar to the Service Improvements, would be less than significant.

**Traffic Impacts.** The 58 24<sup>th</sup> Street Service Variant would not result in an increase in transit service along the segment previously covered by the 48 Quintara-24<sup>th</sup> Street route. It would introduce transit (up to 4 buses each hour) along a portion of Clipper and Douglass Streets. This segment of Clipper Street (between Grand View Avenue and Douglass Street) is two-way with one travel lane in each direction (with bicycle lanes in each direction and a center left-turn lane) and Douglass Street (between Clipper and 24<sup>th</sup> streets) is two-way with one travel lane in each direction. The intersections of Clipper and Douglass Streets and Douglass Street and 24<sup>th</sup> Street, where transit would be making left-turns are stop-controlled. The EIR under Impact TR-18 discussed the traffic impacts of the addition of transit to streets that currently do not have transit, such as Clipper Street between Castro and Diamond Streets. The analysis concluded that such addition of service would not substantially change traffic conditions on new route segments, and would be less than significant.

**Pedestrian Impacts.** The sidewalk on the north side of Clipper Street, where transit would be introduced is approximately seven to eight feet wide. There currently is no sidewalk on the south side of Clipper Street. Implementation of the 58 24<sup>th</sup> Street Service Variant would not result in overcrowding of sidewalks. The direction of the extended route loop is unknown at this time. Should it result in buses operating in the downhill direction on Clipper Street between Grand View Avenue and Douglass Street, conditions would be similar to what was discussed in the EIR for the 48 Quintara-24<sup>th</sup> Street as discussed in Response PD-2 of the RTC on p. RTC-4.A-13. With the proposed 58 24<sup>th</sup> Street Service Variant, pedestrian conditions would be similar to Existing conditions, particularly on those segments currently served by the 48 Quintara-24<sup>th</sup> Street route.

The 58 24<sup>th</sup> Street Service Variant 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 58 24<sup>th</sup> Street Service Variant on pedestrians, similar to the Service Improvements, would be consistent with the analysis contained under TR-18 in the EIR and would be less than significant.

**Bicycle Impacts.** Service along a portion of the current alignment for the 48 Quintara-24<sup>th</sup> Street would be similar to existing conditions and would not change bicycle travel on that portion. Douglass Street is not a designated bicycle route. Clipper Street is designated Bicycle Route 60 (Class II, Bicycle Lanes), and as similarly analyzed in the EIR under TR-18 for other Service Improvements, an overlap in service with a bicycle route would not affect the operation of the bicycle facilities, and the increase in buses (up to four buses per hour for this Variant) would not substantially affect bicycle travel, or substantially interfere with bicycle facilities or accessibility. Therefore, the impact of the 58 24<sup>th</sup> Street Service Variant on

bicycle facilities and operations, similar to the Service Improvements, would be less than significant.

**Loading Impacts.** The streets affected by this variant (Douglass and Clipper streets, Grand View Avenue, and 21<sup>st</sup> Street) are residential streets without loading zones. Up to ten parking spaces may be removed on Clipper and Douglass Streets if one to two bus zones are added, but loading zones would not be effected. Therefore, the impacts of the 58 24<sup>th</sup> Street Service Variant on loading, similar to the Service Improvements and as discussed under TR-18, would be less than significant.

**Emergency Vehicle Access Impacts.** The proposed 58 24<sup>th</sup> Street Service Variant 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 58 24<sup>th</sup> Street Service Variant on emergency vehicle access, similar to the Service Improvements, would be less than significant.

**Parking Impacts.** On streets that currently have transit service (48 Quintara-24<sup>th</sup> Street) as well as the segments of Clipper and Douglass Streets where transit would be introduced, the 58 24<sup>th</sup> Street Service Variant would minimally change the existing on-street parking supply if a new terminal or bus zone(s) are implemented (up to five parking spaces for each transit zone). Although the loss of parking may be an inconvenience to private auto drivers in some locations, the parking removal associated with this variant to accommodate new transit stop(s) or a terminal, would be minor and, similar to the Service Improvements, as discussed under TR-18, parking impacts would be less than significant.

### ***Cumulative Impacts***

The 58 24<sup>th</sup> Street Service Variant proposes a minor alteration of the 58 service change that would provide transit service on streets served by the 48 Quintara-24<sup>th</sup> Street under existing conditions as well as introduce transit on a segment of Clipper and Douglass Streets. Under 2035 Cumulative conditions, in combination with past, present, and reasonably foreseeable development in San Francisco, the Service Improvements would result in a significant and unavoidable transit impact on the Mission corridor within the Southeast screenline. However, there would be no significant impacts to traffic, pedestrians, bicycles, loading, parking, emergency vehicle access or construction as a result of the Service Improvements.

For the reasons provided, this variant would not alter the analysis or conclusions for cumulative impacts in the EIR. With respect to transit, as discussed in Impact C-TR-1 on EIR pp. 4.2-267 to 4.2-271, under 2035 Cumulative plus project conditions, the Service Improvements would result in a significant cumulative transit impact on the Mission corridor within the Southeast screenline. As noted above, it is not anticipated that the 58 24<sup>th</sup> Street

Service Variant in combination with the Supplemental Service Variants would result in substantial changes in ridership that would affect capacity utilization presented in the EIR, particularly along the Mission corridor. Therefore, the 2035 Cumulative conditions with the TEP including the 58 24<sup>th</sup> Street Service Variant would be similar to those identified in the EIR for the Service Improvements, and , the cumulative impact on transit of the Supplemental Service Variants, similar to the Service Improvements, would be considered significant and unavoidable but would not be more severe as a result of the 58 24<sup>th</sup> Street Service Variant, as discussed above.

Cumulative traffic impacts associated with implementation of the 58 24<sup>th</sup> Street Service Variant and the TEP, 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. This variant would not affect traffic conditions at any of the 78 study intersections during the p.m. peak hour under 2035 Cumulative conditions. The cumulative traffic impact under 2035 Cumulative conditions as a result of this variant would, similar to the Service Improvements, be less than significant.

Cumulative pedestrian and bicycle impacts associated with implementation of the Supplemental Service Variants including the 58 24<sup>th</sup> Street Service Variant, 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. 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. 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 including the 58 24<sup>th</sup> Street Service Variant, similar to the Service Improvements, would have less than significant cumulative pedestrian and bicycle 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 58 24<sup>th</sup> Street Service Variant would not result in substantial on-street parking removal, and would similarly not affect commercial loading spaces or passenger loading/unloading zones. Although the loss of parking may be an inconvenience to private auto drivers in some locations, the parking removal associated with this variant would not be substantial. Therefore, the 58 24<sup>th</sup> Street Service Variant, 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 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<sup>1</sup> Ldn<sup>2</sup>), 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 minor change proposed under the 58 24<sup>th</sup> Street Service Variant would not result in significant noise impacts beyond those evaluated in the EIR. Most of the variant represents existing conditions and only up to four buses per hour would be added along Clipper and Douglass Streets which are currently without transit service. The ambient noise level along those segments falls within the medium (60 to 69 dBA Ldn) range at 60-64 dBA. The increase of up to 72 buses per day would be below the increases shown for other segments within medium noise environments as shown in Table 31 on EIR p. 4.3-39. Therefore, this change in service would not result in any significant noise impacts.

The potential noise impact from the 58 24<sup>th</sup> Street Service Variant would not result in a significant impact, since the proposed change 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.

### **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 limited construction expected for the 58 24<sup>th</sup> Street Service Variant, typically the addition of curb ramps, would be the same as that analyzed in the EIR for the Service Improvements. Therefore, this variant would not 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. This variant 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.

### **Air Quality**

The proposed 58 24<sup>th</sup> Street Service Variant was evaluated to determine whether implementation would result in air quality impacts beyond those evaluated in the EIR, and whether any new significant impacts would occur.

The proposed 58 24<sup>th</sup> Street Service Variant would incrementally 1) increase diesel-fueled transit vehicle miles traveled (VMT) by about 29 miles each day and therefore result in an increase in the emissions of criteria pollutants (reactive organic gases [ROG], nitrogen oxides [NOx], and particulate matter [PM<sub>10</sub> and PM<sub>2.5</sub>]); and 2) introduce motor coach trips along segments of Clipper and Douglass Streets, due to increases in motor coach frequency or changes in routes, and therefore may increase localized concentrations of diesel particulate matter (DPM) and PM<sub>2.5</sub>.

The following sections provide operational and construction air quality analysis associated with the implementation of the 58 24<sup>th</sup> Street Service\_Variant.

### ***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<sub>10</sub>, and PM<sub>2.5</sub> 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 NO<sub>x</sub> – 54 pounds per day and 10 tons per year
- Increase in PM<sub>10</sub> – 82 pounds per day and 15 tons per year
- Increase in PM<sub>2.5</sub> – 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<sub>10</sub>, and PM<sub>2.5</sub> below baseline conditions; the emissions of NO<sub>x</sub> 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.

The proposed Supplemental Service Variants would result in an increase of 723 daily weekday miles for diesel and diesel electric-hybrid motor coaches.<sup>3</sup> This increase in VMT would reduce the total net 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

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<sup>3</sup> SFMTA 2014. Calculations based on an Email from Graham 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.

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 PM<sub>10</sub> and PM<sub>2.5</sub> emission would be less than a pound per day and a ton per year.

Implementation of the TEP Moderate Alternative or Expanded Alternative in addition to the Supplemental Service Variants and the 58 24<sup>th</sup> Street Service Variant would still result in the emissions of ROG, PM<sub>10</sub>, and PM<sub>2.5</sub> 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.<sup>4</sup>

### ***Toxic Air Contaminants and PM<sub>2.5</sub>***

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<sub>2.5</sub> 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 EIR found that the proposed TEP would not result in a significant impact from localized DPM and PM<sub>2.5</sub> concentrations (see Table 44 and discussion on EIR pp. 4.4-47 to 4.4-49).

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 23<sup>rd</sup> 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, which would not result in an increase in health risks or PM<sub>2.5</sub> concentrations above the thresholds of significance. The EIR therefore concluded that operational health risks would be less than significant. The 58 24<sup>th</sup> Street Service Variant would not result in an increase of diesel-fueled motor coach trips greater than the 448 trips per day used in the analysis in the EIR, and therefore, implementation of the TEP with the 58

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<sup>4</sup> 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.

24<sup>th</sup> Street Service Variant would also be less than significant, as determined in Impact AQ-4 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 58 24<sup>th</sup> Street Service 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 58 24<sup>th</sup> Street Service Variant.

The analysis of excess cancer risk and PM<sub>2.5</sub> 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 58 24<sup>th</sup> Street Service 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<sub>2.5</sub> 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 58 24<sup>th</sup> Street Service Variant would not contribute considerably to significant cumulative air quality impacts related to localized health risks.

### **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 was discussed in the March 13, 2014 Supplemental Service Variants Memorandum to the Planning Commission. There are no unusual circumstances as a result of this variant that would alter the discussion provided on March 13, 2014. Therefore, that discussion is incorporated here by reference. The proposed

project, including 58 24<sup>th</sup> Street Service Variant, would have either no impact, a less-than-significant impact, or a less-than-significant impact with implementation of mitigation measures as discussed in the TEP Initial Study.

## **CONCLUSION**

The proposed 58 24<sup>th</sup> Street Service Variant and frequency changes described in the project description 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.

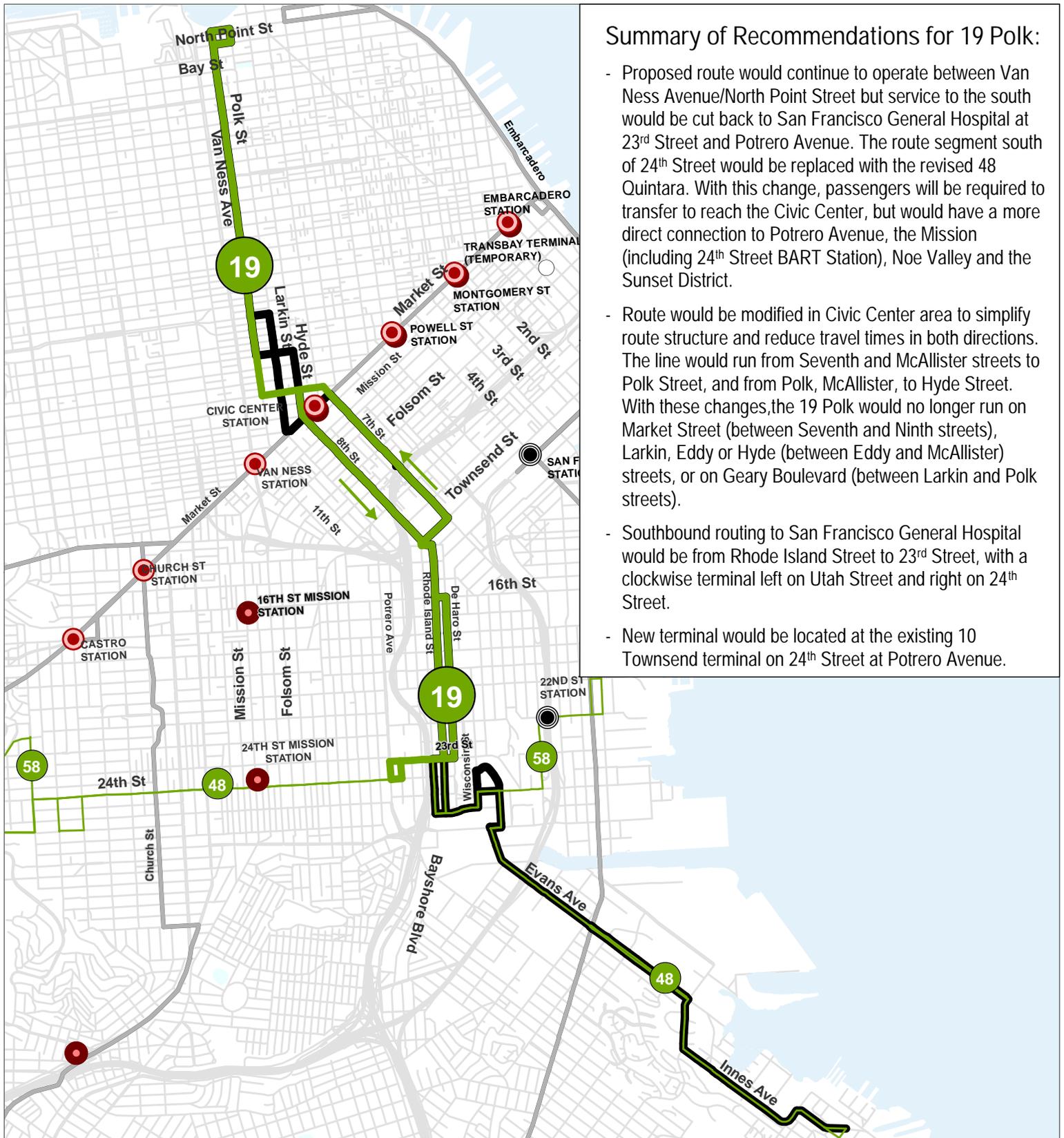
## **ATTACHMENTS**

Attachment A: Revised Service Improvement Maps for the 58, 48 and 19.

Attachment B: Staff-Initiated Text Changes Related to 58 24<sup>th</sup> Street Service Variant and clarification for Service Frequency Changes



**ATTACHMENT A: REVISED SERVICE IMPROVEMENT MAPS**



### Summary of Recommendations for 19 Polk:

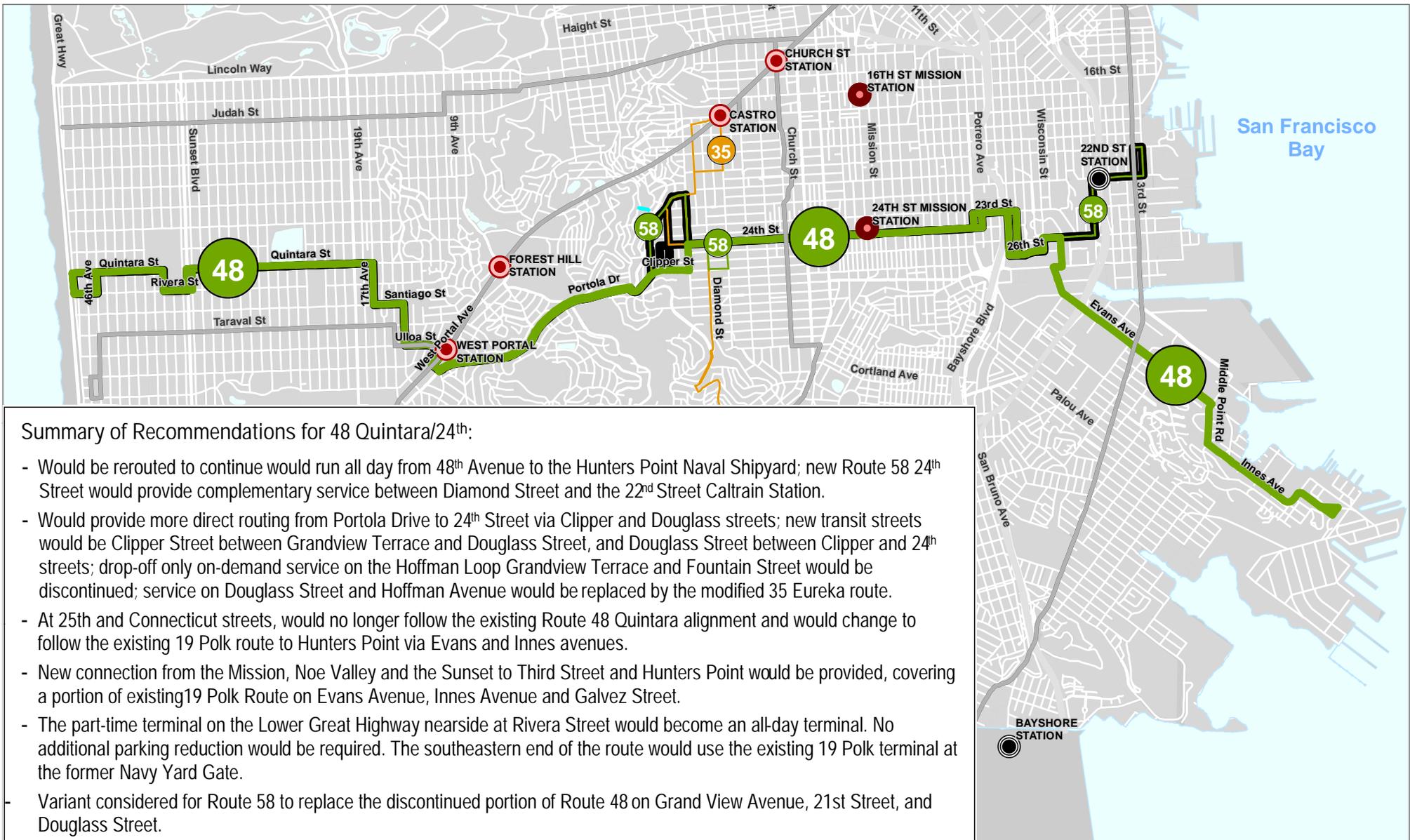
- Proposed route would continue to operate between Van Ness Avenue/North Point Street but service to the south would be cut back to San Francisco General Hospital at 23<sup>rd</sup> Street and Potrero Avenue. The route segment south of 24<sup>th</sup> Street would be replaced with the revised 48 Quintara. With this change, passengers will be required to transfer to reach the Civic Center, but would have a more direct connection to Potrero Avenue, the Mission (including 24<sup>th</sup> Street BART Station), Noe Valley and the Sunset District.
- Route would be modified in Civic Center area to simplify route structure and reduce travel times in both directions. The line would run from Seventh and McAllister streets to Polk Street, and from Polk, McAllister, to Hyde Street. With these changes, the 19 Polk would no longer run on Market Street (between Seventh and Ninth streets), Larkin, Eddy or Hyde (between Eddy and McAllister) streets, or on Geary Boulevard (between Larkin and Polk streets).
- Southbound routing to San Francisco General Hospital would be from Rhode Island Street to 23<sup>rd</sup> Street, with a clockwise terminal left on Utah Street and right on 24<sup>th</sup> Street.
- New terminal would be located at the existing 10 Townsend terminal on 24<sup>th</sup> Street at Potrero Avenue.

## Line 19 - Polk-Revised Recommended Route Alignment

### Legend

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



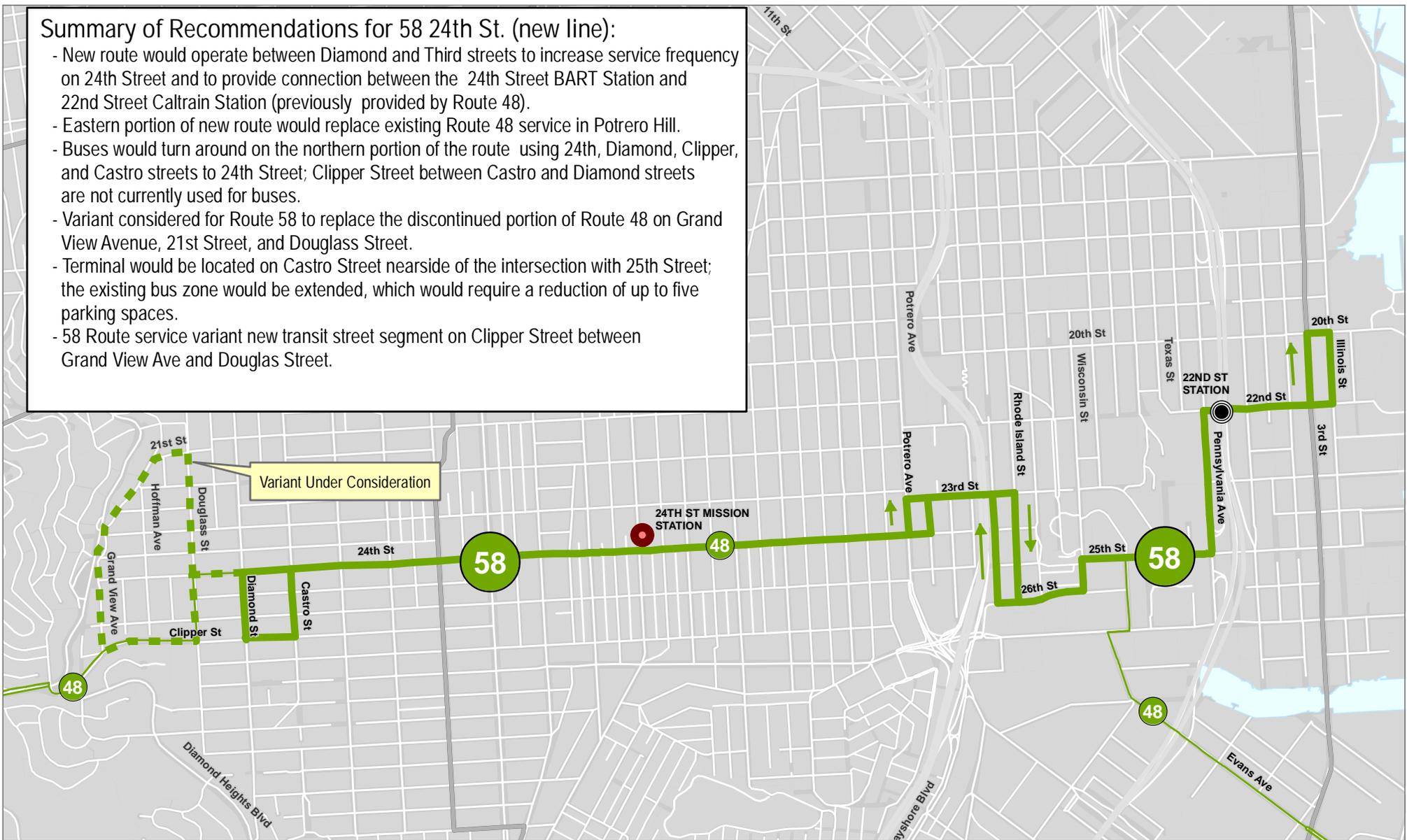


## Line 48 - Quintara/24th - Revised Recommended Route Alignment

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

### Summary of Recommendations for 58 24th St. (new line):

- New route would operate between Diamond and Third streets to increase service frequency on 24th Street and to provide connection between the 24th Street BART Station and 22nd Street Caltrain Station (previously provided by Route 48).
- Eastern portion of new route would replace existing Route 48 service in Potrero Hill.
- Buses would turn around on the northern portion of the route using 24th, Diamond, Clipper, and Castro streets to 24th Street; Clipper Street between Castro and Diamond streets are not currently used for buses.
- Variant considered for Route 58 to replace the discontinued portion of Route 48 on Grand View Avenue, 21st Street, and Douglass Street.
- Terminal would be located on Castro Street nearside of the intersection with 25th Street; the existing bus zone would be extended, which would require a reduction of up to five parking spaces.
- 58 Route service variant new transit street segment on Clipper Street between Grand View Ave and Douglas Street.



## Line 58 - 24th St - Revised Recommended Route Alignment

### Legend

- Recommended Local Route
- Potential Route Variation
- Segment would be covered by another recommended route
- Rail Network

- Muni Metro Stations
- BART Stations
- Caltrain Stations

**SFMTA**

Municipal Transportation Agency

Map Updated  
March 2014



0 0.25 0.5  
Miles

**ATTACHMENT B: STAFF-INITIATED TEXT CHANGES**

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**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 <sup>1</sup>
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		<u>X</u>		
5 Fulton			X	X	2	5
5L Fulton Limited	X					5
6 Parnassus			X	<u>X</u>		
8X Bayshore Express			X <sup>4</sup>	X		5
8AX Bayshore Express				<u>X</u>		5
8BX Bayshore Express			X <sup>4</sup>	<u>X</u>		5
9 San Bruno						X
9L San Bruno Limited				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 <sup>1</sup>
10 Sansome (formerly 10 Townsend)			X	X		X
11 Downtown Connector	X		<sup>4</sup>			
12 Folsom-Pacific		X				
14 Mission					X	<sup>5</sup>
14L Mission Limited				X	X	<sup>5</sup>
14X Mission Express				X		<sup>5</sup>
16X Noriega Express			X <sup>4</sup>			X
17 Parkmerced			X <sup>4</sup>	X		X
18 46 <sup>th</sup> Avenue			X			
19 Polk			X			X
21 Hayes				X		
22 Fillmore			X <sup>4</sup>	X	<sup>2</sup>	<sup>5</sup>
23 Monterey			X			
24 Divisadero				X		
27 Bryant			X <sup>4</sup>			X
28 19 <sup>th</sup> Avenue			X <sup>4</sup>	X		<sup>5</sup>
28L 19 <sup>th</sup> Avenue Limited			X <sup>4</sup>	X		<sup>5</sup>
29 Sunset			X	X		
30 Stockton					X	<sup>5</sup>
30X Marina 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 <sup>1</sup>
31 Balboa				X		
31AX Balboa Express						X
31BX Balboa Express						X
32 Roosevelt	X		<sup>4</sup>			
33 Stanyan			X <sup>4</sup>	<u>X</u>		
35 Eureka			X <sup>4</sup>	X	X	
36 Teresita			X	X	X	
37 Corbett			X <sup>4</sup>	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 <sup>4</sup>	X		
44 O'Shaughnessy				X		
45 Union-Stockton						<sup>5</sup>
47 Van Ness			X	X		
48 Quintara-24 <sup>th</sup> Street			X	X		X
49 Van Ness-Mission		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 <sup>1</sup>
49L Van Ness-Mission Limited	X				X	
52 Excelsior			X	X		X
54 Felton			X	X		
56 Rutland			X	X	X	
58 24 <sup>th</sup> Street	X <sup>4</sup>					
66 Quintara					X	
71/71L Haight-Noriega <sup>3</sup>			X <sup>4</sup>	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.

<sup>1</sup> "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.

<sup>2</sup> The 5 Fulton shortline, and 22 Fillmore have Service Variants related to a change in vehicle type.

<sup>3</sup> 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 11<sup>th</sup> 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.

<sup>4</sup> The 2 Clement, ~~8X Bayshore Express, 8AX Bayshore Express, 8BX Bayshore Express, 40 Sansome,~~ 11 Downtown Connector, 16X Noriega Express, ~~17 Parkmerced,~~ 22 Fillmore, 27 Bryant, ~~28 19<sup>th</sup> Ave, 28L 19<sup>th</sup> Ave. Ltd.,~~ 32 Roosevelt, ~~33 Stanyan,~~ 35 Eureka, 37 Roosevelt, ~~43 Masonic,~~ **58 24<sup>th</sup> Street** 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.

<sup>5</sup> "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 <sup>1, 2</sup> (Minutes)			
2 Clement  (west of Presidio Avenue)	<ul style="list-style-type: none"> <li>No route changes proposed.</li> <li>Supplemental trolley coach service would be added between Downtown (Sansome/Market streets) and Presidio Avenue to maintain current transit frequencies on Sutter and Post streets after replacing the discontinued 3 Jackson route on this segment.</li> <li>2 Clement Service Variant proposes an alternative alignment that would use existing overhead wires for trolley coach service on the entire Sutter Street corridor. Instead of operating on Clement Street from Arguello Boulevard to Park Presidio Boulevard, the route would continue on California Street to Eighth Avenue, then south to Clement Street to Sixth Avenue. This Service Variant would include a terminal loop at Sansome Street in the Downtown area.</li> </ul>	12	<del>107.5</del>	12	<del>107.5</del>
2 Clement  (east of Presidio Avenue)	<ul style="list-style-type: none"> <li>No route changes proposed.</li> <li>Supplemental trolley coach service would be added between Downtown (Sansome/Market streets) and Presidio Avenue to maintain current transit frequencies on Sutter and Post streets after replacing the discontinued 3 Jackson route on this segment.</li> <li>2 Clement Service Variant proposes an alternative alignment that would use existing overhead wires for trolley coach service on the entire Sutter Street corridor. Instead of operating on Clement Street from Arguello Boulevard to Park Presidio Boulevard, the route would continue on California Street to Eighth Avenue, then south to Clement Street to Sixth Avenue. This Service Variant would include a terminal loop at Sansome Street in the Downtown area.</li> </ul>	12	<del>515</del>	12	<del>515</del>

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 <sup>1,2</sup> (Minutes)			
3 Jackson  (Route Elimination)	<ul style="list-style-type: none"> <li>Route would be discontinued.</li> <li>Other Muni routes would provide service on streets currently served by this route, except for Jackson Street between Divisadero Street and Presidio Avenue which would be eliminated due to low ridership. Transit headways on Sutter Street would be maintained by adding supplemental trolley coach service on the 2 Clement between Downtown and Presidio Avenue.</li> <li><b><u>If 3 Jackson route is retained as recommended, frequencies would be 15 minutes in the a.m. and p.m. peak hour.</u></b></li> </ul>	13.5	N/A	12	N/A

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 <sup>1,2</sup> (Minutes)			
33 Stanyan (Alignment Change)	<ul style="list-style-type: none"> <li>• Would operate on current route on 18<sup>th</sup> Street west of Valencia Street and 16<sup>th</sup> Street between Valencia Street and Potrero Avenue.</li> <li>• Would cross Potrero and continue east on 16<sup>th</sup> Street to Connecticut Street, south to 18<sup>th</sup> Street, to Third Street, 20<sup>th</sup> and Tennessee streets to cover Potrero Hill segment of 22 Fillmore that would be eliminated.</li> <li>• Service would be rerouted onto Valencia Street between 16<sup>th</sup> and 18<sup>th</sup> 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.</li> <li>• Potrero Avenue passengers would use Route 9 San Bruno/9L San Bruno Limited.</li> <li>• <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></li> <li>• <u>33 Stanyan Service Variant new transit street segment includes Guerrero Street between 16th and 18th streets.</u></li> </ul>	15	<b>No Change<del>12</del></b>	15	<b>No Change<del>12</del></b>

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 <sup>1, 2</sup> (Minutes)			
71L Haight-Noriega Limited <sup>1</sup> (Route)	<ul style="list-style-type: none"> <li>No route changes proposed.</li> <li>Existing 71L Haight-Noriega Limited, which operates only in the peak period and peak direction, would replace the 71 Haight Noriega and provide all day limited-stop service on Haight Street in both directions.</li> <li>Route would make local stops west of Stanyan Street and on Market Street; route would make limited stops between Stanyan and Market streets.</li> <li>Route includes inbound/outbound service on 22<sup>nd</sup>/23<sup>rd</sup> Avenue couplet. 71L Haight-Noriega Limited Service Variant would evaluate two-way, inbound/outbound service on 22<sup>nd</sup> Avenue to improve connections to the N Judah.</li> <li>Midday frequency would change from 12 to 10 minutes.</li> <li>TTRP.71 is proposed to reduce transit travel time on this corridor.</li> </ul>	10.5	<u>97</u>	10	<u>97</u>

<sup>1</sup> 71L Haight-Noriega Limited - Proposed route includes two-way service on lower Haight Street consistent with the SFMTA project (in design phase) to convert Haight Street to two-way traffic operation between Gough Street and Octavia Boulevard. This would allow the 6 Parnassus and 71L Haight-Noriega Limited to continue east on Haight from Laguna to Market streets. When completed, inbound buses would have fewer turns and would not be delayed by traffic on Page Street turning onto Octavia Boulevard.

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 <sup>1,2</sup> (Minutes)			
48 Quintara- 24 <sup>th</sup> Street  (Alignment Change)	<ul style="list-style-type: none"> <li>• Service would operate all day from 48<sup>th</sup> Avenue to the Hunters Point Naval Shipyard; new Route 58 24<sup>th</sup> Street would provide complementary service between Diamond Street and the 22<sup>nd</sup> Street Caltrain Station.</li> <li>• Would provide more direct routing from Portola Drive to 24<sup>th</sup> Street via Clipper and Douglass streets; new transit streets would be Clipper Street between Grandview Terrace and Douglass Street, and Douglass Street between Clipper and 24<sup>th</sup> streets; drop-off only on-demand service on the Hoffman Loop, Grandview Terrace, and Fountain Street would be discontinued; service on Douglass Street and Hoffman Avenue would be replaced by the modified Route 35 Eureka.</li> <li>• At 25<sup>th</sup> and Connecticut streets, this route would no longer follow the existing Route 48 Quintara alignment and would change to follow the existing 19 Polk route to Hunters Point via Evans and Innes avenues.</li> <li>• New connection from the Mission District, Noe Valley and the Sunset to Third Street and Hunters Point would be provided, covering a portion of existing Route 19 Polk on Evans and Innes avenues and Galvez Street.</li> <li>• The part-time terminal on the Lower Great Highway nearside at Rivera Street would become an all-day terminal. No additional parking reduction would be required. The southeastern end of the route would use the existing 19 Polk terminal at the former Navy Yard Gate.</li> <li>• <u>58 Service Variant would replace the discontinued portion of Route 48 on Grand View Avenue, 21<sup>st</sup> Street, and Douglass Street and introduce service on Clipper Street between Grand View Avenue and Douglass Street and on Douglass Street between Clipper Street and 24<sup>th</sup> Street.</u></li> </ul>	11	15	12	15

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 <sup>1,2</sup> (Minutes)			
58 24 <sup>th</sup> Street (New Route)	<ul style="list-style-type: none"> <li>Route would operate between Diamond and Third streets to increase service frequency on 24<sup>th</sup> Street and to provide connection between the 24<sup>th</sup> Street BART Station and 22<sup>nd</sup> Street Caltrain Station (previously provided by Route 48 Quintara).</li> <li>Eastern portion of new route would replace existing Route 48 Quintara service in Potrero Hill.</li> <li>Buses would turn around on the northern portion of the route using 24<sup>th</sup>, Diamond, Clipper, and Castro streets to 24<sup>th</sup> Street; Clipper Street between Castro and Diamond streets is not currently used for buses.</li> <li>Terminal would be located on Castro Street nearside of the intersection with 25<sup>th</sup> Street; the existing transit zone would be extended, which would require a reduction of up to five parking spaces</li> <li><b><u>58 Service Variant would replace the discontinued portion of Route 48 on Grand View Avenue, 21<sup>st</sup> Street, and Douglass Street and introduce service on Clipper Street between Grand View Avenue and Douglass Street and on Douglass Street between Clipper Street and 24<sup>th</sup> Street.</u></b></li> </ul>	N/A	15	N/A	15

**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.
<u>8X Bayshore Express</u>	<u>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.</u>
<u>8AX Bayshore Express</u>	<u>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.</u>
<u>8BX Bayshore Express</u>	<u>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.</u>
11 Downtown Connector	11 Downtown Connector Service Variant 1 would include two-way service on Folsom, rather than Folsom (east) and Harrison (west) couplet.
<u>11 Downtown Connector</u>	<u>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.</u>
16X Noriega Express	16X Noriega Express Service Variant would include two-way service on 22nd Avenue, rather than current 22nd/23rd Avenue couplet.
<u>17 Parkmerced</u>	<u>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.</u>

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.
<u>27 Folsom</u>	<u>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.</u>
<u>28 19<sup>th</sup> Avenue</u>	<u>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.</u>
<u>28 19th Avenue Limited</u>	<u>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.</u>
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.
<u>33 Stanyan</u>	<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 to allow rerouting from 18th to 16th streets via Guerrero Street rather than Valencia Street.</u>
35 Eureka	35 Eureka Service Variant 1 would include an alignment along Diamond Street.

Route	Description of Variant to Service Improvement
<u>35 Eureka</u>	<u>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.</u>
<u>35 Eureka</u>	<u>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.</u>
37 Corbett	37 Corbett Service Variant would include an alternate eastern terminal loop along Church Street, Hermann Street, Fillmore Street and Duboce Avenue.
<u>37 Corbett</u>	<u>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.</u>
<u>43 Masonic</u>	<u>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.</u>
<u>58 24<sup>th</sup> Street</u>	<u>58 Service Variant would replace the discontinued portion of Route 48 on Grand View Avenue, 21<sup>st</sup> Street, and Douglass Street and introduce service on Clipper Street between Grand View Avenue and Douglass Street and on Douglass Street between Clipper Street and 24<sup>th</sup> Street.</u>
71L Haight - Noriega	71L Haight - Noriega Service Variant would include two-way service on 22nd Avenue, rather than current 22nd/23rd Avenue couplet.